

FUTURE OF NRHS UNCERTAIN AS BOARD VOTES DOWN NEW BUSINESS PLAN PROPOSAL

BY JUSTIN FRANZ - TRAINS NEWS WIRE EXCLUSIVE

MOUNT LAUREL, N.J. - September 22, 2014 - In what was described as a “long and tiring” meeting, the National Railway Historical Society's board of directors voted down a proposal to reinvent the group that some say is on the brink of extinction.

While those who cast ballots **against** the New Business Model proposal say the NRHS will survive, those who supported it say its failure could signal the beginning of the end for the 80-year-old organization.

The group met at the offices of its legal counsel in Mount Laurel, New Jersey on Saturday Sept. 20. According to attendees, the daylong board meeting covered a wide variety of topics, but mostly focused on the NRHS' financial standing, which has been described as “dire.”

The board also installed Al Weber, who was elected earlier this summer, as president to replace Greg Molloy, who has been at the helm of the organization since 1994. The sudden transition of power, which was originally set for November, came as a surprise to many, but supporters of Weber note that the NRHS by-laws call for a new president to be installed within a few weeks. Molloy however will remain on the board of the directors until November.

The final few hours of the meeting featured a debate and vote about the proposed New Business Model. The model proposed that the NRHS become a donor-based organization that would solicit donations from members and outside parties that it would distribute to various preservation efforts. The group would also have worked on becoming a unified voice for rail preservation in the U.S., something the committee argued has been lacking nationally. The chapter model would have also been retired and existing chapters, as well as museums and other organizations, would have been invited to become affiliates that would operate independently of the NRHS.

The board turned down the proposed business plan late Saturday, with 12 members voting against it and 10 voting for it.

“You have two groups of people on the board,” says board member and NRHS Bulletin editor Jeff Smith, who voted in favor of the proposal. “You have one group that is loyal to the chapter model and the idea of the NRHS remaining a fraternal group and a social group and you have another group who realizes the NRHS needs to change and the votes went along those lines.”

Steve Barry, editor of Railfan & Railroad, has been a member of the NRHS for more than 30 years and an off-and-on member of the board of directors since the late 1980s. Barry was part of the five-person re-invention committee that created the proposal. He says he was disappointed with how the vote turned out and says that one of the reasons it failed is that some members didn't get a fair and balanced view of the plan. He also blamed the NRHS' own history.

“The NRHS has always been adverse to change, that's the way it's been for 80 years,” Barry says. “If the NRHS is still around a year from now I see it being in the exact same position it is today – struggling to make ends meet.”

In 2013 the group lost \$72,000 and more than three times that amount the year before. Membership has also taken a hit and in 2013 the NRHS had 11,573 members, a 7.2 percent drop from the previous year.

Weber says the NRHS has the ability to stay afloat financially, telling Trains News Wire that many members have pledged donations to help the organization through its current financial crisis. Weber plans on spending his first week in office working with various vendors to ensure that they will stick with the NRHS for the time being.

Weber voted against the New Business Model, but he says that there are parts of the plan that he hopes to implement in the coming weeks and months. He also says he is going to work on bringing the board back together to help stabilize the society.

“We all want the society to continue and all of us on the board are working to that goal,” Weber says. “Yes, some have had their feelings hurt and some think that we are not going to correct way. But that has been the case on all the board that I have been on over the years.”

But Barry says it would be nearly impossible to implement parts of the new business without implementing all of it. Those who helped craft the new business plan said it would have brought the organization into the 21st century and helped modernize the organization. Smith believes those changes must happen sooner rather than later.

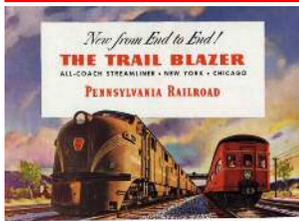
“I don't think the new leadership understands what they're facing and how to make the old model work,” Smith says. “They are reverting to a model where everyone licks envelopes and then puts stamps on those envelopes.”

In previous interviews, Weber has said he too believes that the NRHS needs to modernize its system, however he also believes that some things should stay the same.

“We will not change for the sake of changing but we'll change to improve our 80-year-old society,” Weber says.

EDITOR'S NOTE: It is expected that additional information will be available after the NRHS Fall Conference, Advisory Council and Board of Directors' Meetings in Johnson City, Tenn. on Nov. 14-16, 2014.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”

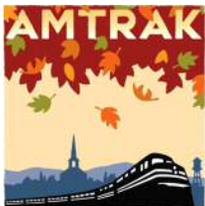


NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2014-2015, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 20, 2014 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 20 meeting, or by placing your name in nomination by writing, before October 1, 2014 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

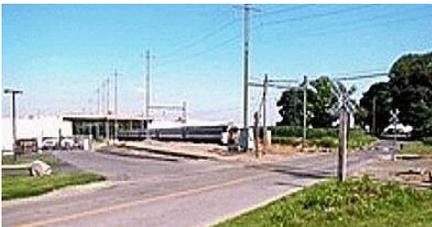
NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meetings must give his/her consent, in writing, to be a nominee.



LAST GRADE CROSSING ON KEYSTONE SERVICE CORRIDOR TO CLOSE

LANCASTER, Pa. - Sept. 18, 2014 - The completion of a new highway overpass and closure of a nearby grade crossing in late September opens the way for Amtrak Keystone Service trains to increase their top speed from 110 mph to 125 mph.

The new bridge on Eby Chiques Road between Lancaster and Mount Joy will eliminate the last public grade crossing on the 104-mile route between Harrisburg and Philadelphia, according to Amtrak. A new interlocking signal system, station improvements, and new stations at Mount Joy and Middletown will also enable faster travel times when they are completed, the *Lancaster Intelligencer-New Era* reports.



