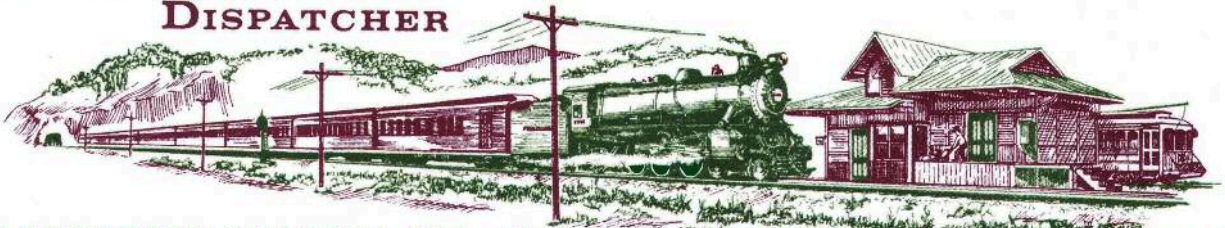


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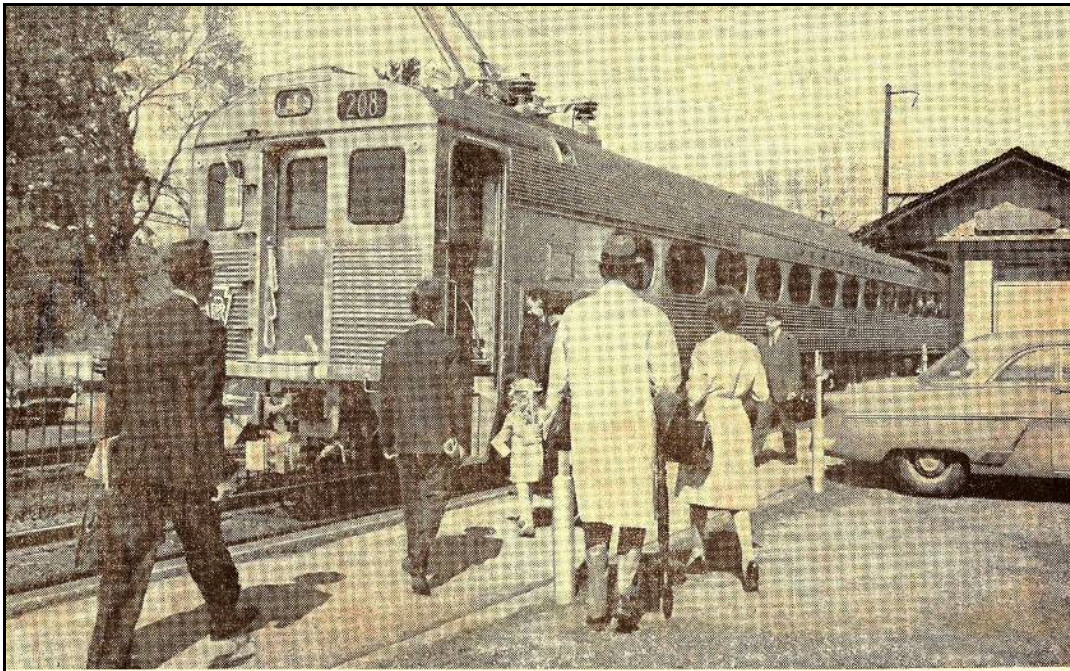
RINGING OUT LIBERTY



July 8, 1776, PHILADELPHIA
HOME CITY of the PENNSYLVANIA RAILROAD

"RINGING OUT LIBERTY" BY NEWELL CONVERS WYETH
COMMISSIONED BY THE PENNSYLVANIA RAILROAD IN 1930

THE LANCASTER CHAPTER, N.R.H.S., INC., BOARD OF DIRECTORS WISHES ALL CHAPTER MEMBERS, FRIENDS AND E-MAIL READERS A VERY HAPPY AND SAFE INDEPENDENCE DAY HOLIDAY - JULY 4, 2015



JULY 8-NEW AIR-CONDITIONED SILVERLINER CARS NOW ON PENNSY "OPERATION" LINES!

Greater Comfort, Faster Service Offered on PSIC Bargain Routes

The first of a fleet of new stainless-steel commuter cars begins regular service on the PRR Chestnut Hill and Manayunk lines this morning. Others will be in use on some off-peak trains on the Torresdale-Levittown line. New cars will make their appearance on Reading Company lines later this year.

A total of 55 electric-powered "Silverliners" is being purchased by the City of Philadelphia for lease to the Pennsylvania and Reading Railroads. Ultimately, they will be in service on all local routes in the low-fare "Operation" program of the Passenger Service Improvement Corporation.

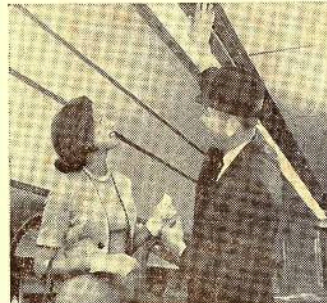
Many New and Pleasing Features. You'll find it's a pleasure to travel to and from downtown Philadelphia in one of these sparkling new Budd-built trains. You ride refreshed; every Silverliner is healthfully air-conditioned and temperature-controlled the year-round. You ride smoothly: air-spring suspension and foam seats cushion your ride. You get there sooner: powerful motors of advanced design accelerate the cars with effortless speed. You reach your destination in less time.

Add to all this the advantages of broad-view windows of tinted safety glass, softly diffused overhead lighting, parcel racks, sound-proof interiors, and you see why these new cars offer so much riding pleasure.

If You Haven't Used the Train Lately...

you're in for a pleasant surprise. In addition to better schedules on many "Operation" lines, and the popular money-saving fares, there are now more train seats available. You'll also find station parking has improved. Whether for regular commuting or an occasional trip, we invite you to try PSIC "Operation" trains now. You'll avoid driving strain, traffic congestion, parking cares. You'll ride in comfort—and save money in the bargain!

