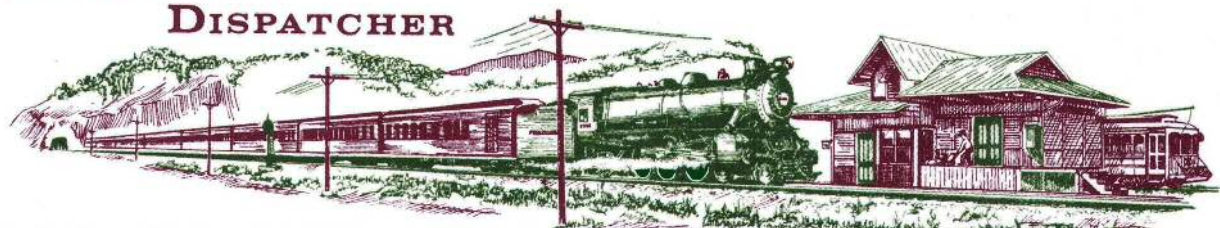


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THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2015-2016 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.

8 DEAD, DOZENS INJURED IN AMTRAK WRECK IN PHILADELPHIA



AMTRAK ACS-64 No. 601 CAME TO A REST IN CONRAIL'S FRANKFORD JUNCTION YARD
JIM LO SCALZO - EPA



WRECKAGE OF AMTRAK TRAIN No. 188 STRETCHES FROM THE NORTHEAST CORRIDOR TO FRANKFORD JUNCTION YARD.



MANGLED REMAINS OF AN AMFLEET COACH
AP PHOTO-JOSEPH KACZMAREK

PHILADELPHIA (AP) - May 13, 2015 - Daylight on Wednesday revealed the devastation caused by an Amtrak train derailment in Philadelphia that left at least six people dead and dozens injured, several critically, in a terrifying wreck that plunged passengers into darkness and chaos.

Some passengers had to scramble through the windows of toppled cars to escape. One of the seven cars was severely mangled.

Train 188, a *Northeast Regional*, was en route from Washington to New York with 238 passengers and five crew members when it jumped the tracks as it was rounding a sharp curve in the city's working-class Port Richmond section shortly after 9 p.m. Tuesday, May 12, authorities said.

The accident closed the nation's busiest rail corridor between New York and Washington as federal investigators from the National Transportation Safety Board arrived to begin examining the twisted wreckage and determine what went wrong.

"It is an absolute disastrous mess," Mayor Michael Nutter said. "I've



EMERGENCY PERSONNEL WORK THE SCENE OF A TRAIN WRECK, TUESDAY, MAY 12, 2015, IN PHILADELPHIA.
AP PHOTO-MATT SLOCUM



OVERTURNED AMFLEET CAR AT WRECK SCENE.



EMERGENCY PERSONNEL RESCUE THE INJURED AT THE SCENE OF A DEADLY TRAIN WRECK IN PHILADELPHIA.
AP PHOTO-JOSEPH KACZMAREK



POLICE SECURE THE SCENE OF A DEADLY AMTRAK DERAILMENT IN PHILADELPHIA.
AP PHOTO-JOSEPH KACZMAREK

never seen anything like this in my life."

Nutter confirmed five deaths and said not all the people on the train had been accounted for. Temple University Hospital said Wednesday a person died there overnight from a chest injury.

More than 140 people went to hospitals to be evaluated or treated for injuries that included burns and broken bones.

Amtrak said the cause of the derailment was not known.

Passenger Jillian Jorgensen, 27, was seated in the quiet car — the second passenger car — and said the train was going "fast enough for me to be worried" when it began to lurch to the right.

The train derailed, the lights went out and Jorgensen was thrown from her seat. She said she "flew across the train" and landed under some seats that had apparently broken loose from the floor.

Jorgensen, a reporter for The New York Observer who lives in Jersey City, New Jersey, said she wriggled free as fellow passengers screamed. She saw one man lying still, his face covered in blood, and a woman with a broken leg.

She climbed out an emergency exit window, and a firefighter helped her down a ladder to safety.

"It was terrifying and awful, and as it was happening it just did not feel like the kind of thing you could walk away from, so I feel very lucky," Jorgensen said in an email to The Associated Press. "The scene in the car I was in was total disarray, and people were clearly in a great deal of pain."



REAR COACH WITH DAMAGE TO THE TRACK STRUCTURE.
AP PHOTO-JOSEPH KACZMAREK



WRECK OF THE CONGRESSIONAL LIMITED AT
FRANKFORD JUNCTION ON SEPTEMBER 6,
1943. PHOTO FROM
WWW.AMUSEMENTPARKNOSTALGIA.COM

tipped on their sides.

"The front of the train is really mangled," he said. "It's a complete wreck. The whole thing is like a pile of metal."

Gaby Rudy, an 18-year-old from Livingston, New Jersey, was headed home from George Washington University. She said she was nearly asleep when she suddenly felt the train "fall off the track."

The next few minutes were filled with broken glass and smoke, said Rudy, who suffered minor injuries. "They told us we had to run away from the train in case another train came," she said.

Another passenger, Daniel Wettrin, was among more than a dozen people taken to a nearby elementary school.

"I think the fact that I walked off kind of made it even more surreal because a lot of people didn't walk off," he said. "I walked off as if, like, I was in a movie. There were people standing around, people with bloody faces. There were people, chairs, tables mangled about in the compartment ... power cables all buckled down as you stepped off the train."

Several people, including one man complaining of neck pain, were rolled away on stretchers. Others wobbled as they walked away or were put on buses. An elderly woman was given oxygen.

The Port Richmond neighborhood is a mix of warehouses, industrial buildings and homes.

The area where the wreck happened is known as Frankford Junction. It is not far from the site of one of the nation's deadliest train accidents: the 1943 derailment of the *Congressional Limited*, from Washington to New York, which killed 79 people.

Amtrak's busy Northeast Corridor serves more than 11 million passengers a year.

The mayor, citing the mangled train tracks and downed wires, said: "There's

Early Wednesday, authorities on the scene seemed to be girding for a long haul. Several portable toilets were delivered for investigators and recovery workers. Heavy equipment was brought in, and Amtrak workers in hard hats walked around the wreck.

All seven train cars, including the engine, were in "various stages of disarray," Nutter said. He said there were cars that were "completely overturned, on their side, ripped apart."

An AP Press manager, Paul Cheung, was on the train and said he was watching a video on his laptop when "the train started to decelerate, like someone had slammed the brake."

