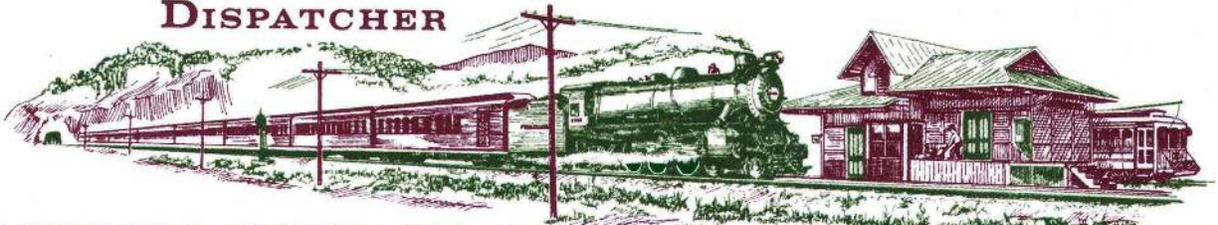


# LANCASTER DISPATCHER

1935 - 2016



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

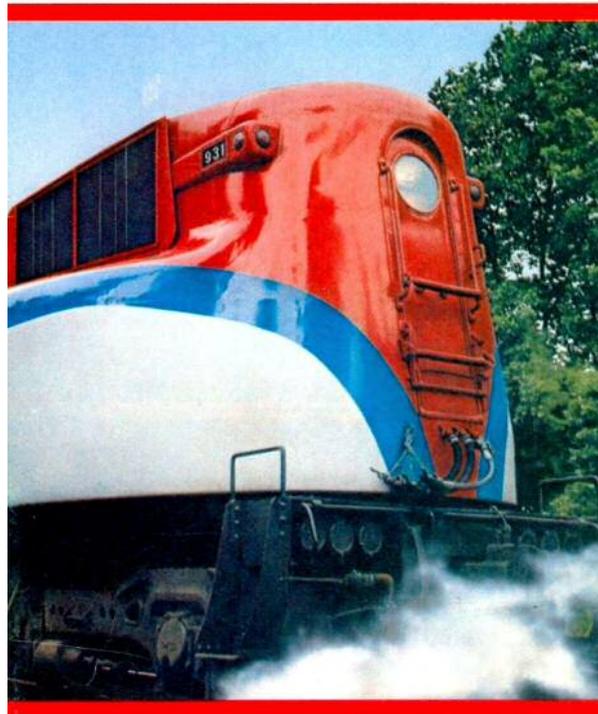
VOLUME 47 NUMBER 5

DISTRICT 2 - CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://WWW.NRHS1.ORG)

