

NRHS NEWS RELEASE - JULY 10, 2014

SIGNIFICANT CHANGES COMING AS NRHS STANDS AT A CROSSROADS

Nearly 80 years after its founding, the NRHS stands at a crossroads. Just as the railroad industry transformed itself to adapt to changing times, so too must the NRHS form a new identity to survive. The society can no longer sustain itself with the same financial and membership model that has been used since 1935. Cost-cutting alone is not enough.

As a result, we have formed a New Business Model Committee that will design a concrete vision for our future, including a new financial model that provides long-term stability while strengthening our core mission of rail preservation. In September, this new model will be presented to the NRHS Board of Directors. The board will then make their final decision to approve or reject the new business model.

If successful, the new model that emerges will radically transform our organization. Substantial changes will come to our governing structure, our membership model, our financial model and our chapter relationships.

What will not change is the society's primary mission: to preserve and promote America's railroad heritage so it can be enjoyed by future generations. We're also fully committed to our 2015 convention to be held next June in Rutland, Vermont.

At this time we can't say which programs will be appropriate or affordable in the new business model, but we intend to continue the following:

- > Our annual Railway Heritage Grants program, which has awarded nearly \$650,000 to restore and preserve historic equipment, structures, and collections.
- > Our successful RailCamp summer program, which filled to capacity in 2014, and provides hands-on railroading experience to young people.
- > Our national advocacy of railroad preservation, including our Most At-Risk list of endangered railroad landmarks.
- > The NRHS News and Bulletin, although the frequency and format may change during the transition period.

The new business model committee is made up of experts in finance, the preservation field, the railroad industry, marketing, and management. We'll be introducing them to you in the next update. They are devoting their summer to transform an 80-year old society into a focused, stable and successful organization that's driven by passionate supporters of railroad history and preservation.

We realize that swift changes and uncertainty are a great concern for our membership; however, this is a crucial time for NRHS that will shape our survival and future success. The committee's September deadline was chosen so we can share future plans with our members prior to the 2015 dues renewal period.

We pledge to keep you informed of our progress between now and September, as we work to remake the NRHS for the 21st century and beyond. If you have any questions, please email info@nrhs.org. Thank you for your support of rail preservation!

Trains News Wire EXCLUSIVE: NRHS braces for big changes amid financial woes, declining membership**By Justin Franz - Published: July 10, 2014**

PHILADELPHIA – One of the largest railroad enthusiast groups in the world must brace for “fundamental change” or face extinction, according to its president. This week, a five-person committee tasked with reinventing the National Railway Historical Society in less than three months convened near Philadelphia for the first time since being formed earlier this summer.

NRHS President Greg Molloy tells Trains News Wire that it is too early to know what changes will be made to the organization in the coming weeks and months, but notes something must be done before it's too late.

“The business model we have is not practical for the modern era,” Molloy says. “Changes have to be made.”

The initiative to reinvent the 80-year-old nonprofit comes as its membership dwindles and its financial coffers continue to shrink. In 2013, the NRHS had 11,573 members, a 7.2 percent drop from the previous year and nearly half the number of members it had in 1994, when the group reached an all-time high of 21,842. Meanwhile, the group lost \$72,000 in 2013 and more than three times as much in 2012.

The number of chapters also continues to ebb and flow. In 2013, according to the June 2014 NRHS News, the organization added two new chapters in Kentucky and Tennessee. However, four other chapters either disbanded or disassociated from the NRHS. In the same issue of NRHS News, the organization states it “has at most a year to reinvent itself.”

The beginning of that reinvention arrived this week, when the NRHS announced the formation of a New Business Model Committee, headed up by five members of the board of directors: Molloy, Wes Weis, Bob Ernst, Jeff Smith, and Steve Barry. Molloy says the committee has two months to come up with a new vision and business model for the organization that will be presented to the full board of directors for an up or down vote no later than Sept. 15. Meanwhile, a second committee, made up of the president, vice president, secretary, treasurer, and general council, will reevaluate the NRHS's finances to ensure that it “stays afloat” for the next few months, according to Molloy.

Molloy insists that it is far too early to know what type of changes would be made to the organization and he was hesitant to speculate what the new business committee would do, noting that the other four members will be making most of the decisions. However, he says it is possible that the NRHS will move away from being a “social” organization and focus more on supporting railroad preservation projects. In a press release issued Wednesday, the organization said it intends to continue its Railway Heritage Grants program, the RailCamp summer program for young enthusiasts, and its annual “Most-At-Risk” list of endangered railroad landmarks. The organization also plans to continue to produce its two publications, NRHS News and the Bulletin, but the frequency and format may change in the future. It also says that the 2015 NRHS convention, being held in Rutland, Vt., will go on as planned.

“We want to move in a direction that does more to support rail preservation,” Molloy says. “Railroad preservation often happens in small corners and there are few centralized voices to support it.”

Molloy says one of the reasons the NRHS may move away from being a social club is that fewer and fewer people, especially younger people, are interested in joining such an organization in the internet age, especially when the membership base is predominantly older.

“There was a time when you needed to join a local club because if you wanted to know what was going on at your local railroad you needed the club's newsletter to find out,” he says. “Now you can find out on the Internet.”

Molloy says the past few years have seen some changes to the organization and its structure, most notably the board of directors. In previous years, the board of directors had one representative from every chapter and at times had as many as 180 members. Today, the board of directors has 25 members.

Molloy has been involved with the NRHS for more than 30 years and has been president since 1994. He is up for reelection this year and, for the first time ever, is facing a challenge from Al Weber of the St. Louis Chapter. Ballots in the biannual election are due Aug. 1 and the results will be announced two weeks after.





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK RFP SEEKS 28 NEXT-GEN HSR TRAIN SETS

Amtrak said Wednesday, July 2, 2014 it has officially issued its Request for Proposals (RFP) for up to 28 next-generation high speed trainsets to replace its current Acela Express equipment on the Northeast Corridor (NEC).

Amtrak expects the new gear to be "capable of meeting or exceeding current Acela trip-times on the existing NEC infrastructure," and added, "The new equipment is intended to have 40% more seats per train than current trainsets."

"The Northeast Corridor needs more high speed rail capacity to help move the American economy forward," said President and CEO Joseph Boardman. "More and more people are choosing Amtrak for travel between Washington, New York, and Boston. New equipment means more seats and more frequent departures to help meet that growing demand."