"Then suddenly you could see everything starting to shake," he said. "You could see people's stuff flying over me."

Cheung said another passenger urged him to escape from the back of his car, which he did. He said he saw passengers trying to get out through the windows of cars

no circumstance under which there would be any Amtrak service this week through Philadelphia." [By Geoff Mulvihill - Associated Press; Associated Press reporter Maryclaire Dale contributed to this story]

FRA TAKES FOLLOW-UP ACTION TO CONTROL TRAIN SPEEDS ON THE NORTHEAST CORRIDOR

WASHINGTON - May 22, 2015 - The Federal Railroad Administration (FRA) has issued an Emergency Order that will assist in controlling passenger train speeds at certain locations on the Northeast Corridor (NEC). FRA also intends to take additional actions in the coming days to address potential speed issues on all other passenger corridors.

Last Saturday, FRA instructed Amtrak to immediately take several actions to improve safety along the NEC, following a derailment in Philadelphia, Pa., this Emergency Order formalizes those instructions.

The Emergency Order requires Amtrak to take a series of steps to improve safety along the Northeast Corridor, including implementing Automatic Train Control (ATC) code changes and modifications, adopting other safety procedures at several curve locations with significant speed reductions and submitting an action plan to FRA outlining additional steps.

FRA will take additional steps in the coming days and weeks to ensure other corridors are addressing potential over-speed issues as well.

The Emergency Order requires Amtrak to immediately implement a code change to its ATC system near the Frankford Junction curve in Philadelphia, Pa. The change must enforce the passenger train speed limit of 50 mph, or lower, for northbound trains approaching the curve. Amtrak implemented this change prior to the restart of service on Monday.

In addition, Amtrak must survey the NEC to identify each main track curve where there is a reduction of more than 20 mph from the maximum authorized approach speed to that curve for passenger trains and provide a list of each location to the FRA.

Following Amtrak's identification of the curves referenced above, Amtrak must develop and submit an action plan to FRA that accomplishes each of the following:

- Identify appropriate modifications to Amtrak's existing ATC system or other signal systems (or alternative operational changes) to enable warning and enforcement of applicable passenger train speeds at identified curves.
- Target dates for implementing each identified modification to Amtrak's existing ATC system or other signal systems (or alternative operational changes) to enable warning and enforcement of passenger train speeds at the identified curves.
- Amtrak must submit the action plan to the FRA within 20 days of the date of the Emergency Order.

In addition, Amtrak must begin to install additional wayside signage alerting engineers and conductors of the maximum authorized passenger train speed throughout its Northeast Corridor system no later than 30 days after the date of the order. [Edited from *Railway Track & Structures*]

SECOND AMTRAK VETERANS' LOCOMOTIVE IN-TRANSIT TO NORTHEAST



WASHINGTON - May 18, 2015 - A second Amtrak locomotive honoring U.S. military veterans is in transit to Washington on May 18. The locomotive, Siemens-built ACS-64 electric No. 642, is en route to Washington on the eastbound *Capitol*

Limited. The train is scheduled to arrive in Washington on Monday afternoon.

The locomotive deadheaded from the passenger carrier's Beech Grove shops near Indianapolis on train No. 851 on Sunday. Once in Chicago it was

added to the consist of train No. 30 for the trip east.

Amtrak has not announced an official unveiling ceremony yet. [Trains News Wire]

FBI OFFERS NEW REWARD FOR 1995 'SUNSET LIMITED' DERAILMENT

PHOENIX – The FBI is offering a \$310,000 reward for information that leads to an arrest and conviction responsible for the 1995 derailment of Amtrak's Sunset Limited in the desert southwest of Phoenix, the Arizona Republic reports.

Mark J. Cwynar, assistant special agent in charge of the FBI's Phoenix office, and Amtrak police say they are asking the public to help the FBI with leads that could help solve the 20-year-old cold case. "We will continue to pursue this," Cwynar says. "We want to send a message to those responsible for this senseless act of sabotage. That message is simple: We are very close. We are watching. And we will bring you to justice."



ON OCTOBER 9, 1995, THE AMTRAK SUNSET LIMITED PASSENGER TRAIN DERAILED IN THE ARIZONA DESERT. NEARLY 100 PASSENGERS WERE INJURED AND ONE AMTRAK EMPLOYEE WAS KILLED - FBI PHOTO

The Sunset Limited derailed around 1:35 a.m. Oct. 9, 1995, about 70 miles southwest of Phoenix near the town of Hyder. Authorities believe someone deliberately tampered with the track, causing the wreck. The train was carrying 258 passengers. The incident resulted in the death of Mitchell Bates, an Amtrak sleeping car attendant.

Cwynar said the person or people responsible

likely had a detailed knowledge of the area where the derailment occurred. He said the FBI was bringing the case to the public's attention because agents are close to solving it but need some assistance.

"The time is now, mainly, because we feel there are people out there who know," Cwynar adds. "The investigation has revealed certain events, people know exactly what happened. We reintroduced the \$310,000 reward because we feel that money will help our investigative efforts."

FBI Spokesman Perryn Collier said the agency also hopes someone who has been quiet for a generation may be enticed by the reward and come forward. An original reward of \$120,000 was set shortly after the incident. It was bumped up to more than \$300,000 in 1998.

The \$310,000 reward is coming from three sources: the FBI (\$250,000), Amtrak (\$50,000), and the Maricopa County Attorney's Office (\$10,000).

Anyone with information may email aztrainderailment@ic.fbi.gov or call 800-225-5324 [Trains News Wire]



BNSF DERAILMENT FORCES EVACUATION OF NORTH DAKOTA TOWN

NEW ROCKFORD, N.D. – A BNSF Railway crude oil train derailed near the town of Heimdahl, about 35 miles west of New Rockford, Wednesday morning. The derailment is located on the railroad's KO Subdivision between Minot and Fargo. No injuries are reported.

The eastbound train derailed about 7:30 a.m., according to the railroad. The train consisted of 109 total cars – 107 cars loaded with crude oil and two buffer cars loaded with sand. The tank cars involved in the incident are the unjacketed CPC-1232 models.

"We are thankful there are no injuries and regret the inconvenience this incident has caused local residents," the railroad says in a statement. "BNSF has established a Claims Center in the area to assist those who

evacuated."

The derailment occurred about 7:30 a.m. Local officials say six tank cars are on fire, according to the Fargo Forum newspaper, and the town of Heimdahl has been evacuated. Including the surrounding area, about 40 people were evacuated.

