

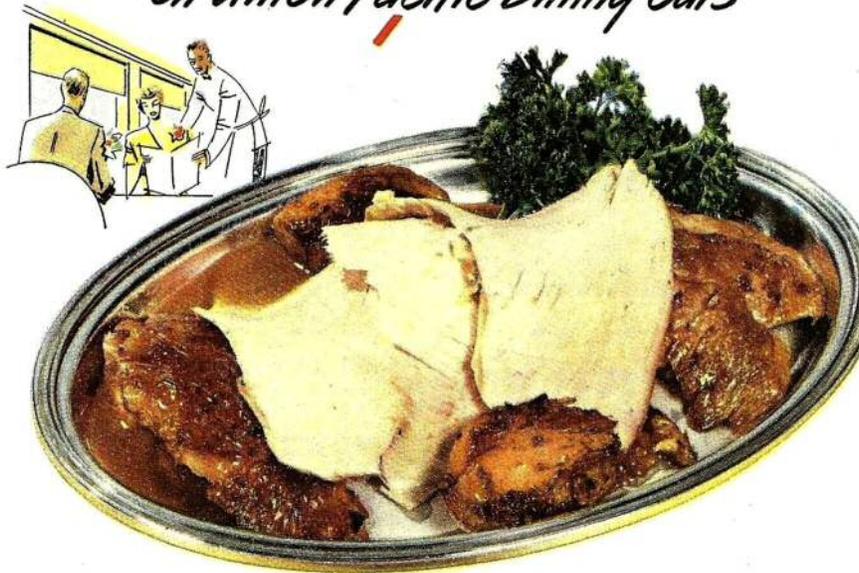
LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 45 NUMBER 11

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

NOVEMBER 2014

It's "Turkey Time"
on Union Pacific Dining Cars



During November, Union Pacific dining cars will feature roast turkey. Only the finest of deep-breasted birds are chosen from the turkey producing areas of the western states served by the railroad.

Your enjoyment of this delicious food will be enhanced by deft and

courteous service on the Streamliners and other fine trains.

Through years of experience, Union Pacific chefs have acquired the art of roasting turkey to a queen's taste. It is a dish that delights.

FREE RECIPE: We'll gladly send you our special recipe for preparing and roasting turkey. Write Union Pacific Dining Car Dept., Room 397, Omaha 2, Nebraska.



Road of the Daily Streamliners

THE LANCASTER CHAPTER, N.R.H.S. BOARD OF DIRECTORS WISHES ALL OF OUR CHAPTER MEMBERS, FRIENDS AND E-MAIL READERS A VERY HAPPY AND SAFE THANKSGIVING HOLIDAY



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NEW AMTRAK ELECTRICS ENTER SERVICE ON 'KEYSTONE' CORRIDOR

PHILADELPHIA - Oct. 22, 2014 - Amtrak has begun operating its new Cities Sprinter ACS-64 electric locomotives on its Keystone Service between New York, Philadelphia, and Harrisburg. The first revenue train to be

pulled by the new locomotives was train No. 605 from Philadelphia to Harrisburg on Monday, Oct. 20.



Amtrak and the Commonwealth of Pennsylvania share the revenue and operating and equipment maintenance costs of the corridor.

Amtrak is acquiring 70 of the new locomotives replacing older AEM7, AEM7AC, and HHP-8 electrics on the Northeast and Keystone corridors. More than a dozen

ACS-64 units are now in service with the remainder to be delivered through the end of 2015.

Ridership on the Keystone Service has grown to more than one million riders annually, up 60 percent since more than \$145 million worth of infrastructure improvements were made under the Keystone Corridor Improvement Program in 2006. The upgrades have enabled faster speeds and more frequent departures for Keystone Service trains.

The locomotives are being built by Siemens and assembled at its facility in Sacramento, Calif. *[Edited from Trains News Wire]*

HOUSE COMMITTEE UNVEILS AMTRAK REAUTHORIZATION LEGISLATION

WASHINGTON – The word “Improvement” in the expiring Passenger Rail Investment and Improvement Act of 2008 has been replaced by “Reform” in the name given to proposed Amtrak reauthorization legislation announced Sept. 11. The change was made by the House Transportation and Infrastructure Committee’s Railroads, Pipelines, and Hazardous Materials Subcommittee.

Although the existing legislation expires at the end of September, it will remain in effect until provisions of the new “Passenger Rail Reform and Investment Act” are enacted. The outcome of the November elections could determine how quickly the contents of the proposed bill will be debated before it goes to the full House for a vote. Infrastructure committee spokesman Jim Billimoria tells *Trains News Wire* that no hearings have been scheduled. Subcommittee Chairman Jeff Denham of California did hold a press briefing in his Washington office, but was not immediately available for a telephone interview to discuss details.

The proposed reauthorization is touted in its release statement as a bipartisan effort, with retiring ranking committee member Nick Rahall of West Virginia and subcommittee ranking member Corrine Brown of Florida making supportive statements. Their stamp was clearly apparent in the new bill, which provides separate authorization amounts for a “Northeast Corridor Improvement Fund” of \$439 million to \$498 million annually for five years, and a “National Network” funded at \$973 to \$997 million annually for operations and \$300 million for capital over the same period. Like its predecessor and every other reauthorization for decades, however, the figures specify only the upper limits of appropriated amounts that may be

spent once Congress figures out where the money will come from.

While the separate designations derail Amtrak assertions that all Northeast Corridor capital expenditures must first be funded by that route’s “operating profits” with long-distance and state supported service getting what’s left over, it does put funding decisions of how to allocate funds between the two in appropriators hands. The proposal also introduces several other significant provisions.

- It takes away development of Northeast Corridor capital investment planning from Amtrak and the state of Connecticut, which owns the segment between New Rochelle, N.Y., and New Haven, Conn. Such power would go to a new “Northeast Corridor Infrastructure and Advisory Commission” made up of Amtrak and stakeholders from states through which the Washington-Boston corridor passes. Doing so inevitably raises the voice that commuter operators will have in determining where capital investments are made, rather than Amtrak or Connecticut being the sole arbiter of such decisions.