'KEYSTONE SERVICE' TRAIN NO. 665, A SATURDAY AND SUNDAY RUN, PASSES THE NEW OVERPASS WEST OF LANCASTER THAT WILL SOON REPLACE THE EBY CHIQUES ROAD GRADE CROSSING AT THE RIGHT. PHOTO BY WAYNE LAEPPLÉ.

The new bridge, built at a cost of \$7.86 million, will allow the closure of a nearby road now protected by gates and lights. The road will be a dead-end, with cul-de-sacs on either side of the double track Amtrak line.

Longer high-level platforms at stations will permit faster loading and unloading times for

passengers since more doors will open, reducing dwell times for trains.

According to Amtrak, the present 110 mph speed limit is the fastest in the U.S. outside the Northeast Corridor. While the speed limit could be raised to 125 mph, no plan do so has been announced. [*Trains News Wire*]

HAVRE DE GRACE TO FORM ADVISORY BOARD FOR NEW AMTRAK BRIDGE PROJECT

HAVRE DE GRACE, Md. - The city of Havre de Grace hopes to form an advisory board to work with Amtrak during the Susquehanna River bridge replacement project, the *Baltimore Sun* reports. The group would consist of five or six people from the area, including a liaison from the city council.

Havre de Grace Mayor Wayne Dougherty says he will introduce a resolution at the city council meeting to establish the board. If approved, it will meet about every three months and communicate regularly with Amtrak officials, the report says.

Local officials are taking an interest in Amtrak's replacement plans for the structure. Perryville Mayor James Eberhardt says building the replacement bridge north of the existing structure "would have tremendous impacts on the town of Perryville." He says the best option for his community would be a new structure to the south of the existing bridge, because it could follow the route of previous bridge rights-of-way.

Earlier this year, Amtrak launched a preliminary engineering study for rehabilitation or possible replacement of the 108-year-old bridge which spans the Susquehanna River between Havre de Grace and Perryville. The existing two-track bridge is a crucial link along the Northeast Corridor, but is nearing the end of its useful life. The Amtrak-owned structure also hosts MARC commuter trains and Norfolk Southern freight traffic.

To learn more about the bridge replacement project, go to www.susrailbridge.com. [*Edited from Trains News Wire*]

AMTRAK DOME TO RETURN TO 'ADIRONDACK' THIS FALL

ALBANY, N.Y. - Sept. 11, 2014 - Amtrak is bringing its sole remaining dome car, *Ocean View*, back to the Adirondack route in Upstate New York this fall for a six-week run, Sept. 25 through Nov. 4, 2014. The car's operation is due to a partnership with the New York State Department of Transportation and the National Park Service Trails and Rails program.

The dome car will operate northbound from Albany to Montreal on Thursdays, Saturdays, and Mondays. It returns south from Montreal on Fridays, Sundays, and Tuesdays. Dome car trips are not made on Wednesdays. Passengers are welcome to enter the car and enjoy the view at no extra cost. Seats are unreserved and available on a first-come, first-served basis.

When available, Trails and Rails volunteers will be aboard select dome car trips offering historical commentary between Saratoga Springs and Westport. [*Edited from Trains News Wire*]

AMTRAK CALLS ON STB TO INVESTIGATE CANADIAN NATIONAL

CHICAGO - Sept. 2, 2014 - Amtrak has filed an amended complaint with the Surface Transportation Board seeking an investigation of Canadian National for causing unacceptable train delays on the Chicago to Carbondale corridor.

Under federal law, Amtrak has a statutory right to preference in the dispatching of intercity passenger trains before freight trains.

Specifically, the on-time performance of the state-supported Illini and Saluki service was 49 percent for the quarter ending June 30 and just 42 percent for the prior quarter. In fact, the on-time performance for the services has been less than 80 percent for three years and less than 60 percent for most of that time.

The City of New Orleans also operates on the route. It continues on CN rails to its namesake city.

Amtrak is taking this action under Section 213 of the Passenger Rail Investment and Improvement Act which mandates that the STB initiate an investigation upon the filing of a complaint by Amtrak if the on-time performance of an intercity passenger train falls below 80 percent for two consecutive quarters.

The amended complaint is part of the same case that Amtrak filed with the

STB regarding CN's performance in January 2012. The proceedings were stayed while Amtrak and CN attempted to address the issue of delays informally, but on-time performance has remained poor on the state-supported trains. Therefore, Amtrak is now asking the STB to investigate the causes of delay on that service, and to award damages and other relief if violations of Amtrak's right to preference are found.

CN spokesman Mark Hallman tells Trains News Wire that his company "will be responding to Amtrak's investigation request to the STB."

In August, U.S. Sen. Dick Durbin convened a meeting of stakeholders in Champaign to discuss the delays. "Canadian National's lack of cooperation with the State of Illinois and Amtrak is disappointing and I encourage them to step up and make the changes necessary to improve Amtrak service," he said in a statement prior to the meeting. In July, he issued a statement seeking relief from delays through the STB's regulatory process. [*Trains News Wire*]

AMTRAK VIEWLINER II PROTOTYPES IN HAND



Amtrak has taken delivery from CAF USA four Viewliner II prototypes, one example each of (from top to bottom): Sleeper, Diner, Baggage-Dormitory, and Baggage. These single-level units are now under test on Amtrak's Northeastern routes, where tunnel and catenary clearances preclude the use of

bilevel Superliner equipment. There are 130 Viewliner IIs on order, 55 Baggage cars and 25 of each of the other three types.