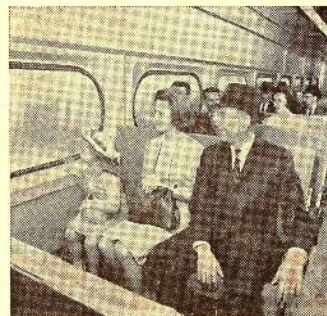
**ANOTHER EXAMPLE OF
THE CITY OF PHILADELPHIA'S LEADERSHIP
IN REVITALIZING PUBLIC TRANSPORTATION**



Filtered air is distributed gently and evenly throughout these air-conditioned cars from ducts along the ceiling. Softly diffused light is provided by overhead fluorescent panels running the length of the car.



Parcel racks provide ample space for packages and apparel. Seats are comfortably foam-cushioned and covered with an attractive woven fabric.



The broad-view windows are made of safety glass, tinted for greater eye comfort. You'll find relaxing or reading a real pleasure when you travel by Silverliner.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK LOWERS SLEEPING CAR FARES TO FLORIDA

WASHINGTON - Amtrak will offer passengers a lower-cost option for travel in our popular sleeping cars on one of our routes between New York and Miami. This offer will be available for travel between July 1 until the end of January 2016 on the Amtrak Silver Star (Trains 91 & 92), which operates daily between New York City and Orlando/Miami, via Washington, D.C., Columbia, S.C., and Tampa, Fla.

Traditionally, Amtrak has bundled the cost of dining car meals into its charge for the sleeping car. Under this pilot program, these costs will be un-bundled to allow passengers to travel at a lower cost between the northeast, mid-Atlantic and Florida.

All food service will be provided in a Café/Lounge car instead of a dining car. Passengers can purchase a selection of hot and cold sandwiches, snacks and other items in the Café.

Passengers will continue to have the option of choosing traditional dining car service aboard the Amtrak Silver Meteor (Trains 97 & 98), which duplicates much of the Silver Star route. Dining car meals aboard the Silver Meteor are included in the sleeping car charge.

Passengers with sleeping car accommodations on all Amtrak trains with sleeping car services, including the Star and Meteor, are provided complimentary morning coffee, chilled water and juices, meals delivered to their rooms upon request, turn-down service for their bedrooms and roomettes, private restrooms and access to shower facilities. At stations with ClubAcela®, sleeping car passengers also have same-day lounge access and pre-boarding privileges.

Savings from typical sleeping car upgrade (“accommodation”) charges during this trial on the Silver Star schedule are between 25 and 28 percent for bedrooms and roomettes, including popular stops such as Orlando, Tampa and Ft. Lauderdale. For example, the charge is about \$140 lower for a bedroom and \$65 lower for a roomette than previously between New York City and Miami.

Since the upgrade charge is based on the size of the sleeping compartment, rather than the number of occupants, cost savings for passengers traveling alone can be significant.

Over the next few months, Amtrak will closely watch customer reaction and market response to this service, as well as the cost consequences of this new service concept. *[Edited from Amtrak]*

AMTRAK SCRAPPING AEM-7DC ELECTRICS

WILMINGTON, Del. – While Amtrak’s entire fleet of 70 ACS-64 Cities Sprinter electrics has yet to enter service, but several of its predecessor locomotives on the Northeast and Keystone corridors are meeting their end. Amtrak has begun scrapping its fleet of AEM-7DC locomotives at its electric shop in Wilmington (Incorrect! They’re being scrapped at the Bear, Del. Shop - Ed). Spotted so far in various stages of scrapping are Nos. 910, 950, 951, and 953.

Built between 1979 and 1988, the 54 AEM7s were replacements for Amtrak’s former Pennsylvania Railroad GG1s. The twin-cab, B-B electrics were built by EMD with major parts and components designed in Sweden by ASEA (Allmänna Svenska Elektriska Aktiebolaget; translation: General Swedish

Electrical Inc.), which merged with Brown Boveri in 1988 forming ABB.

The units were sometimes referred to by railfans as “toasters” owing to their boxy appearance, or “meatballs” after the food dish Swedish meatballs.



AMTRAK AEM-7DC LOCOMOTIVE NOS. 950, 953 AND 910 BEING SCRAPPED AT AMTRAK’S BEAR, DELAWARE SHOP IN MAY, 2015 - PHOTO BY GEORGE PITZ, AMTRAK

There are two versions of the AEM-7: the original AEM-7DC that has DC propulsion equipment, and the 29 modified AEM-7ACs that use AC equipment installed in a 1999-2002 rebuild program. All of the DC units have been retired. The last units active were 909, 926, 931, and 945. All were retired on April 14. For now, the AC remanufactured units remain in service, but will be retired as more Cities Sprinters arrive over the next several months. *[Edited from Trains News Wire]*

AMTRAK AEM-7 ARRIVES IN STRASBURG



STRASBURG, Pa. - June 12, 2015 - Yes, the rumors are true. Recently retired Amtrak AEM-7 No. 915 was delivered to the Strasburg Rail Road on Thursday afternoon, bound for the Railroad Museum of Pennsylvania. An Amtrak crew brought the motor to Leaman

Place Jct. behind a pair of GP-40’s, No. 723 and 724, trailed by two cars of new rail for delivery to Harrisburg.

No. 915 was picked up by Strasburg’s SW-8 diesel No. 8618 and followed the last passenger train of the day to East Strasburg. *[Edited article and photo by Wayne Laepple - Trains News Wire]*

AMTRAK TO INSTALL LOCOMOTIVE CAMERAS TO MONITOR ENGINEERS

WASHINGTON - May 27, 2015 - Amtrak plans to install inward-facing video cameras on its ACS-64 locomotives in the Northeast Corridor by year’s end to improve safety.

Additionally, all subsequently delivered locomotives will have the equipment installed before entering service, Amtrak officials said in a press release. The systems will serve as another tool for Amtrak and industry regulators to monitor locomotive and engineer performance, they said.

"Inward-facing video cameras will help improve safety and serve as a valuable investigative tool," said Amtrak President and Chief Executive Officer Joe Boardman. "We have tested these cameras and will begin installation as an additional measure to enhance safety."

