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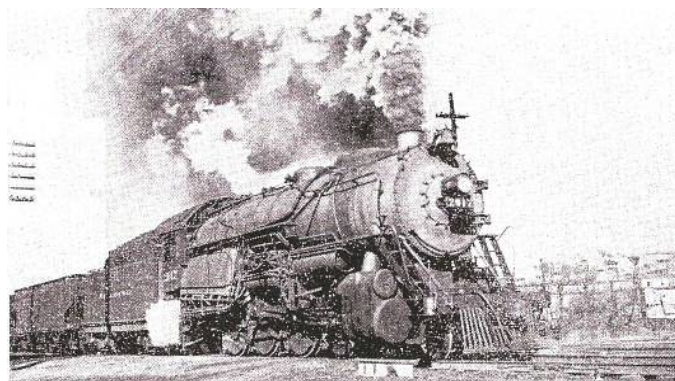
AUGUST 2016



THE READING TODAY - 1942

Huge, Short-Haul Coal Drags Keep This System's Wheels Rolling

BY BERT PENNYPACKER - COURTESY OF CHAPTER FRIEND PAUL KUTTA



POWER PLUS! No. 2017 SOUTHBOUND FROM ST. CLAIR YARDS AT PORT CARBON, PA., WITH A HEAVY COAL DRAG.

Fast passenger trains may be exciting, but it's freight that brings home the bacon - over 90% of it for Reading Company. More revenue is received from transporting freight of types other than coal, but the "black diamond" traffic provides reliable and steady income that keeps the road on its feet financially.

Importance of Reading as a coal-carrier may be shown by the fact that nearly half of its freight cars are coal hoppers (15,500 hoppers out of a total of 32,500 freight cars). Practically all anthracite (hard) coal transported originates on Reading lines. What's more, the system hauls over 80% as much bituminous (soft) coal as anthracite, although little originates in its territory. This traffic is

obtained principally from the Western Maryland and Pennsylvania railroads at Harrisburg, and New York Central at Newberry Junction.

Black diamonds, which are of inestimable value to the railroad today, almost ruined the system years ago. Between 1869 and 1881, the Philadelphia & Reading Coal & Iron Company (P&RC&I), an associated coal organization, bought many thousands of acres of anthracite coal lands in Pennsylvania. This imposed a tremendous financial burden on the then Philadelphia & Reading Railway, and threw it into receivership several times. Today, however, Reading carries more anthracite coal than any other American railroad, and it can well stake today's good fortune on sacrifices of yesteryear.

Almost all collieries served by Reading are located on the Shamokin Division. Two of the largest shipping points of anthracite are the P&RC&I's huge Summit and St. Nicholas breakers. Locust Summit breaker is about 12 miles west of Tamaqua, or two miles west of Mahanoy City. Each breaker has a total daily capacity of preparing 10,000 tons of coal for shipment. There are, of course, many other breakers and coal mining companies besides P&RC&I which are served by Reading lines.

Coal is obtained at many mines and hauled to centrally located breakers where it is prepared for use and reshipped to buyers. This eliminates [the] cost of maintaining a breaker at each mine. "Colliery crews" work from Gordon, Shamokin, Tamaqua and St. Clair enginehouses, collecting cars of coal from mines and breakers.

Worked coal lands do not present a pleasing sight to the eye. Huge piles of slate, earth, and other material has to be excavated to obtain the "diamonds." The Schuylkill and Susquehanna Rivers are black and often covered with coal dust. At some places, the scene presents a picture of utter desolation and ruin, especially in the St. Clair area, where extensive strip-mining operations are in progress. (Editor's note: remember, this is 1942, well before the Environmental Protection Agency came into existence).

Coal earned the Reading 39% of all its revenue in 1941. But what of other commodities hauled? The Reading not only receives much traffic from hundreds of industries served by its tracks, but interchanges at 70 direct connections and junction points. Western Maryland and Pennsylvania freights consisting exclusively of cars bound to and from points on the Reading operate into and out of Rutherford Yard, east of Harrisburg, over Reading tracks. Most of this traffic is soft coal on its way to tidewater ports for export. At Rutherford, cars are classified in a large, modern hump yard and made into freights for the run over Reading tracks to their destinations.

Freight bound for the New York area, originating on lines north of Tamaqua, is transferred to the Jersey Central at Haucks Yard, north of Tamaqua. This provides a quick route to New York, eliminating loss of time which would result if it was sent via Philadelphia. Rutherford - Allentown freights run for the same reason; New York freight is transferred to the CNJ at Allentown. Through Main Line freights are routed around Reading, Pa., via the Reading Belt Railroad, which connects with the Main Line north and south of Reading, and at Birdsboro.

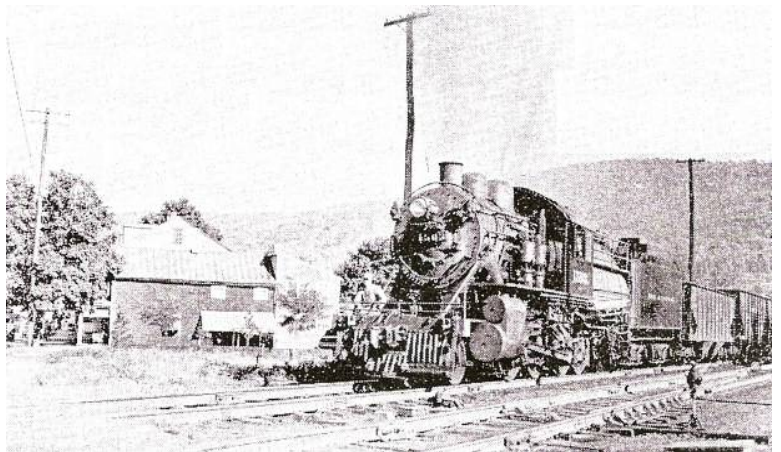
Much export traffic is transported to Port Richmond or Port Reading tidewater terminals. Port Richmond is located on the Delaware River in Northeastern Philadelphia, while Port Reading is situated north of Perth Amboy, N.J., opposite Staten Island. Port Richmond, with its extensive facilities, is one of the largest railway-tidewater terminals in the country. Numerous harbor craft are employed here, part of which handle P-RSL freight coming into Philadelphia from across the river.