- For long-distance and state-supported routes, it increases Amtrak’s reporting requirements to Congress and states, establishing a “State-supported Advisory Committee” comprised of Amtrak, Department of Transportation, and seven state representatives with “appropriate expertise” and “geographic balance.” If there are disputes over cost and revenue allocations, it tasks the Surface Transportation Board to resolve them. Curiously, the proposed law appears to let host railroads off the hook for on-time performance by saying that in negotiating a contract for a state-supported route, performance metrics should “take into account only those factors within the control of Amtrak or states.” It also talks about “an independent entity” to develop what service Amtrak should provide and evaluate “the contraction or expansion” of service frequencies.

Other sections prescribe “food and beverage reform” along the lines that Amtrak has suggested of eliminating “food service losses” over five years. Other sections make note of “right-of-way leveraging” of assets, station development, carriage of pets, and Amtrak boarding procedures.

Other provisions not directly relating to Amtrak discuss speeding up the Railroad Revitalization and Regulatory Reform Act loan approval, disqualifying the California High Speed Rail Authority from receiving federal funding, and establishing a Gulf Coast Rail Working Group to evaluate the restoration of passenger service between New Orleans and Orlando. Though Amtrak was required to enumerate the costs of restoring this service in the 2008 reauthorization, this is a “do over” with more stakeholders involved.

In response to the proposed legislation, Amtrak tells *Trains News Wire*, “We are reviewing the proposed legislation and look forward to working with Congress to enact a bill that addresses critical infrastructure investment needs, improves safety and security, enhances customer service, and provides for greater financial efficiencies. These improvements are needed to grow and sustain passenger rail and meet the expectations of our passengers and the 46 states and more than 500 communities served by Amtrak.”

The National Association of Railroad Passengers criticizes the bill for what it lacks: a dedicated source of funding for Amtrak. “The Passenger Rail Reform and Investment Act of 2014 has a number of common-sense reforms – reforms that NARP has been advocating for over a number of years. We thank Chairman Shuster and Ranking Member Rahall for the work they’ve put into drafting this piece of legislation,” says NARP President Jim

Mathews. "However, we need to be crystal clear: regulatory improvements are no replacement for a dedicated, predictable, and robust source of funding for trains. NARP is dedicated to working with members of Congress to ensure that America's passengers get exactly that." [Bob Johnston - Trains News Wire]

REPORT: NEC NEW YORK TUNNELS NEED MAJOR WORK



A new engineering report details damage to the Amtrak-owned Hudson ("North") River and East River tunnels following Superstorm Sandy and recommends a phased process to take individual tubes out of service for extended periods to perform the work required "to maintain reliability of train movements in and out of New York City" and Penn Station New York.

The tunnels (two under the Hudson, four under the East River) were built by the Pennsylvania Railroad and opened in 1910.

"The report underscores the urgency to advance the Gateway Program, which includes building new, two-track tunnel capacity under the Hudson River that can help alleviate service impacts to the region as the needed work on the tunnels is under way," Amtrak said. "Superstorm Sandy created a storm surge that resulted in sea water inundating both tubes of the Hudson River tunnel and two of the four tubes of the East River tunnel. The report found no evidence that the tunnel linings themselves are unsound, but it did find that chlorides and sulfates caused, and are continuing to cause, significant damage to key tunnel components such as the bench walls and track systems as well as the signal, electrical, and mechanical systems."



The tunnels are safe for passenger train operations, Amtrak emphasized. "Amtrak has a robust tunnel inspection program, conducts regular maintenance work and will be performing interim work as needed," the railroad said. "However, a permanent fix is required soon so that the tunnels remain available for long-term use by the traveling public."

Amtrak commissioned HNTB for the report.

Amtrak said its own engineers are working with consultants on designs to rehabilitate the two damaged tubes of the East River tunnel and will coordinate with New Jersey Transit and the New York MTA-Long Island Rail Road to minimize impacts to train service and other projects. With four tunnels underneath the East River, potential capacity constraints for both Amtrak and the LIRR are less severe, possibly forcing service reductions under 25% of normal operations

"The rehabilitation work for both damaged tubes of the Hudson River tunnel cannot reasonably begin until after the new Gateway tunnel is built and operating," Amtrak said. "This will allow rail traffic to shift to the new tunnel and avoid major service impacts. Amtrak is advancing the Gateway Program and seeking to begin as soon as possible the environmental review process. Through the design process and additional planning work, Amtrak will develop a schedule for performing the work recommended by this report. We will ensure the safety of all passengers and balance efforts to minimize service impacts while also advancing as soon as possible the

permanent fix needed for the long-term reliability of the tunnels for train service to Penn Station New York."

"Public awareness of the critical needs of the tunnels is important to build regional understanding of what must be done to provide current and future train service levels into New York," said Amtrak Chairman Tony Coscia. "The Northeast region needs to make the Gateway Program a priority, and we must get about the business of moving it forward as fast as we can."

Closure of even one of the two Hudson River tunnels would reduce NEC capacity by nearly 75% (and not just by half), Amtrak Vice President for Northeast Corridor Infrastructure and Investment Development Stephen Gardener told *The New York Times*. Beyond the impact to Amtrak, such a move would nearly decimate New Jersey Transit operations on NJT's Newark Division, for which the NEC is the main spine. NJT "coordination" efforts likely would involve redirecting as much New York-bound traffic as possible onto its Hoboken Division, where New York-bound travelers would transfer to PATH rapid transit service at Hoboken Terminal. As well, NJT Newark Division trains could terminate at Newark-Penn Station, where riders also could access PATH for trips to New York. [Railway Age Rail Group News - Oct. 2, 2014]

CANADIAN PACIFIC MERGER TALKS WITH CSX ARE OVER, CP SAYS

October 20, 2014 - Canadian Pacific today announced that exploratory merger talks with CSX Corp. have ended and no further discussions are planned.

A week ago, CP had proposed a merger that CSX rejected — according to various media reports — but both Class I's declined to comment on the proposal.

CP proposed an integrated coast-to-coast combination that would improve customer service, promote competition, alleviate congestion in North America — specifically, the key Chicago gateway — and generate significant shareholder value, CP officials said in a press release issued today.

"Such a business combination would offer creative alternatives for shippers, greater fluidity, increased capacity and improved efficiency industry-wide," they said.

Although regulatory concerns appear to be a major deterrent for many railroads considering combinations, CP officials believe that, given the right structure between the right players, and having thoughtful considerations and remedies to address shipper concerns, regulatory approvals are achievable.