The field testing program includes compatibility tests for coupling cleanly and operating through a curve without interference with numerous types of Amtrak cars and locomotives. In addition, there are tests for speed, stability, braking, noise, and wheelset/rail interaction. [*Railway Age*]

'ACELA' vs. PORSCHE: TRAIN WINS

PHILADELPHIA - Sept. 23, 2014 - Two friends have settled the debate over which is the faster way to travel along the Northeast Corridor between Boston and Washington – a car or Amtrak's Acela Express. The winner? Acela.

The train vs. car contest began with a friendly disagreement on Twitter between transit advocate Matt Staub and e-commerce manager Kris Nielsen, the *Philadelphia Inquirer* reports. Staub traveled for "Team Train" while Nielson drove for "Team Porsche" using a \$78,000 2014 Porsche Panamera on the 440-mile journey Monday.

The contest began at Boston's South Station. While the automobile led the train as far as Philadelphia, Team Train caught up when Team Porsche hit traffic around Baltimore, securing a victory for Staub.

After Team Train arrived at Union Station, Staub raced on foot to the finish line, the Ulysses S. Grant statue across from the U.S. Capitol, about six blocks from Union Station.

Staub and Nielsen initiated the car vs. train race last year after connecting on Twitter. [*Edited from Trains News Wire*]



MARYLAND DOT PULLS PLUG ON PACT, FUNDS FOR PROPOSED CSX INTERMODAL FACILITY IN BALTIMORE

The Maryland Department of Transportation (MDOT) has terminated its

agreement with CSX Transportation and CSX Intermodal Terminals Inc. regarding the development of the Baltimore Rail Intermodal Facility at Morrell Park, and has pulled all state funding from the project, Maryland Transportation Secretary James Smith Jr. announced Aug. 28.

MDOT's capital funding commitment of \$30 million and the remaining planning fund balance of about \$1.45 million will not be included in the department's draft six-year budget for fiscal years 2015 to 2020 that the state expects to release on Sept. 2, Smith said in a press release.

MDOT has been working with CSX since 2009 to develop a near-dock, double-stack intermodal facility for the Port of Baltimore's Seagirt Marine Terminal. Vertical clearances along the railroad's network prevent double-stack trains from reaching the terminal by rail.

In September 2012, MDOT and CSX announced that a new intermodal container transfer facility would be constructed south of the Class I's Howard Street Tunnel at the railroad's yard in southwest Baltimore. But residents and business owners in Morrell Park, Wilhelm Park and Saint Paul since have voiced concerns about the project's potential impacts on their communities. CSX was unable to address those concerns to the satisfaction of the communities, MDOT and city of Baltimore, said Smith.

"CSX has worked to develop an intermodal transfer facility that balances the needs of the community, the state of Maryland, the city of Baltimore and the railroad for five years without success. This is very disappointing for all concerned," he said. "But we remain deeply committed to working with all stakeholders to develop a long-term solution that brings double-stack capacity to the state and enhances the competitiveness of the Port of Baltimore."

Over the coming year, MDOT plans to work with stakeholders to assess the feasibility of other initiatives that could improve freight movement through Baltimore, such as implementing cost-saving operational efficiencies at the Seagirt terminal, introducing potential shipping incentives for international cargo and incorporating double-stack capacity into the replacement of Amtrak's Baltimore & Potomac Tunnel.

"We are viewing this as an opportunity to regroup and come up with a better alternative," said Maryland Port Administration Executive Director James White. "It is in Maryland's and the local economy's interest to keep looking for a long-term solution that will provide double-stack access for all freight railroads servicing Maryland's marine terminals."

CSX remains committed to leveraging intermodal freight as a competitive advantage for the Port of Baltimore, said spokesman Rob Doolittle in an email.

"We continue exploring — with the state, the port and Ports America — an approach that maximizes the available resources to strengthen Baltimore's leadership position as a key facility in the U.S. east coast freight network," he said. "At the same time, we have heard the concerns of residents and businesses in several communities and want to be responsive to the issues raised. We are working toward a solution that will benefit everyone involved." [*Progressive Railroading*]

OFFICIALS PONDER AIRPLANE CRASH IN CSX'S SELKIRK YARD



RESCUE WORKERS STAND AT THE SCENE OF A SMALL PLANE CRASH AT THE CSX YARD. PHOTO BY AP PHOTO/TIMES UNION, WILL WALDRON

ALBANY, N.Y. - Sept. 9, 2014 - A small plane crash in Upstate New York has created a rare intersection for the National Transportation Safety Board: a single incident that involves both aviation and rail.

The crash occurred on the evening of Sept. 8 at CSX Transportation's Selkirk Yard near Albany. The Cessna aircraft took off

from the adjacent South Albany Airport at 4:50 p.m. and crashed soon thereafter in the yard, the *Albany Times Union* reports. A student pilot and instructor were both killed in the incident.

The south end of the airport's lone runway abuts the north side of the yard, a former Conrail facility. One rail car, a loaded auto rack, was damaged in the crash.

Both the NTSB and Federal Aviation Administration are investigating.

[Trains News Wire]



NS SUES ENGINEER FOR DAMAGES IN PENNSYLVANIA DERAILMENT

SEWICKLEY, Pa. - Aug. 14, 2014 - In an unusual move, Norfolk Southern is suing engineer Charles E. Hellig for damages resulting from a derailment when his train collided with the rear of another train on July 2 near Pittsburgh. According to the lawsuit, NS claims Hellig either "missed or ignored" a restricting signal which caused the accident.