War traffic has increased Reading's business to an almost unheard-of volume. Much new freight equipment - gondolas, hoppers, cement and caboose cars - is being built to help take care of this wartime load. Old wooden box cars, idle for years, have been either completely rebuilt or rebuilt into flat cars for use in storing shipments at Port Richmond until shipping facilities can be obtained.

Many regularly scheduled "symbol" freights are run; these provide daily service between various points on the system.

What of the motive power that moves all these trains? A complete history of this subject was very accurately related and pictures in an excellent book published by the Reading Company's Publicity Department, entitled *A Century of Reading Company Motive Power*. However, there are still some interesting things I should like to relate about Reading locomotives.

Most outstanding about Reading motive power is the large number of "Mother Hubbard" locomotives in use. Developed by John E. Wootten in 1877, the boiler that bears his name has been used extensively on both middle and end-cab engines of the system. Many Reading "camelbacks" represent to highest development of this fast-declining type of locomotive. No more camelbacks may be built, according to an I.C.C. ruling, and the Reading will probably be the railroad to take the last remaining camelback out of service, when that sad day finally comes. Even today the system is scrapping many of its older camelbacks - most of the 40 engines scrapped in 1940, and 37 in 1941 - were camelbacks. Many were turned into guns to shoot at the Axis.



CAMELBACK NO. 1503 BARKS THROUGH A QUAINT PENNSYLVANIA MOUNTAIN TOWN WITH A TRAINLOAD OF 'BLACK DIAMONDS.'

When the Philadelphia suburban electrification project was put into operation, it threw many camelbacks out of service, most of them being scrapped about 1933-35. Those remaining are probably in service, hauling the wartime traffic burden.

The Reading has a total of 641 locomotives; 38 are Diesel-electric switchers. The Motive Power and Rolling Equipment Department is located at Reading, Pa., as are the locomotive shops, among the best in the country.

There are 15 engine terminals located at Bridgeport; Bethlehem; Camden; Erie Avenue, Philadelphia; Gordon; Green Street, Philadelphia; Newberry; Port reading; Reading; Rutherford; Shamokin; St. Clair; Tamaqua; Milton and Wilmington.

The Reading is the only road having 0-4-0 camelback switchers. Its 4-4-2 camelbacks of class P-5se (340 series) have the largest drivers in the United States - 86 inches. Its class I-10sa Consolidations (Nos. 2000 to 2049) are among the most powerful of their type ever built (71,000 lbs. tractive effort). The D-11s class of 4-4-0's (Nos 410 to 419) are the heaviest and most powerful American type locomotives in America. They are among the last of their type built for an American Railroad , and all but three - 411, 418 and 419 - were scrapped in 1941.



Last but not least, little 1251, 0-6-0 type tank switcher (class B-4a) is the oldest engine on the roster, and probably the oldest locomotive in active service in the United States. Originally number 10 of the Catawissa Railroad, it was built by Baldwin in 1863. The 1251 is used in the Reading Shops.

I could go on and on with the story of Reading Today, as much remains unmentioned for lack of space. However, this article should give you a fairly comprehensive idea of the Reading Company as it exists now - America's No. 1 hard coal railroad!

Editor's Note: The book *A Century of Reading Company Motive Power* was available from the Reading Publicity Department, Room 419, Reading Terminal, Philadelphia, for \$1.25.

OLDEST LOCOMOTIVE ON THE READING, IF NOT THE ENTIRE UNITED STATES, LITTLE 1251 DATES BACK TO THE CIVIL WAR DAYS WHEN SHE WAS BUILT AS No. 10 OF THE CATAWISSA RAILROAD

READING COMPANY No. 1251 TODAY



No. 1251 was the last steam locomotive in I.C.C. service on a Class I railroad before being retired in February, 1964. Sold that same year to George Hart-Rail Tours Inc. of York, PA. Last operated October, 1966. Sold to the Commonwealth of Pennsylvania in May, 1968. Moved to the Strasburg Rail Road for storage. Added to the Railroad Museum of Pennsylvania's permanent collection. Cosmetically restored by Reading Company Technical & Historical Society volunteers in 1982. Currently on display indoors.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



FRA ISSUES PROPOSED RULES ON BIDDING OUT LONG-DISTANCE AMTRAK ROUTES

By Kevin P. Keefe, June 22, 2016 - *Trains* News Wire

WASHINGTON — Amtrak’s 45-year near monopoly on overnight passenger trains could end based on a proposal announced today by the Federal Railroad Administration to introduce a pilot program allowing independent entities to run long-distance trains on as many as three routes.

Citing its rule-making authority, the FRA says its proposal is a response to the Fixing America’s Surface Transportation Act, or FAST Act, of 2015, in which the Department of Transportation is directed to implement a program “for selection of eligible petitioners in lieu of Amtrak to operate not more than three long-distance routes.”

Among the key elements of the proposal are:

- The winning bidder would assume the “right and obligation” to operate intercity passenger service over a specific route, and receive an operating subsidy not to exceed 90 percent of that provided to Amtrak for that route during the preceding year. The initial contract for each route would extend for four years, with extension subject to transportation department approval.
- Amtrak would be obligated to provide the new operator with access to its own reservation system, stations, and facilities.
- Employees of a new operator would be subject to laws and regulations governing current similar Amtrak employees, and winning bidders must provide hiring preference to displaced, qualified Amtrak workers.
- If an alternate operator fails to provide service, the transportation department, in collaboration with the Surface Transportation Board, would “take any necessary action consistent with the FAST Act to enforce the contract and to ensure the continued provision of service.”