The equipment will be installed first on 70 ACS-64 locomotives that power *Northeast Regional* and long-distance trains between Washington, D.C., New York City and Boston, as well as the *Keystone Service* between New York, Philadelphia and Harrisburg, Pa. Amtrak is developing a plan to install inward-facing cameras in the rest of its locomotive fleet, including *Acela Express* power cars and diesel locomotives. *[Amtrak already has outward-facing cameras on its locomotives - Trains News Wire]*

The action comes in the wake of a deadly Amtrak train derailment on the Northeast Corridor near Philadelphia that occurred May 12. Eight passengers were killed and 200 were injured when Train 188 derailed while on its way to New York City. The cause remains under federal investigation.

Last week, the Federal Railroad Administration issued an emergency order requiring Amtrak to make various safety improvements, including reducing its speed in parts of the Northeast Corridor. *[Progressive Railroading]*

BOARDMAN PROMISES PTC FOR THE NORTHEAST CORRIDOR BY YEAR'S END

WASHINGTON - June 3, 2015 - Despite last month's fatal derailment near Philadelphia, Amtrak remains committed to the implementation of positive train control (PTC) along the Northeast Corridor (NEC) by Dec. 31, Amtrak President and Chief Executive Officer Joseph Boardman testified yesterday at a congressional hearing on the accident.

"Safety must continue to be our highest priority," Boardman told the U.S. House Committee on Transportation and Infrastructure in his submitted testimony. He noted that safety systems along the NEC are the best in the nation.

Prior to last month's derailment at what is known as the Frankford Junction, Amtrak's last fatal passenger accident on the NEC from a derailment or collision occurred 28 years ago.

"In no other place is a comparable volume of traffic moved with such a solid record," Boardman said. "In addition to a thorough training, oversight and coaching system for our crews, we have a layered signal system that provides trains with multiple levels of protection."

PTC is in service from New Haven, Conn., to Boston, and at points between Washington, D.C., and New York City where trains exceed 125 mph. PTC has been installed on the rest of the Amtrak-owned and operated NEC, and is scheduled to be operational by the federal government's mandated deadline for railroads to install PTC by the end of 2015.

In a prepared statement issued after the hearing, Association of American Railroads President and CEO Edward Hamberger commended Boardman for Amtrak's commitment to safety and PTC.

"Amtrak and freight railroads in this country share the same 24-7 focus on safe train operations and together are working to advance safety in all aspects of rail transportation in the United States," said Hamberger.

Boardman was among several to testify at yesterday's hearing, which Committee Chairman Bill Shuster (R-Pa.) called to review the May 12 derailment that caused eight passenger fatalities and 200 injuries.

Shuster said he called the hearing to review what actions Amtrak and the Federal Railroad Administration (FRA) took on passenger-rail safety before the accident occurred, particularly on severe curves.

Also at the hearing, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairman Jeff Denham (R-Calif.) questioned FRA Acting

Administrator Sarah Feinberg about the FRA's choice to prioritize spending on projects such as the California high-speed rail initiative over PTC implementation.

Under federal law, PTC implementation will be required on 60,000 miles of track by year's end. Most railroads will not meet the deadline. The FRA estimates full PTC implementation will cost \$14 billion.

Denham asked Feinberg if the FRA would commit to divert funding to other priorities in order to more quickly implement PTC in California. She agreed to look into the possibility.

The National Transportation Safety Board (NTSB) is continuing its investigation into the accident's cause. Although its final determination will likely take up to a year, early indications were that speed was a factor. The train's engineer was traveling more than twice the posted speed limit when the train reached a sharp curve and derailed. An NTSB member indicated the next day that had PTC been operating on the segment of track, the derailment likely would not have occurred.

At the hearing, NTSB Chairman Christopher Hart said investigators were studying the engineer's cell phone records to determine whether he was using his cell phone at the time of the accident. The engineer survived, but has said that he does not remember what happened after the crash.

Also testifying yesterday was Dennis Pierce, national president of the Brotherhood of Locomotive Engineers and Trainmen and president of the Teamsters Rail Conference, who called for timely implementation of PTC along with a requirement that all trains be operated by a minimum of two-person crews.

"PTC is no silver bullet," Pierce said. "It's not designed to prevent every accident and any claim that PTC renders the second crew member unnecessary is just not true."

In support of two-person train operations, Pierce urged the committee to take up H.R. 1763, a bill that would require two crew members inside the locomotive cabs of freight trains and light engines used in connection with the movement of freight.

He also asked the Committee to reconsider the Northeast Rail Service Act of 1981 (NERSA), a federal law that eliminated the second crewmember on Northeast Corridor passenger locomotives. *[Progressive Railroading]*

DAMAGE IN PHILADELPHIA AMTRAK DERAILMENT ESTIMATED AT \$9.2 MILLION

WASHINGTON - June 2, 2015 - Amtrak estimates damages from last month's derailment to be more than \$9.2 million. The revelation comes from a National Transportation Safety Board preliminary report on the May 12 incident released this week. The report includes the basic facts of the incident, but does not reach any conclusions about the likely cause of the derailment.

According to the NTSB, at 9:21 p.m. northbound Amtrak Northeast Regional train No. 188 derailed at Milepost 81.62 en route between Philadelphia and New York City. The train had seven cars and one locomotive. It entered the 50 mph-restricted Frankford Junction curve at a speed of 106 mph. As the train entered the curve, the engineer made an emergency brake application. Seconds later, the locomotive and all seven passenger cars derailed.

Of the 250 passengers and eight employees on board, eight passengers were killed and more than 200 others were transported to area hospitals.

Investigators have found no anomalies with the train braking systems, signals, and track geometry.

The NTSB is in possession of the Amtrak engineer's cell phone and has obtained the account records. Forensic experts are examining the phone and phone records. Although the records appear to indicate that calls were made, text messages sent, and data used on the day of the accident, investigators have not yet made a determination if there was any phone activity during the time the train was being operated.

The agency is investigating reports of vandals throwing rocks or other objects at passing trains in the area around the time of the derailment. Damage to locomotive windshields and to at least one passenger car was reported. The locomotive's windshield does exhibit impact damage, but the agency has not determined if the damage was from a thrown object or as a result of the derailment.

The NTSB, assisted by the FBI, has found no evidence of damage that could have been caused by a firearm. *[Trains News Wire]*



NTSB: AMTRAK ENGINEER NOT ON CELL PHONE BEFORE CRASH

WASHINGTON - June 10, 2015 - Investigators looking into the May crash of an Amtrak Northeast Regional train say they were unable to show the engineer sent or received text messages or phone calls prior to the accident.