Current manufacturers of HSR equipment, defined as manufacturers with equipment in commercial operation at speeds of at least 160 mph, will be eligible to submit bids, Amtrak said. Responses are due by Oct. 1, 2014, an Amtrak spokesman informed *Railway Age*.

The move comes as Amtrak's Acela Express service struggles to handle increasing demand. Amtrak said Acela Express ridership is up 7% from a year ago and trains are often sold out, especially during peak periods. On 25 occasions so far in fiscal year 2014, which began Oct. 1, 2014, the number of daily trips on Acela topped 14,000. That's compared to five times in FY13, Amtrak noted.

Amtrak's RFP follows a mutual decision announced late last month by Amtrak and the California High-Speed Rail Authority not to seek a joint order of HSR equipment.

SUPREME COURT TO HEAR AMTRAK PERFORMANCE STANDARDS CASE

WASHINGTON – The U.S. Supreme Court says it will hear the case of whether freight railroads must meet metrics and minimum standards for assessing the performance of Amtrak passenger service on their lines, the *Wall Street Journal* reports.

As part of the Passenger Rail Investment and Improvement Act of 2008, the Federal Railroad Administration set metrics and minimum standards for assessing the performance of Amtrak passenger rail service on freight railroads. The standards are supposed to be incorporated into Amtrak's operating agreements with the railroads. Freight railroads potentially can be penalized if they fail to meet performance standards for Amtrak trains.

The railroads object to the standards, saying the adopted performance metrics are unrealistic and that the law's grant of authority to Amtrak is unprecedented and untenable. They argue that Congress has violated the Constitution by delegating authority to a private entity.

A federal appeals court in Washington agrees.

The appeals court acknowledges that Amtrak "is a curious entity" that straddles the public and private sectors, but it notes that Amtrak is incorporated as a for-profit entity. It has struck down the arrangement as unconstitutional.

The Justice Department asked the Supreme Court to review the case, saying

the government retained sufficient control over the Amtrak performance standards to avoid any constitutional concerns.

The Supreme Court will consider the case, *Department of Transportation v. Association of American Railroads*, during its next term, which begins in October. [*Trains News Wire*]



CSX CORPORATION ANNOUNCES RECORD SECOND-QUARTER RESULTS, REAFFIRMS GUIDANCE AND INCREASES CAPITAL INVESTMENTS

Highlights:

- Leveraged strong growth environment to produce all-time quarterly records for revenue, operating income, and earnings per share
- Full-year modest earnings growth still expected for 2014, with double-digit earnings growth and margin expansion expected to resume in 2015
- Increasing 2014 investment by approximately \$100 million to \$2.4 billion to support sustainable growth

JACKSONVILLE, Fla. - July 15, 2014 - CSX Corporation (NYSE: CSX) today announced second-quarter net earnings of \$529 million, or \$0.53 per share, up from \$521 million, or \$0.51 per share in the same quarter of 2013.

For the quarter, revenue increased 7 percent to an all-time record \$3.2 billion on volume growth of 8 percent, with strength across CSX's major markets. The higher revenues helped deliver record operating income of nearly \$1 billion and an operating ratio of 69.3 percent.

"To propel service and capture growth opportunities, CSX is adding front-line personnel and making targeted investments in infrastructure and freight cars to efficiently grow our business and create competitive advantages for our customers," said Michael J. Ward, chairman, president and chief executive officer. "With the broad-based economic momentum we are seeing, the core earning strength of this company is improving and driving value for shareholders."

In addition to the positive economic environment, secular growth trends in the intermodal and oil and gas markets are contributing to CSX's expectation for modest full-year earnings growth in 2014. As it capitalizes on these growth opportunities and continues to invest in its service product, the company remains confident in its ability to sustain double-digit earnings growth and margin expansion for its shareholders beginning in 2015. The company also expects to sustain a mid-60s operating ratio longer-term.

These expectations are the foundation for the increase in this year's capital investment of approximately \$100 million. The increase further enhances key infrastructure and adds freight cars to help drive long-term growth.

[CSX Corp.]

CSX COMPLETES \$25 MILLION SAFETY AND MAINTENANCE JAMBOREE

JACKSONVILLE, Fla. - July 9, 2014 - Over the Fourth of July holiday, more than 525 CSX employees were hard at work on the railroad, safely replacing about 68,000 railroad ties and 200,000 feet of rail, and completing nearly 120 miles of surfacing work.

These accomplishments were part of the 2014 CSX "Maintenance Jamboree," an annual blitz that accomplishes about a year's worth of rail, cross-tie, signal and bridge work into one week to reduce impact on customers and communities. In addition to CSX's regularly scheduled

maintenance and infrastructure work, during the Jamboree CSX crews undertook additional engineering projects that promote train safety, reliability and service, and benefit customers across CSX's network. They also support community safety by helping to maintain smooth crossings where roads and highways meet the tracks at grade level.

"The annual Maintenance Jamboree is one more example of CSX's commitment to investing in both the safety and reliability of our network to better serve our customers and the communities in which we operate," said Oscar Munoz, executive vice president and chief operating officer. "This program depends on the dedication and hard work of our engineering teams, who work tirelessly through the holiday period to ensure our network can move customers' freight efficiently and continue to connect American businesses to the global economy."

The \$25 million worth of work, which ran from June 30 to July 7, focused on CSX tracks and bridges across Kentucky, Virginia, Tennessee, North Carolina and South Carolina. Track work was concentrated on key routes [former Clinchfield Railroad - Ed.] between Shelby, Ky. and Greenwood, S.C. and from Bostic to Monroe, N.C. In addition to the track and tie work, CSX crews also converted several open deck bridges to more modern concrete ballast decks.

CSX has celebrated a Maintenance Jamboree since 1999, when a machine operator coined the term "Jamboree" to describe the mass gathering of maintenance-of-way crews and equipment in one area. [CSX Corp.]

FEIS FOR VIRGINIA AVENUE TUNNEL PROJECT RELEASED



Federal Highway Administration (FHWA) and the District Department of Transportation (DDOT) released a Final Environmental Impact Statement (FEIS) for the proposed reconstruction of CSX's Virginia Avenue Tunnel, located immediately beneath Virginia Avenue in southeast District of Columbia. The FEIS

incorporates feedback from the community and identifies "Alternative 3 - Two New Tunnels" as the preferred alternative for construction. The preferred alternative involves replacing the existing Virginia Avenue Tunnel with two new permanent tunnels constructed sequentially.