The incident resulted in a fire that damaged trains and spilled diesel fuel. The company is hoping to recover the cost of repairs and cleanup, according to the *Pittsburgh Tribune-Review*.

Attorneys familiar with employment law are not certain why the railroad is taking this unusual step. One possibility is to forestall a lawsuit from Hellig against the company, according to Eugene Keefe, a Chicago-based employment lawyer.

Attorney Sam Cordes suggests NS might try to secure a settlement from the engineer's insurance policy, though it is unlikely he would have a policy that would cover a judgment resulting from this incident.

Two Union Pacific locomotives were damaged in the derailment, along with freight cars owned by TTX. Nearly 6,000 gallons of diesel fuel were spilled.

According to Norfolk Southern, both the engineer and conductor were injured in the derailment, both with non-life-threatening injuries. Since workers compensation laws do not cover railroad workers, they can sue the railroad for injuries sustained on the job. If Hellig won a judgment against Norfolk Southern for his injuries, the company might try to recover that money with a countersuit against the engineer.

Neither Norfolk Southern nor engineer Hellig has offered comment. [Trains News Wire]

WARBONNETS TO ROAM NORFOLK SOUTHERN RAILS

PEORIA, ILL. - Sept. 12, 2014 - Norfolk Southern has yet to quench its thirst for second-hand, six-axle locomotives. The railroad has acquired seven former Santa Fe EMD SD75Ms, all still wearing the railroad's famed warbonnet paint scheme.



TWO EX-BNSF SD75MS SIT AT EAST PEORIA AWAITING INTERCHANGE TO NS

The first two were forwarded from storage at National Railway Equipment in Silvis, Ill., and interchanged to the Iowa Interstate Railroad for interchange to the NS at East Peoria earlier this week.

The units, wearing temporary spray painted reporting marks and numbers, are Nos. 2803 and 2801. They are among

the last new locomotives delivered in warbonnet paint prior to the BNSF merger.

Allen Rider, Norfolk Southern's manager of locomotive engineering says the units are being moved to the Juniata locomotive shop at Altoona, Pa., prior to being put into service. He adds that the units may get repainted, dependent on workload at the paint shop.

The units are:

BNSF 8202 - to become NS 2800; BNSF 8209 - to become NS 2801; BNSF 8218 - to become NS 2802; BNSF 8222 - to become NS 2803; BNSF 8225 - to become NS 2804; BNSF 8229 - to become NS 2805; BNSF 8230 - to become NS 2806.

Unlike the SD60E rebuild project, no major upgrades are planned for the SD75Ms that once raced stack trains across the former Santa Fe main line between Chicago and Southern California. [Steve Smedley - Trains News Wire]



SEPTA LAUNCHES 'DUDE IT'S RUDE' PASSENGER ETIQUETTE CAMPAIGN

New Campaign Uses Direct Approach To Deliver Etiquette Messages

Philadelphia, PA - Sept. 9, 2014 -SEPTA today announced the launch of its new 'Dude It's Rude' passenger etiquette campaign. The new initiative takes a direct approach in an effort to get riders thinking about their own personal travel habits.

Prior to the Dude It's Rude campaign, SEPTA tackled the issue of passenger etiquette through campaigns that either addressed general behaviors or specific areas of concern using a lighter approach with cartoon-like characters. Soon after, a cellphone use campaign was developed, customers positively responded to the cellphone use program materials which combined humor with direct messaging. Based on that experience, SEPTA decided to take a more direct approach in its revised passenger etiquette campaign thus creating the Dude It's Rude Program. The new program attempts to reform customer travel habits that have continuously been reported as big problems for specific service modes including taking your trash with you, watching your language and blocking the front aisle.

Using strong visuals and minimal words, the new campaign purposely takes an edgier tone. SEPTA intentionally did not include its name or logo on decals and posters to get customers thinking more about the messages instead of who is delivering it. [Edited from SEPTA]

OIL COMPANIES SEEK GREATER ACCESS TO SEPTA LINE

PHILADELPHIA - Sept. 26, 2014 - A 3-mile stretch of a SEPTA commuter line and a four-hour operating window are the subjects of discussions between oil refinery operators and the Southeastern Pennsylvania Transportation Authority.

Unit oil trains from both Norfolk Southern and CSX must operate over three miles of SEPTA's Airport Shuttle line to reach their unloading point at Eddystone, not far from the site of the demolished Baldwin Locomotive Works. The sticking point is that SEPTA allows access to the line only from 12:30 a.m. to 4:30 a.m., barely time for one train to enter the facility to unload while a second empty train leaves.

According to a Reuters report, Monroe Energy could reduce its reliance on oil brought in from the Gulf Coast by ship if additional unit trains could get to the terminal. The oil is transferred from the tank cars to a ship for the short voyage to the refinery. Philadelphia area refineries are said to be the largest processors of Bakken crude in the country.

"We have an obligation to make sure that passenger service is not disrupted," SEPTA Deputy General Manager Jeff Knueppel says. "Our lines run every half-hour, and it takes about 23 minutes for their trains to come through, so it's not possible to co-exist."