The National Transportation Safety Board says in a news release early this morning that the engineer of the ill-fated train had his phone turned to "airplane mode" and that phone records do not show "that any calls, texts, or data usage occurred during the time the engineer was operating the train." NTSB says the engineer also did not connect to the trains' wireless Internet service.

Amtrak train No. 188 was traveling northbound at 106 mph as it entered the 50-mph-curve at Frankford Junction, just a few miles east of Philadelphia's 30th Street station about 9:30 p.m. on May 12. The engineer of the train made an emergency brake-application just before the crash, but not in time to prevent the accident. Eight passengers died in the derailment. Investigators say they've combed through 400,000 pieces of metadata on the engineer's phone and worked with his cell phone service provider to check cell towers operating near the time of the crash.

So far, no crash causes have been determined. NTSB says investigators will issue further updates when additional information is available. *[Trains News Wire]*



CSX CFO UPDATES VOLUME EXPECTATIONS AND REAFFIRMS SECOND QUARTER AND FULL-YEAR EARNINGS GUIDANCE

JACKSONVILLE, Fla., - June 3, 2015 - CSX Chief Financial Officer Fredrik Eliasson today reviewed the company's quarter-to-date volume and service performance and reaffirmed second quarter and full-year 2015 earnings expectations at the Deutsche Bank Global Industrials & Basic Material Conference in Chicago.

Eliasson also reviewed the company's decade of strong financial performance, during which CSX expanded margins more than 1,600 basis points and delivered average annual growth in earnings per share of 20 percent. This performance was achieved while managing through a significant decline in the company's coal business, historically its most profitable market.

"While overall volume is tracking slightly below the levels in the second quarter of last year, service is improving steadily and we remain on track to deliver second quarter earnings per share that are flat to slightly up," Eliasson said. "Delivering excellent service continues to underpin CSX's ability to create strong shareholder value by pricing above inflation, driving ever more efficient operations, and growing merchandise and intermodal businesses faster than the economy."

Key service measures continue to improve in the second quarter, as resources come on line in critical areas of the network. On-time originations and arrivals, dwell time and velocity have all improved during the quarter, and more meaningful improvements are expected in the second half of the year.

The company's intermodal traffic, its main growth market, as well as its construction sector are producing volume growth quarter-to-date. At the same time, CSX sees increasing headwinds in its coal markets. Full-year

domestic coal volume is expected to be down at least five percent reflecting low natural gas prices, and export coal volumes are expected to decline to 30 million tons for the year as the stronger U.S. dollar and overseas commodity prices reduce global demand for U.S. coal.

For 2015, CSX continues to expect earnings per share growth in the mid-to-high single digit range and meaningful margin expansion as it progresses toward a mid-60s operating ratio longer-term. *[CSX Corp.]*



DELAWARE-LACKAWANNA SIGNS FIVE-YEAR OPERATING AGREEMENT EXTENSION

SCRANTON, Pa. - May 28, 2015 - The Delaware-Lackawanna Railroad has reached a five-year operating lease agreement extension with the Pennsylvania Northeast Regional Railroad Authority. The agreement covers more than 90 miles of track in Lackawanna, Wayne, Monroe, and Northampton counties in northeast Pennsylvania.

At its May meeting, the Authority's board voted unanimously to extend the agreement, set to expire later this year.

The Delaware-Lackawanna, a subsidiary of GVT Rail (Genesee Valley Transportation - Ed.), serves more than 25 customers and has 30 employees in the Scranton area.

The Alco-powered short line had a record year in 2014, showing a 12.4 percent increase in carloads compared with 2013. It is also working with four potential new customers, which it expects to add in 2015. *[Trains News Wire]* - See Reading & Northern article in this issue.



NORFOLK SOUTHERN NAMES ITS LARGEST FREIGHT TRAIN CLASSIFICATION YARD IN HONOR OF WICK MOORMAN

NORFOLK, Va., June 8, 2015 -- Norfolk Southern Corporation is naming its largest freight train classification yard after Charles W. "Wick" Moorman for his leadership in support of freight railroads and their investors, customers, and employees.

"Moorman Yard" is now the official name of Norfolk Southern's Bellevue, Ohio, yard. Moorman retired June 1, 2015, as chief executive officer and has assumed duties as executive chairman of the corporation's board of directors.

In making the announcement, NS President and CEO Jim Squires said, "Wick's incredible talent has been to bring the entire Thoroughbred team forward in the same direction -- always forward, always with enthusiasm and the right intent, always with the sense that we can do great things. Shareholders, employees, business partners -- all are better for it.

"This is timely and well-deserved recognition for a railroader who thinks big, who thinks long-term, and who does the right things in the right ways," Squires said.



MOORMAN YARD, BELLEVUE, OHIO

Moorman Yard is the largest rail yard on the NS system after the recent completion of \$160 million in improvements that doubled its size. It is one of NS' 11 primary classification yards, where freight cars are collected and sorted for their final destinations.

Moorman Yard is midway between Chicago and New York. Five NS main lines converge there, making it a perfect location for distributing some 3,200 carloads of freight moving daily. On a broader scale, Moorman Yard's centralized position on NS' Northern Region promotes fluid movement of long-distance freight across the entire rail network.

Bellevue has been a railroading community since the late 19th century, when NS' Nickel Plate Road predecessor began operations there. The current Bellevue Yard was opened in 1966 by NS' Norfolk and Western Railway predecessor. Today, 100 to 110 trains pass through daily, while 20 to 30 originate in the area and a like number terminate there. Most of the trains carry automobiles and parts, agricultural products, and consumer products.

Moorman joined NS predecessor Southern Railway in 1970 as a co-op student. He was named chairman, president and CEO in 2006. Moorman is recognized as a champion of public-private partnerships to create rail infrastructure that benefits America long-term, as an advocate of balanced regulation to best serve the interests of railroads and their customers, and as a leader in reducing the railroad's environmental footprint. *[NS Corp.]*

RUNAWAY COAL TRUCK CLOSSES NS PITTSBURGH LINE

SUMMERHILL, Pa. - June 15, 2015 - A runaway coal truck crashed onto the NS Pittsburgh Line Friday, damaged two tracks and stopping main line rail traffic.