Each new tunnel will have a single railroad track with enough vertical clearance to allow double-stack intermodal container freight trains. A new parallel, south side tunnel will be built first as trains continue operating in the existing Virginia Avenue Tunnel. After the south side tunnel is completed, train operations will switch over to the new tunnel and the existing Virginia Avenue Tunnel will be demolished and rebuilt.

Alternative 3 has the shortest construction timeframe of the build alternatives considered (an estimated 30-42 months, compared to 54-66 months under another alternative). It addresses community concerns about moving trains through an open trench during construction by operating trains in an enclosed tunnel at all times in front of residences. It also maintains access for residents and emergency responders to all homes and cross-streets during the entire construction process.

After the conclusion of the 30-day review period, FHWA will issue a Record of Decision.

CSX is proposing to spend hundreds of millions of company dollars to reconstruct this 110-year old tunnel, to move people and goods more efficiently for the benefit of passengers and businesses in the district and throughout the region.

"The preferred alternative is the direct result of years of community input during the environmental review process. It addresses community concerns and prioritizes neighborhood safety and security during construction," said Louis Renjel, vice president strategic infrastructure initiatives at CSX. "[This] announcement means CSX and the Virginia Avenue community can

focus our ongoing discussions on a single potential construction plan, discuss the potential impacts of that plan and share information about the many things CSX would do to minimize those impacts."

Under the preferred alternative construction plan, CSX would be required to take certain actions to reduce the impact from construction including limiting construction hours; controlling dust at the construction site to maintain air quality; reducing construction noise and vibration by creating physical barriers, choosing less noisy construction techniques and doing noise and vibration monitoring; working with DDOT to monitor and maintain traffic flow around the construction site as necessary to reduce impact and providing compensation to the residents who are impacted the most, the residents directly next to the project, and to Virginia Avenue Tunnel neighborhood organizations, to minimize construction impacts as the residents and organizations choose. [Railway Track & Structures]



Montana Rail Link MONTANA RAIL LINK CLEANS UP BOEING TRAIN DERAILMENT



ALBERTON, Mont. - Montana Rail Link officials were busy trying to retrieve three Boeing 737 fuselages from the Clark Fork River in western Montana, four days after a derailment sent the expensive cargo into the water.

The train, BNSF Railway H-KCKSP01-28, was traveling west on MRL's Fourth

Subdivision on July 3 when 19 cars derailed about 4 p.m. just west of the Fish Creek Trestle, about 45 miles west of Missoula. No one was injured in the incident.

Three of the six of the cars carrying fuselages went down the embankment and landed in the water. Other derailed cars included three enclosed cars of Boeing parts, six idler flats, two covered hoppers, and a tank car. The aircraft components were in transit from Kansas to Boeing's assembly plant in Renton, Wash. On Saturday, Boeing officials told the Wall Street Journal that it was assessing the damage to the fuselages and it was unclear if they could still be used.

Officials with the Montana Fish, Wildlife & Parks agency were on hand Friday monitoring the cleanup. However, they decided against closing the river for recreation use because of the holiday.

The Fourth Subdivision was closed from Thursday until midday Saturday while crews worked over the holiday weekend to clear the wreck and rebuild the track. Hulcher Services of Pasco, Wash., and RJ Corman of Billings assisted with the cleanup. The cause of the accident is under investigation.

While the line was closed, MRL detoured some trains over its Tenth Subdivision between Missoula and Paradise, where it rejoins the Fourth Subdivision. The detours forced the railroad to use helpers over Evaro Hill west of Missoula, a rare sight in the MRL era. [Justin Franz & Ted Curphey - edited from Trains News Wire]



NORFOLK SOUTHERN REPORTS RECORD SECOND-QUARTER 2014 RESULTS

NORFOLK, VA. - For the second quarter of 2014 Norfolk Southern reported record net income of \$562 million, 21 percent higher compared with \$465 million in second-quarter 2013. Diluted earnings per share increased 23 percent to a record \$1.79, compared with \$1.46 per diluted share in the same period last year. The railway operating ratio, or operating expenses as a percentage of revenue, improved 5 percent to 66.5 percent.

"Norfolk Southern delivered excellent financial performance during the second quarter, reporting the highest railway operating revenues in its

history," said CEO Wick Moorman. "We see continued strength across most of our business segments and are optimistic that overall economic conditions will drive growth. Our focus remains unchanged. We are committed to running the safest railroad, providing superior service, increasing efficiency, and driving superior returns to our shareholders."

Second-quarter railway operating revenues increased to a record \$3.0 billion, 9 percent higher compared with the same period of 2013, driven by an 8 percent increase in volume.

General merchandise revenues increased 8 percent to a record \$1.7 billion compared with the second quarter of 2013. Shipments of metals and construction, chemicals, and agricultural products fueled a 7 percent increase in traffic volume.

Second-Quarter Revenue by Commodity Group

• Intermodal up 11 percent • Metals and Construction up 17 percent • Coal up 7 percent • Chemicals up 10 percent • Agriculture up 5 percent • Automotive up 3 percent • Paper up 2 percent

Coal revenues increased 7 percent to \$672 million in the second quarter compared with the same period of 2013, with volume up 3 percent, the result of increased demand for utility coal from stockpile replenishment in response to a severe winter and higher natural gas prices, which offset lower export volume.

Intermodal revenues increased 11 percent to a record \$650 million compared with the second-quarter 2013. Volume increased 11 percent, the result of continued domestic growth coupled with new international business.

Railway operating expenses were \$2.0 billion, 3 percent higher compared with second-quarter 2013, principally due to costs associated with higher business volumes. Income from railway operations for the second quarter was a record \$1.0 billion, 22 percent higher compared with the same period of 2013.