He says the only possible solution is adding an additional track to handle the oil trains, and he is adamant that SEPTA is not willing to pay for that. Monroe Energy, owner of the refinery, is considering a pipeline from Eddystone to the refinery at Trainer if additional rail deliveries can be arranged. [Trains News Wire]





**CARSTENS PUBLICATIONS CLOSES
PERMANENTLY - WHITE RIVER
PRODUCTIONS ACQUIRES RAILROAD
MODEL CRAFTSMAN AND RAILFAN & RAILROAD MAGAZINES**

Carstens Publications - August 22nd, 2014

It is with regret that Carstens Publications, Inc. will be closing permanently at close of business on Friday, August 22, 2014. Carstens Publications, Inc. has been a leading publisher of leading hobby magazines for over 50 years. Unfortunately the current economic climate has placed us in this position. Discussion is continuing with several parties who expressed desire to take on the continuance of the magazines. At this point there is still hope that all three titles will remain in existence. But I can offer no guarantees. We thank you for your patronage over the years, and wish you the best of luck in your endeavors.

Henry R. Carstens, President
Carstens Publications, Inc.

(Bucklin, Missouri) – Aug. 29, 2014 - White River Productions has acquired Railroad Model Craftsman and Railfan & Railroad magazines, effective September 1, 2014. The asset purchase agreement between Carstens Publications and White River Productions was completed Thursday, August 28, 2014.

Carstens Publications' final issues of the two titles are the June issues, and future issues will be produced by White River Productions. Staff assignments for the two publications have not yet been determined. Included in the agreement is the Books Division of Carstens Publications, which will continue under White River Productions. Not included is Flying Models magazine.

Subscribers will be pleased to know existing subscriptions are to be honored and fulfilled by the new ownership. [Edited from White River Productions Press Release]



PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 10, 1892 - Philadelphia Press publishes a perspective view of Broad Street Station and description of new facilities; this is the rejected version with elaborate roof turrets in the center of the Broad and Market Street facades.

Oct. 28, 1902 - Southbound yard opens at Thurlow, Pa., on Maryland Division and Edge Moor Yard, north of Wilmington, Del., partially opens handling local freight; relieves pressure on Grays Ferry Yard.

Oct. 27, 1907 - Union Station, Washington, opens for Baltimore & Ohio trains; covers 25 acres; headhouse is 625' x 210'; main concourse is 760' x 130' x 45' high, or about equal to those of Penn Station and Grand Central combined; billed as "World's largest room"; its great size is necessary only to accommodate crowds for presidential inaugurations every four years; main waiting room is 219' x 120' x 96' high; little-used separate entrance and suite of rooms for president and visiting dignitaries; 20 tracks on upper level and 9 tracks on lower level leading to Capitol Hill Tunnel; statuary is not completed until 1912.

Oct. 18, 1912 - *Federal Express* and *Colonial Express* begin running into Penn Station with omnibus transfer to New York-Boston sections at Grand Central Terminal.

Oct. 18, 1917 - Camden-Pemberton locals extended to Camp Dix.

Oct. 28, 1922 - PRR places new 34-stall roundhouse and 110-foot turntable in service at Pitcairn Yard, near Pittsburgh, Pa.

Oct. 2, 1927 - \$2.5 million line relocation completed on Columbia & Port Deposit between Port Deposit and Rock Run account construction of

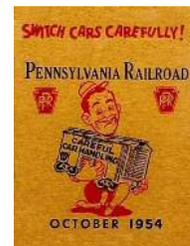
Conowingo Dam; temporary tracks opened through Port Deposit pending settlement of dispute over grade crossing elimination.

Oct. 31, 1932 - PRR and Reading officials join Atlantic City Mayor Harry Bacharach in announcing plans for new Union Station.

Oct. 1937 - Second pair of tracks and platform opens on lower level of 30th Street Station, Philadelphia.

Oct. 7, 1942 - PRR completes work of eliminating cross connections and installing flood doors in East River Tunnels, along with new pumps and ventilation, so each tube can be protected from attack separately.

Oct. 9, 1947 - General Motors' *Train of Tomorrow* arrives in Philadelphia.



Oct. 9, 1952 - Richard M. Nixon's campaign train travels over PRR from York to Harrisburg and onto Reading.

Oct. 20, 1957 - Last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.

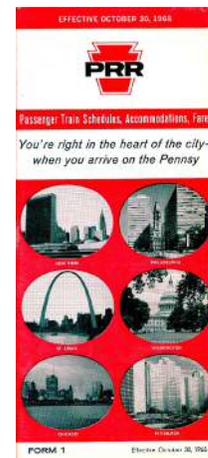
Oct. 28, 1962 - The *Senator* revived between Washington and Boston with New Haven cars.

Oct. 7, 1967 - "Pony Express" race track extras between Philadelphia and Atlantic City Race Track make last runs and race track spur abandoned.

Oct. 4, 1969 - Remainder of PRR Historical Collection (except Pioneer, given to the Smithsonian and Reuben Wells, given to the Children's Museum at Indianapolis) leaves Northumberland enroute to Strasburg.

Oct. 1, 1973 - LIRR revises schedules to take advantage of M-1 cars' higher speed.

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TIMETABLE 10-14

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

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, Oct. 4, 2014

23rd Annual Hurlock Fall Festival trains between Hurlock and Federalsburg, Md. on the Maryland & Delaware Railroad. Trains depart from the station on Gay Street at 11 am, 12:30 pm, 2 pm and 5 pm.

Call the Hurlock Town Office at 410-943-4181 between 8 am and 4 pm, Monday thru Friday, for info and ticket reservations.

Saturday, Oct. 4, 2014

2014 Autumn Leaf Train Excursion (diesel) from Port Clinton to Jim Thorpe on the Lehigh Gorge Scenic Railway. \$39.00 per person. Info: www.lgsry.com or 570-325-8485. October 18th diesel powered trip is SOLD OUT.