"It looks a lot like Casselton," Wells County Emergency Manager Tammy Roehrich tells the Forum, references another crude oil train derailment and fire in the state in 2013.



A source close to the railroad tells *Trains News Wire* the symbol is U-TIOCXP0-44T, operating between Tioga, N.D., and the Philadelphia area. The derailment has forced a number of trains to detour over the Montana Rail Link main line in

Montana and BNSF's own route between Minot, Grand Forks, and Fargo.

The National Transportation Safety Board is sending a team of railroad investigators to investigate.

"The FRA has deployed a ten person investigation team to the site and will be conducting a thorough investigation into the cause of the accident," Acting Federal Railroad Administrator Sarah Feinberg says. "Today's incident is yet another reminder of why we issued a significant, comprehensive rule aimed at improving the safe transport of high hazard flammable liquids."



JUDGE GIVES GO-AHEAD FOR CSX TUNNEL PROJECT

WASHINGTON - April 13, 2015 - A District Court judge has denied a petition to stop the reconstruction of the Virginia Avenue tunnel in Southeast Washington, the Washington Post reports. Judge Christopher R. Cooper's decision validates CSX Transportation's claims that rebuilding the 111-year-old tunnel are in the best interest of the public. The company now has clearance to proceed with construction.

The ruling was in response to a request for a preliminary injunction by the Committee of 100 on the Federal City, which was hoping to halt the \$170 million project at least until the court reviews and rules on a pending lawsuit challenging the Federal Highway Administration's decision to approve plans to reconstruct the tunnel.

CSX began site preparation work on the 3,800-foot-long tunnel in February, a few months after it received federal clearance to proceed with the reconstruction and expansion project. CSX said "it is in the best interests of the community, the District, and the nation's infrastructure for the Virginia Avenue Tunnel reconstruction project to be completed as soon as possible."

CSX plans to demolish the tunnel, beneath Virginia Avenue SE, from Second to 11th streets, and build twin tunnels that will be high enough to allow for the passage of double stack trains.

Neighbors who oppose the project have voiced concern about the transportation of hazardous materials through the tunnel. They also say they fear the project will create noise, dust, and vibration and disrupt the peace of neighborhood.

In his decision, Cooper said the Committee failed to establish grounds for a preliminary injunction. "The Committee's contentions that a new tunnel will lead to more accidents and a greater risk of terrorist attack are speculative at best. And with the exception of the removal of some 200

trees, the Committee has not established that any environmental effects of the construction activity will be severe or irreparable," the judge said.

The Committee of 100's lawsuit is still pending. In that case the group questions the legality and transparency of the project's federal environmental review process and says there were violations of federal and D.C. law. [Trains News Wire]



NS UNVEILS FIRST RESPONDERS' COMMEMORATIVE LOCOMOTIVE

ALTOONA, Pa. - May 6, 2015 - Norfolk Southern has unveiled the newest addition to its honorary locomotive fleet on Wednesday. NS Altoona-built SD60E No. 911 honors the country's hard-working emergency first responders in the law enforcement, fire, and EMS professions.



**NS No. 911 POSES WITH THE FORMER PRR ALTOONA WORKS
MACK PUMPER - NS PHOTO**

The locomotive was rolled out at the Altoona shops late Tuesday for a photograph captured by corporate photographer Casey Thomason. Last summer, a petition circulated throughout social media asking Norfolk Southern to design a "hometown

heroes" commemorative locomotive recognizing the men and women in public service. Shawn Leightcap, a Pennsylvania volunteer firefighter and avid rail photographer created the petition and designed his own renderings for the honorary scheme in 2014.

"On average, approximately 90 to 120 firefighters lose their lives in the line of duty each year," Leightcap tells *Trains News Wire*. "These men and women are the backbone of our communities. Many of them are employees with Norfolk Southern and volunteers with local fire companies."

Leightcap distributed his petition and drawing throughout social media, to which he received an overwhelming amount of positive feedback. Leightcap's original drawing shows similarities to the final product released from Norfolk Southern this week. The scheme includes the Firefighter Maltese Cross, the Emergency Medical Service "Star of life", and the Police shield through a carefully designed red, white, and gold scheme.

"The concept of a first responders locomotive submitted by Shawn Leightcap came to us at a perfect time," an NS spokesperson tells *Trains News Wire*. "We found a first responders honorary locomotive to be an appropriate fit for use on our Safety Train beginning next month."

The locomotive will operate system wide, as well as on the railroad's Safety Train that is scheduled to debut in Washington, D.C., in June. [Chase Gunnoe - *Trains News Wire*]



STB APPROVES NORFOLK SOUTHERN'S ACQUISITION OF DELAWARE AND HUDSON LINES

WASHINGTON - May 18, 2015 -The Surface Transportation Board (STB) late last week approved Norfolk Southern Railway's acquisition of 283 miles of track in Pennsylvania and New York from the Delaware & Hudson Railway Co. Inc.

(D&H).

The lines at issue in the case — known as D&H's South Lines — consist of 267 miles of the mainline between Sunbury/Kase, Pa., and Schenectady, N.Y., and about 15 miles of running track between Voorheesville Junction and Delanson, N.Y., STB officials said in a press release.

The board found that NS's acquisition of the South Lines is not likely to

cause "substantial lessening of competition or create a monopoly or restoration of trade," STB officials said in a press release. The board reached its conclusion even when considering D&H's plans to discontinue trackage rights that connect to the South Lines, which are subject of a separate proceeding.

The STB concluded that any anti-competitive impact would be outweighed by the strong public benefits of the acquisition. Those benefits include allowing NS to provide more service for shippers and allowing the Class I and rail transportation in general to compete with trucking and barge transportation, the press release stated.

The board's decision included the conditions that NS enter into two voluntary agreements with D&H to preserve certain shippers' access to two carriers. The decision is effective June 14. [Progressive Railroading]



NORFOLK & WESTERN NO. 611'S HISTORIC FIRST MOVE IN STEAM WAS UNPLANNED

SPENCER, N.C. - May 11, 2015 - In a move that surprised onlookers, Norfolk & Western 4-8-4 No. 611 took its first baby steps after restoration, nearly 21 years after it last moved under its own power.