The railway operating ratio, or operating expenses as a percentage of revenue, was a record 66.5 percent, a 5 percent improvement compared with the same period of 2013. *[Norfolk Southern Corp.]*

NORFOLK SOUTHERN LAYS DOWN THE LAW ABOUT TRESPASSING ON RAILROAD TRACKS



NORFOLK SOUTHERN POLICE SUPERVISORY SPECIAL AGENT ANDREW LESCOSKY DRIVES ON THE RAILROAD RIGHT OF WAY ALONG THE TRACKS TUESDAY. THE RAILROAD POLICE WERE IN LEBANON TO EDUCATE PEOPLE ABOUT RAILROAD SAFETY - AND WARN THEM AGAINST TRESPASSING. LEBANON DAILY NEWS - EARL BRIGHTBILL

LEBANON, PA. - July 8, 2014 - The grim numbers tell the story of the dangers of trespassing on railroad property.

According to Norfolk Southern Corp., 476 people lost their lives nationwide last year in railroad trespassing incidents; another 432 were injured.

Pennsylvania had the sixth-highest death toll, with 19, including a 20-year-old Lebanon man who committed suicide on the tracks in October. He was the city's third railroad fatality since 2010.

In an effort to put an end to the needless death and injury, law enforcement officials from Norfolk Southern and Amtrak were in Lebanon Tuesday, spreading the word about railroad safety.

Patrolling a 6.5-mile stretch of railroad that cuts an east to west path through the middle of the city, they talked with pedestrians and dropped in on residents and businesses located near the tracks, giving them informational packets and asking for help in spreading the word.

The educational initiative is one that Norfolk Southern does regularly in communities along its 20,000 miles of tracks crossing 22 states, said

spokesman David Pidgeon. Lebanon was chosen because of the high number of incidents, the heavy freight traffic and the easy access to the tracks, he said.



NORFOLK SOUTHERN PUBLIC RELATIONS OFFICIAL DAVE PIDGEON WATCHES A TRAIN PASS 200 N. 16TH ST. LEBANON DAILY NEWS - EARL BRIGHTBILL

"We want to get out to the public and explain to folks that trespassing on railroad property is a terrible idea," Pidgeon said. "Last year, we ejected 70 people (off Norfolk Southern property) in Lebanon, and this year, so far, we've ejected 46 people and arrested one. And a lot of them are teenagers."

One of the dangers of cutting across the tracks as a train is coming is misjudging its speed, Pidgeon explained.

"When a train is moving towards you it may not look like its moving that fast, but it could be moving at 40, 50 or 60 miles per hour," he said. "A fully loaded train moving at that velocity, it takes more than a mile to come to a complete stop."

While crossing the tracks at an unauthorized spot as a short cut is a common reason for trespassing, there are many others who carelessly put themselves in danger, Pidgeon noted.

"Another area where we have a lot of challenges are professional photographers who want to take senior portraits and wedding photos," he said. "I've even had experience with professional photographers who put babies on train tracks to take portraits. It's illegal, and you're putting your clients in danger by doing that."

Train yards where locomotives move suddenly are also dangerous places to be avoided. As are railroad bridges over water where people fish, only to find there is no place to move when a train comes barreling along, Pidgeon added.

Spreading the word about the dangers of trespassing on Tuesday were Amtrak Detective Chuck Crandall and Amtrak police Officer Joel Bui. They said they had spotted a few trespassers walking along the tracks and given them warnings.

With so many crossings in the city, there is no excuse for crossing in between them, said Crandall, who also pointed out the danger of walking alongside the tracks.

"A common mistake is walking next to the train," he said. "There are big pieces of gravel that are very unstable to walk on, and you can easily twist an ankle. There's also stuff in the gravel and sticking out of it. When that train doing 45 miles per hour comes by and hits something, that's not a good place to be."

While Tuesday was about education, on Wednesday the Norfolk Southern and Amtrak police planned to issue citations for anyone caught trespassing.

Under state law, a first charge is a summary offense that comes with a maximum \$300 fine. Additional trespassing charges, including criminal trespass, merit misdemeanor charges that can come with stiffer fines and possible jail time. *[John Latimer, Lebanon Daily News]*

NS DERAILMENT RESULTS IN FIRE IN WESTERN PENNSYLVANIA

PITTSBURGH - July 2, 2014 - Norfolk Southern had an afternoon collision and derailment in Sewickley, about 12 miles northwest of Pittsburgh, on Wednesday afternoon. No hazardous materials were involved and two crew members have been taken for medical treatment.

Crews worked to inspect rail cars and locomotives, re-rail equipment, and make necessary track repairs, NS spokeswoman Susan Terpay told *Trains News Wire*. Cause is under investigation.



PHOTO FROM WTAE ACTION NEWS 4,
PITTSBURGH, PA.

A westbound freight train consisting of three locomotives and 82 empty cars struck the rear of a westbound intermodal train consisting of two locomotives and 56 cars at 1:43 p.m. The incident caused a fire on one of the derailed locomotives, which was extinguished about 4 p.m.

The derailment occurred along Chadwick Street where the NS main line runs along the Ohio River. Norfolk Southern acquired the line from Conrail in 1999. *[Edited from Trains News Wire]*

DERAILMENT CLOSES BUSY OHIO MAIN LINE, DISRUPTS AMTRAK SERVICE



TRAIN NO. 310 SITS AFTER A DERAILMENT WEST
OF TOLEDO ON JULY 3, 2014.

PHOTO BY MICHAEL D. HARDING - TRAINS NEWS
WIRE.

TOLEDO, Ohio - July 3, 2014 - An eastbound Norfolk Southern freight derailed near Holland, just west of Toledo, on Thursday morning. There are no injuries or evacuations reported.

About 8:30 eastbound train No. 310, consisting of two locomotives and 62 cars, derailed 15 cars near Crissey Road in western Lucas County, according to NS spokeswoman Susan Terpay. The cause of the derailment is under investigation.

Reports from the scene indicated a number of cars were overturned, blocking both main tracks. The derailment occurred on Track 2, which sustained most of the damage. The derailed cars start with a tank car near the head end of the train. Three more cars behind the tank derailed but



THE TANK CAR WHERE THE DERAILMENT BEGINS.
PHOTO BY MICHAEL D. HARDING - TRAINS NEWS
WIRE.

remained upright. The remainder of the derailed cars are scattered about further back.