MAY 2016

## Amtrak's **POPULAR EASTERN TRAINS**

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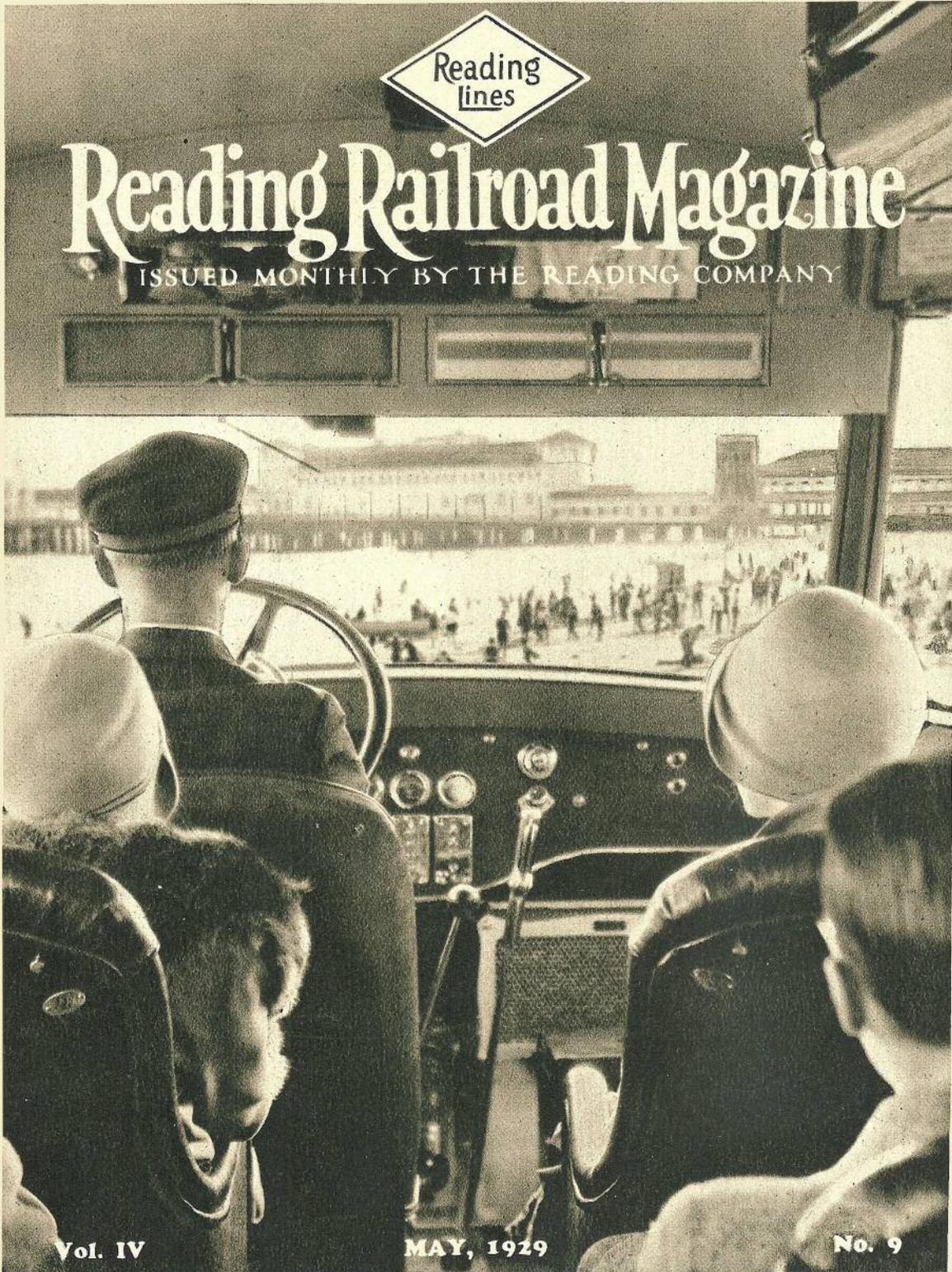


May 1, 1971

Amtrak - 45 Years

May 1, 2016

87 YEARS AGO THIS MONTH



Vol. IV

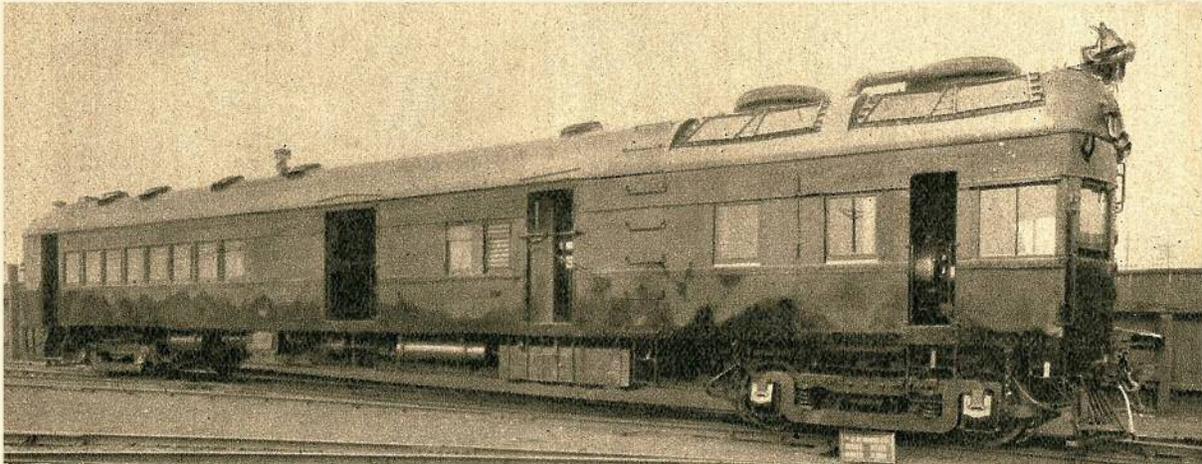
MAY, 1929

No. 9

TO THE SEASHORE ON A READING MOTORCOACH

## READING RAILROAD MAGAZINE

7



Gas-electric car No. 73, now being operated between Winslow Junction and Cape May

## Gas-Electric Car in Operation Between Cape May and Winslow Junction

**G**AS-ELECTRIC Car No. 73 has been placed in operation on the Atlantic City Railroad between Cape May and Winslow Junction. The car, of all-steel construction, was built by the J. G. Brill Company, of Philadelphia, and is 73 feet long over end sills, 9 feet 10 inches wide over body and 13 feet 9 inches high over roof. The car weighs 157,000 pounds.