The docket filed today offers no information about likely long-distance routes of interest to outside parties. It does say that Amtrak would be allowed to bid to continue operating certain trains “if Amtrak chose to do so.” It also opens the field to a wide range of potential bidders, from Class I railroads to short lines to state-sponsored consortia.

Bidders will be required to describe how they would assume the new service, including an operating plan, a financial plan, details of agreements for operating on track they do not own, as well as “ancillary” activities not directly tied to operating trains and providing on-board services.

Under the proposal, FRA would establish a process for the DOT secretary to review bids and select winners. The agency is accepting written comments about the proposal until August 22, and says it has no plans for public hearings unless specifically requested by July 22. Based on various deadlines outlined in the docket, it could take more than a year to decide on winning bids.

AMTRAK UNVEILS CHICAGO’S NEW METROPOLITAN LOUNGE

By David Lassen, June 24, 2016 - *Trains* News Wire

CHICAGO — Slowly but surely, Chicago Union Station is adding customer spaces worthy of its landmark architecture.

The latest such space was unveiled Thursday night, with an open house to celebrate the completion of Amtrak’s Metropolitan Lounge, a waiting area for the passenger system’s sleeping-car and business-class customers.

“This is important to Chicago, but it’s important to the whole country,”

Amtrak board of directors member Tom Carper said during a brief address at Thursday’s open house. “Any city that has a connection to Chicago is going to appreciate this.”



THE DEVICE-FRIENDLY “MILLENNIAL” AREA OF AMTRAK’S METROPOLITAN LOUNGE AT CHICAGO UNION STATION IS ONE OF FIVE DISTINCT AREAS, OR “NEIGHBORHOODS,” TO APPEAL TO VARIOUS USERS. TRAINS: DAVID LASSEN

The two-story, 13,500-square foot lounge — more than twice the size of the lounge it will replace — seats 360 in a bright, airy space. It will have a street-level entrance with redcap service as well as an entry off the station’s Great Hall. The new lounge represents a striking change for a portion of the station that had been vacant for more than 40 years, as Chicago Deputy Mayor Steve Koch noted.

“It really wasn’t habitable,” Koch said. “I think literally people just walked out of here 40-odd years ago. It still had ticket stubs on the ground from 40 years ago. It was sort of a bizarre museum. This is

quite the transformation.”

Project architect Leonard Koroski of Goetsch Partners described the new lounge as having five separate “neighborhoods” for passengers:

- A common entrance area;
- A business area with computer work stations;
- A family area, including a children’s play space;
- A “millennial area” featuring high-backed chairs to accommodate those on cell phones, as well as other tech-friendly features;
- And a pair of “quiet” spaces — one in the back corner of the lower floor, and one on the upper floor.

Working on the 1925, Beaux-Arts structure designed by noted Chicago architect Daniel Turnham is “sort of a stewardship and a sense of responsibility toward the station,” Koroski said, “both looking back and looking forward to create greater amenities for Amtrak and Metra customers.”

The \$7 million facility replaces one opened on the concourse level in 1991, and continues more than \$60 million in Amtrak investments in the station since 2010. It joins the Legacy Club, the extra-fee waiting opened in 2015 in the former men’s lounge area, in providing upscale passenger waiting space.

The lounge was completed in less than five months, although the foundation for its creation had been laid in the prior, behind-the-scenes work upgrading the station’s heating, air conditioning, and electrical systems that have been part of the improvements begun in 2010.

Other projects under way include renovation of the former ladies’ lounge as an event space that can accommodate up to 300 people. The renovation will include restoration of two large French block murals, as well as a decorative ceiling which had been badly scarred by the addition of a false ceiling decades ago.

“The women’s lounge had this wonder, ornate quality to it,” Koroski said. “It was one of the most intact spaces. Again, it’s creating these amenities and being respectful of the history.”

Also on tap is repair and restoration of the skylight in the station’s Great Hall — 18,000 square feet of glass over the 24,000-square-foot hall. Painted over during World War II because of blackout restrictions, the skylight was not uncovered until 1991. Plagued by water leaks for much of its history,

stopgap repairs over the years have cut the amount of light let in by the skylight by a third to a half. The upcoming renovation will restore the original amount of glass area — and may include addition of a second, modern layer of skylight above the original construction to eliminate the leak problem.

The new lounge will also allow Amtrak to open up space on the cramped concourse level for other use. The current lounge is likely to be gutted with a new pre-boarding area eventually taking its place.

AMTRAK REGIONAL TAKES WRONG ROUTE AFTER LEAVING VIRGINIA STATION

ALEXANDRIA, Va. - July 8, 2016 - Amid Washington's evening passenger and commuter rail rush hour, a Lynchburg-bound Amtrak regional train was unintentionally misrouted after leaving Alexandria station on Tuesday evening.

The nearly hour-late Amtrak Northeast Regional train No. 171 was mistakenly routed south along the CSX Transportation's RF&P Subdivision toward Richmond, as opposed to being routed onto Norfolk Southern rails that carry the regional train to Lynchburg. Local sources familiar with rail operations in the area say the miscommunication took place during evening rush hour when multiple Virginia Railway Express and Amtrak passenger trains were leaving Alexandria station for points south. Due to the train's delayed departure from Union Station, the CSX dispatcher unintentionally routed the train south on CSX-operated tracks, instead of toward Lynchburg.

The miscommunication occurred near AF Interlocking, which is controlled by CSX's BD Dispatcher in Baltimore.

A CSX representative tells *Trains* News Wire the misroute was identified within less than a mile of departing Alexandria and the train was shortly thereafter redirected onto the correct route and cleared to proceed to its destination.

Locals say the misrouting caused further delays to Amtrak regional No. 171 and Amtrak's Crescent, also bound for Lynchburg, was late leaving Washington Union Station.