The derailment occurred on the Chicago Line, NS's former Conrail route between Cleveland, Toledo, and Chicago. Amtrak's *Capitol Limited* and *Lake Shore Limited* both use the route. *[Edited from Trains News Wire]*

NORFOLK SOUTHERN WILL NOT RUN STEAM TRIPS THIS FALL

Norfolk, Va. - July 16, 2014 - Norfolk Southern will not run 21st Century steam trips for the remainder of 2014, spokesman Rob Chapman said Wednesday. He confirmed that steam trips will resume in spring 2015.

Freight traffic at NS is up significantly and road crew availability is tight, leading to the decision not to run steam this fall, according to those familiar with the operation. *[Edited from Trains News Wire]*



KEOLIS TAKES OVER OPERATION OF MBTA COMMUTER RAIL SERVICE

Keolis Commuter Services officially began operating the Massachusetts Bay Transportation Authority's 14 regional passengers rail lines as midnight arrived Tuesday morning, July 1, 2014.

The company said the service began "with a pledge to increase on-time

performance and improve safety, cleanliness, and customer service."

Keolis Commuter Services, part of Keolis North America, bid and won a \$2.6 billion, eight-year contract last January to operate and maintain MBTA service, serving 127,000 riders daily. MBTA service previously had been operated by Veolia Transportation, Inc.

Keolis officials said passengers will begin to see changes designed to improve their travel experience almost immediately, among them the launch of a staffed customer service center that will be open seven days a week to provide assistance to customers. Passengers will also be encouraged to share suggestions or concerns via a dedicated customer service Twitter account @MBTA_CR and on Facebook.

Other improvements will include freshly cleaned trains and stations, new signage, and repairs to damaged seats. New pocket timetables, featuring larger, easier-to-read system maps, are distributing today at the major stations.

Keolis will also be introducing the first official MBTA Commuter Rail app which is designed to make it easier for passengers to plan their journey.

[Edited from Railway Age]



N&W 611 REBUILD MOVING FORWARD

SPENCER, N.C. - July 24, 2014 - Restoration work on Norfolk & Western 4-8-4 No. 611 is proceeding this month at the North Carolina Transportation

Museum roundhouse in Spencer. N&W's Roanoke Shops built the Class J locomotive in 1950. It last ran in December 1994. Plans call for the locomotive to operate as part of Norfolk Southern's 21st Century Steam program in 2015.

When No. 611 was moved inside roundhouse, the first step was to bead blast the boiler. Bead blasting is a high-pressure cleaning system that blasts small particles on the boiler's surface to dislodge buildup that accumulated due to water scale buildup. It took volunteers several days to remove the hundreds of pounds of small particles and residue from the bead blasting.

Earlier this month Scott Lindsay, chief mechanical officer of Steam Operations Corp., and his crew hooked up the stoker to a compressed air system. After sitting idle for 20 years, it turned on air, evidence that the motor was not frozen. With the tender and locomotive separated, the rebuild crew inspected the drive shaft, universal joints, and auger system that deliver the coal from the tender to the firebox.

Ultrasonic testing of the boiler was conducted over a period of two days. Federal Railroad Administration regulations require this testing as a part of the 1,472-day inspection. Boilers are designed to withstand high-pressure steam - 300 pounds per square inch for No. 611 - and ultrasonic testing ensures that there are no weak or thin spots in the metal.

Work is continuing to test superheater units and perform flexible staybolt inspections.

The tender has undergone significant work. Volunteers have cleaned the coal bunker and water tank, and found several items, such as a pair of safety goggles that went missing in the 1990s.

To date, volunteers with the Fire Up 611! organization have already put in 1,860 hours of service on the locomotive.

For more information, go to www.fireup611.org.



SEPTA TO MAKE 17-DAY TROLLEY TUNNEL MAINTENANCE BLITZ IN AUGUST

PHILADELPHIA - July 21, 2014 - Due to overhead wire, track, and station improvements, several Southeastern Pennsylvania Transportation Authority trolley routes will not operate in the Center City tunnel during a 17-day trolley/tunnel maintenance blitz, according to a SEPTA release.

The closure will begin at 10 p.m. on Friday, Aug. 1, and last through 4 a.m. on Monday, Aug. 18. Trolley service will begin and end at 40th and Market streets. The closure will impact SEPTA routes 10, 11, 13, 34 and 36. During the closure, in-house Engineering, Maintenance and Construction Division crews will work around the clock on critical maintenance and construction tasks to improve safety and service reliability.

In addition to work on the tunnel, the SEPTA track department will perform maintenance outside at the 40th Street Portal, welding together long rail strings and installing more than 14,000 feet of new rail on the eastbound track of the tunnel. Power Department crews will replace nearly 24,000 feet of worn overhead contact wire throughout the tunnel and almost 5,000 feet of wire support assemblies and protection board on the westbound side of the tunnel between the 19th and 30th street stations.

SEPTA will also work on the tunnel's signal system, test back-up and emergency lighting cables, and make numerous station repairs and improvements such as on stairs, lighting, and platforms. Major construction elements for the project were funded by Act 89, a landmark bill which was approved by the Pennsylvania legislature and signed by Gov. Corbett last fall to provide a dedicated, long-term funding solution for transportation infrastructure in the state. [Trains News Wire]

SEPTA SET REGIONAL RAIL RIDERSHIP RECORD IN FISCAL YEAR 2014

The Southeastern Pennsylvania Transportation Authority's (SEPTA) ridership dipped 2 percent to 330.2 million trips in fiscal-year 2014, but regional rail ridership set a record at 36.7 million annual trips.

SEPTA officials had forecasted a slight decrease in ridership due to a fare increase at the start of FY2014, which ended June 30. Still, the ridership total was the fifth highest recorded since 1989, agency officials said in a press release.

Regional ridership increased 1.8 percent, or more than 600,000 trips, compared with FY2013. On the revenue side, year-end passenger revenue rose 6.8 percent compared with the previous fiscal year.

Meanwhile, SEPTA officials are inviting the public to submit ideas for service improvements as the agency begins the process for the FY2016 Annual Service Plan, which will be presented at public hearings before going to the SEPTA board for a vote. Criteria for reviewing ideas will include ridership projections, operational impacts and funding availability.

The SEPTA Regional Rail system consists of service on 13 branches to more than 150 active stations. Of the 13 branches, seven were originally owned and operated by the Pennsylvania Railroad (later Penn Central) and six by the Reading Co. In 1976, Conrail took over the railroad-related assets and operations of the bankrupt Penn Central and Reading, including the commuter rail operations. Conrail provided commuter rail services under contract to SEPTA until Jan. 1, 1983, when SEPTA assumed the operations.