The floor space consists of an engineroom, railway postoffice compartment, baggage compartment, smoking compartment and passenger compartment. The smoking compartment will seat fifteen persons, while the passenger compartment will take care of twenty-four persons.

The seats are designed for three persons on one side of the car and two persons on the other side. The seats are covered with blue plush. The saloon, located on the platform, is equipped with flush hopper and washstand.

The car is equipped with Vapor Car Heating and Lighting Company hot-water heater and new-style fire-tube radiation. The lighting is from storage batteries, which are recharged by a special hook-up from main generators attached to the gasoline engine. The car is equipped for double-end operation and also for operation from a special trailer car which will operate with motorcar.

The operator's position is on the right side of the car at diagonal corners. Both operator's compartments are equipped with master controller, brake valve, air gauges, meters, electric windshield cleaner and necessary switcher for operating electro-pneumatic sanders, headlight, stopping and starting of the gas engine, etc.

Both ends of the car are equipped with headlight, air-operated warning bell and Westinghouse Airbrake Company pneumatic horns. Airbrake equipment is Westinghouse, designed for double-end operation.

The fuel capacity is 400 gallons, divided into two 200-gallon gasoline tanks.

The car is equipped with two six-cylinder, four-cycle, vertical Hall-Scott gasoline engines, designed for continuous duty and rated 300 horsepower each. The bore of the cylinders is 7½ inches and stroke of piston 9 inches. The cylinders are cast en bloc. There are two cylinder heads, each covering three cylinders, which are removable and carry the valves, which are operated by an overhead camshaft in two sections. The crankshaft has seven main bearings and is mounted in a heavy aluminum crankcase. The pistons are aluminum alloy. The weight of the engine is approximately 5200 pounds.

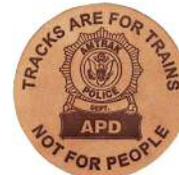
The lubrication of the engine is of the force-feed type operated by an oil pump. All oil is passed through a filtrator and distributed to all bearings at about fifty pounds pressure when the engine is under full load. The cylinders and piston pins are lubricated by splash and vapor.

There are two intake and two exhaust valves per cylinder. Three spark plugs per cylinder are used, making a total of eighteen per engine. Two separate and distinct ignition systems are used, a dual and single Robert Bosch magneto. The dual magneto is connected to two spark plugs under the intake valves and the single magneto connected to the third spark plug under the exhaust valves.



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### TWO M/W WORKERS KILLED IN WRECK OF AMTRAK PALMETTO

UPDATED APRIL 5, 2016: Amtrak Train 89, the New York City-Savannah, Ga., *Palmetto*, partially derailed at Chester, Pa., approximately 15 miles southwest of Philadelphia, on the Northeast Corridor early Sunday, April 3, 2016, after striking a maintenance-of-way backhoe on the tracks. Two Amtrak maintenance-of-way (M/W) employees were killed and 35 on board the train were injured, one seriously.



Amtrak Train 89 had 341 passengers and seven crew members on board at the time. Killed were the equipment operator and a track supervisor. Debris from the crash flew into the first two cars, injuring passengers. The train was traveling at 106 mph, 4 mph below its maximum authorized speed of 110 mph.

Amtrak suspended service along the Northeast Corridor between New York and Philadelphia, and SEPTA (Southeastern Pennsylvania Transportation Authority) also briefly halted service. Operations returned to normal by evening.

The accident occurred near Southeast Pennsylvania Transportation Authority's Highland Avenue station in



Chester, Pa. SEPTA shares tracks with Amtrak in this section of the corridor, which is grade separated and makes track access more difficult.

This was the second Amtrak wreck involving fatalities in the space of about a year. On May 12, 2015, the derailment of New York-bound Amtrak Train 188 at Frankford Curve in Philadelphia left eight people dead and more than 200 injured. Train 188 derailed due to an overspeed condition on a curve at which there was no civil speed restriction enforcement in place at the time.

This incident begs important safety questions: Amtrak completed installation of ACSES (Advanced Civil Speed Enforcement System, its form of Positive Train Control), on the Northeast Corridor late last year. ACSES/PTC is required to include "roadway worker protection" designed to prevent tragedies such as what occurred at Chester, Pa., on the NEC. If roadway worker protection was available and functional, how could this accident have happened? Does this accident indicate that ACSES—indeed, no PTC system—is 100% fool-proof and fail-safe? Was the backhoe on the same track as the train, or was it on an adjacent track but still fouling the running track?