AMTRAK RELEASES "SOUTHWEST CHIEF" PUEBLO EXTENSION REPORT

By Bob Johnston, July 8, 2016 - *Trains* News Wire (Edited)

PUEBLO, Colo. — An Amtrak revenue and ridership study requested by the Colorado Department of Transportation's Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission Fund projects that the Chicago-Los Angeles Chief would annually gain at least 14,000 additional passengers and over \$1.445 million in revenue if through cars to and from Chicago were switched onto a stub train operating between La Junta, Colo., and Pueblo Union Station.



THE SOUTHWEST CHIEF COMMISSION WANTS TO USE THE PUEBLO UNION STATION, PICTURED HERE IN THIS JULY 28, 2013 VIEW - PHOTO BY BOB JOHNSTON.

The brief letter from Mike Franke, Senior Director of Amtrak's State Government Contracts, notes that increasing existing track speeds to 79-mph would make the 64-mile journey 21 minutes faster, adding 700 more passengers and \$38,000 of revenue compared with leaving speeds unchanged. Prior to Amtrak, the last Santa Fe passenger trains to and from Denver traversed the La

Junta-Pueblo segment in one hour and ten minutes.

Separate estimates for coach and sleeping car passengers are based on Amtrak modeling which assumes patronage for a one-seat ride, as opposed to having travelers transfer to a different train.

Amtrak spokesman Marc Magliari says, "We are encouraged by the projections presented to the Southwest Chief Commission...and will continue to work with (Chairman Sal) Pace in Pueblo, the other commissioners, and all parties along the route who are interested in expanding the Amtrak network." However, the study makes no attempt at this time to quantify operating, switching, labor, or infrastructure costs or suggest what ridership and revenue might accrue from an additional round-trip that would connect Pueblo passengers with western Chief-served population centers such as Albuquerque and Los Angeles.

Commission Fund member Rick Klein, the city manager of La Junta, tells *Trains* News Wire, "We are asking Amtrak to get cost estimates from BNSF Railway and Union Pacific by the end of July. We want to move quickly to figure out what investment they will require." Union Pacific quotes are necessary because that railroad's tracks are adjacent to—but do not currently serve—the restored Pueblo Union Station.



CSX CORPORATION ANNOUNCES SECOND QUARTER EARNINGS

JACKSONVILLE, Fla., July 13, 2016 -- CSX Corporation today announced second quarter 2016 net earnings of \$445 million, or \$0.47 per share, down from \$553 million, or \$0.56 per share, in the same period of last year.

"CSX continued to drive strong customer service and network efficiency in a challenging market, which is expected to persist throughout this year," said Michael J. Ward, chairman and chief executive officer. "In this environment, the company continues to right-size resources while making strategic investments to transform the company and capitalize on market opportunities to drive long-term value creation."

Revenue for the quarter declined 12 percent, driven primarily by an overall 9 percent volume decline that impacted nearly all markets, including coal declines of more than 30 percent, which more than offset pricing gains from an improving service product.

Expenses improved 9 percent in the quarter, driven by efficiency gains of \$96 million, lower volume-related costs of \$86 million as CSX further aligned its cost structure with current and future market dynamics, and \$56 million from reduced fuel prices.

Despite the strong efficiency performance in the quarter, operating income decreased 17 percent to \$840 million and the operating ratio increased 210 basis points year-over-year to 68.9 percent.

Looking forward, CSX continues to expect 2016 full-year earnings per share to decline, reflecting the ongoing transition in the energy markets, along with the impact of the strong U.S. dollar and low commodity prices. As the company positions itself to serve the markets of tomorrow, CSX remains focused on maximizing shareholder value and achieving a mid-60s operating ratio longer term. [CSX Corp.]



NS TRACK OUTAGE FOR ROCK SLIDE STABILIZATION NEAR PITTSBURGH, PA.

PITTSBURGH - July 1, 2016 - On June 28th, Norfolk Southern train service near Pittsburgh, Pa. was temporarily suspended due a rock slide. Although the service interruption was temporarily mitigated, additional work is required to ensure the stability of the area.

As a result, the City of Pittsburgh has permitted Norfolk Southern to further stabilize the rock mass in an effort to prevent future rock slides. In order to complete this project, a 48-hour absolute track outage is required. Between 03:00 on July 6th until 07:00 on July 7th, NS mainline track near Pittsburgh on the Mon Valley line will close while detonations, cleanup, repair, and inspections occur.

Delays up to 24 – 48 hours resulting from this project are expected. Detours and re-routes will occur in order to minimize the impact. [NS Corp.]



READING BLUE MOUNTAIN & NORTHERN RAILROAD ACQUIRES LOCUST VALLEY LINE

PORT CLINTON, PA – June 9, 2016 – Reading Blue Mountain & Northern Railroad acquired the

5.5 mile Locust Valley Line effective June 8, 2016.

RBMN has been operating the line since it was returned to service in 2006. By taking on ownership RBMN will be better able to pursue industrial development along this line, which has many excellent sites due to its proximity to I-81.

The line runs from Laurel Jct in Delano Township to near Mahanoy City in Mahanoy Township in Schuylkill County. RBMN acquired the line from the Locust Valley Coal Company.

CEO Andy Muller, Jr. said, "This acquisition continues our efforts to acquire and operate contiguous railroad lines in our service territory. Our efforts to require county-owned railroads in the region to privatize and sell their assets is part of our overall strategy to bring our award-winning service to more areas in our service territory. We believe through our economies of scale that we can deliver better service at lower prices to customers throughout the region. The Locust Valley purchase is part of that overall strategy." [Edited from Reading & Northern Railroad]



USDOT MOVES FORWARD ON GATEWAY PROGRAM

WASHINGTON - July 15, 2016, Railway Age - The U.S. Department of Transportation (USDOT) has moved the Hudson Tunnel Project and Portal North Bridge – both critical elements of the Gateway Program in the New York City area – into the Project Development process

for a New Starts Grant available through the Federal Transit Administration (FTA).