"The North American rail industry is confronted today with the challenges of moving more freight than ever and the prospect of moving even more as oil production, crop yields and consumer demand grow alongside the economy. CP is convinced that the significant problems that beset the industry now will only worsen over time if solutions aren't put in place immediately," CP officials said. "A pro-competition, customer-friendly, safety-focused railway combination is one such solution that could not be ignored on its merits by regulators."

CP Chief Executive Officer E. Hunter Harrison will discuss the topic of railroad mergers and acquisitions, and the need for a comprehensive North American transportation policy during a conference call to be held tomorrow.

Although he didn't directly address the proposed CP-CSX merger, CSX Chairman, President and CEO Michael Ward last week said railroad mergers could worsen rail congestion and traffic problems, and that regulators would be concerned about a merger's effect on service levels. [Progressive Railroading]



CSX CORPORATION ANNOUNCES RECORD THIRD-QUARTER RESULTS

JACKSONVILLE, Fla. - October 14, 2014 - CSX Corporation today announced record third quarter

net earnings of \$509 million, or \$0.51 per share, up from net earnings of \$455 million, or \$0.45 per share, in the same period last year. This performance was supported by volume increases of 7 percent, with broad-based growth across nearly all markets CSX serves.

"As the economy continues to expand, the company's record third-quarter results are built on the foundation of CSX's network reach, sustainable growth opportunities, and the efforts of our 31,000 employees," said Michael J. Ward, president, chairman and chief executive officer. "At the same time, we are focused on the execution of our core strategy. That means enhancing our ability to grow faster than the economy, price above inflation, make strategic investments and produce ever more efficient operations to continue delivering superior shareholder value."

Revenue of \$3.2 billion, an 8 percent increase over the same period last year, is evidence of CSX's ability to leverage the continued economic momentum that is driving strength across nearly all markets CSX serves, coupled with secular growth trends in the intermodal and energy markets. With the high level of demand and operations that remained stable, the company produced operating income of \$976 million and an operating ratio of 69.7 percent.

On the strength of this performance, CSX expects to sustain double-digit earnings growth and margin expansion in 2015, and continues to target a mid-60s operating ratio longer term. *[Edited from CSX Corp.]*

CSX LAUNCHES INDUSTRY'S FIRST ON-DEMAND MOBILE APPLICATION TO ENHANCE RAILROAD INCIDENT RESPONSE

JACKSONVILLE, Fla. – September 11, 2014 – As part of its ongoing focus on community emergency preparedness and training, CSX is introducing a new mobile information system which will enhance first responders' ability to access train and cargo information in real time via their mobile devices.

The new program, CSX Operation Respond, will provide firefighters, police officers and other emergency responders with easy mobile access to critical information that supports safe and accurate response to emergencies, helping to protect both communities and responders themselves. The new program is a collaborative product of the Operation Respond Institute, an industry leader in providing real-time rail information, and CSX's public safety and technology teams.

"CSX Operation Respond, the first program of its kind among Class I railroads, is an important new component of our continuing efforts to advance the company's first priority: the safety of communities, employees and customers' freight," said Skip Elliott, vice president, public safety, health and environment. "The CSX team is consistently focused on working with partners like the Operation Respond Institute to provide timely access to critical information, and this tool was developed in response to feedback from our partners across our network."

CSX Operation Respond allows first responders to securely access information about hazardous materials being transported by any individual CSX train using their wireless devices, laptops or desktop computers. In addition to a graphically displayed train list that allows emergency responders to quickly locate and identify the contents of rail cars carrying hazardous materials, CSX Operation Respond provides emergency responders with a portfolio of other useful information designed to assist when responding to a rail-related transportation emergency.

The availability of CSX Operation Respond builds on CSX's longstanding commitment to communicate with, collaborate with and train first responder organizations, including local fire, police and emergency services units. The company also leverages the power of technology for timely information-sharing through its SecureNOW program, which gives key federal, state and local security partner agencies access to near real-time information about CSX trains.

In addition, in 2014 CSX has already trained more than 1,300 first responders from more than 250 agencies through its Safety Train: Energy Preparedness Program, which focuses on providing specialized hands-on

training for rail-related hazardous materials incidents. The Safety Train builds on a comprehensive CSX first responder training program that includes hands-on sessions at the company's hazmat training center in Atlanta, Ga. and the Association of American Railroads emergency response training center in Pueblo, Colo. CSX also provides classroom training at local fire stations, conducts exercises and table-top drills, and offers web-based and self-study courses.

For more information about CSX's commitment to safety and community collaboration, visit www.csxcsr.com *[CSX Corp.]*



NORFOLK SOUTHERN REPORTS THIRD-QUARTER 2014 RESULTS

NORFOLK, VA. – Norfolk Southern reported third-quarter net income of

\$559 million, 16 percent higher than \$482 million for the same period of 2013. Diluted earnings per share were \$1.79, up 17 percent compared with \$1.53 per diluted share in the same period last year.

"Norfolk Southern reported another record-setting quarter during which we achieved our best third-quarter results in revenues, operating income, net income, earnings per share, and operating ratio," said CEO Wick Moorman. "Higher traffic volumes along with continued gains in productivity drove these excellent results. We remain focused on ensuring we can support continued demand for freight rail transportation by hiring additional employees, investing in new equipment, and completing capacity projects in order to provide our customers with the freight rail service they expect today and in the future."

Third-Quarter Results Set Quarterly Records

- > Railway operating revenues increased 7 percent to \$3.0 billion.
- > Income from railway operations improved 18 percent to \$998 million.
- > Net income increased 16 percent to \$559 million.
- > Diluted earnings per share rose 17 percent to \$1.79.
- > The railway operating ratio improved 4 percent to 67.0 percent.

Third-quarter railway operating revenues climbed 7 percent compared with the same period of 2013 to top \$3.0 billion for a second consecutive quarter as growth in the merchandise and intermodal markets offset a weaker coal market.

Third-Quarter Revenue by Commodity Group

- > Intermodal \$667 million, up 10 percent
- > Coal \$626 million, down 2 percent
- > Chemicals \$488 million, up 14 percent
- > Metals/Construction \$414 million, up 11 percent
- > Agriculture \$364 million, up 5 percent
- > Automotive \$254 million, up 12 percent
- > Paper/Forest \$210 million, up 3 percent

General merchandise revenues reached \$1.7 billion, a 10 percent increase compared with the third quarter of 2013, driven by volume gains in all markets, with particular strength in chemicals, automotive, metals and construction, and agriculture.