SEPTA is accepting public comments on the 2016 Annual Service Plan until Aug. 31 via mail or email. [Progressive Railroading & Trains News Wire]



PRR, PRSL & LIRR EVENTS IN AUGUST

Aug. 1, 1890 - New ice plant opens at Mifflin, Pa., on Middle Division to manufacture ice for use in stations, etc., after sources of natural ice prove insufficient; PRR now has two artificial ice plants; had used about 45,000 tons per year, mostly natural ice harvested from along Middle Division.

Aug. 1900 - Cardington Branch of Philadelphia & Delaware County Railroad opens between Fernwood and Millbourne Mills near Upper Darby.

Aug. 23, 1903 - New 18-span, four-track stone arch bridge over Delaware River at Trenton opens for eastbound traffic; westbound traffic continues

to use old bridge for about two weeks.

Aug. 10, 1908 - Cornerstone of Penn Station - New York laid at 33rd Street & 7th Avenue without ceremony; a small box of contemporary newspapers and reports is placed in the cornerstone.

Aug. 4, 1913 - LIRR service between Rockaway Park and Manhattan via BMT extended from Delancey Street to Chambers Street.

Aug. 20, 1918 - 60th Street Branch opens from South 58th Street to Hog Island in southwest Philadelphia (4.54 miles).

Aug. 8, 1923 - President Harding's funeral train leaves Washington at 6:05 PM via PRR to Mansfield, Ohio, and Erie Railroad to Marion; large crowds along right of way result in reduced speed.

Aug. 1928 - A private airplane pilot delivers passengers from Tulsa, Okla., to a connection with the New York-bound *Gotham Limited* at trainside at Effingham, Ill.; cited by PRR Publicity Bureau as suggesting possibilities of air-rail transfer.

Aug. 1, 1933 - PRSL discontinues weekday service between Townsends Inlet and Stone Harbor, N.J. and establishes bus service between Cape May Court House, Stone Harbor and Avalon; Sunday and Labor Day train service to Avalon and Stone Harbor continues.

Aug. 1, 1938 - PRR cancels Lehigh Valley trackage rights into Exchange Place Station at Jersey City and use of Waldo Yard; LV's Flemington commuter train begins operating to LV's Johnston Avenue Yard in Jersey City adjoining CNJ ferry.

Aug. 29, 1943 - PRR inaugurates first section of *The Liberty Limited*, operating non-stop between Baltimore and Englewood.

Aug. 14, 1948 - Last run of passenger service between York, Pa., and Frederick, Md.; last run of Lancaster & Frederick Railway Post Office (RPO).

Aug. 1953 - Last Class N2s 2-10-2's retired.

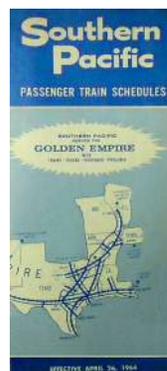
Aug. 30, 1958 - Last runs of Pittsburgh-Detroit locals No. 64, 65 and 464, leaving *The Red Arrow* as sole train on Detroit line; last run of Pittsburgh & Detroit RPO.

Aug. 9, 1963 - Last commuter train runs between Pittsburgh and Elrama, ending passenger service on old Monongahela Division.

Aug. 10, 1966 - Four granite eagles from Penn Station in New York installed on four corners of Market Street Bridge opposite 30th Street Station in Philadelphia.

Aug. 3, 1967 - Baltimore/Buffalo Day Express makes last run between Harrisburg and Buffalo; Baltimore-Harrisburg portion becomes unnamed local.

CHRISTOPHER T. BAER, HAGLEY MUSEUM AND LIBRARY VIA PHILADELPHIA CHAPTER, PRRT&HS - USED WITH PERMISSION



TIMETABLE 08-14

**For Lancaster Chapter News,
see "INSIDE THE BACK PAGE"**

Saturday, Aug. 2 & 23, 2014

Steamtown Excursion on the DL&W Endless Mountain Line from Scranton to Binghamton, NY. Info: www.nps.gov/stea

Sunday, Aug. 10 & 24, 2014

Stewartstown Railroad Station Museum Open House, 21 W. Pennsylvania Ave. (Route 851), Stewartstown, PA. 1:00 p.m. to 5:00 p.m. Info: www.stewartstownfriends.org or call 717-654-7530.

Friday, Aug. 15, 2014

Annual Bill Wagner Summer Dinner of the Philadelphia Chapter, NRHS at

the Moonstruck Restaurant, 7955 Oxford Avenue near SEPTA's Fox Chase Regional Rail station. \$48.00 per person to Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302

Saturday, Aug. 16, 2014

Steamtown Excursion on the D&H Carbondale Line from Scranton to Carbondale, Pa. Info: www.nps.gov/stea

Sunday, Aug. 17, 2014

39th Annual Train Meet by the Central Pennsylvania Chapter, NRHS at the Warrior Run Fire Dept. Social Hall, Second St., Allenwood, Pa. 9:00 am to 2:00 pm. \$3 Adm. Info: Dave Hollenbach, 570-524-4703 before 9:00 pm.

Saturday and Sunday, Aug. 30-31, 2014

Railfest 2014 at Steamtown National Historic Site in Scranton, Pa. Info: www.nps.gov/stea

Friday - Sunday, Sept. 26-28, 2014

Reading Railroad Modelers Meet II at the Reading Railroad Heritage Museum, Hamburg High School & Port Clinton, Pa. Sponsored by the Reading Company Tech & Hist Society. Info: www.ReadingRRMM.com

Saturday and Sunday, Sept. 27-28, 2014

'Enthusiasts' Weekend' on the Western Maryland Scenic Railroad in Cumberland, Md. Info: <http://www.movingfullsteamahead.com/>

Thursday - Saturday, Oct. 16-18, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

Saturday, Oct. 25, 2014

Delaware Train Show at the Nur Shrine Center, Rt. 13 / 198 S. DuPont Highway, New Castle, Del. 19720. Info: www.toysshows.org.

Saturday and Sunday, Oct. 25-26, 2014

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: www.gsmts.com.