At approximately 3 p.m. on June 12, a coal-hauling dump truck lost its



brakes while traveling southeast on Jackson Street in Summerhill. Unable to stop or make the turn at the bottom of the hill, the truck traveled through an intersection and through the parking lot of a former car dealership and onto Norfolk Southern's Pittsburgh Mainline. Main track 3 was the

most heavily damaged, but Main 2 was also knocked out of alignment while Main 1 was covered with spilled coal.

NS westbound train 11A was able to stop in time and traffic was stopped and held on all three tracks until the main lines could be repaired.

Croyle Township police said 47-year Dennis Barnes of Johnstown was driving for Samuel D. Brink Trucking Inc. of Ebensburg, Pa. at the time of the crash.

The driver was able to climb from the vehicle and went to Conemaugh Memorial Medical Center for an evaluation. The tracks reopened for service Saturday. *[Article and photo by Eric Rasmussen - Trains News Wire]*

NS ROLLS OUT REPAINTED UP CENTENNIAL

ALTOONA, Pa. - May 22, 2015 - Norfolk Southern has rolled former Union Pacific DDA40X No. 6944 out of its Altoona paint shop Friday. NS performed the work under agreement with the St. Louis Museum of Transportation, the locomotive's owner.



The locomotive left its Missouri home in July 2014.

The twin-engine, 6,600 horsepower Electro-Motive Division locomotives were used across the UP system between 1969 and 1984. Thirteen of the original 47 locomotives were donated for

public display in various parks and museums.

UP No. 6936 is the last remaining DDA40X in operation today, used in special excursion service hosted by the Class I railroad. *[Trains News Wire]*



READING & NORTHERN RAILROAD CHALLENGES LOCAL NO BID CONTRACT

Port Clinton, PA, - May 29, 2015 - Reading & Northern Railroad reiterated its intention to force the Pennsylvania Northeast Regional Rail Authority to put its rail operations up for bid.

On May 28 the current operator, Delaware Lackawanna Railroad, announced that it just renewed its operating contract for another five years. The current contract, which expires in late August 2015, was renewed by PNRRRA without offering any party an opportunity to bid.

Eighteen months ago RBMN wrote to PNRRRA requesting the opportunity to bid. RBMN noted that PNRRRA had not put this contract out to bid since 1993. RBMN noted it was the largest privately-owned railroad in Pennsylvania and was already serving many customers in Scranton, RBMN guaranteed improved service, more money to the taxpayers, no rate increases to the customers and full support for passenger service along the route. Despite these assurances PNRRRA refused to consider a bid and instead chose to renew the DL contract.

RBMN promptly filed a lawsuit against PNRRRA asserting numerous violations of state law. Over the last year PNRRRA has spent over \$300,000 of taxpayer money to defend its right not to put this contract out for bid.

Earlier this week RBMN notified the PNRRRA board that RBMN would continue to challenge these decisions for as long as it would take. Rather than work with RBMN to put this contract out for bid it is now apparent that PNRRRA intends to spend hundreds of thousands of dollars more in order to preserve its right to be one of the only public owners of a freight railroad in the nation. *[Reading & Northern Railroad]*



FRA RECOMMENDS ACTIONS TO PREVENT PASSENGER TRAINS FROM SPEEDING

WASHINGTON - June 9, 2015 - The Federal Railroad Administration (FRA) today issued a safety advisory recommending actions that passenger railroads take to prevent trains from speeding. The advisory is the latest in a series of steps FRA has taken to keep passenger railroads safe for the traveling public.

"Today the FRA is taking a smart and targeted approach to addressing a major issue involved in recent passenger rail accidents," said U.S. Transportation Secretary Anthony Foxx. "Safety is our top priority at the Department, and today's advisory is but one step we are taking to raise the bar on safety for passenger rail."

The FRA recommends that passenger railroads immediately take the following actions to control passenger train speeds:

- > Identify locations where there is a reduction of more than 20 mph from the approach speed to a curve or bridge and the maximum authorized operating speed for passenger trains at that curve or bridge.
- > Modify Automatic Train Control (ATC) systems (if in use) to ensure compliance with speed limits.
- > If the railroad does not use ATC, ensure that all passenger train movements through the identified locations be made with a second qualified crew member in the cab of the controlling locomotive, or with constant communication between the locomotive engineer and an additional qualified and designated crewmember in the body of the train.
- > Install additional wayside signage alerting engineers and conductors of the maximum authorized passenger train speed throughout the passenger railroad's system, with particular emphasis on additional signage at the identified locations.

"The FRA fully expects passenger railroads to take immediate action and implement these recommendations," said Acting Federal Railroad Administrator Sarah Feinberg. "We will continue to take action in the coming weeks to prevent human error from causing accidents and to keep

passengers safe on the nation's railroads."



SEPTA APPROVES OPERATING, CAPITAL BUDGETS FOR 2016

PHILADELPHIA - June 1, 2015 - The board of the Southeastern Pennsylvania Transportation Authority approved both operating and capital expenditure budgets for fiscal year 2016, the 12-month period that begins July 1. The budgets provide funds for the everyday expenses of running the transit system, and for capital improvements.

The Operating Budget for fiscal year 2016 is \$1.36 billion, an increase of 2.84 percent over fiscal year 2015. The budget maintains current SEPTA service levels, with no increase in fares. It includes resources for the permanent implementation of 24-hour weekend service on the Broad Street Line subway and Market-Frankford Line subway/elevated, which was launched as a pilot program last year.

The \$534.54 million capital budget advances SEPTA's "Rebuilding for the Future" initiative. SEPTA embarked on this plan following the November 2013 passage of Act 89, which provides capital funds for transportation improvements throughout Pennsylvania.

With Act 89 funding in place, SEPTA is embarking on a number of initiatives to catch up on its \$5 billion state of good repair backlog, with projects such as bridge and track replacement, reconstruction of stations and other facilities, and the purchase of new vehicles.

The SEPTA board also approved a number of other investments, including \$29 million for a new station and 895-space parking lot at Lansdale, \$20.2 million for the reconstruction of Levittown Station, and \$8.3 million for the upgrading of Exton Station.