Intermodal revenues increased to \$667 million, 10 percent higher compared with third-quarter 2013. Volume rose 10 percent, fueled by robust growth in both international and domestic markets.

Coal revenues declined 2 percent to \$626 million in the third quarter compared with the same period of 2013. A weak global export market and mild weather and lower natural gas prices in the utility market combined to decrease volume by 2 percent.

Railway operating expenses were \$2.0 billion, 3 percent higher compared with third-quarter 2013, largely due to costs associated with higher business volumes.

Income from railway operations was \$998 million, 18 percent higher compared with third-quarter 2013.

The railway operating ratio, or operating expenses as a percentage of revenue, was 67.0 percent, a 4 percent improvement compared with 69.9 percent during the same period of 2013. [Norfolk Southern Corp.]

NORFOLK SOUTHERN ACQUIRES EMD 90-SERIES LOCOMOTIVES

MARSHALLTOWN, Iowa - Sept. 18, 2014 - Norfolk Southern will acquire 100 former Union Pacific SD9043MACs from EMD this year. The purchase continues NS's acquisition plan of buying both new and second hand locomotives when available.

The locomotives come from Union Pacific's fleet of 309 SD9043MACs that were constructed in the late 1990s and were recently acquired by EMD. EMD is in the process of performing frame modifications to all 100 SD9043MACs in Marshalltown prior to delivery to NS. While in Marshalltown, the locomotives will also be renumbered into the NS system prior to their release.

While stored, some of the units received "WP" reporting marks to free up space on the active UP roster.

Allen Rider, Norfolk Southern's manager of locomotive engineering, tells News Wire that the company will refer to the units as SD90MACs, which was EMDs official designation for the units when constructed.

The SD9043MACs were constructed with the intention of eventually installing EMDs 6000 hp 265H prime mover in the locomotives once it became available. This swap never occurred. As constructed, the units were similar mechanically to a SD70MAC with a 4300 hp 16-710 prime mover installed. The "43" in the SD9043MAC designation is derived from the 4300 hp rating of the prime mover.

The first units in the program have begun frame modifications at Marshalltown and Norfolk Southern is expected to receive about 10 units per month until all are delivered. Although the units have cab signals already installed, the signal equipment is incompatible with the type used on Norfolk Southern. Until this can be modified, the units will be assigned to the coalfields on the Pocahontas Division for service where cab signaling is not required.

The units are expected to stay in Union Pacific paint for the time being. Norfolk Southern is planning a major overhaul program on the locomotives beginning in 2015 at its Juniata locomotive shop in Altoona, Pa. The details and scope of the overhaul are still being finalized. The 100 locomotives will be the first 90-series locomotives owned by NS and will be assigned road numbers Nos. 7230-7329. [Chris Guss - Trains News Wire]



SEPTA, BLET REACH TENTATIVE PACT FOR RAIL ENGINEERS

Negotiators for the Brotherhood of Locomotive Engineers and Trainmen (BLET) Division 71 and Southeastern Pennsylvania Transportation Authority (SEPTA) announced on October 13 that they reached a tentative five-year agreement covering 200 rail engineers.

The agreement would run through July 2015 and include a 13.32 percent pay raise, according to a BLET press release. The tentative pact follows five years of talks between the two parties.

If approved by the engineers and SEPTA's board, the agreement will avert a possible commuter-rail strike, BLET officials said. The union's members conducted a one-day strike in June, then returned to work following the appointment of a Presidential Emergency Board, which suspended the strike and started a 120-day clock that ended yesterday at 12:01 a.m.

"This agreement keeps the trains rolling in Philadelphia," said BLET National Vice President Steve Bruno.

In early October, SEPTA asked for an additional automatic one-time 120-day extension under the rules of the Federal Railway Labor Act.

"We think it's important to put this proposed pay raise before our members

as soon as possible, said Bruno."

The tentative agreement accepts management's proposal for the effective date of a 2014 pay raise and incorporates the union's suggestion that next year's increases become effective in April 2015. The BLET expects to announce ratification vote results within the next 30 days. [Progressive Railroading - Oct. 14, 2014]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN NOVEMBER

Nov. 21, 1864 - West Chester Railroad trains begin using West Chester & Philadelphia Railroad station in West Chester, operating over new connecting line.

Nov. 19, 1885 - Town meeting at Wayne, Pa., rejects PRR proposal to change the station name to Ithan.

Nov. 1, 1900 - New eastbound classification yard east of Juniata Scales at Altoona opens for eastbound coal traffic.

Nov. 12, 1907 - Tests of PRR experimental electric locomotives and New Haven Class EP-1 electric locomotive to ascertain lateral stress on rails begin on a seven mile tangent between Clayton and Franklinville, N.J., on WJ&S.

Nov. 24, 1912 - *Pennsylvania Special* renamed *Broadway Limited* with all-steel consist and schedule lengthened from 18 hours to 20 hours.

Nov. 1917 - Villa Maria, Pa. station on West Chester Branch renamed Immaculata.

Nov. 1923 - Truck pick-up-and-delivery of local freight begins between Overbrook and Downingtown; provided by Scott Bros. Company under contract.

Nov. 1, 1928 - Group of PRR officials makes brief circling flight in first Transcontinental Air Transport, Inc. Ford Tri-motor from Crescent Airport in Camden, New Jersey.

Nov. 4, 1933 - Last runs of PRSL passenger service over ex-PRR lines between Woodbine Jct. and Harbor Branch Jct. (Cape May) and between Wildwood Jct. and Wildwood, New Jersey.

Nov. 28, 1937 - New "PARK" Interlocking placed in service at Parkesburg, Pa.

Nov. 10, 1942 - Eleven cars of 125-car westbound freight derail east of Downingtown at 3:08 PM; tank car of benzene takes fire, closing main line for 9 hours.

Nov. 16, 1947 - Freedom Train draws 7,000 visitors at Harrisburg, Pa. Passenger Station.