**N&W No. 611 ON THE TURNTABLE AT SPENCER, NC
MAY 9, 2015**

The bullet-nosed Class J eased onto the Spencer Shops turntable late Saturday afternoon after blowing smoke and sounding its whistle for National Train Day festivities at the North Carolina Transportation

Museum. The crew had added a ton of sand to the dome, tested the engine's appliances, and were pleased enough with what they saw to make three short, walking speed moves with the locomotive. No moves had been planned for Saturday, which was seen as a bonus for visitors. The engine's running gear has yet to be painted, and the sheet metal cover over its air pumps has not been installed.



**N&W No. 611 MAKES A SHORT RUN ON THE MUSEUM
GROUNDS - MAY 9, 2015**

No significant problems were noticed during the test fire and run, and Chief Mechanical Officer Scott Lindsay said he prepared a punch list of minor fixes.

The locomotive's first moves come a

little under three weeks before the beloved locomotive is set to pull a VIP special back to its hometown of Roanoke, Va., on May 30. Additional work, more testing, a Federal Railroad Administration inspection, and a boiler wash are all ahead for the locomotive prior to its big debut. The locomotive restoration began last June and it was first fired up March 31.

A big crowd surrounded the locomotive Saturday as it made steam. Tickets are on sale for No. 611's excursions in Virginia in June and July at www.fireup611.org. [Trains News Wire - photos by Jim Wrinn]

NORFOLK & WESTERN 2-8-8-2 NO. 2156 ARRIVES AT ROANOKE

BLUEFIELD, W.Va. - Norfolk & Western Y6a 2-8-8-2 No. 2156 has entered the state of Virginia after an early morning trek across Norfolk Southern's Pocahontas Division main line, a route the locomotive operated on for

several years. The locomotive is nearing the final leg of its journey to Roanoke's Virginia Museum of Transportation from St. Louis. The train is scheduled to arrive in Roanoke later this afternoon.

The locomotive made a daytime appearance across the railroad's Kenova District between Portsmouth, Ohio, and Williamson, W.Va., Monday. After servicing and a slight layover in the railroad's Williamson terminal last night, the train made a predawn departure from Williamson, passing through Iaeger, W.Va., around 7 a.m. Tuesday. It arrived in Bluefield on mid-morning Tuesday.



N&W 2156 POSES FOR A PHOTO EN ROUTE AT PRICHARD, W.VA. - NS PHOTO

Norfolk & Western 2-8-8-2 Y6A No. 2156 arrived in downtown Roanoke at around 3:20 p.m. May 12 on a deadhead move that originated at the St. Louis Museum of Transportation on May 9.

NS GP40-2 No. 3068 led the move, which operated as NS train No. 956 through Illinois, Indiana, Ohio, West Virginia, and Virginia.

The 2-8-8-2 was built in 1942 in Roanoke and retired in 1959. It is one of two N&W 2-8-8-2s that survive, the other is Y3A No. 2050, built by American Locomotive Co. in 1923 and displayed at the Illinois Railway

Museum in Union, Ill. Two other Roanoke-built Ys, Nos. 2143 and 2174, survived in the Roanoke Scrap Iron & Metal scrap yard before being cut up in the 1970s. [Trains News Wire]



PENNSYLVANIA GOV. WOLF ASKS CSX, NS TO ACT ON CRUDE-BY-RAIL SAFETY

HARRISBURG, Pa. - May 20, 2015 - Pennsylvania Gov. Tom Wolf is asking CSX

Transportation and Norfolk Southern Railway to join BNSF Railway Co. in adopting new, tougher crude-by-rail safety measures for rail cars moving through Pennsylvania.

In letters to CSX and NS officials, Wolf wrote of his "continuing concern about the risks of a crude-by-rail derailment, tank car break and subsequent explosion that could potentially occur on our current rail lines."

Each week, railroads carry a large volume of Bakken crude oil across the state, Wolf noted. He cited four recent derailments in other states that involved the new generation CPC-1232 tank cars, and all four occurred at speeds below the industry's voluntary 40 mph restriction.

Wolf also cited several of BNSF's voluntary safety measures, such as lowering speeds to 35 mph for all crude-oil trains traveling through cities with populations of more than 100,000; increased rail detection testing frequency along waterways; increased hot box detectors (HBD) on all crude routes that parallel critical waterways; mandatory set-out of all HBD-indicated cars on key trains stopped by HBD; and immediate set-out of all cars on key trains that exceed Level II wheel impact load detector (WILD) defects to be handled as a Level I defect.

Wolf's letter follows the release of the U.S. Department of Transportation's new final rule to improve crude-by-rail safety. He asks CSX and NS to not only meet the standards that BNSF has voluntarily adopted, but to "expeditiously comply" with the USDOT rule.

"I will closely follow the status of your compliance with the Federal Rule and would like to discuss your willingness to adopt the BNSF additional safety measures," Wolf wrote. [Progressive Railroadng]



PHILADELPHIA MOVING FORWARD ON READING VIADUCT RAIL PARK

PHILADELPHIA, Pa. - May 6, 2015 - The city is moving to purchase a portion of the Reading Viaduct in anticipation of the development of an elevated park there.

Councilman Mark Squilla introduced a bill that would authorize the purchase of the portion of the viaduct curving from 11th Street southeast to Callowhill between 11th and 12th. The 0.8-acre property is currently owned by SEPTA. It rises from ground-level up to the elevated portion of the viaduct to the east, a former rail line that's been out of use for 30 years.



SEPTA SPUR WHICH STARTS JUST OFF NOBLE STREET (LOWER LEFT) AND VEERS OFF TO 11TH STREET WHERE IT CONNECTS TO THE READING VIADUCT - CLEM MURRAY, PHILA. INQUIRER STAFF PHOTOGRAPHER

Developing the ramp is the first phase of construction for the years-in-the-making Reading Viaduct Rail Park, which has picked up steam recently with a \$1 million grant from the Knight Foundation. Plans for the property, which is a quarter-mile long, were developed by Studio Bryan Hanes, the landscape architecture firm responsible for Sister Cities Park on the Benjamin Franklin Parkway as well as the Spruce Street Harbor Park that's reopening

later this month.

The Center City District is raising money to complete the planned improvements on the first phase of the project. The group has raised about 65 percent of the \$9 million it needs for the SEPTA spur, and is pursuing a \$3.5 million grant from the state's Redevelopment Assistance Capital Program (RACP), according to John Struble, of Friends of the Rail Park. After the improvements are completed, the city would take over ownership of the park.