SEPTA's 2015-16 operating budget includes a subsidy of \$658 million from the Commonwealth of Pennsylvania. The budget does not include any plans for fare increases. [Trains News Wire and Railway Age Rail Group News]

SEPTA APPROVES \$154 MILLION ORDER FOR NEW SIEMENS LOCOMOTIVES

PHILADELPHIA - May 29, 2015 - The Southeastern Pennsylvania Transportation Authority plans to spend up to \$154 million for 18 new regional locomotives, the largest order for the authority in more than a decade, the *Philadelphia Inquirer* reports.

The authority is buying 13 "Cities Sprinter" ACS-64 locomotives manufactured by Siemens at the German company's Sacramento, Calif., factory. The order includes an option for five additional locomotives. Some of the funding for these and other capital improvements comes from Pennsylvania's Act 89, which was passed in November 2013, SEPTA officials said. The law is aimed at improving transportation throughout the state. Siemens is scheduled to deliver the ACS-64 model locomotives in 2018.

The new units would replace SEPTA's eight electric locomotives, and will help the agency increase ridership capacity along its regional rail lines.

In the future, the agency also has plans to add up to 45 new bi-level coaches, officials said.

The transit authority is estimated to spend \$535 million in the fiscal year that begins on July 1 to buy new vehicles, replace and repair rail bridges, upgrade train stations, and begin overhauling its Center City subway concourse.

This is the biggest rail purchase by SEPTA since the agency purchased 120 new Silverliner V car for \$274 million in 2006. [Progressive Railroading and Trains News Wire]



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JULY

July 9, 1894 - New 10-story office wing of Broad Street Station occupied; general offices officially transferred from 233 South 4th Street; last offices transferred except for Treasury Dept.; Board Room is on the second office floor with the office of the Pres. and Second VP; offices of First and Third VP and Treasurer are on the first floor; General Passenger Agent and Advertising Dept. are on the fourth floor, and Comptroller on the fifth floor.

July 18, 1899 - Class E1 runs on train No. 269, Atlantic City-Camden, 7 cars, in 51 minutes, at speeds up to 83 MPH.

July 20, 1904 - Berwyn, Pa., freight station destroyed by fire.

July 19, 1909 - Hudson & Manhattan Railroad (Hudson Tubes) opens between Hudson Terminal in lower Manhattan and Exchange Place, Jersey City; station connected directly to platforms of PRR's Jersey City Terminal by six high-capacity elevators.

July 1, 1914 - LIRR opens Hunters Point Avenue Station in Long Island City; transfer point to Steinway rapid transit tunnel (later IRT Flushing Line) to 42nd Street, Manhattan.

July 1, 1919 - Pennsylvania Railroad Women's Club holds organization meeting; Philadelphia Terminal Division and General Office employees to hold monthly meetings for socializing, lectures, entertainment and recreation; a separate club for "colored" women employees is also formed.

July 2, 1924 - PRR announces tests of first diesel tugboat, No. 16, at New York; is first diesel tug in New York harbor; built by Staten Island Shipbuilding Company, with engine installed at PRR's Hoboken Marine Shops.

July 7, 1929 - First run of *Airway Limited* between New York and Columbus as one leg of combined rail-air two-day service to Los Angeles; name is applied to the first section of *The American* between New York and new airport station at Port Columbus, Ohio; prior to departure, Ford Tri-motor "City of New York" is placed on display in Penn Station and christened by Amelia Earhart, Assistant to General Traffic Manager of Transcontinental Air Transport; train christened by Dorothy Stone; fare is \$338.10, or about twice all-rail fare.

July 25, 1934 - PRSL "ATLANTIC" Tower placed in service controlling entrance to Atlantic City station; uses 111-lever electro-pneumatic machine.

July 28, 1939 - The Trail Blazer, deluxe all-coach train, inaugurated between New York and Chicago on 17 hour:25 minute schedule.

July 17, 1944 - PRSL again routes all Saturday, Sunday and holiday Atlantic City trains via Camden through Sep. 16, except for one Saturday commuter run via the bridge route to Broad Street Station.

July 24, 1949 - PRR and Philadelphia Chapter on NRHS operate "Off the Beaten Track" excursion from Philadelphia to Perryville via Oxford, thence up Port Road through Harrisburg to the Rockville Bridge and return via Enola and the Low Grade Line.

July 25, 1954 - PRR begins offering breakfast and evening snack service on its New York & Long Branch commuter trains No. 734-735, served from a small counter in an ordinary coach.

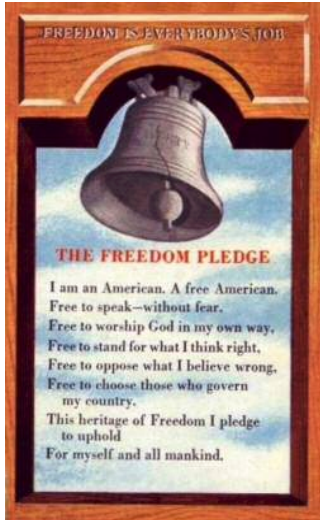
July 14, 1959 - Last run of a PRR steam locomotive in revenue service, B6sb switcher No. 5244 leased to Union Transportation Company at Fort Dix and serviced at Camden, N.J.; locomotive is returned to PRR at Lewistown, N.J., and runs via Delair Bridge to 46th Street engine house in Philadelphia, where its fires are dropped.

July 30, 1964 - ICC sets further hearings on Penn Central merger to start Sep. 16; to be limited to evidence regarding the job protection agreements; denies requests from TWU, CNJ, Boston & Maine and New Haven for

hearings on other issues.

July 25, 1966 - PRR signs contract for operation of four Dept. of Commerce highspeed test cars Nos. T-1 to T-4 between New Brunswick and Trenton.