Nov. 12, 1952 - PRR board meets in Pittsburgh, first time meets outside of Philadelphia; announces \$47 million program to upgrade freight service and freight yards, including rebuilding of Conway as principal yard on PRR, new car shop at Hollidaysburg, moving scrap dock from Conway to Hollidaysburg, and faster schedules.

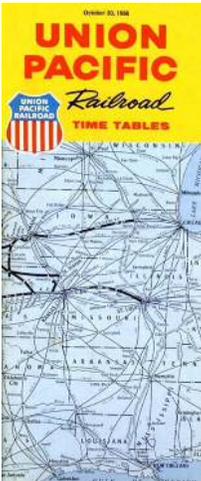
Nov. 27, 1957 - Last run of a PRR steam locomotive, 11sa No. 4271, in revenue freight (coal drag) service from Cresson to Altoona; last regular steam operation over Horseshoe Curve.

Nov. 8, 1961 - PRR and NYC announce reopening of merger negotiations.

Nov. 1966 - Four Dept. of Commerce Pioneer III MU cars begin test runs between New Brunswick and Trenton; reach 152 MPH but show instability at high speeds.

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





TIMETABLE 11-14

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

SANTA AND CHRISTMAS TRAINS

Cape May Seashore Lines -
www.capemayseashorelines.org

Middletown & Hummelstown Railroad - 717-944-4435
Ext. 1 - www.mhrailroad.com

New Hope & Ivyland Railroad - 215-862-2332 -
www.newhoperailroad.com

Steam Into History - 717-942-2370 -
www.steamintohistory.com

Strasburg Rail Road - 1-866-725-9666 -
www.strasburgrailroad.com

West Chester Railroad - 610-430-2233 - www.westchesterr.com

Wilmington & Western Railroad - 302-998-1930 - www.wvrr.com

Through Nov. 9, 2014

"Take a Ride on the Reading" exhibit at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, Pa. Adm: \$7.00. Info: www.readingrailroad.org/museum

Saturday and Sunday, Nov. 1-2, 2014

Columbia Historic Preservation Society HO Model Railroad Open House by the Columbia Historic Preservation Society, 21 N. 2nd St., Columbia, PA 17512. Website: <http://www.tonysegro.com/cola.html> Info: Tony Segro at seg57@embarqmail.com

Saturday and Sunday, Nov. 1-2, 2014

Greenberg's Train & Toy Show at the Harrisburg Mall, 3501 Paxton Street, Harrisburg, PA Info: www.GreenbergShows.com

Saturday and Sunday, Nov. 1-2, 2014

National Model Railroad Month Open Houses by the Susquehanna Valley Model Railroaders. Info: <http://svmr.pennsyr.com>

Sunday, Nov. 2, 2014

Golden Spike Enterprises, Inc., 37th Annual Gaithersburg Railroad-Steamship-Transportation Artifacts Show & Sale at Montgomery County Fairgrounds, Gaithersburg, Md. Info: Charles Miller, 703-536-2954 E-mail: rrshows@aol.com

Saturday, Nov. 8, 2014

Veteran's Swing Dance at the B&O Railroad Museum, 901 W. Pratt St., Baltimore, Md. Proceeds benefit the National Guard Program, "A Taste of Home." Info: www.borail.org/swing-dance.aspx

Friday thru Sunday, Nov. 14-16, 2014

NRHS Fall Conference, Advisory Council and Board of Directors' Meetings in Johnson City, Tenn.. Hosted by the George L. Carter Chapter.

Saturday, Nov. 15, 2014

Eastern PA 2-Rail O Scale Swap Meet and Train Show at the Strasburg Fire Company, 203 W Franklin St., Strasburg PA 17579. Show hours are 9:00 am to 1:00 pm. Admission: \$5.00. Info: www.scaletworail.com

Saturday, Nov. 15, 2014

Keystone Division, TCA Meet at St. Philip's Parish Hall, Rts. 741 & 999, Millersville, PA. Info: Ron Morris, 610-670-6829, RonTrain@ptd.net

Saturday and Sunday, Nov. 29-30, 2014

Greenberg's Train & Toy Show at the New Jersey Expo Center, 97 Sunfield

Ave, Edison, NJ 08837. Info: www.GreenbergShows.com

Saturday and Sunday, Dec. 6-7, 2014

Greenberg's Train & Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.GreenbergShows.com

Saturday and Sunday, Dec. 13-14, 2014

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: www.GreenbergShows.com

Saturday and Sunday, Jan. 10-11, 2015

NRHS Winter Conference, Advisory Council and Board of Directors' Meetings in Roanoke, Va. Hosted by the Roanoke Chapter.

Saturday and Sunday, Jan. 31-Feb. 1, 2015

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



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

Saturday & Sunday, Nov. 1-2, 2014 - Trains & Troops

Saturday, Nov. 1, 2014 - Taking The Swing Train '40s Dance

Saturday, Dec. 6 & 13, 2014 - Home For The Holidays



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Throughout Operating Season - Daily Lunch Train

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

Saturday, Nov. 1, 2014 - The Chocolate Express - 6:00 pm

Saturday, Nov. 8 & 22, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Nov. 15, 2014 - Seafood Express - 6:00 pm

Friday, Nov. 28, 2014 - Christmas Feast - 7:00 pm

Friday, Nov. 28, 2014 - The Night Before Christmas Train - 7:00 pm

Friday thru Sunday, Nov. 28-30, 2014 - Santa's Paradise Express

Friday, Dec. 5, 12, 19, 2014 - The Night Before Christmas Train

Saturday & Friday, Dec. 6, 12, 19, 2014 - Christmas Feast - 7:00 pm

Saturday, Dec. 6, 2014 - Christmas Tree Train - 9:00 am only

Saturday, Dec. 6, & Friday, Dec. 12, 19, 2014 - Christmas Feast - 7:00 pm

Saturday & Sunday, Dec. 6-7, 13-14, 20-21, 2014 - Santa's Paradise Express



OCTOBER, 2014

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Christiana Freight Station, Christiana, Pa. on Monday, October 20, 2014. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 44 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the August

Membership Meeting Minutes. Steve Himpls approved the motion and Fred Kurtz seconded the motion. The August Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: Chaplain David Stambaugh had nothing new to report. Steve Himpls reported that his wife Linda was at home recovering from eye and foot problems. If anyone knows of chapter members who are ill, or have lost a loved one, please contact David.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of September. Richard went over the 2015 chapter budget with the chapter membership. Dennis Allen made a motion to approve the 2015 proposed chapter budget. Doug Henry seconded the motion.