Project Development is the first phase that these projects will be required to complete before a construction grant could be awarded. In this phase, the Hudson Tunnel Project and Portal North Bridge will move forward with identifying a specific development plan and, in the case of the Hudson Tunnel Project, completing the environmental review process. The Portal North Bridge has already completed the necessary environmental review. The move also authorizes the project sponsor, the Port Authority of New York and New Jersey (PANYNJ) and its partners Amtrak and New Jersey Transit (NJ Transit) to begin incurring costs related to the environmental review and engineering and design activities.

"Building on our previous investments to date, the U.S. Department of Transportation is taking a concrete step toward making a substantial federal investment in the Hudson Tunnel and Portal North Bridge projects and we're looking forward to continuing to work closely with our partners in New York and New Jersey to make a new rail tunnel a reality," said U.S. Transportation Secretary Anthony Foxx. "The existing Hudson tunnel is more than 100 years old and was badly damaged by Super Storm Sandy and if it fails, it would effectively shut down passenger rail service from Manhattan to New Jersey and the southern portion of the Northeast Corridor."

The Hudson Tunnel Project is a new, two-track heavy rail tunnel along the Northeast Corridor from the Bergen Palisades in New Jersey to Manhattan that will directly serve Penn Station New York. It consists of three major elements: the Hudson Yards right-of-way preservation project, the Hudson Tunnel and the rehabilitation and modernization of the existing North River tunnel. Amtrak and NJ Transit operate approximately 450 trains carrying more than 200,000 passenger trips each weekday through the 106-year old North River Tunnel. Construction of a new Hudson Tunnel will enable closure of the existing tunnel for reconstruction and once renovations are complete, the reopening will greatly increase rail reliability and operating flexibility and will provide greater redundancy in the event of malfunction.

The Portal North Bridge Project entails the construction of a new, two-track fixed structure bridge across the Hackensack River in Hudson County, N.J., along the Northeast Corridor (NEC). The existing moveable swing span

bridge has only 23 feet of vertical clearance above the mean high water level and must pivot open to allow maritime traffic to pass through, closing the bridge to rail traffic and interrupting operations on the NEC for both Amtrak and NJ Transit. Additionally, the "miter rails," which allow the rails to disengage and the bridge to open and close, permanently restrict speeds on the bridge to 60 miles per hour, while trains can operate at 90 miles per hour on adjacent portions of the NEC. These conditions create bottlenecks along the NEC, especially during peak commute hours. The new bridge will provide enough vertical clearance to accommodate current and forecasted maritime traffic and allow trains to operate at higher speeds.



SEPTA's SILVERLINER V FLEET SIDELINED WITH DEFECTS

By Joseph M. Calisi, July 5, 2016 - *Trains* News Wire

PHILADELPHIA — Typical rail commuters in the City of Brotherly Love are finding other ways to get on with their week while as many as one-third of all Southeastern Pennsylvania Transportation Authority regional commuter cars are sidelined with structural defects.



SEPTA SILVERLINER V No. 701 AT CLIFTON HEIGHTS, PA. ON NOV. 3, 2010 - PHOTO BY JOE OSCIAK

In a rare Sunday news conference, SEPTA General Manager Jeffrey Kneuppel told available media over the July 4 holiday weekend that all 120 of SEPTA's Hyundai Rotem-built Silverliner V commuter electric multiple units have potential fatigue cracks in their trucks and need to be taken out of service for repairs.

Specifically, Kneuppel says workers found that equalizer beams on the cast steel truck frame had vertical fatigue cracks. It's a thick piece of steel that holds the springs that carries the entire weight of the car body. Kneuppel says there eight locations on a truck that could be affected are slow to form over time: where the roller bearings hold the wheel axles as well as the vertical piece where the springs provide the suspension. The major concern is a derailment at high speed if a beam broke. The beams need to be replaced.

The commuter agency has already published an updated schedule online reflecting the smaller number of vehicles available for commuters. The schedule is essentially a modified Saturday service.

SEPTA officials say workers first noticed the defects in the Silverliner V cars early July 1 during a morning inspection of a semi-permanently pair of cars. The pair had a slight list to one side which revealed the cracked when investigated. SEPTA placed in-service cars on immediate speed restrictions and began removing them from service.

Normally, 60 out of the 400-car fleet are held in shops and rail yards for maintenance on a daily basis. The number of cars usually kept offline is half the number of Silverliner V being held from service due to the defect. Officials say the three to six-year-old cars are still under warranty from the manufacturer.

As a result of the problems with the Silverliner V, the trolley maintenance blitz scheduled for the first full week of July has been postponed and credits on monthly passes will be made to passengers.

Delivery of the Silverliner V cars were delayed during their initial construction phase as workmanship issues surfaced in 2010. Doors failed to open and close properly during the winter. Final delivery on the Silverliners was two years late.

It is unknown whether structural flaw could affect Denver Regional Transportation District cars since the agency uses EMUs similar to the ones in Philadelphia.

THE MECHANICS OF THE SEPTA CRISIS: WHY CRACKS CAN FORM

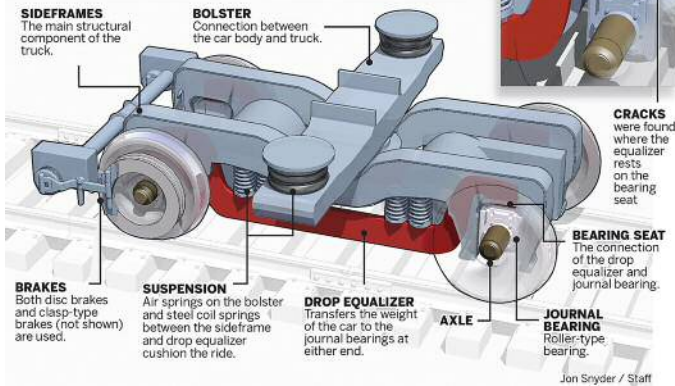
By Tom Avril, Staff Writer - The Inquirer, Daily News via Philly.com

PHILADELPHIA, Pa. - July 6, 2016 - SEPTA's Silverliner V cars were sidelined by a problem that has dogged mechanical engineers for as long as they have worked with metal: fatigue.