Noted one industry observer: "A fully functioning PTC system would have a GPS receiver and data radio on every piece of railroad m/w equipment to indicate whether or not it has cleared the track so that the dispatcher can grant an authority for the train to proceed through the work zone."

Added another: "Just like any other engineering system, PTC only works when used properly, meaning it is still necessary for a track gang to

formally establish a work zone. It is not known if the workers were actually on track, where track should be out of service, or working under a fouling order. Prior to PTC, a track outage would have been protected by a stop barricade that is clamped to the rail and provides a positive shunt, which means even if a train is mis-routed into the block, the most favorable signal it would receive would be a Restricting. The message here is that, with cab signals and positive shunt barricades, the work zone would have been protected." [Railway Age (edited) and *Trains* News Wire]

### SAFETY INVESTIGATORS RELEASE DETAILS ON 'PALMETTO' CRASH

By David Ibata, April 18, 2016 - *Trains* News Wire

WASHINGTON — National Transportation Safety Board investigators are offering the public its first glimpse at details surrounding an April 3 crash between Amtrak's southbound *Palmetto* and a backhoe that killed two Amtrak maintenance railroaders.

Investigators released a preliminary report Monday that says track workers had "intermittent" permission to foul different tracks along the Northeast Corridor at Chester, Pa., where the crash took place. The crash happened within a 55-hour maintenance window, raising the question why an Amtrak train was operating close to the 110-mph-authorized track speed in a known work zone.

In its preliminary report on the accident released Monday afternoon, the National Transportation Safety Board doesn't address the speed issue, nor does it reach any conclusions. More information will follow when a factual report is issued and a docket is opened "several months out," NTSB spokesman Terry Williams says.

Amtrak No. 89, the New York-to-Savannah *Palmetto*, collided with a backhoe on Track 3 at milepost 15.7 near Chester, Pa. The southbound train had just left Philadelphia and was going 106 mph when its engineer applied emergency braking five seconds before impact.

Backhoe operator Joseph Carter Jr., 61, of Wilmington, Del., and his supervisor Peter John Adamovich, 59, of Lincoln University, Pa., were killed. Of the seven crew members and 337 passengers on the train, 41 people had cuts and bruises and were taken to local hospitals. Amtrak estimated the physical damage to the train and its tracks at about \$2.2 million.

The accident occurred at 7:50 a.m. on a Sunday morning, during a planned 55-hour work window that ran from 10 p.m. April 1 to 5 a.m. April 4, NTSB says.

"The work included ballast cleaning and remediating fouled ballast (mud spots) on main track 2," the NTSB says. "During the maintenance window, main track 2 was removed from service, and intermittent foul time was granted on main tracks 1, 3 and 4 to protect the backhoe as it was used to assist in cutting away the fouled ballast."

A nearby LORAM Railvac ballast excavation machine was occupying Track 2. Its crew was uninjured.

A source previously told *Trains* News Wire there was a shift change shortly before the accident, and while the night foreman gave up his fouls, the day foreman did not ask for any. Also, it's been reported a track foreman communicated by cell phone, rather than radio, to a dispatcher, so the train crew may not have been privy to the conversation. The source also says workers failed to apply shunts to the rails, which would have dropped track signals to red and required an oncoming train to stop.

"NTSB investigators are confirming what roadway worker protections were in place at the time of the accident," the agency says in its preliminary

report.

"It would seem to me they'd give the train, not necessarily a slow order, but a slower speed going by that work area than 110 mph," says transportation consultant Russ Quimby, a former NTSB investigator. "There should have been a bulletin or track order" alerting No. 89's engineer to the presence of track workers, Quimby says. "Something's screwy here."

Calls to the Brotherhood of Maintenance of Way Employees' office were not immediately returned. The track workers' union has criticized the culture of safety at Amtrak.

Amtrak spokesman Mike Tolbert says, "We continue to cooperate fully with the NTSB to support the ongoing investigation of the Train 89 incident."

Parties to the investigation beside Amtrak and the maintenance-of-way union include the Federal Railroad Administration, Brotherhood of Locomotive Engineers and Trainmen, International Association of Sheet Metal, Air, Rail and Transportation Workers, and American Railway and Airway Supervisors Association. Williams says the NTSB is expected to issue a finding of probable cause and recommendations about a year from now.