SEPTA's board of directors must also approve the sale of the property. A spokesman for SEPTA said the sale has not yet been scheduled for a board vote. [Jared Bray, PlanPhilly on Philly.com]



PRR, PRSL & LIRR EVENTS IN JUNE

June 9, 1903 - First train passes over new elevated line through South Chester between Lamokin and Thurlow.

June 15, 1908 - Hudson & Manhattan Tubes open for revenue service under 6th Avenue from 19th Street to 23rd Street, New York using one track only.

June 15, 1913 - Joint PRR-LV Newark Bay Bridge on Greenville line destroyed by fire; believed caused by sparks from LV locomotive around 12:30 AM; an eastbound PRR freight is crossing the draw when fire breaks out; engine and five cars cut off and reach Bayonne shore; cabin car cut off by crew and pushed clear.

June 20, 1918 - New record freight movement; 9,531 cars pass Columbia, Pa. in 24 hours, surpassing previous record of 9,173 set on May 12, 1918.

June 1924 - PRR concludes experiment in radio dispatching with members of the American Radio Relay League; uses amateur stations at Camden, Pittsburgh, Chicago and St. Louis to send messages to other stations at general divisional and divisional headquarters.

June 25, 1928 - Juniata Shops completes first Class A6 diesel switcher #3905, after delay in obtaining Bessemer Engine Company engines.

June 25, 1933 - PRR and Reading Company lines in southern New Jersey

consolidated with approval by the ICC granted this date; West Jersey & Seashore Railroad leased to Atlantic City Railroad in return for PRR obtaining a 66% stock interest.

June 11, 1939 - PRR operates second "All Around the Town" fantrip, running from Broad Street to Kensington, thence up Kensington & Tacony Branch to Tacony and on to Bustleton, returning direct to Broad Street.

June 18, 1944 - Rebuilt "MG" Interlocking ("Mid-Grade") placed in service just west of Horseshoe Curve to handle heavy wartime traffic on the Hill.

June 17, 1948 - First PRR Baldwin "Sharknose" 2,000 HP passenger diesels in 6,000 HP A-B-A unit configuration placed in service; used on passenger trains between Harrisburg and Chicago/St. Louis; the sharknose design is often mis-attributed to Raymond Loewy based on its similarity to the T1, but it was designed by Hadley, Ryder & Pedersen.

July 28, 1953 - "MEDIA" Interlocking placed in service, and tracks between Media and Wawa revised; Track No. 1 retired Media-Elwyn and "ELWYN" and "LENNI" Interlockings retired.

June 23, 1958 - First two of six MU versions of Budd Pioneer III tested between Philadelphia and Paoli; weigh 700 pounds per passenger; first PRR cars with 3-2 seating; the cars have many design flaws and are not repeated.

June 26, 1963 - PRR Board agrees to James Symes's request to retire as Chairman and CEO and approves his choice of Stuart T. Saunders (1909-1987) his successor, effective Oct. 1; passes over both Greenough and Bevan; Saunders, the first outsider and the first and only lawyer to head the PRR, is chosen for his ties to the Kennedy/Johnson Administration and his abilities to overcome political opposition to the merger.

June 27, 1967 - Tests of gas-turbine "Pioneer III" car No. GT-1 on LIRR end after logging 18,095 miles; car is returned to the Budd Company.

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



TIMETABLE 06-15

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

NOTICE

From March 8 thru November 1
ALL PENNSYLVANIA-READING SEASHORE LINES
PASSENGER TRAIN SCHEDULES
will be in
DAYLIGHT SAVING TIME

Saturday, June 6, 2015

Spring Bus Fling at the Antique Automobile Museum and Campus in Hershey, Pa. by the Museum of Bus Transportation. Adm. \$7.00. Info: please call the Museum at 717-566-7100, Ext. 119

Sunday, June 7, 2015

Spring Hamburg Dutch Train Meet at the Hamburg Field House, 123 S. 4th St., Hamburg, PA 19526. Info: Ralph D. Maurer, 85 Moravian School Rd., Oley, PA 19547 or call 610-987-3144

Saturday, June 13, 2015

Rails Go Bragh celebrates the Irish workers of the Reading Railroad at the Reading Railroad Heritage Museum, 500 S. 3rd St., Hamburg, Pa. Adm. \$10.00 - Under 16 free. Info: www.readingrailroad.org

Sunday to Sunday, June 14-21, 2015

NRHS 2015 National Convention in Rutland, Vt. Info: www.nrhs.com

Saturday to Sunday, June 20-28, 2015

61st Annual TCA National Convention at the Doubletree Hotel in Somerset, NJ - hosted by the Metropolitan Division. Info: www.tcaconvention.org

Saturday, June 27, 2015

Philadelphia Chapter, PRRT&HS Chapter Meeting at the Railroad Museum of Pennsylvania in Strasburg, Pa.

Tuesday - Friday, July 7-10, 2015

RailCamp East at the University of Delaware, Newark, Del.

Saturday, July 11, 2015

Glassboro Train Show at the St. Thomas Episcopal Church Hall, Rt 47 (Delsea Drive) & Focer St., Glassboro, NJ 08028. Info: Rich Drobil 856-881-5516 or www.strasburgmodelrailroad.com

Saturday & Sunday, July 18-19, 2015

Model Train Flea Market at Williams Grove Rd., Williams Grove, PA 17055. Info: www.wghsea.org

Saturday & Sunday, July 25-26, 2015

Railroad Days at Cold Spring Village, Route 9, Cape May, NJ. Info: www.strasburgmodelrailroad.com

Sunday, July 26, 2015

Summer Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Adm. \$5.00. Info: www.pa-vendors.com/events/berks-county

Saturday & Sunday, Sept. 5-6, 2015

Railfest 2015 at the Steamtown National Historic Site in Scranton, Pa. Features excursions to Moscow, Pa. Info: www.nps.gov/stea

Friday - Sunday, Sept. 11-13, 2015

Nicholson Bridge 100th Anniversary Celebration, Main Street, Nicholson, PA 18446. Info: www.nicholsonbridge100th.com

Saturday & Sunday, Sept. 12-13, 2015

Plans call for an A-B-A set of F3s painted in Lackawanna Railroad colors to accompany Nickel Plate Road 2-8-4 No. 765 on excursions out of Steamtown National Historic Site. The 40-mile round trips will operate from Scranton to the ex-Lackawanna Tunkhannock Viaduct in Nicholson, Pa. The trips will operate "push-pull" style, which, if current plans are approved, would find the F3s on the rear of the train from Scranton to the viaduct, and leading on the return to Scranton. Info: www.nps.gov/stea