That is the term for microscopic cracks that can develop with repeated back-and-forth loading, which happens as trains move from one section of track to the next. If allowed to spread, such cracks can eventually lead to failure, as when you bend a paper clip enough times that it breaks.

INSIDE A SILVERLINER V TRUCK

SEPTA grounded its new Silverliner V fleet due to cracks found in the drop equalizers (shown in red below), which transfer the weight of the car directly to the axles and wheels. Cracks were discovered where the equalizer rests on the bearings.



Most of the SEPTA cars were pulled out of service before that happened, but in one car the crack had propagated through a 9-foot beam called an equalizer, agency engineers said Tuesday.

"These fatigue cracks are progressive. They don't happen quickly," said Jeff Kneuppel, the agency's general manager. "It's a months, year kind of issue."

Each of the 146,000-pound cars has four equalizers, which help to distribute the weight evenly across eight wheels - two per equalizer. The cracks originated in the area where the equalizers rest on the wheel bearings, but exactly why remains unclear.

Larry Lee, a member of the American Society of Mechanical Engineers who has worked for railroads, said cracks can be initiated by various causes.

For example, surface imperfections on a piece of metal can lead to concentrated stress when loads are applied.

"There may have been some minor, even microscopic flaw in the metal," Lee said.

Another possibility is the type of metal itself. Welded to the end of each equalizer are plates where the beams rest on the wheel bearings, and added stress can arise if the metal used in the equalizers was incompatible with the metal used to make the plates or the welding wire, Lee said.

The equalizers were made from a malleable type of steel in a category of alloys called T1, SEPTA officials said. They did not have details Tuesday on the types of metals used in the plates and the welds.

Joe Martin, a Drexel University professor of civil engineering, said the discovery of cracks in so many cars - 115 out of 120 - indicates some sort of systemic problem.

That could mean a design flaw, such as if the equalizers were not stout enough to handle the job; a materials flaw, perhaps even with a subpar batch of steel; or a flaw in the construction process, Martin said.

The cars initially were designed to weigh 136,000 pounds, but 10,000 pounds of metal were added to meet federal regulations that require a certain stiffness in the car's body, SEPTA's Kneuppel said.

The equalizers were not beefed up in response.

But on another railroad 80 years ago, engineers took a different tack. Air conditioning equipment added to iconic Pullman railway cars in the 1930s

increased each car's weight by more than 12,000 pounds, said Lee, of the mechanical engineering society.

Thicker equalizers were installed in each car to compensate.

Lee and Martin both said the added 10,000 pounds of weight in the case of the SEPTA cars was probably not enough to warrant thicker equalizers, but they could not say for sure.

"They should do the calculations to see if it still has an adequate margin of safety," Lee said. "Or if it doesn't."

SEPTA ADDS LEASED CARS, LOCOMOTIVES AFTER PULLING SILVERLINER UNITS FROM SERVICE

By Daniel Niepow, Associate Editor - Progressive Railroading

PHILADELPHIA, Pa. - July 12, 2016 - The Southeastern Pennsylvania Transportation Authority (SEPTA) this week is putting leased train sets into operation after pulling all 120 Silverliner V Regional Rail cars out of service due to a structural defect.

The Philadelphia-area transit agency is leasing equipment from New Jersey Transit, Amtrak and the Maryland Transit Administration. In total, SEPTA is adding three locomotives and 18 passenger cars.

Amtrak has loaned the agency two locomotives and five coaches at a cost of \$16,375 per week, while NJ Transit is loaning one locomotive and eight coaches at a cost of \$15,570 per week. In addition, SEPTA is borrowing five Maryland Area Regional Commuter trains for \$19,462 a week, agency officials said in an email.

In total, SEPTA estimates spending more than \$250,000 each month to lease the units, agency officials told The Philadelphia Inquirer.

SEPTA put two of the three train sets into operation yesterday, while the third was added today, the newspaper reported.

On July 3, SEPTA removed all 120 Silverliner V cars from service after personnel identified a problem with cracking in the units' main suspension systems. The agency has completed the inspection of the fleet and is in the process of analyzing engineering solutions to repair the defects and return the cars to service, SEPTA officials said in a notice to passengers.

The Silverliner cars represent about one-third of the agency's regional rail fleet and provide 13,000 seats for customers.

"Since these cars make multiple trips during the morning and evening peak periods the impact to our customers is substantial," SEPTA officials said.

The agency is running a modified weekday schedule while the cars are being fixed. Service likely will remain impacted at least through August.

THIS MONTH ON THE PENNSY**PRR, PRSL & LIRR EVENTS IN AUGUST**

Aug. 27, 1902 - Bizarre baseball game between two PRR teams, one consisting of men who have lost an arm and the other of men who have lost a leg, played at Wilmington Athletic Association grounds.

Aug. 1, 1912 - PRR Board demands to know why wines and liquors were removed from PRR dining cars.

Aug. 14, 1922 - A solid train of 196 Buicks consigned to a local dealer arrives at 52nd Street Yard, Philadelphia, having left Flint, Mich., on Aug. 11; part of an ongoing PRR experiment of operating "solid trains," an early version of unit trains.

Aug. 9, 1932 - LIRR places prototype double-decker MU car on display at Penn Station; built at Altoona; seats 120 vs. 76 in a regular car.

Aug. 8, 1942 - PRR hangs a large flag in Penn Station-New York with a central star giving the number of employees in the service (12,127) and a smaller gold star containing the number killed (5); it is flanked by two American flags; a similar flag is hung in 30th Street Station, Philadelphia.