#### FRA INSTRUCTS AMTRAK TO PERFORM A SAFETY REVIEW WITH RAILROADERS

WASHINGTON - Apr. 8, 2016 - In the wake of a fatal accident on Amtrak's Northeast Corridor involving two maintenance-of-way employees, the Federal Railroad Administration has called on Amtrak to conduct a thorough safety review of work crew rules and regulations, the *Washington Post* reports.

The agency has called on Amtrak to review safety rules with workers and their supervisors in a so-called "safety stand-down" and to focus on the communication between maintenance crews and the dispatchers who control train movements.

"We agree with the FRA directive and are moving to immediately take action," says National Transportation Safety Board investigator Ryan Frigo. "A safety stand down is a reinforcement tool we have used at Amtrak in the past to draw immediate attention to and reinforce under standing of an issue that we believe has the potential to affect the safety of the railroad or our employees."

The *Post* article says that the mandate issued by the agency is the strongest indication to date that investigators think that the two men would have not have died in the wreck if federal regulations had been properly observed.

The mandate issued by the agency is in direct response to an incident involving Amtrak's southbound Palmetto striking a backhoe that was occupying the same mainline track of the Northeast Corridor on April 3. The incident killed two maintenance-of-way workers. [*Trains* News Wire]

#### AMTRAK ADVANCES WASHINGTON UNION STATION 2ND CENTURY PLAN

WASHINGTON - Mar. 28, 2016 - Amtrak is advancing a near-term comprehensive renovation of Washington Union Station's intercity and commuter rail concourse, which will add approximately 20,000 square feet of new passenger space – nearly doubling the concourse's current capacity.



**A RENDERING OF THE RENOVATED CONCOURSE AT WASHINGTON'S UNION STATION - AMTRAK**

Design is underway to upgrade passenger amenities including new restrooms, boarding gates, seating and a ClubAcela lounge. The design will also include new architectural features and natural light elements to enliven the space for travelers. The result will be a vastly

reconfigured, modernized and unified concourse that will improve the passenger experience by providing better accessibility, circulation, way

finding and multimodal connectivity. Amtrak today unveiled two conceptual renderings of the renovation.

While Union Station has served the region well for over a century, it is now operating beyond its capacity, particularly during rush hours and peak travel times. As such, implementing near-term solutions to gain capacity and alleviate congestion is imperative to maintaining safe and efficient station operations.

The Concourse Modernization project will be the first set of improvements to come to life as part of Washington Union Station's 2nd Century plan, a comprehensive improvement initiative comprised of multiple projects – in coordination with the Union Station Redevelopment Corporation (USRC), the Federal Railroad Administration (FRA) and private real estate developer Akridge – which seeks to triple passenger capacity and double train capacity over the next 20 years.

"The advancement of this project is a significant milestone for Union Station's 2nd Century plan," said Stephen Gardner, Amtrak's Executive Vice President of Northeast Corridor Business Development. "It will vastly improve passenger comfort and accessibility with a modern and reconfigured concourse area benefitting Amtrak, VRE and MARC passengers. This work and other planned improvements will transform Union Station's capacity and performance, befitting the vital regional gateway and civic hub the Station has become since its redevelopment in 1988."

In addition to the modernization of the concourse, planned improvements by Washington Metropolitan Area Transit Authority (WMATA) for a new Metrorail staircase and new First Street entrance will bring a consolidated set of passenger improvements to the western portion of the concourse.

Early action construction for Amtrak's Concourse Modernization project will start spring 2016, including the relocation of heating and ventilation units. Phased construction is anticipated to start in 2017 and will seek to minimize impacts to all station users.

Built in 1907, Union Station is a critical transportation center in the Mid-Atlantic region. It is one of the most visited tourist attractions in the nation's capital and serves as a hub for VRE, MARC and Amtrak plus Metrorail and Metrobus. Many tour bus and intercity bus services also use Union Station's bus facilities. With approximately 37 million people passing through the station annually, planning for the station's future remains at the forefront for station partners. Separate from the Concourse Modernization Project, FRA is currently leading an Environmental Impact Statement (EIS) for the Union Station Expansion Project to review long-term redevelopment alternatives. [Edited from Amtrak Media Center]

#### FACADE RESTORATION WORK ON PHILADELPHIA 30TH STREET STATION SET TO BEGIN

**WORK IS PART OF OVER \$90 MILLION INVESTMENT TO UPGRADE AMTRAK'S THIRD BUSIEST STATION**

PHILADELPHIA - Mar. 30, 2016 - Amtrak plans to continue work this spring to restore the facade of Philadelphia 30th Street Station to its former glory. This project is one of several upgrades at the transportation hub completed or now underway to improve the passenger experience, tend to the long-term infrastructure needs of the nearly 100 year-old building and improve pedestrian mobility in and around the facility. These upgrades represent more than \$90 million in total capital investment.