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



AMERICAN FREEDOM TRAIN POSTCARD
1975

TIMETABLE 07-15

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

Through October, 2015

Exhibit: Building the Reading at the Reading Railroad Heritage Museum, 500 S. Third Street, Hamburg, PA. Contributions of ethnic groups are highlighted as well as the tools and materials used to build the railroad. Info: www.readingrailroad.org

Saturday, July 4, 2015

Fireworks Express on the Wilmington & Western Railroad - 4-4-0 #98 pulls a train to the Hockessin fireworks show. Info: www.wvrr.com

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, Aug. 8, 2015

B&O Historical Society/RCT&HS Joint Mini-Convention at St. John's of Ivyland United Methodist Church, 820 Almshouse Rd., Ivyland, PA 18974. 8:00 am to 4:30 pm, then tour the Cheltenham Hills Model Railroad Club. \$20-25 depending upon membership. Info: <http://www.borhs.org/events/events.html>

Friday, Aug. 21, 2015

Annual Bill Wagner Summer Dinner by the Philadelphia Chapter, NRHS at Café La Fontana, 58 South York Rd., Hatboro - approximate two block walk from the Hatboro station on SEPTA's Warminster Regional Rail Line. Happy hour 5 to 6 PM, with dinner served at 6 PM. Menu includes a mixed greens salad, choice of Chicken Marsala or Flounder Francese and dessert. Price is \$41.00 per person. Alcoholic beverages by individual settlement. Reservation and payment must be received by August 10, 2015 to Summer Dinner, Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, Pa. 19101-7302.

Sunday - Monday, Aug. 30-Sept. 7, 2015

Williams Grove Historical Steam Engine Association Steam Show. Pennsy B4a 0-6-0 #643 operates during the annual steam show. Info: www.wghsea.org

Saturday - Monday, Sept. 5-7, 2015

Railfest 2015 at the Steamtown National Historic Site in Scranton, Pa. Nickel Plate 765 leads excursions to Delaware Water Gap on Saturday & Monday; diesel-powered excursions to Moscow; trolley rides from the Electric City Trolley Museum. Info: www.nps.gov/stea

Friday - Monday, Sept. 11-13, 2015

40th Anniversary Convention of the Anthracite Railroads Historical Society, Inc. at the Hilton Scranton & Conference Center, 100 Adams Ave., Scranton, Pa. 18503. Info: www.anthracerailroads.org

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

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

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



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

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

Sunday, Oct. 4, 2015 - Garden Railways Tour

Saturday, Nov. 7, 2015 - 1940s Swing Dance

Saturday and Sunday, Nov. 7-8, 2015 - Trains & Troops

Saturday, Dec. 5, 12, 2015 - Christmas With The Conductor and Home For The Holidays



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Various Days thru Sept. 19, 2015 - Seafood Express

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

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

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

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

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

Saturday, July 25, 2015 - The Great Train Robbery

Saturday, Sept. 12 thru Sunday, Sept. 20, 2015 - Day Out With Thomas

Sunday, Oct. 11, 2015 - Vintage Base Ball Day

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, 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.

All September trips are awaiting final approval. Please call 570-340-5204 for more information.



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

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, Aug. 9, 2015 - Motorcars

Sunday, Aug. 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, Sept. 27, 2015 - Motorcars

Sunday, Oct. 11, 2015 Fall Leaf Rambles - Motorcars

Saturday, Oct. 17 Fall Leaf Rambles - Coach, Caboose, and Locomotive

Sunday, Oct. 18 Fall Leaf Rambles - Coach, Caboose, and Locomotive

Saturday, Oct. 24 Fall Leaf Rambles - Coach, Caboose, and Locomotive



JUNE, 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, June 15, 2015. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 39 members and 11 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance. Tom Shenk introduced some of tonight's guests. They are: Tom Gears, Raymond Harrington, Joe Devilbiss, and Mike Froio. Guest Charlie Horan is a member of the Philadelphia Chapter of the PRRT&HS. He is also the Archivist for the Lewistown Station. National member guest Ron Perisho visiting from San Francisco, California. Tom Shenk welcomed all the guests to the Chapter Membership Meeting.

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

CHAPLAIN: In the absence of Chaplain David Stambaugh, Tom Shenk announced planters were sent to George Himpel and Wendell Seybolt, who were both recently in the hospital. Donald Steffy reported Evan Russell was hospitalized for a possible heart attack. Ron Irwin reported his mother JoAnn Irwin fell and fractured her foot. 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 May. The report will be kept for future audit.

MEMBERSHIP: First Vice President Ron Irwin reported 132 chapter members and 57 family memberships for a total of 189 renewals. Ron welcomed back former chapter members Marilyn and Doris Geesey.

MINIATURE BUILDING REPLICAS: The chapter contacted Joe Devilbiss to make a wooden cutout of the "Conrail Caboose" and the "Christiana Railroad Station". The wooden cutouts are like the old Hometowne Collection series the chapter did years ago. The company that did the last series of collectibles is out of business. If this project is approved by the Chapter Board, the cutouts could be available for sale at the September Chapter Picnic.

NATIONAL NEWS: Tom Shenk announced that smoke Shaak is attending the Convention meetings in Rutland, Vermont. National Representative Fred Kurtz announced he will be leaving on Tuesday to attend the meeting on Wednesday at the Vermont Convention.

TRIPS: Dennis Allen announced the chapter trip to the "Southern Caribbean" still has a few seats available. The cruise dates are November 2 to November 13, 2015. This is one of the chapter's biggest fundraisers. Some of the ports we will be visiting are: Aruba, Bonaire, Barbados, St. Lucia, Antigua and Grenada. If anyone is interested in this cruise, contact

Dennis or Ron.

CABOOSE: Steve Himpel reported that in 2011 the Chapter donated the other caboose it had to the Red Lion Area Historical Society. The caboose had been stored at Dallastown. They have placed it on the recently-finished railroad tracks beside the Red Lion Train Station museum. The Red Lion Area Historical Society is now working on restoring that caboose. We have some interior parts from our chapter caboose we will not need to finish our restoration. Steve will be in contact with them to see what they need to finish their project. Tom Gears and Ray Harrington from the Wilmington and Western Railroad are rebuilding a B&O I-5 caboose. Our Chapter gave them some of Ken Murry's calendars to sell to raise money for their caboose restoration. The sister caboose (CR 21165 owned by the Conrail Historical Society) to our caboose is at the new Allentown and Auburn Railroad in Kutztown and they are running trips with that caboose.

NEWSLETTER: Editor Ed Mayover reported that this is the 80th Anniversary year of the Lancaster Chapter. Tom reported the number of mailed newsletters is down from 210 to 56.