ROUTE 741 EAST, STRASBURG, PA

[WWW.RRMUSEUMPA.ORG](http://www.RRMUSEUMPA.ORG)

717-687-8628

Thru December 31, 2014 - Exhibit: A First Class Restaurant on Wheels -- The Story of the Railroad Dining Car

Thursday, Aug. 21, 2014 - Wags & Whistles Fall Fashion Show 6:00-8:00 PM

Saturday, Sept. 6, 2014 - Model Railroad Day

Saturday, Sept. 27, 2014 - Members Day



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Throughout Operating Season - Daily Lunch Train

Monday & Thursday Morning thru Sept., 2014 - Hostling Tour - 8:00, 9:00 am

Saturdays thru Nov. 22, 2014 - Wine & Cheese Train - 6:00 or 7:00 pm

Fridays, Aug. 1, 8, 22, 2014 - Farm and Brew Train - 7:00 pm

Saturday, Aug. 2, 16, 30, 2014 - Murder Mystery Dinner Train - 7:00 pm

Sunday, Aug. 3, 2014 - The Chocolate Express - 7:00 pm

Various Aug. 4-5, 10-12, 14, 17-19, 21, 24, 31, 2014 - Flavors of Lancaster County - 7:00 pm

Wednesdays, Aug. 6, 13, 20, 2014 - Prime Rib on the Rails - 7:00 pm

Saturday, Aug. 9 & 23, 2014 - Seafood Express - 7:00 pm

Friday, Aug. 15, 2014 - The Chocolate Express - 7:00 pm

Saturday, Sept. 6 & 13, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Sept. 13 thru Sunday, Sept. 21, 2014 - Day Out with Thomas

Sunday, Sept. 14, 2014 - The Chocolate Express - 6:00 pm

Saturday, Sept. 20, 2014 - Seafood Express - 6:00 pm

Sunday, Sept. 21, 2014 - Flavors of Lancaster County - 6:00 pm

Friday & Saturday, Sept. 26-27, 2014 - Victorian Dinner Train - 6:00 pm

Friday thru Sunday, Sept. 26-28, 2014 - Steampunk unLimited and concert



JULY, 2014

CHAPTER MEETING MINUTES

CALLED TO ORDER: The "Away" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at "Steam into History," New Freedom, Pa. in the open air car on Sunday, July 20, 2014. The meeting was called to order at 5:00 p.m. by President Tom Shenk with 46 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the June Membership Minutes. Fred Kurtz approved the motion and Glenn Kendig seconded the motion. The June membership minutes were approved as printed in the *Lancaster Dispatcher*.

TREASURER'S REPORT: Richard Rutledge gave the Treasurer's Report for the month of June. The Microsoft Office Pro software Richard ordered from "Tech Soup" has arrived and is being installed on some members of the Board's computers. Richard sent in the paperwork to PCO for non-profit contributions for the Chapter.

ANNOUNCEMENTS: Glenn Kendig announced on Saturday, August 23, there will be a community yard sale at the Christiana Freight Station (10 Railroad Avenue). Glenn announced anyone who is interested to check their basements and attics for items to sell. There will be no charge for spaces for chapter members. You may bring your items down to the Station the day before the yard sale. Contact Cindy Kendig for more information (610-593-6313). Tom announced the Monday, August 18 "Away" Chapter Membership Meeting will be held in the open railcar at the Strasburg Rail Road. Tickets can be purchased for \$5.00 on that day only. The train will depart at 7:00 p.m.

TRIPS: Tom announced that chapter members have been asking for the return of the Chapter weekend trips. The Trip Committee is in the process of getting together a trip for October 25, 26, 27, 2014. There will be three trains to ride that weekend: Potomac Eagle, Western Maryland Scenic, but Tom was not sure of the name of the third railroad [*perhaps the Kiski Junction Railroad - Ed*].

MEMORIALS: Tom Shenk thanked everyone who donated to the Memorial Fund for Ken Murry. Donations totaled around \$400.00. Chapter member Lawrence Snyder passed away on June 30 and the Chapter will make a memorial donation to the Grandview Methodist Church in Lancaster. Chapter member John Irwin passed away July 1 and the Chapter will make a memorial donation to the Hershey Region AACA. John was an antique car buff and had a collection of antique cars.

ADJOURNMENT: The Chapter Meeting was adjourned at 5:10 p.m.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



Welcome  aboard!

The Lancaster Chapter, N.R.H.S. warmly welcomes the following new Chapter member. Thanks for joining - it's a pleasure to have you aboard!

John Iseminger
405 E. Strawberry Street
Lancaster, PA 17602

THIS MONTH'S BANNER PHOTO

Where's the steam locomotive? Alco's diesels were notorious for their "smoky" exhaust and the power on Mail Train No. 21, led by Southern Pacific PA1 No. 6031, exemplifies this fact. Shown at Carlin, Nevada in April 1964.



OPERATION LIFESAVER

OPERATION LIFESAVER REMINDS YOU...

Any time is train time!



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS



CRUDE BY RAIL

PENNSYLVANIA DECLINES TO DISCLOSE OIL TRAIN INFORMATION TO THE PUBLIC

HARRISBURG, Pa. - July 8, 2014 - State officials in Pennsylvania have refused to publicly disclose oil train information provided to them by freight railroads following an emergency order issued by U.S. Department of Transportation in May, the *Pittsburgh Post-Gazette* reports.

The Pennsylvania Emergency Management Agency last week denied the *Pittsburgh Post-Gazette's* request for copies of the railroad reports, citing they were "confidential and proprietary," even though Federal Railroad Administration officials have stated the information is not sensitive and shouldn't be withheld from the public. [Trains News Wire]

DELAWARE SIGNS CONFIDENTIALITY AGREEMENTS WITH CLASS I RAILROADS ON OIL TRAIN SHIPMENTS

DOVER, Del. - July 11, 2014 - As railroads all across the country continue submitting oil train information to state emergency leaders, officials with Delaware's Department of Safety and Homeland Security will not publicly disclose when and where crude oil trains are operating across the state, *The Wilmington News Journal* reports.

The agency confirms that both CSX Transportation and Norfolk Southern have reported oil train information in compliance with the Department of Transportation's emergency order issued in May. However, the state's secretary of safety and homeland security has signed confidentiality agreements with both Class I railroads, agreeing to share the shipment information exclusively with state and local emergency management agencies.