Saturday, Sept. 12, 2015

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Adm: \$5.00. Info: www.lehighvalleytrainmeet.com

Sunday, Sept. 13, 2015

Fall Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Adm. \$5.00. Info: www.pa-vendors.com/events/berks-county

Saturday, Sept. 19, 2015

Amtrak Train Days at Philadelphia's 30th Street Station from 11 am to 3 pm. Features the Amtrak Exhibit Train. Info: www.amtraktraindays.com

Sunday, Sept. 27, 2015

39th Annual Lehigh Valley Regional Train Show and Expo (formerly the Dieruff Train Meet) at the Charles Chrin Community Center, 4100 Green Pond Rd., Easton, PA 18045. Directions: Take Route 22 to the 25th Street Exit for Route 248 north. Make a left on Northampton Street, make a right on North Greenwood Avenue, and a left onto Green Pond Road. Info: Jim Rowland at Century430@hotmail.com

Thursday - Sunday, Oct. 22-25, 2015

Mid-Eastern Region NMRA 2015 Convention at the Hotel ML, 915 Route 73,

Mount Laurel, NJ 08054, 856-234-7300. Sponsored by the New Jersey Division. Info: www.delawarevalleyturn.org

Friday - Sunday, Oct. 23-25, 2015

NRHS Fall Conference in Utica, New York.

Saturday & Sunday, Nov. 14-15, 2015

First Frost train Meet at the Allentown Fairgrounds Agricultural Hall (Agri-Plex), 302 North 17th St., Allentown, PA 18104. Info: www.allentowntrainmeet.com

Tuesday - Sunday, July 19-24, 2016

NRHS 2016 National Convention in Denver, Colorado. Info: www.nrhs.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Through Thursday, Dec. 31, 2015 - Riveted Jacket of Many Colors: A Photo History of GG1 No. 4800

Saturday and Sunday, June 13-14, 2015 - Norfolk Southern Days

Sunday, June 28 - Sunday, July 5, 2015 - Reading Railroad Days

Monday - Friday, July 13-17, 2015 - Barons/ Builders Day Camp ages 9 & 10

Monday - Friday, July 27-31, 2015 - Barons/Builders Day Camp ages 11 & 12

Saturday and Sunday, Aug. 22-23, 2015 - Model Railroad Day

Saturday, Sept. 26, 2015 - Friends of the Railroad Museum Members Day



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Various Days through Sept. 19, 2015 - Seafood Express

Various Days through Sept. 20, 2015 - Flavors of Lancaster County

Various Days through Nov. 14, 2015 - The Chocolate Express

Saturday through Nov. 21, 2015 - Wine & Cheese Train

Various Saturday through Nov. 21, 2015 - Murder Mystery Dinner Train

Saturday - Sunday, June 20-28, 2015 - Day Out with Thomas

Saturday, July 18, 2015 - The Rolling Antique Auto Event

Friday - Sunday, Oct. 16-18, 2015 - Steampunk unLimited



STEAMTOWN NATIONAL HISTORIC SITE

150 SOUTH WASHINGTON AVENUE

SCRANTON, PA 18503-2018

WWW.NPS.GOV/STEA

1-888- 693-9391

Saturday, June 6, 2015 - East Stroudsburg, Pa.

Saturday, June 13, 2015 - Moscow, Pa.

Saturday, June 20, 2015 - Gouldsboro, Pa.

Saturday, June 27, 2015 - Delaware Water Gap, Pa.

Saturday, July 4, 2015 - East Stroudsburg, Pa.

Sunday, July 5, 2015 - Cresco, Pa.

Saturday, July 11, 2015 - Olyphant, Pa.

Saturday, July 18, 2015 - Gouldsboro, Pa.

Sunday, July 19, 2015 - Moscow, Pa.

Saturday, July 25, 2015 - Moscow, Pa.

Sunday, July 26, 2015 - Cresco, Pa.

Saturday, Aug. 1, 2015 - Moscow, Pa.

Sunday, Aug. 2, 2015 - Tobyhanna, Pa.

Saturday, Aug. 8, 2015 - Dickson City, Pa.

Sunday, Aug. 9, 2015 - Moscow, Pa.

Saturday, Aug. 15, 2015 - Moscow, Pa.

Sunday, Aug. 16, 2015 - Jessup, Pa.

Saturday, Aug. 22, 2015 - Carbondale, Pa.

Sunday, Aug. 23, 2015 - Cresco, Pa.

Saturday, Aug. 29, 2015 - Tobyhanna, Pa.

Saturday, Aug. 30, 2015 - Moscow, Pa.



[HTTP://STEWARTSTOWNRAILROADCOMPANY.COM/TRAIN-RIDES/](http://STEWARTSTOWNRAILROADCOMPANY.COM/TRAIN-RIDES/)

Sunday, June 7, 2015 - Motorcars

Sunday, June 21, 2015 Father's Day - Passenger Coach and Locomotive

Saturday, July 4 Independence Day - Passenger Coach and Locomotive

Sunday, July 5 Independence Day - Passenger Coach and Locomotive

Sunday, July 12, 2015 - Motorcars

Sunday, July 26, 2015 Parent's Day - Motorcars

Sunday, August 9, 2015 - Motorcars

Sunday, August 30, 2015 - Motorcars

Sunday, Sept. 6, 2015 Labor Day - Passenger Coach and Locomotive

Sunday, Sept. 13 Grand Parent's Day - Passenger Coach and Locomotive

Sunday, September 27, 2015 - Motorcars

STEWARTSTOWN RAILROAD RUNS FIRST TRAIN SINCE 2004

STEWARTSTOWN, Pa. - May 11, 2015 - The Stewartstown Railroad ran its first passenger trains since 2004 on Saturday to celebrate National Train Day. Although the train, a Plymouth locomotive and caboose, traveled only half a mile before returning to the originating station, it's a new beginning for the struggling short line, now in its 130th year.



In 2004, an Easter train derailed a few miles outside town, according to Ray Reter, president of the Friends of the Stewartstown Railroad, and passenger trains were summarily suspended. The group was formed in 2006 to try to recapture the volunteers who had been helping the previous operators, Reter said.

He said passengers were few on this first day, but that allowed volunteer train crew members to learn how to interact with the public. Stewartstown Railroad 35-ton Plymouth No. 9, nicknamed Mighty Mo, and a Pennsylvania Railroad caboose are providing limited service until a former Reading coach is ready for use later this year. Enough ties have been replaced on the first half-mile of track west of town to allow safe operation, and volunteer track workers have been installing additional ties beyond the current stopping point so the ride can be extended as they progress.