ANNOUNCEMENTS: Steve Himpel announced he is selling Strasburg Rail Road tickets at his employer, Alcoa. Tonight's guest, Tom Gears from the Wilmington & Western Railroad announced the railroad will be celebrating their 50 year anniversary of the Railroad next year (2016). The railroad was founded in 1960 but did not start to run trains until 1966. They are in the process of tearing down and checking parts to rebuild their steam engine No. 58. This has to be done every 15 years. The railroad's 4-4-0 engine, No. 98 will also be part of their Anniversary festivities. The railroad also has a vintage SW1 locomotive, No. 8408, which is being restored off site and hopefully will be completed for the Anniversary celebrations. Tom Shenk presented the Historic Red Clay Valley Inc., parent of the Wilmington & Western Railroad, with a \$250.00 donation to help with their restoration projects. Tom Gears announced if anyone would like to come visit their shop and see what projects they are working on, just contact them at the railroad. Tom Gears announced he had an article published in the "Railfan" magazine about the Wilmington & Western railroad's No. 98 engine. Glenn Kendig reported he hosted a Railway Station Historical Society group of 38 people, who visited and toured the Christiana Freight Station. There were photos taken and lots of interest and questions about the station.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:10 p.m. for the program. Tonight's program on the "Pennsylvania Railroad Main Line and Conrail's Delair Bridge Project" was given by Photographer Michael Froio.

Respectfully submitted by Donetta M. Eberly, Secretary

THIS MONTH'S BANNER PHOTO

A crowd gathers at Owego, New York in June 1976 as the eastbound American Freedom Train pauses for festivities before departing to Binghamton on the old Erie Main. Photo by J. J. Young, Jr.



THE READING COMPANY REMINDS YOU...

TRACKS ARE FOR TRAINS, NOT CHILDREN

It's obvious that railroad tracks are for trains. Nevertheless children often regard them as places to play, unmindful of the hazards. The Reading is therefore asking the cooperation of every parent to instill in their children this safety rule: Railroads are not playgrounds and children should stay away from them. For their own safety. *From Reading Lines Philadelphia to Wayne Junction public timetable, effective August 3, 1969.*



NRHS RESEARCH DESK MOVES

Manned by Philadelphia Chapter, NRHS members Ray Cooney, Les Dean and Burt Eisenburg, the NRHS Research Desk has been relocated to the offices of the Delaware Valley Association of Railroad Passengers (DVARP), 1601 Walnut Street - Suite 1129, Philadelphia, PA 19102-2933. These volunteers work on Wednesdays (and some Fridays) -

they may be reached by telephone at 215-557-6606. [Philadelphia Chapter, CINDERS and Burt Eisenburg]

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 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

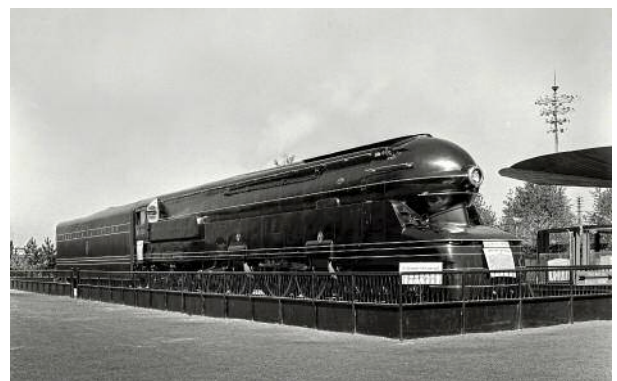
Greeters at main entrance door

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.

76 YEARS AGO THIS MONTH

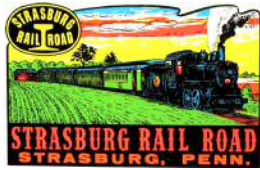


LETTERED FOR AMERICAN RAILROADS, PENNSYLVANIA RAILROAD NO. 6100, CLASS S1, ON DISPLAY AT THE NEW YORK WORLD'S FAIR ON JULY 19, 1939 - SHORPY PHOTO.

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****JULY 19, 2015 - SUNDAY, 3:00 PM - "RIDE THE RAILS" - WANAMAKER, KEMPTON & SOUTHERN RAILROAD**

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.

DIRECTIONS: Take US 222-N toward Allentown. In Moselem Springs, turn left onto PA 662-N and follow for 1.3 miles. Make a slight right onto PA 143-N and follow for 6.4 miles. In Lenhartsville, turn right onto PA 143-N (Willow Street) and continue for 5.4 miles. Turn right on Kunkle Road-Old Philly Pike and cross the Ontelaunee Creek. Turn right onto Creek Road and follow for 0.5 mile. Turn left and continue for 466 feet. Turn left at Community Center Drive and follow for 220 feet. You have reached your destination!!! GPS Coordinates: 40.629100, -75.853217 or 40°37'44.8"N 75°51'11.6"W.

AUGUST 17, 2015 - MONDAY, 6:00 PM - "RIDE THE RAILS" - STRASBURG RAIL ROAD

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

Complete information is shown in this issue of The Lancaster Dispatcher.

SEPTEMBER 20, 2015 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Bring a container or Ziploc bags to take food or chicken home. Picnic is free for Chapter members and \$5.00 for guests. Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's beautiful Conrail caboose.

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

On Exhibition

**First Deluxe
All-Coach Train**
BETWEEN PHILADELPHIA AND CHICAGO

**"The TRAIL
BLAZER"**

SEE IT THURSDAY, JULY 27
TRACK 6 - BROAD ST. STATION
8 A.M. to 8 P.M. (a.s.t.)

FIRST RUN-JULY 28

RESERVE YOUR SEAT NOW
LEAVES NO. PHILA. 7:57 P.M. D.S.T.

PENNSYLVANIA RAILROAD

PRR POSTER FOR THE EXHIBITION OF
THE TRAIL BLAZER ON JULY 27, 1939



PRR ADVERTISING POSTER FOR
THE TRAIL BLAZER - 1941



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MEMBERSHIP MEETING NOTICE

THE "RIDE THE RAILS" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA ON SUNDAY, JULY 19, 2015, RIDING THE 3:00 PM TRAIN.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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

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

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CLASS
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Forwarding and Address Correction Requested

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10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**