Aug. 10, 1952 - World War II Memorial in 30th Street Station dedicated by Gen. Omar Bradley (1893-1981); statue of the Archangel Michael lifting a fallen soldier sculpted by Walker Hancock (1901-1998); base inscribed with the names of all 1,307 PRR employees lost in the war.

Aug. 14, 1962 - Extra 4415 East with 99 cars rear-ended at Atglen by 80-car Enola-Norristown freight; engineer and fireman of second train killed and five injured, including three armed guards with a secret shipment of nuclear submarine fuel in the last four cars of 4415 East; Army and Atomic Energy Commission seal wreck site but find no radiation leakage.



TIMETABLE 08-16

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

Through Sunday, Oct. 30, 2016

Bridges of the Reading Railroad exhibit at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, Pa. 19526. Info: www.readingrailroad.org

Through Sunday, Oct. 30, 2016

Steam and diesel powered excursions to various locations from Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503-2018. Info: www.nps.gov/stea

Saturday & Sunday, Aug. 6-7, 2016

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

Saturday, Aug. 13, 2016

Lynchburg Rail Day. The Blue Ridge Chapter, NRHS is holding its 38th annual model train and railroadiansa show and sale at the air conditioned Boonsboro Ruritan Club, 1065 Coffee Rd., Lynchburg, Va. 24503. Info: Norris Deyerle at 434-237-4912 or www.blueridgenrhs.org.

Friday, Aug. 19, 2016

Annual Bill Wagner Summer Dinner at Freddie's Restaurant, 12 Railroad Ave., Ewing, NJ, about a two-block walk from SEPTA's West Trenton Regional Rail Station. Dinner at 6:00 PM. Send \$40 per person, payable to Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, Pa. 19101-7302

Sunday, Aug. 28, 2016

The Allenwood Train Meet at the Warrior Run Fire Department Social Hall, Second St., Allenwood, Pa. (convenient to U.S. Route 15). Adm: \$3 per person, under 12 free. Sponsored by the Central Pennsylvania Chapter, NRHS. Info: Dave Hollenbach - 570-524-4703 before 9:00 pm.

Saturday & Sunday, Sept. 3-4, 2016

RAILFEST 2016 at the Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503-2018. Info: www.nps.gov/stea

Saturday, Sept. 10, 2016

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th Street, Allentown Pa. 18103. Info: www.lehighvalleytrainmeet.com

Saturday, Sept. 10, 2016

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa.

Sunday, Sept. 25, 2016

40th Annual Lehigh Valley Regional Train Show & Expo at the Charles Chrin Palmer Community Center, 4100 Green Pond Rd., Easton, Pa. 18045. Formerly the Dieruff Train Show. Info: www.palmercommunitycenter.org

Friday & Saturday, Oct. 14-15, 2016

Fall 2016 NRHS Conference in Portland, Oregon.

Thursday-Saturday, Oct. 20-22, 2016

TCA York Train Meet at the York Fairgrounds, 334 Carlisle Ave., York, Pa 17403. Info: www.adtca.com

Saturday, Oct. 29, 2016

Delaware Train Show at the Nur Shrine Center, 198 South DuPont Highway, New Castle, DE. 19720. Info: www.toysshows.org

Saturday, Oct. 29, 2016

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa.

Saturday & Sunday, Oct. 29-30, 2016

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



RAILROAD MUSEUM OF PENNSYLVANIA

ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday & Sunday, Aug. 20-21, 2016 - Model Railroading Days.

Saturday, Sept. 24, 2016 - FRM Members Day

Sunday, Oct. 2, 2016 - Garden Railways Tour



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Saturday thru Sunday, Aug. 27-Sept. 4, 2016 - Day Out With Thomas

Sunday, Oct. 9, 2016 - Vintage Base Ball Day

Friday - Sunday, Oct. 14-16, 2016 - Steampunk unLimited

Saturday, Oct. 22, 2016 - The Great Train Robbery

JULY, 2016

CHAPTER MEETING MINUTES



The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, July 18, 2016. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 28 members present.

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

CHAPLAIN: In the absence of Chaplain David Stambaugh (who is attending the National Convention in Colorado) Tom Shenk reported Editor Ed Mayover is recovering from pneumonia. Dennis Allen was in attendance at tonight's Chapter meeting and thanked everyone for all the cards, prayers, and notes while he was in the hospital for a 23 day stay. Fred Kurtz announced he was just at the doctor today and is "cancer free." Fred also thanked everyone for the prayers.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of June. Richard will start working on the numbers for the Chapter budget.

MEMBERSHIP: Tom Shenk announced Doug Henry, Smoke and Helen Shaak, and David and Lois Stambaugh are all attending the National Convention in Colorado. Fred Kurtz will be representing the Advisory Committee on Wednesday by teleconference.

DECK STAINING: Tom Shenk thanked the deck staining crew of Glenn Kendig, Lewis Hauck, Doug Henry, and John Bosley (not a chapter member)

and himself for getting the deck stained at the Christiana Freight Station.

CHRISTIANA RAILROAD DAY: Glenn Kendig announced on Saturday, September 24, 2016 will be a "Railroad Day" at the Christiana Freight Station. Glenn announced there will be a dedication of the caboose around 1:00 p.m. Glenn will have a sign up sheet for members to volunteer for certain duties at the Railroad Day. Volunteers are needed to help show visitors around on the walking tour, help the vendors that will be attending, and help with tours of the Passenger Station.

TRIPS: Tom announced a "Fall Foliage" day trip for Saturday, October 15, 2016. Ride the Allentown and Auburn Railroad in Kutztown, ride the Colebrookdale Railroad and tour the Boyertown Historical Vehicles Museum. A catered lunch will be included. If anyone is interested in the trip and needs a flyer or information contact Tom Shenk.