"30th Street Station is an iconic fixture in Philadelphia," said Stephen Gardner, Amtrak vice president of Northeast Corridor infrastructure and investment development. "As stewards of this national historic landmark we are committed to ensuring that the Station maintains its status as a first-class facility for passengers

and becomes further integrated into the vital University City neighborhood.”

In late-March, passengers should expect to see additional scaffolding erected around the southwest corner of the building stretching to the northeast corner. This scaffolding will be the support work for Phase I of the facade restoration project that is scheduled to begin in April and completed in October. Already in place is a temporary sidewalk canopy system to keep pedestrians safe and provide a weather-proof area under which to access the station. Some entrances to the building will be temporarily closed and services relocated throughout the construction period, with appropriate signage indicating alternate points of access.

Additionally, Amtrak is planning to repair and restore the station's portico doors, many of which are original to the 1930s construction of the station. The combined projects are estimated to cost \$60 million upon completion.

There will be no disruption or alteration to train service as a result of the construction. [Amtrak Media Center]



#### AMTRAK TO OPERATE “FAREWELL TO THE AEM7 LOCOMOTIVE” EXCURSION

Amtrak will operate a “Farewell to the AEM7 Locomotive” excursion, round-trip out of Washington, DC, on Saturday, June 18, using AEM7 Nos. 942 and 946.

Excursion trip will include a photo opportunity in Halethorpe, a stop in

Philadelphia, where box lunches will be provided and a tour of the Wilmington shops and equipment display.

Tickets will go on sale May 1 on [www.amtrak.com](http://www.amtrak.com) at a price of \$155.00.

The schedule for the train is listed below. Amtrak expects about 490 passengers on this train.

Passengers will need to sign a waiver if they intend to get off the train in Halethorpe (for pictures) and in Wilmington (to tour the shops). The waiver will be available on [Amtrak.com](http://Amtrak.com) and onboard the train. They are hoping to run the train with 7 coaches and 2 café cars (one of the café's is planned to be a merchandise car). There will be some special equipment in the Wilmington shops for the passengers to see/tour. ADA passengers are welcome to ride the train, but they will not be able to disembark in Halethorpe or in Wilmington as facilities do not support disability access.

#### SCHEDULE: SATURDAY, JUNE 18th

9:10 AM Depart WAS

9:32 AM pass Grove on number 1 track

9:45 AM arrive Halethorpe on “A” track. Can't arrive earlier, will be following MARC train 476 which departs Halethorpe at 9:42 AM

9:45 AM – 9:57 AM discharge those passengers that wish to photograph the train during the photo run-by

9:57 AM start reverse move south of Winans on number 1 track after train 164 passes

10:07 AM begin photo-run by as train operates north on “A” track through the station and stops clear of and just north of the station

10:13 AM begin reverse move back into the station at Halethorpe

10:18 AM train spotted on platform, load passengers

10:33 AM depart Halethorpe prior to MARC train 478 arriving at 10:42 AM

10:40 AM pass Bridge number 2 track

10:46 AM pass BAL, no stop

11:33 AM pass WIL, no stop

11:37 AM pass Landlith number 1 track

11:43 AM pass Bell 1F track to operate under the Jump-Over

11:49 AM pass Holly number 2 track

12:03 PM arrive PHL. This keeps special ahead of train 20 due to arrive PHL

at 12:08 PM and train 82 due to arrive at 12:15 PM

12:08 PM – 12:45 PM load food, board KP crew to pilot train and wye on NYP- PGH subway and return to 30th Street station. Passengers remain on train

12:45 PM depart PHL or slightly earlier if ready, following train 195 due to depart PHL at 12:34 PM and 91 at 12:35 PM

1:05 PM stop south of Landlith to make reverse move into Wilmington shops

1:15 PM clear Landlith on “O” and shop tracks ahead of trains 2212 due Landlith at 1:19 PM and 2251 due Landlith 1:28 PM

Tour Wilmington shops and equipment display

3:50 PM Tours concluded, train ready

4:00 PM depart Landlith after train 161 due Landlith at 3:51 PM and 156 due Landlith at 3:54 PM

5:40 PM arrive at WAS [Information provided by Amtrak]



#### CANADIAN PACIFIC DROPS EFFORTS TO MERGE WITH NORFOLK SOUTHERN

CALGARY - Apr. 11, 2016 - Canadian Pacific announced today that it will end its attempt to merge with Norfolk Southern Corp., and will withdraw a resolution calling for NS shareholders to vote in favor of negotiations between the companies.