MEMBERSHIP: First Vice President Ron Irwin announced new chapter member Richard Lundgren.

CHAPTER DUES: Tom Shenk announced the new dues structure for the 2015 year is: \$20.00 per year for a primary member, plus \$2.00 per year for each additional family member. All chapter members will receive an electronic copy of the chapter's monthly newsletter. Any chapter member desiring a paper copy of the newsletter mailed to them each month should include an additional \$12.00 per year to the above figures, to cover the additional costs of printing and mailing. David Kerchner made a motion to approve the new dues structure. Peggy Sweigart seconded the motion. The motion passed. A Chapter dues letter will be mailed out shortly explaining the new dues.

NATIONAL DUES: This year, National will not be collecting both the National dues and Chapter dues as in past years. National will be mailing out their own dues letters this year. Please send your National dues/donations to National and your Chapter dues/donations only to the Lancaster Chapter.

NOMINATING COMMITTEE: The 2014-2015 Nominating Committee is: Kevin Crouse, Doug Henry and Lorrie Steffy. Nominating Committee Chairman Kevin Crouse announced the following offices and officers for the 2014-2015 year: President-Tom Shenk; First Vice President-Ron Irwin; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Richard Rutledge; Editor-Ed Mayover; Historian-Evan Russell; Chaplain-David Stambaugh; 1st Director at Large-Cindy Kendig; 2nd Director at Large-Steve Himpls; National Representative-Fred Kurtz. Steve Himpls is taking the office of 2nd Director at Large. Tom McMaster held this position for a number of years and did not run for re-election. Tom Shenk thanked Tom for serving on the Board of Director's as 2nd Director at Large. President Tom Shenk asked if there were any nomination from the floor. Peggy Sweigart announced she would like to be a candidate to run for the position of National Representative against Fred Kurtz. The ballots were handed out to the Chapter membership and the votes were counted by President Tom Shenk, Kevin Crouse and your Secretary. Fred Kurtz will be the National Representative for the chapter for the 2014-2015 year. Dennis Allen made a motion to accept the offices and officers as they stand. Harold "Smoke" Shaak seconded the motion. Chapter Secretary cast the ballot and the offices and officers stand as announced by Nominating Committee Chairman Kevin Crouse.

TRIPS: Dennis Allen and Ron Irwin presented a check for \$13,048.86 profit to the Chapter for the Yellowstone trip in September. Ron reminded chapter members who are going on the 3days-3states-3railroads trip to be at the Lancaster Airport on Friday, October 24 at 7:30 a.m. for departure. Tom Shenk thanked Dennis, Ron, the Trip Committee and everyone who went on the trip for their support in this fund raiser for the Chapter.

NEWSLETTER: Editor Ed Mayover reported that he has Lancaster Dispatchers "in the pipeline" up to December 2015. Tom Shenk thanked Ed for all his work on the Chapter newsletters.

NATIONAL NEWS: National Representative Fred Kurtz reported that he received an e-mail from Al Weber requesting the Advisory Council's and Chapter's support in the difficult days ahead. Anyone having ideas or any suggestions about which direction National should go in the future, should contact Fred and he will take the ideas to the next National meeting in

Johnson City, Tennessee. Fred urges all chapter members to maintain their National memberships. "National needs us to survive." They need a good membership base to provide them some basic income and then they can supplement and add to it with donor income to survive. If you believe in railroad preservation, renew your National membership. District 2 Director Harold "Smoke" Shaak also encouraged chapter members to renew, saying this coming year is very important for National's survival.

CABOOSE: Steve Himpls announced he was getting estimates for painting the interior of the caboose. Steve found a contractor to do the work. Steve also reported the yard sale from August made \$121.85 in sales and \$16.51 in food sales. \$20.00 was made at tonight's Chapter meeting by the Sales Committee. The library still has some duplicate books available for sale - if anyone is interested, contact Steve.

CRAFT AND VENDORS SHOW: Cindy Kendig urged all chapter members to attend the 1st Annual Craft and Vendor show on Saturday, November 1, 2014 from 9:00 a.m. to 2:00 p.m. at the Christiana Freight Station. Cindy has 26 craft and vendor slots. Some items at the show will be needlecraft, woodcraft, crocheting, wreaths, jewelry, and much more. The kitchen will be open with some food items available. If anyone would like to rent a space the cost is \$20.00. If you need a table for setup, they can be rented for \$5.00. Tell your friends and neighbors to come out and support this first show by the Lancaster chapter.

ANNOUNCEMENTS: Steve Himpls reported that the two restored Holmesburg Jct. signs the chapter received on loan from Dale Secker were installed at the Christiana Freight Station. Tom thanked Steve Himpls, Smoke Shaak, Glenn Kendig and his sons for completing this project for the chapter. Tom Shenk announced upcoming dates: Saturday, November 1 - Craft and Vendor show at the Christiana Freight Station from 9 a.m. to 2 p.m.; Board Meeting on Monday, November 17 at the Travel Time Office in Lancaster at 7:30 p.m.; Friday, November 21, will be the Chapter's Annual Banquet at the Revere Tavern, starting at 6:00 p.m.; There will be a 50-year pin awarded to Archer Morgan. Seven 25-year pins will be awarded as follows: Sam Keeney, Jr., Kathryn Sweitzer, Dennis A. Bricker, Clair E. Gross, Paul W. Hocker, Edwin H. and Elsie M. Dilworth. Lee Rainey will be the Speaker for this year's Banquet. Tickets to the Annual Chapter Banquet are still available. Decorating the Christiana Freight Station will be held on Thursday, December 4 at 7:00p.m.; Saturday, December 20 and Sunday, December 21 are the dates for the Chapter Christmas Open House at the Christiana Freight Station. The Annual Chapter Christmas Party will be on the third Monday, December 15. Tom announced there will be no business conducted at the Christmas Party and no Board Meeting or Chapter Membership Meeting for the month of January.