ANNOUNCEMENTS: Tom Shenk announced Linda Himspl has a book published entitled "Conrail Caboose No. 21153 N-7E Restoration Project-Lancaster Chapter NRHS." The Historical marker for the City of Lancaster that the Chapter gave a donation to will have this on the plaque. A grant from the Lancaster Chapter NRHS in support of the City of Lancaster. Tom announced next month's Chapter Meeting (Monday, August 15) will be at the Strasburg Rail Road. The Annual Chapter Picnic will be Sunday, September 18. There will be a Board Meeting at 2 p.m. and the picnic will start at 4 p.m. Linda Himspl announced the Craft and Vendors Fair will be on Saturday, October 22 from 9 a.m. to 2 p.m. at the Christiana Freight Station. There will be a sale at Shady Maple in September of train memorabilia from the estate of James Lyle.

ADJOURNMENT: The Chapter Meeting was adjourned at 7:45 p.m. for the "Ice Cream Social."

Respectfully submitted by Donetta M. Eberly Secretary

LANCASTER CHAPTER "RIDE THE RAILS!" MEMBERSHIP MEETING

MONDAY, AUGUST 15, 2016, 6:00 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. However, there are a limited number of tickets available.

Everyone will need a ticket to ride the train. Tickets will be available from the Chapter starting at 5:30 pm.

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.



PRESS RELEASE - JUNE 17, 2016

**CHRISTIANA RAILROAD DAY
SATURDAY, SEPTEMBER 24, 2016**

**OPEN HOUSE AND RAILROAD EXPO AT THE
CHRISTIANA FREIGHT STATION**

Please come and help our local railroad historical society celebrate the completed restoration of our Conrail caboose.

The event will start at 10:00 AM with an Open House at the Freight Station and also at the Passenger Station on Slocum Avenue.

Plans call for a self-guided walking tour of town and our underground railroad museum, which will be open for visitors.

Plans also include many railroad and historical vendors in our area offering information on their attractions
(Lots of great day trip ideas you didn't know about)

The highlight of the day will be the Dedication of our Conrail caboose, No. 21153 at 1:00 PM.

Refreshments and souvenirs will be available.

For more information, call Cindy or Glenn Kendig at 610-593-6313

Please come out and enjoy our great town of Christiana, Pa.

LANCASTER CHAPTER, INC.
NATIONAL RAILWAY HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PENNSYLVANIA 17509



OPERATION LIFESAVER REMINDS YOU...

The only safe, legal place to cross tracks is at a public pedestrian or road crossing with a crossbuck, flashing red lights or gate.



"NEXT TO INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****AUGUST 15, 2016 - MONDAY, 6:00 PM - "RIDE THE RAILS" AT THE STRASBURG RAIL ROAD**

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise.

SEPTEMBER 18, 2016 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

Doors open at 2:00 pm with a Chapter Board Meeting - 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. Bring a container or Ziploc bags to take food or chicken home. Picnic is free for Chapter members and \$5.00 for guests. Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's beautiful Conrail caboose.

SEPTEMBER 24, 2016 - SATURDAY, 10:00 AM - CHRISTIANA FREIGHT STATION - RAILROAD OPEN HOUSE

Railroad Open House at the Christiana Freight Station and Dedication of the Chapter's Conrail caboose No. 21153 at 1:00 PM.

OCTOBER 15, 2016 - SATURDAY - CHAPTER FALL FOLIAGE TRIP - ORDER FORM IN THIS ISSUE, ALL ABOARD!**OCTOBER 17, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Our Chapter Friend Paul Kutta returns with an excellent historical program entitled "Where are they now? Fallen Flags We All Remember." Includes railroads that have been abandoned outright (NYO&W, etc.) and those that became part of the mega-roads we have today. NS has CR, N&W, VGN, WAB, NKP, P&WV, SOU, Original NS, PRR, L&HR, LV and RDG. UNION PACIFIC has KATY, C&NW, MP and WP. Shown with photos of each railroad and by the family in which they belong today. Bring a friend to this interesting and historical program.

OCTOBER 22, 2016 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - CRAFT AND VENDORS FAIR**NOVEMBER 18, 2016 - FRIDAY EVENING - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET**

Complete information and order form will be in the October issue of *The Lancaster Dispatcher*.

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726 OR CELL 717-683-3053

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

WHO MADE UP WHAT?**CANADIAN PACIFIC**



**LANCASTER CHAPTER, INC., N.R.H.S.
FALL FOLIAGE TRIP
SATURDAY, OCTOBER 15, 2016**



Preserving Pennsylvania's Transportation History



Join the Lancaster Chapter for a special one-day trip to ride the Allentown & Auburn Railroad from Kutztown to Topton, Pa., followed by a catered lunch. Visit the Boyertown Museum of Historic Vehicles prior to our 3:30 PM departure from Boyertown on The Colebrookdale Railroad for a 2-hour train ride featuring the best foliage in Pennsylvania! Spectacular autumn colors and the rich fragrances of fall in the Secret Valley delight the senses while locally-produced autumn snacks and ciders available on board warm the soul. The 1920s deluxe open-window coaches, caboose, and the Secret Valley Explorer Open Car provide the perfect hayride-on-the rails. Our air-conditioned motor coaches will depart from the Christiana Freight Station at 9:00 AM and Lancaster Airport at 9:30 AM. Tickets are \$95.00 per person and include the train ride on the Allentown & Auburn Railroad, a catered lunch, the train ride on the Colebrookdale Railroad and bus driver gratuity. We expect this trip to sell out fast.



NAME _____ EMAIL ADDRESS _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE _____

NO. OF SEATS _____ @ \$95.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

I/WE WILL BE BOARDING AT CHRISTIANA FREIGHT STATION _____ LEAVING AT 9:00 AM OR LANCASTER AIRPORT _____ LEAVING AT 9:30 AM

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S. - CONFIRMATION OF YOUR ORDER WILL BE SENT BY EMAIL.

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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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 ON MONDAY, AUGUST 15, 2016, 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: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@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

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