In 2008, George M. Hart, the majority stockholder of the original company, died, and a lengthy legal tussle over the fate of the railroad began, eventually reaching the federal Surface Transportation Board before finally

being settled out of court in 2013 in favor of the railroad. Since then, the friends have been laboring to repair track and equipment.

The entire 7.4 miles between Stewartstown and New Freedom, where the railroad once interchanged freight with the Pennsylvania Railroad, is passable for motorcars, and motorcars are used at times when passenger trains are not scheduled. [Wayne Laepple - Trains News Wire]



MAY, 2015

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, May 18, 2015. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 38 members and two guests present. President Tom Shenk led those assembled in the Pledge of Allegiance. The chapter membership had a moment of silence for the Amtrak passengers and their families that were affected by the Amtrak derailment.

MINUTES: President Tom Shenk asked for a motion to approve the April membership meeting minutes. Fred Kurtz approved the motion and Dick Lundgren seconded the motion. The April membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In the absence of Chaplain David Stambaugh, Steve Himpel reported his brother George was recently in the hospital and is recovering. Toady Kennel reported Wendell Seybolt (chapter member from Florida) had to get a pacemaker. If anyone knows of chapter members who are ill, or have lost a loved one, please contact David.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of April. Richard's Treasurer's Report will be kept for future audit.

MEMBERSHIP: In the absence of First Vice President Ron Irwin, Tom Shenk welcomed guests Rick and Ann Musser to the chapter meeting. Ron and Deb Irwin welcomed a granddaughter to their son's family of three boys.

NATIONAL NEWS: Tom Shenk announced that Smoke Shaak will be attending the board meetings at the Convention in Rutland, Vermont in June. National Representative Fred Kurtz reported he will also be attending the board meetings at the convention.

TRIPS: Dennis Allen announced the chapter trip to the "Southern Caribbean" has about eight seats still available. The cruise dates are November 2 to November 13, 2015. If anyone is interested in this cruise, contact Dennis or Ron.

CLEAN-UP: Glenn Kendig thanked everyone who came to help at the Christiana Freight Station clean-up on Saturday, May 16. Chapter members who were in attendance were: Glenn & Cindy Kendig, Richard & Jane Rutledge, Steve Himpel, Toady Kennel, Lou Hauck, Dick Lundgren, Smoke Shaak, and Graham Dirian.

CABOOSE: Steve Himpel reported that at one time we had two cabooses. The chapter kept the caboose we have at the Station. We donated the other caboose to the Red Lion Historical Society. They will move it along side the Ma & Pa Station. Steve was in contact with them and we have everything they need in extra parts to outfit their caboose. Steve will meet them at the Station and see what parts they need to start the restoration.

ANNOUNCEMENTS: Tom Shenk reported that in 1943 around Labor Day there was another derailment near the area as the Amtrak accident last week. Dennis Allen recalled a chapter trip to West Point, NY when the train was stoned. Tom asked if chapter members would be interested in getting a school bus to bus anyone to the July membership meeting to ride the Wanamaker, Kempton and Southern Railroad. The July 19 meeting will be a Sunday and the train ride will be at 3:00 p.m. If anyone has any questions contact Tom. The June 15 membership meeting will be held at the Christiana Freight Station. The program will be given by Michael Froio. The August 17 membership meeting will be held aboard the Strasburg Rail Road. Saturday, August 29 will be the yard sale at the Christiana Freight

Station starting at 9:00 a.m. Tables are available for members \$5.00 and non-members \$10.00. September 20 will be the annual picnic at the Freight Station. BBQ chicken will be provided by the chapter. The Craft and Vendor show will be held Saturday, October 24 from 9 a.m.-2 p.m. at the Freight Station. The chapter's annual Banquet will be at Shady Maple Restaurant on Friday, November 20. Steve Barry will present the program. Saturday, December 19 & Sunday December 20 will be the Christiana Freight Stations open house. Nelson Strubel donated a framed picture from 1950 of "The Baltimore and Ohio Railroad". The picture had Alco FA units pictured.

ADJOURNMENT: The chapter meeting was adjourned at 8:00 p.m. for the program. Tonight's program is on the "Strasburg Rail Road" given by Rick Musser. Rick is Vice President and Chief Mechanical Officer of the Strasburg Rail Road.

Respectfully submitted by Donetta M. Eberly Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



READING No. 2100 IN THE HOME STRETCH OF CROSS-COUNTRY JOURNEY

BELLEVUE, Ohio - May 6, 2015 - Former Reading 4-8-4 No. 2100 is in the home stretch of its cross-country journey between the Pacific

Northwest and Cleveland. The locomotive, which is owned by the American Steam Railroad Preservation Association, arrived at Norfolk Southern's Bellevue yard on train No. 146 on Wednesday morning. Bellevue is about 70 miles west of Cleveland.



**READING 2100 AT BELLEVUE, OHIO ON MAY 6, 2015
DAN DAVIDSON**

The locomotive is destined for the Midwest Railway Preservation Society's former Baltimore & Ohio roundhouse in Cleveland. That group is holding an open house May 9 at the roundhouse, located at 2800 W. 3rd St., and hopes will be on the property by then, although it may not be unloaded yet.

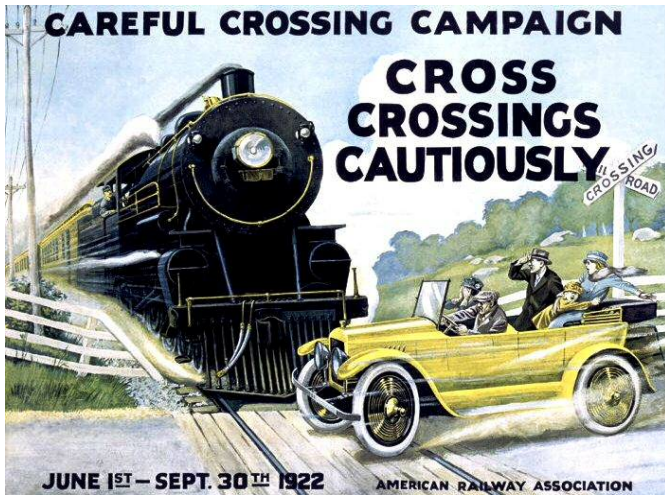


**READING 2100 IS TRAVELING WITH ITS TENDER AND
AUXILIARY TENDER. SHOWN AT BELLEVUE, OHIO ON MAY
6, 2015 - DAN DAVIDSON**

No. 2100 was built in September 1945 at the railroad's Reading, Pa., shops using components from a 2-8-0. The locomotive gained fame powering the railroad's Iron Horse Rambles from 1959 to 1964. For more information, go to www.fireup2100.org [Trains News Wire]

THIS MONTH'S BANNER PHOTO

To commemorate the consolidation of the Pennsylvania Railroad's West Jersey & Seashore Railroad and the Reading Company's Atlantic City Railroad on June 25, 1933 to form the Pennsylvania-Reading Seashore Lines, we have P-RSL No. 6012, a Baldwin Model AS-16, affectionately known as a *Green Hornet* due to its distinctive paint scheme, at Atlantic City, New Jersey.