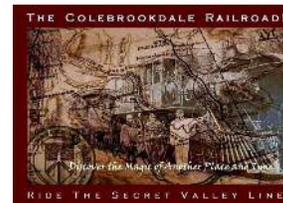
ADJOURNMENT: The Chapter Meeting was adjourned at 8:35 p.m. for tonight's program. In Tom Sweeney's absence, the program was given by Tom Jordan on the "History of the Military Railway Service."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



COLEBROOKDALE RAILROAD TAKES FIRST PASSENGERS

BOYERTOWN, Pa. - Oct. 21, 2014 - Pennsylvania's newest tourist railroad made its public debut in October. The Colebrookdale Railroad made its first trip over the nine-mile line from Boyertown to Pottstown on Saturday, Oct. 18 at 10:30 a.m., with additional runs that afternoon at 1 and 3:30 p.m.

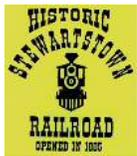
The Colebrookdale Railroad Preservation Trust was formed in 2009, and a large contingent of volunteers, led by trust president Nathaniel Guest, have been working ever since to bring passenger trains back the line, which

dates to 1869. It was once a Reading branch line that featured a Saturday-only train in the late 1940's. Since the Reading disposed of it in 1976, it has been through several owners. It was purchased by Berks County in 2009 for \$1.35 million to prevent its abandonment, using funds from a legal settlement rather than tax revenues.

Known as the Secret Valley Line, the Colebrookdale Railroad follows the scenic Manatawny Creek, climbing a long grade from Pine Forge to Boyertown, crossing three wooden trestles along the way. Earlier in the summer, a few trains were operated for the press and some special groups.

Guest characterizes this fall's trains as a soft opening, with the grand opening scheduled to take place in 2015. Trains will operate Fridays, Saturdays, and Sundays through Nov. 9.

For more information, go to www.colebrookdalerrailroad.com [Wayne Laepple - Trains News Wire].



STEWARTSTOWN RAILROAD ACQUIRES NEW LOCOMOTIVE

NEW FREEDOM, Pa. - Sept. 22, 2014 - A 45-ton General Electric center-cab diesel has arrived on the Stewartstown Railroad's interchange. Delivered by truck, the unit was unloaded in New Freedom, where there was plenty of space for the rig to back onto a track filled to the railhead with gravel.

According to Stewartstown president David Williamson, the un-numbered unit was acquired by an unnamed investor in the railroad from the Durbin & Greenbrier Valley in West Virginia. Williamson says that while the little side-rod unit was said to be in running order, it needs several updates before it would meet Federal Railroad Administration requirements.



A 45-TON GE DIESEL RESTS AT NEW FREEDOM ON SEPT. 20. PHOTO BY WAYNE LAEPPLE.

Williamson says he is not sure when or if the locomotive will enter service on the 7.4-mile short line. The railroad owns two other locomotives, No. 9, a 35-ton Plymouth, and No. 10, a GE 44-tonner, currently leased to the neighboring Steam Into History tourist operation.

Members of the affiliated Friends of the Stewartstown Railroad have been replacing ties and cutting brush in an effort to re-open the line, which has not operated since 2004. Currently, motorcar rides are available at Stewartstown on selected weekends. [Wayne Laepple - Trains News Wire]

STOURBRIDGE LINE EXCURSIONS MAY RETURN IN 2015

HONESDALE, Pa. - The Delaware, Lackawaxen & Stourbridge Railroad hopes to re-establish excursion train service along 25 miles of former Erie Railroad/Erie Lackawanna track between Honesdale, Hawley, and Lackawaxen by spring 2015. The excursions ceased in September 2012 due to a lack of funding.

"We want to bring the train back bigger and better than it was before," General Manager K.C. Smith tells the *Hawley News Eagle*. The Lackawaxen & Honesdale Shippers Association owns DL&S. The association board has approved agreements allowing the DL&S to restart the railroad, Smith says.

Paul Brancato, a principal in Ideal Steel Supply Corp. who planned to build a steel fabrication plant along the line, purchased the railroad in May 2008 and hired Morristown & Erie to operate it. M&E had a 10-year operating agreement but pulled out in 2012. The new agreements put control of the line into the hands of DL&S.

The railroad has multiple plans to run trains between the three municipalities. The shippers association owns the locomotive and cars. The locomotive, former Bangor & Aroostook BL2 No. 54 needs work, as do the tracks. Smith says the work will require a "significant investment." The

tracks are in good shape, but vegetation will need to be removed. [Trains News Wire]

THIS MONTH'S BANNER PHOTO

This photo tells a story, although it's not obvious in the Banner Photo. Norfolk Southern Heritage Unit No. 8105, Interstate Railroad, was photographed at Harrisburg, Pennsylvania on May 4, 2014 by Kevin Painter. The photo below reveals that someone, somewhere, has an allegiance to the "fallen" railroads that became NS: logos for the Pennsylvania Railroad, Penn Central and Conrail (barely visible above the "NT") are all shown. However, "PC RULES."

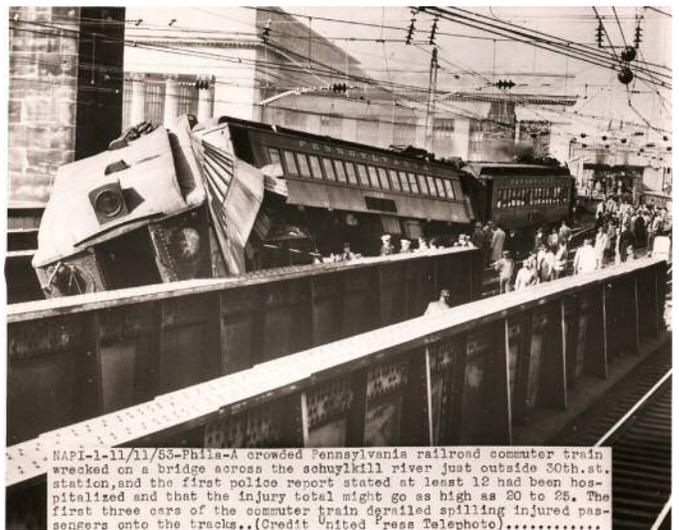


OPERATION LIFESAVER REMINDS YOU...

As you travel to visit family and friends this Holiday Season, *Don't get trapped on a highway-rail crossing.* Never drive onto a railroad crossing until you are sure you can clear the tracks on the other side without stopping.