Saturday, Oct. 4, 2014

Middletown & Hummelstown Railroad mid-century mixed train for photographers. Leaving the station at Middletown at 3:30 p.m., the train will be powered by the line's ex-Western Maryland Alco S-6 locomotive. Freight cars, a caboose, and two coaches will fill out the train. Several photo opportunities will be offered to passengers. For additional information or reservations, call the short line at 717-944-4435, ext. 104, or go to www.mhrrailroad.com

Saturday, Oct. 11, 2014

2014 Autumn Leaf Train Excursion (steam) from Port Clinton to Jim Thorpe on the Lehigh Gorge Scenic Railway. \$69.00 per person. Info: www.lgsry.com or 570-325-8485.

Sunday, Oct. 12, 2014

2014 Autumn Leaf Train Excursion (steam) from Port Clinton to Jim Thorpe on the Lehigh Gorge Scenic Railway. \$69.00 per person. Info: www.lgsry.com or 570-325-8485.

Thursday - Saturday, Oct. 16-18, 2014

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

Saturday, Oct. 25, 2014

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

Saturday and Sunday, Oct. 25-26, 2014

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

Sunday, Oct. 26, 2014

Fall Scranton Model Train Show, Radisson Hotel (former DL&W Station).

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

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

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, Nov. 15, 2014

First Annual Railroad Symposium at the Northampton Community Center, 1601 Laubach Ave., Northampton, Pa 18067. Adm. \$45.00 per person. Info: Kermit Geary, Jr., 610-428-7629 or KGJR1554@earthlink.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

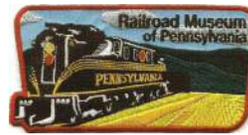
Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: www.GreenbergShows.com

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

Sunday, Oct. 5, 2014 - Garden Railways Tour

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

Saturday, Dec. 6 & 13, 2014 - Christmas With The Conductor

RAILROAD MUSEUM NAMES NEW SITE ADMINISTRATOR

Sept. 19, 2014 - The Pennsylvania Historical & Museum Commission has named Jeffrey Bliemeister site administrator at the Railroad Museum of Pennsylvania in Strasburg.

Bliemeister will assume his duties on Oct. 6. He succeeds Charles Fox, who was recently named the western division chief for PHMC's Bureau of Historic Sites and Museums.

Bliemeister has more than 25 years of professional museum experience in collections management, exhibitions and interpretive programs, community-based fund raising and working with volunteers.

He most recently directed the Pennsylvania Lumber Museum in Galeton, Potter County — also a PHMC site — where he oversaw renovations and expansion of the visitors center.

Bliemeister holds a bachelor's degree in history from the State University of New York at Geneseo and a master's degree in history/museum studies from the Cooperstown Graduate Program. [lancasteronline.com]



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, Oct. 4, 11, 18, 2014 - Oktoberfest

Sunday, Oct. 12, 2014 - Vintage Base Ball Day

Sunday, Oct. 12, 2014 - Flavors of Lancaster County - 6:00 pm

Saturday, Oct. 19, 2014 - The Great Train Robbery - 4:00 pm

Saturday, Oct. 25, 2014 - Murder Mystery Dinner Train - 6:00 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



**SEPTEMBER, 2014
CHAPTER MEETING MINUTES**

The "Annual Picnic" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 28, 2014. There are no Meeting Minutes to report.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY

Welcome  aboard!

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

Greta C. Hittle
13 Creekside Drive
Wrightsville, Pa. 17368- 9195
Gcosette2@comcast.net



**LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS**

PENNSYLVANIA TRANSPORTATION PLAN UPDATED

HARRISBURG, Pa. - Aug. 14, 2014 - The Pennsylvania State Transportation Commission has updated the state's 12-year transportation program with a sizeable boost in transportation improvements. The new plan anticipates \$63.2 billion being made available through the state's Act 89 transportation plan. The funds will be used over the next 12 years for improvements to railroads, roads, bridges, transit systems, and airports. That compares with \$41.6 billion in the last update two years ago.

The newly adopted program, which takes effect Oct. 1, anticipates \$12.3 billion being available for highway and bridge projects in the first four years. Public transit will receive for \$7.9 billion; aviation, \$370 million; the state's freight railroad's \$228 million; and the newly created multimodal fund will receive \$284 million in the first four years.

To review the plan, go to www.dot.state.pa.us. [Edited from Trains News Wire]

LIQUIDATION AUCTION HELD FOR GREENBRIER EXPRESS CARS

POTTSTOWN, Pa. - Sept. 3, 2014 - Thirteen passenger cars intended for the canceled Greenbrier Express were auctioned off on Sept. 18. The majority of the cars had been "tunneled" - stripped of their interiors in preparation for new interior work that was never conducted. In addition to the passenger cars, trucks, wheels, generator sets, and other passenger car parts will be auctioned.

Blackmon Auctions Inc. handled the sale.

The cars histories can be traced to Baltimore & Ohio, Chesapeake & Ohio, Southern Pacific, and Union Pacific. All cars were sold "as is."

The Greenbrier Express was planned to ferry passengers from Washington, D.C., to the hotel and resort at White Sulphur Springs, W.Va., in luxury over the route of Amtrak's Cardinal. Work on the cars began in February 2011 at the former Bethlehem Steel site in Pottstown.

In November 2011 Jim Justice, owner of the 200-year-old Greenbrier Hotel, ordered the project put on hold pending analysis of passenger railcar crashworthiness regulations. The project never restarted.

For more information on the auction sale go to www.blackmonauctions.com/auctions/135. [Edited from Trains News Wire]



**ALL ABOARD FLORIDA SELECTS SIEMENS
AS TRAIN MANUFACTURER**

SACRAMENTO, Calif. - Sept. 11, 2014 - All Aboard Florida has selected Siemens to build the locomotives and passenger cars for its upcoming passenger rail project. Both companies have been working together extensively on the development and design of the passenger rail cars.