"The disclosure of this sensitive information to the general public could impact transportation security and public safety," department spokeswoman Kimberly Chandler says.

According to local media, PBF Energy's Delaware City Refinery receives an average of 102,400 barrels of Bakken crude oil daily with an expansion of up to 210,000 barrels daily underway. That's the equivalent of three to four trainloads each day.

Several states, including Washington, North Dakota, and Montana, have published crude-by-rail information from railroads, citing public record laws. Virginia, Oklahoma, Louisiana, and Pennsylvania have reported they will not disclose information to the public in regards to crude-by-rail shipments. [Trains News Wire]

LAST RUN



The Lancaster Chapter extends sincerest condolences to Helen P. Snyder and family on the passing of her husband and Chapter Member Lawrence J. Snyder of Lancaster, Pa., who passed away Monday, June 30, 2014 at age 86.



Unfortunately, Lawrence passed on the 63rd anniversary of the day he married his loving wife, Helen. He was active in the church and community.

The Lancaster Chapter also extends sincerest condolences to Chapter 1st Vice President Ron Irwin and family on the passing of his father and Chapter Member John L. Irwin of Strasburg, Pa., who passed away on Tuesday, July 1, 2014 at the age of 84. John will live on forever in the memories of his loving wife, JoAnn and his children.



John had many interests including driving and showing his antique and classic cars.

Both Lawrence and John will be missed.

RAILROAD EMERGENCY PHONE NUMBERS

AMTRAK - 1-800-331-0008

CONRAIL - 1-800-272-0911

CP RAIL - 1-800-716-9132

CSX TRANSPORTATION - 1-800-232-0144

NORFOLK SOUTHERN - 1-800-453-2530

NORTH SHORE RAILROAD - 570-473-7949

READING & NORTHERN - 409-429-4930

SEPTA - 215-580-8111

YORK RAIL - 1-800-757-7387 Ext. 403



LANCASTER CHAPTER "RIDE THE RAILS" MEMBERSHIP MEETING

MONDAY, AUGUST 18, 2014, 5:30 PM



AT THE STRASBURG RAIL ROAD

ROUTE 741, EAST

STRASBURG, PA 17579

GPS: 301 GAP ROAD, RONKS, PA 17572



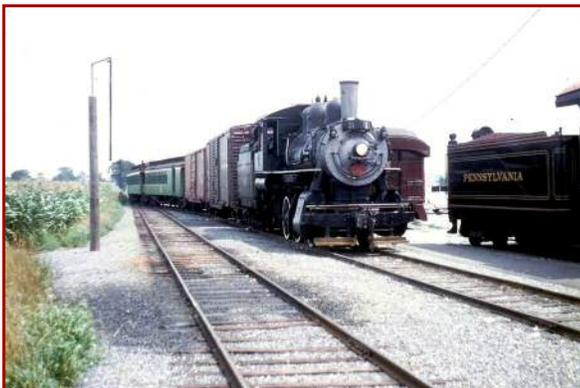
Train Ride and Chapter Membership Meeting will be held rain or shine

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in one of the coaches. Restrooms will be available at the station and the shops and restaurant will close 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter, NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends.

Everyone will need a ticket to ride the train. Tickets will be available from Dennis Allen starting at 5:30 pm. You may also purchase extra tickets good for future use at the discounted \$5.00 rate - but only at the August meeting.

Please purchase your ticket from the Lancaster Chapter at the discounted price of \$5.00. Regular coach price is \$14.00 at the Strasburg Rail Road Ticket Office.



**STRASBURG RAIL ROAD NO. 31 ARRIVING IN STRASBURG, PA. WITH AN HONEST-TO-GOODNESS MIXED TRAIN IN AUGUST 1963
PHOTO BY WARREN E. OLT**



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****AUGUST 18, 2014 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - "RIDE THE RAILS" MEMBERSHIP MEETING**

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Bring your friends to this fun-filled ride and meeting.

AUGUST 23, 2014 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - COMMUNITY YARD SALE

Indoor spaces and tables will be available to rent. Refreshments will be available for purchase. Please call Cindy Kendig at 610-593-6313 for further information. This is a great opportunity for Chapter Members to clean out their attic and basement.

SEPTEMBER 28, 2014 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

Doors open with a Chapter Board Meeting at 3:00 pm - Picnic starts at 4:00 pm. The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests. Join your Chapter friends for a relaxing, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic former PRR Christiana Freight Station and our Chapter's Conrail caboose.

OCTOBER 20, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Tom Jordan, our friend from Yorkrail and Tom Sweeney, a member of the Harrisburg Chapter, NRHS and retired Army colonel who was in the military railway service, will present an interesting program on the history of the military railway service. Tom has a very good presentation which was presented to the Harrisburg Chapter and the Friends of the Railroad Museum of Pennsylvania.

NOVEMBER 1, 2014 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - VENDOR & CRAFT SHOW

Please call Cindy Kendig at 610-593-6313 for further information regarding this event.

NOVEMBER 10, 2014 - MONDAY, 7:30 PM - LOCATION TBD - CHAPTER BOARD MEETING**NOVEMBER 21, 2014 - FRIDAY, 6:00 PM - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET**

Look for details and order form in the October *Lancaster Dispatcher* - you won't want to miss this year's Banquet. And don't forget the terrific door prizes - they're better than ever!

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG

PHONE: 717-292-1726

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DAVID

50 YEARS AGO THIS MONTH

AUGUST 15, 1964



READING T1 No. 2100 PREPS FOR AN IRON HORSE RAMBLE ON THE B&O,
CAMDEN STATION, BALTIMORE - AUGUST 15, 1964
PHOTOGRAPHER UNKNOWN
BALTIMORE CHAPTER, NRHS COLLECTION.

LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE "RIDE THE RAILS" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STRASBURG RAIL ROAD, STRASBURG, PA ON MONDAY, AUGUST 18, 2014, STARTING AT 5:30 PM.

**LANCASTER CHAPTER
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
 PHONE: 610-593-4968**



CHAPTER WEBSITE: WWW.NRHS1.ORG

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**PLEASE DELIVER PROMPTLY !!!
 FIRST CLASS MAIL !!!**

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, N.R.H.S.
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416**

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