61 YEARS AGO THIS MONTH

NOVEMBER 11, 1953



NAPI-1-11/11/53-Phila-A crowded Pennsylvania railroad commuter train wrecked on a bridge across the Schuylkill river just outside 30th. st. station, and the first police report stated at least 12 had been hospitalized and that the injury total might go as high as 20 to 25. The first three cars of the commuter train derailed spilling injured passengers onto the tracks..(Credit United Press Telephoto).....





CHRISTMAS HOLIDAY OPEN HOUSE WEEKEND



CHRISTIANA FREIGHT STATION, DECEMBER 20 - 21, 2014

Lancaster Chapter, N.R.H.S., will have a Sales Table for the Open House Weekend

DAILY SCHEDULE

SATURDAY, DECEMBER 20 - 3:00 PM TO 8:00 PM

Family Children's Party - 3:00 PM to 5:00 PM

Train Displays, Visit from Santa, Children's Activities, Free Hot Dogs and Drinks for Children

Hay Rides starting at 5:00 PM

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Popcorn - Hot Dogs - Snacks - Drinks will be available

See Christiana Borough's Annual "Light Up Christmas" Christmas Lighting Contest

Hay Rides Around Town Sponsored by the Christiana Lions Club

SUNDAY, DECEMBER 21 - 1:00 PM TO 5:00 PM

Freight Station Decorated for Christmas - Train Displays

Popcorn - Snacks - Drinks will be available

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

THE ANNUAL LANCASTER CHAPTER, NRHS CHRISTMAS PARTY IS ON

MONDAY EVENING, DECEMBER 15, 2014 AT 7:30 PM



CONRAIL GE MODEL B23-7 Nos. 2016, 1937 AND 2005 ON TRAIN TV10B AT SPENCER, MASS. ON MARCH 9, 1996



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES**

NOVEMBER 1, 2014 - SATURDAY, 9:00 AM to 2:00 PM - CHRISTIANA FRT STATION - VENDOR & CRAFT SHOW

Please contact Cindy Kendig at 610-593-6313 for further information. The old station will really be popping!

NOVEMBER 17, 2014 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING

NOVEMBER 21, 2014 - FRIDAY, 6:00 PM - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET

We return to the Historic Revere Tavern, one of the Chapter favorites. Family style meal, fellowship and door prizes round out the evening. See order form in this issue of the Lancaster Dispatcher - last call for tickets. *ALL ABOARD THE BANQUET EXPRESS!*

DECEMBER 4, 2014 - THURSDAY, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season. Input from the Chapter Membership for the design and set-up of the train display would be greatly appreciated - see Glenn Kendig for further information.

DECEMBER 15, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY

Annual Chapter Christmas Party. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit! No business meeting - just food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

DECEMBER 20, 2014 - SATURDAY, 3:00 PM - CHRISTIANA FRT STATION - CHRISTIANA CHRISTMAS PARTY

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas light displays - a fun-filled evening for the entire family!

DECEMBER 21, 2014 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. Enjoy the Christmas decorated Station, popcorn, and train layout and display.

~~**JANUARY 19, 2015** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - MEMBERSHIP MEETING~~

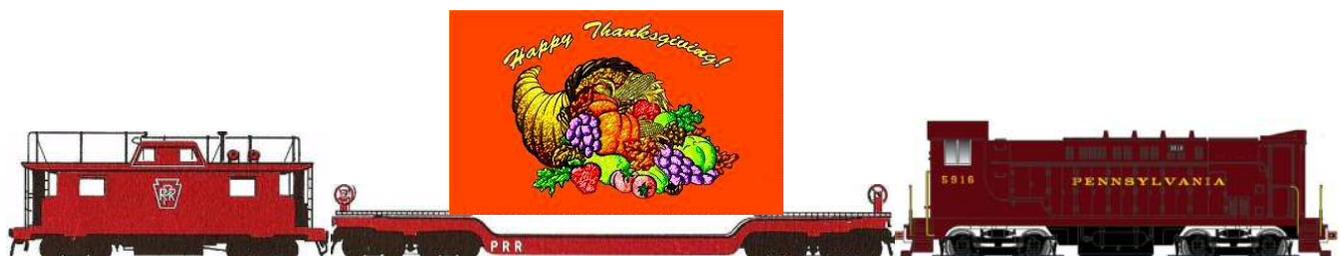
THIS MEETING HAS BEEN **CANCELLED** DUE TO WINTER WEATHER CONCERNS

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

THE BOARD OF DIRECTORS EXTENDS A SPECIAL "THANK YOU" TO ALL CHAPTER MEMBERS AND FRIENDS WHO DEVOTE THEIR TIME AND EFFORT TO THE LANCASTER CHAPTER. EVERYTHING YOU DO IS SINCERELY APPRECIATED.





LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET

FRIDAY EVENING, NOVEMBER 21, 2014

THE HISTORIC REVERE TAVERN - BANQUET CENTER

3063 LINCOLN HIGHWAY (U.S. ROUTE 30)

PARADISE, PENNSYLVANIA 17562-0336

(717) 687-8601



PLEASE JOIN US AS WE RETURN TO THE HISTORIC REVERE TAVERN FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. AND DON'T FORGET THE FABULOUS DOOR PRIZES! MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

SOCIAL HOUR / FAMILY-STYLE MEAL / DOOR PRIZES

6:00 PM - FELLOWSHIP SOCIAL HOUR

7:00 PM - IN-ROOM FAMILY-STYLE MEAL

FOLLOWED BY THE PROGRAM PRESENTED BY LEE RAINEY - AN OVERVIEW AND BRIEF HISTORY OF THE EAST BROAD TOP RAILROAD

THE ANNUAL BANQUET COST FOR 2014 IS \$25.00 PER PERSON

LAST CALL FOR TICKETS - ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 7, 2014

✂ -----

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S.
C/O THOMAS SHENK
11 MARQUIS COURT
LITITZ, PA 17543

INFORMATION:
TOM SHENK
OFFICE - 717-299-6600 ext. 504
CELL - 717-314-4448

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NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE ANNUAL BANQUET OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE HISTORIC REVERE TAVERN, PARADISE, PA ON **FRIDAY, NOVEMBER 21, 2014**, STARTING AT 6:00 PM.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20 PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: RON IRWIN, 15 HIGHLAND DRIVE, LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

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

Forwarding and Address Correction Requested

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

**FIRST
CLASS
MAIL**