CP plans “no further financial offers or overtures to meet with the NS board” at this time, according to a CP press release.

“We have long recognized that consolidation is necessary for the North American rail industry to meet the demands of a growing economy, but with no clear path to a friendly merger at this time, we will turn all of our focus and energy to serving our customers and creating long term value for CP shareholders,” said CP Chief Executive Officer E. Hunter Harrison.

Since late last year, CP executives have been pushing for a merger with NS, arguing that the creation of a North American transcontinental railroad would enhance competition, ease freight congestion and improve service to shippers.

NS rejected all three of CP's financial offers, however. Earlier this month, NS CEO James Squires encouraged employee shareholders to oppose a CP resolution calling for merger discussions between the companies' boards. The resolution was scheduled to be considered at NS' annual meeting next month.

In response to CP's announcement this morning, NS officials said the company is committed to pursuing its five-year strategic plan to streamline operations, cut expenses and maintain “superior” customer service.

“The Norfolk Southern team has made significant progress and is on track to achieve annual productivity savings of more than \$650 million and an operating ratio below 65 percent by 2020,” the statement read. “We are confident the continued execution of our plan will deliver superior value to all of the company's stakeholders by best positioning Norfolk Southern to succeed.”

The NS statement also thanked the company's shareholders.

CP's announcement follows recent statements by U.S. government officials who expressed opposition or concern about the proposed merger. The most recent statement came from the U.S. Department of Justice (USDJ), which late last week filed a reply in opposition to CP's petition for a declaratory order on its proposal for the creation of a voting trust pending the Surface Transportation Board's review of the merger.

“Canadian Pacific's voting trust proposal would compromise Norfolk Southern's independence and effectively combine the two railroads prior to completion of the STB's review,” said Assistant Attorney General Bill Baer of the Justice Department's Antitrust Division in a press release. “That makes no sense. We urge the STB to preserve its ability to review the impact of the proposal on competition and consumers before Canadian

Pacific starts scrambling the eggs." [Progressive Railroading]



### CSX FIRST QUARTER REVENUE, PROFIT FALL AS COAL SHIPMENTS PLUMMET 31 PERCENT

JACKSONVILLE - Apr. 13, 2016 - CSX Corp.'s first-quarter 2016 revenue fell 14 percent to \$2.62 billion compared with Q1 2015 revenue as the Class I faced continuing volume declines, particularly in the coal market, executives announced yesterday.

Q1 earnings fell to \$356 million, or 37 cents per share, compared with \$442 million, or 45 cents per share in the same period a year ago, according to a CSX press release.

"As we managed through the impact of the continued coal decline and other market forces during the first quarter, CSX took aggressive actions to improve efficiency, reduce costs and streamline resources across the network to further reshape the company," said Michael Ward, chairman and chief executive officer.

Total volumes declined 5 percent in the quarter compared with a year ago. Coal shipments were down 31 percent; agricultural products, down 9 percent; metals, down 18 percent; and forest products, down 7 percent.

The 14 percent drop in revenue reflected the volume decline as well as lower fuel recovery and a \$95 million year-over-year decline in other revenue related to payments received in 2015 that did not meet minimum volume commitments. Those trends more than offset pricing gains across nearly all markets from an improving service product and volume increases in automotive, intermodal, minerals and waste and equipment, CSX officials said.

Intermodal volumes rose 4 percent; automotive, 12 percent; minerals, 3 percent; and waste and equipment, 6 percent.

Expenses fell 12 percent during the quarter, as the company cut costs, including laying off employees. CSX's employee count at the end of the quarter stood at 27,911, down from 32,335 a year ago.

The company reported \$133 million in efficiency gains and lower volume-related costs of \$64 million. In addition, lower fuel costs cut expenses by \$78 million.

Including the impact of lower expenses and revenue, operating income fell \$139 million to \$704 million during the quarter. CSX's operating ratio rose 90 basis points year over year to 73.1 percent.

"While CSX delivered strong efficiency gains in the first quarter, we continue to expect full-year earnings per share to decline in 2016 as a result of ongoing coal headwinds combined with other market fundamentals," said Ward. "At the same time, CSX remains focused on meeting and exceeding customer expectations while driving further efficiency savings to maximize shareholder value and achieve a mid-60s operating ratio longer term."

CSX announced in February that it expected first-quarter 2016 earnings to drop "significantly" partly due to declining volumes, especially coal. Company officials said at the time they anticipate coal volume to drop more than 20 percent and most other markets to continue posting year-over-year declines this year.