The initial five train set purchase to serve the Miami to West Palm Beach segment will consist of two diesel-electric locomotives, one on each end of four passenger coaches. All Aboard Florida and Siemens plan to expand the initial train sets to seven coaches, and purchase an additional five train sets, concurrent with environmental approvals and additional financing for the segment from West Palm Beach to the Orlando International Airport.

The stainless steel passenger coaches, the first to be manufactured by Siemens in the U.S., will be ADA compliant and feature ergonomic seating and Wi-Fi. The train sets will also be level boarding, which allows for the ease of boarding without steps and provides easier access for bikes, walkers, strollers, and wheelchairs.

The trains will be built at Siemens' assembly plant in Sacramento, with components supplied by other Siemens plants throughout the U.S. [Edited from Trains News Wire]

DC STREETCAR SET TO BEGIN PRE-REVENUE OPERATIONS

WASHINGTON - Sept. 29, 2014 - Today, the District Department of Transportation is scheduled to begin the pre-revenue operations phase of the DC Streetcar in Washington, D.C.

The pre-revenue operations is actual service simulated along the corridor without passengers and is part of the process of certifying the streetcar's safety. During this phase, all streetcar vehicles will run their projected hours with projected headways, DC Streetcar officials said in a press release.

Five streetcar vehicles have been tested and drivers trained during the summer on the H Street and Benning Road line. Passenger revenue service will begin once the safety certification process is completed. Eventually, the DC Streetcar will serve 37 miles of lines. [Progressive Railroading]

THIS MONTH'S BANNER PHOTO

The *Trail Blazer* was a named coach-only train operated by the Pennsylvania Railroad from Chicago, Illinois, to New York City, via Pittsburgh, Pennsylvania on a 17 hour schedule. The *Trail Blazer* was one of the first all-coach trains to provide premium services comparable to a Pullman train. Service began on July 28, 1939, and was an immediate success. The number of passengers on the *Trail Blazer* frequently exceeded those of the Pennsylvania's better-known train, the *Broadway Limited*. In 1951 the Pennsylvania combined the *Trail Blazer* and *General* into one service. However, their time table still distinguished the two trains until July 26, 1959, when the *Trail Blazer's* name was removed.



**OPERATION LIFESAVER CANADA REMINDS
YOU...**

NEVER cross in front of or behind a stopped train. It is both dangerous and unlawful.

always expect a train



2014 NRHS ELECTION RESULTS

The ballots for the 2014 NRHS Election have been counted and certified. The results are as follows:

President

Al Weber - 1869 votes (W)

Greg Molloy - 1321 votes

Global Directors (2)

Steve Barry - 2647 votes (W)

David Flinn - 2042 votes (W)

District 2 Director

Harold Shaak - 426 votes (W)

District 4 Director

Sam Williamson - 294 votes (W)

District 6 Director

John Goodman - 381 votes (W)

District A Director

Jeff Smith - 275 votes (W)

Vice President

Joe Maloney - 2963 votes (W)

District 1 Director

Mia Mather - 353 votes (W)

District 3 Director

Frank Fowler - 423 votes (W)

District 5 Director

Jim Pahriss - 247 votes (W)

District 7 Director

Steven Sigerist - 308 votes (W)

District B Director

Jack Hilborn - 286 votes (W)

Congratulations to all the winners. The term for the newly elected Board members begins at the Board of Directors' Meeting held at the Fall Conference in Johnson City, TN, November 14 - 16, 2014.

A report from the Electoral Committee including the vote totals by District will be available on the admin site shortly; a total of 9,708 ballots were mailed to the membership. A notice will be sent with the link when it becomes available.

Thank you, Bob Ernst - NRHS Secretary

NATIONAL RAILWAY HISTORICAL SOCIETY RELEASES 2015 CONVENTION LINE UP

RUTLAND, Vt. – The National Railway Historical Society has released the schedule of trips for its 2015 annual convention to be held in Rutland. The convention will include trips over the Saratoga & North Creek Railway and Vermont Rail System, including several “rare mileage” excursions over freight only trackage. The convention will be held June 14-20, 2015.

Planned convention trains include:

- > A Vermont Rail System (VRS) “photo freight” from Rutland to Ludlow and return, powered by a classic Alco RS-1, through the scenery of the Green Mountains on June 14.
- > A Saratoga & North Creek round trip excursion from Saratoga Springs to North Creek, N.Y., led by rare EMD BL2 diesels on June 15. Passengers will have the option of riding Amtrak's Ethan Allen Express between Rutland and Saratoga Springs.
- > A VRS trip from Rutland to Bellows Falls and return over the Green Mountain Railroad and the former route of the original Steamtown excursions on June 16.
- > A VRS passenger trip from Rutland to Burlington and return, including a two-hour layover at the Burlington waterfront or a three-hour tour of the Shelburne Museum on June 18.
- > A rare-mileage trip on June 19 from Rutland to the Omya processing plant on the remains of the original Clarendon & Pittsford Railroad near Florence.
- > A VRS passenger excursion between Rutland and North Bennington/Hoosick Junction and return, passing the one-time home of Norman Rockwell and the summer home of Robert Todd Lincoln, son of President Abraham Lincoln and the one-time president of the Pullman Palace Car Co.