OPERATION LIFESAVER REMINDS YOU...84 YEARS AGO THIS MONTH

PENNSYLVANIA STATION - 30TH STREET, PHILADELPHIA UNDER CONSTRUCTION SHOWING THE COMPLETED SUBURBAN LINE STATION AND PENN COACH YARD ON JUNE 5, 1931. THE ABATTOIR BETWEEN PENN COACH YARD AND THE SCHUYLKILL RIVER REMAINS. THE DARK LINE IN THE MIDDLE OF THE PHOTO IS THE THEN-ELEVATED PHILADELPHIA RAPID TRANSIT (PRT, LATER PTC) MARKET-FRANKFORD EL. PHOTO BY VICTOR DALLIN.

LANCASTER CHAPTER MEMBERS

We need your help to make our fund-raisers successful. No experience is necessary! We will assign you to a task of your abilities. Please call Cindy Kendig at 610-593-6313 for further information.

COMMUNITY YARD SALE IN CHRISTIANA DATE: SATURDAY, AUGUST 29TH

The chapter will be selling spaces for \$5.00 to members and \$10.00 to non-members. If interested, call immediately, space is limited to first-come, first-serve. Bring your usable items to sell and make a little profit in the air-conditioned Christiana Freight Station. Refreshments will be available to purchase, so come hungry! You will be responsible for your own sales, so bring cash to make change. Anything not sold is your responsibility to remove from the chapter premises and dispose of in a proper manner.

Volunteers needed:

To staff kitchen

Donate baked goods / home prepared food to sell from kitchen

Control traffic flow and parking

Help with Chapter sales

CHRISTIANA CRAFT & VENDOR SHOW DATE: SATURDAY, OCTOBER 24TH

This is our 2nd show and volunteer help is needed

Before craft show Volunteers:

Monday night Oct 19th (Chapter Meeting) - help move chairs and tables

Tuesday morning Oct 20, 9:00 am - help Steve lay out vendor spaces

Friday night Oct 23, 5:30 - 8:00 pm - 2nd Floor vendor/crafter help

Saturday morning Oct 24, 7:00 - 9:00 am - 2nd Floor vendor/crafter help

During craft show (9:00 am - 2:00 pm) Volunteers:

To staff kitchen

Donate baked goods / home prepared food to sell from kitchen

Control traffic flow and parking

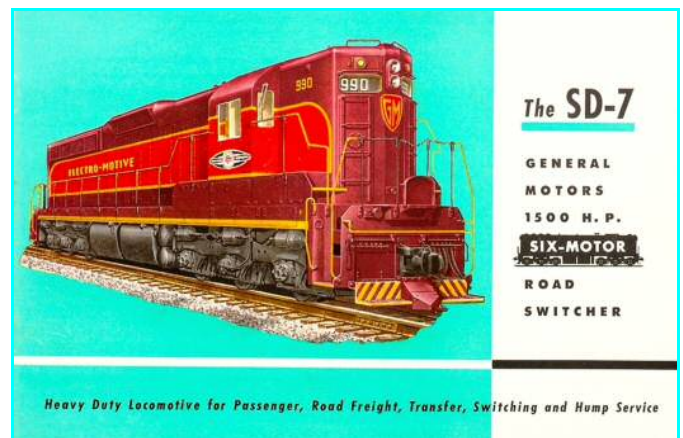
Help with Chapter sales table

Greeters at main entrance door

After craft show Volunteers:

Saturday afternoon Oct 24, after 2:00 pm - To set up tables and chairs.

Thanks for your continued support of our programs.



ELECTRO-MOTIVE DIVISION SALES BROCHURE FOR THE SD-7 LOCOMOTIVE - 1952

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****JUNE 1, 2015 - MONDAY, 7:00 PM - CHRISTIANA FRT. STA. - LONG RANGE PLANNING COMMITTEE MEETING****JUNE 15, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**

Commercial photographer Michael Froio will be presenting a lecture discussing his ongoing project documenting the former Pennsylvania Railroad Main Line and Conrail's present Delair Bridge renewal project. This promises to be a very special program - not to be missed!

JULY 19, 2015 - SUNDAY, 3:00 PM - "RIDE THE RAILS" AT THE HAWK MOUNTAIN LINE!

Join us at the Wanamaker, Kempton & Southern Railroad, 42 Community Center Drive, Kempton, Pa. 19529 to ride our reserved car on the 3:00 PM train. Chapter Meeting will be held on the car after the train returns to Kempton. Cost is \$5.00 per person.

AUGUST 17, 2015 - MONDAY, 6:00 PM - "RIDE THE RAILS" AT THE ROAD TO PARADISE!

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 Chapter Meeting in a Strasburg passenger car. Restrooms will be available at the station - shops and restaurant close 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each. Bring your friends to this fun-filled meeting.

AUGUST 29, 2015 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - COMMUNITY YARD SALE

Please call Cindy Kendig at 610-593-6313 for further information. This is a great opportunity for Chapter Members to clean out their attic and basement. Complete information is shown in this issue of The Lancaster Dispatcher.

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

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

AMTRAK AEM-7s ARE FAST DISAPPEARING FROM THE NORTHEAST CORRIDOR

AMTRAK AEM-7 No. 906 POWERS A NORTHBOUND NORTHEAST REGIONAL TRAIN AT NEWARK, DELAWARE ON NOV. 2, 2013. PHOTO BY CHAPTER MEMBER MARK W. HOFFMAN

LANCASTER CHAPTER BOARD of DIRECTORS

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

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JUNE 15, 2015, 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



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10 RAILROAD AVENUE
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