Tickets are expected to go on sale in mid-September with dome, lounge, and business car seating available. For more information, go to www.nrhs.com



WORK PROGRESSING ON FORMER PENNSYLVANIA COACH 'COLLINSVILLE INN'



WASHINGTON - Sept. 10, 2014 - Restoration work is progressing on former Pennsylvania Railroad coach *Collinsville Inn*, owned by the Washington D.C. Chapter of the National

Railway Historical Society. The car was the winner of the 2012 Trains Magazine Preservation Award.

The Western Maryland Scenic Railroad is restoring the car under contract. Work done so far includes:

- > The trucks have been reinstalled under the car. Some welding had to be done on them; there was also some extra replacement of hoses, bushings, grommets for the shock absorbers, and some miscellaneous rubber replacement.
- > A contractor is scheduled to return this week to work on the heating, ventilation, and air conditioning systems on the car.
- > WMSR was able to locate replacement glass for three broken windows, which has been cut and installed.
- > Failed ballasts for the main lighting in the interior of the car have been replaced.
- > A contract has been signed to have the roof sealed.

The chapter hopes to have the car roadworthy by Oct. 1, although it will not be fully qualified for Amtrak service as wheel and axle testing and replacement is still unfunded. The car will also still need some cosmetic work, cleaning, and painting.

The chapter also owns a sister, car, *Franklin Inn*, which is expected to run on a charter in October to Canada.

Collinsville Inn is a 1949 Budd-built stainless steel car, which the state of Maryland donated to the chapter in 2008. The car was built for the Pennsylvania Railroad as 21-roomette sleeper. It was converted into a coach, its current configuration, to support increased traffic loads anticipated for the New York World's Fair in 1964. The car was named for Collinsville, Ill. a town along the Pennsylvania Railroad.

The car last saw service as a commuter car, rebuilt for MARC train service. The agency applied the former Pennsylvania name to the car in 1994, when it went through major rebuilding. It was retired from service in 2001 and stored. In November 2008, the agency passed title to the car to the Washington, D.C. Chapter.

The chapter is seeking up to \$30,000 to restore car to mainline operation and plans to repaint the exterior in its 1962 livery, which primarily was stainless steel with Pennsylvania markings. For more information, or to make a donation, go to www.dcnrns.org [Trains News Wire]

66 YEARS AGO THIS MONTH



THE AMERICAN FREEDOM TRAIN AT LANCASTER, PA - OCTOBER 10, 1948.

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****OCTOBER 20, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

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

OCTOBER 24-26, 2014 - LANCASTER CHAPTER 2014 FALL GETAWAY TRIP

Ride three trains in three states in three days! On Friday, we depart from Lancaster Airport by motor coach and ride the Kiski Railroad in Schenley, Pa. On Saturday we travel to West Virginia to ride the Potomac Eagle Railroad. Sunday finds us in Cumberland, Md. to ride the Western Maryland Scenic Railroad. Ticket price of \$437.00 per person, double occupancy, includes motor coach transportation and driver tip, parking, Kiski Railroad, Potomac Eagle train and lunch, West Maryland Scenic train and lunch, 2 nights stay at the Fairfield Inn and Suites, with two breakfasts and Lancaster Chapter, NRHS guide. For further information, call Ron Irwin at 717-299-6405. We have received a lot of requests to do a weekend trip and we expect it to sell out quickly!

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

Please contact Cindy Kendig at 610-593-6313 for further information about this activity.

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. Lee Rainey will present a program on the East Broad Top Railroad. Tickets are \$25.00 per person. See order form in this issue of *The Lancaster Dispatcher*.

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 at 7:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit than this joyous event.

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 displays - a fun-filled evening for the entire family!

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

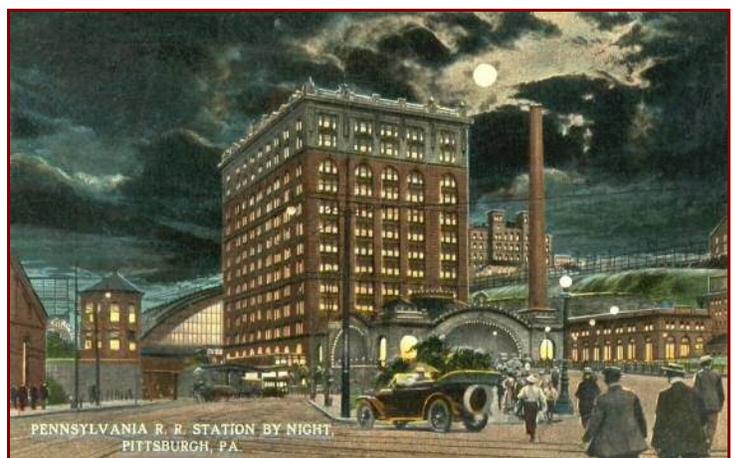
Open House from 1:00 PM to 5:00 PM

CHAPLAIN CONTACT INFORMATION

LORRIE STEFFY (TEMPORARY)

EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-336-6872

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



**A MOONLIT EVENING SETS THE MOOD TO WISH YOU A HAPPY HALLOWEEN!
BEWARE OF GHOSTS AND GOBLINS ON THE TRACKS AND IN THE STATIONS...**



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 A 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

TICKETS WILL BE AVAILABLE AT THE OCTOBER 20TH CHAPTER MEMBERSHIP MEETING.
OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.
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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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING AND ELECTION OF 2014-2015 CHAPTER OFFICERS OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, OCTOBER 20, 2014 STARTING AT 7:30 P.M.

**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 MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL MEMBERSHIP DUES ARE \$70 (INCLUDES BOTH LANCASTER CHAPTER AND NATIONAL). 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 DR., LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

**PLEASE DELIVER PROMPTLY
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10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416