CSX was the first Class I to report quarterly earnings this year. Even though results were lower than a year ago, earnings were in line with Wall Street expectations, although the company fell short of revenue forecasts, according to The Wall Street Journal. [Progressive Railroading]



### IN 2015 ANNUAL REPORT, NORFOLK SOUTHERN CEO HIGHLIGHTS ACCOMPLISHMENTS AND FURTHER PLANS TO ENHANCE SHAREHOLDER VALUE

NORFOLK, Va., March 31, 2016 – Norfolk Southern Corporation has posted its 2015 Annual Report online, highlighting early accomplishments of a recently announced five-year strategic plan to drive growth, streamline

operations, improve network performance and deliver enhanced shareholder value.

In his first annual report letter to shareholders since becoming CEO in 2015, Chairman, President and Chief Executive Officer James A. Squires writes that the company "has taken decisive and deliberate action to capitalize on significant growth opportunities within our unique network."

Over the past year, Norfolk Southern has implemented several cost control initiatives and network improvements, including:

- Closing the Roanoke, Va., office building and consolidating or relocating approximately 500 positions;
- Restructuring the company's Triple Crown Services subsidiary;
- Reducing capital spending;
- Expanding track rationalization in the coalfields;
- Idling a major lake coal terminal; and
- Consolidating two operating divisions.

Importantly, while implementing these initiatives, Norfolk Southern has maintained its commitment to providing superior customer service. "During this time, we achieved near all-time best service levels," Squires said. In addition, the company expanded its ability to serve markets in the Northeast by acquiring the Delaware & Hudson Railway Company's line between Sunbury, Pa., and Schenectady, N.Y.

Looking ahead, Squires notes in the letter, "This year we expect to achieve productivity savings of \$130 million through disciplined cost control and asset utilization. Annual savings will grow to more than \$650 million by 2020. The projects we accomplished in 2015, together with the initiatives we are undertaking over the next five years, will position Norfolk Southern to achieve our long-term financial goals." [Norfolk Southern Corp.]

### VIRGINIAN COAL LINE SEEING NEW TRAFFIC

By Samuel Phillips, Mar. 8, 2016 - *Trains* News Wire

CHARLESTON, W. Va. — Remnants of the old Virginian are seeing types of traffic they haven't seen in years to the delight of photographers and rail fans.

Chemical trains are now polishing the rails of Norfolk Southern's Deepwater Line several times a week from Deepwater, W.Va., to Elmore Yard in Mullens, W.Va.

The cars are going to the Charleston, W.Va.-area and being delivered to Elmore crews at Alloy Yard just across the river from Deepwater. The unusual routing takes trains through Alloy, Elmore, Gilbert, Wharnccliffe, Williamson, and Portsmouth.

The Deepwater Line hasn't seen anything but coal in more than a half a century, so the new traffic is good news for a line that has seen few trains recently. The line is also getting extra coal traffic that used to operate over the West Virginia Secondary to Columbus, Ohio.

The scenic Deepwater Line features classic Virginian trestles with one of the most impressive being the one spanning the Kanawha River at Deepwater. The line is also littered with several steep grades and plenty of tight curves.

### NORFOLK SOUTHERN BEGINS SCRAPPING DASH 8s

ROANOKE, Va. - Mar. 15, 2016 - Norfolk Southern's fleet of GE Dash B32-8 locomotives are headed for the scrap yard. Three NS B32-8 locomotives have already met the scrapper's torch at Progress Rail's scrap facility in Roanoke. NS Nos. 523, 524, and 544 were among the first to be scrapped, while others in the retired fleet are next up for dismantling. The four-axle locomotives joined Norfolk Southern's roster in November 1989 assigned to the 3500-numbering series. Equipped with 3,200 hp, the locomotives spent much of their early years in intermodal, freight, and coal service. In their latter years, the locomotives were most commonly seen in local and work train service.

A total of 49 locomotives were built in its class, of which NS purchased 45 units. In October 2013, the locomotives were renumbered to the 500 series

to accommodate for the acquisition of leased SD40-2s. Most B32-8's were retired by NS in late 2015.

In 2014, NS donated GE B32-8 No. 3563 to the Lake Shore Railway Historical Society in North East, Pa. [Edited from *Trains* News Wire]



### SEPTA EYES NEW LOCOMOTIVES, STATION RENEWAL IN \$548.6 MILLION CAPITAL BUDGET

PHILADELPHIA - Apr. 6, 2016 - The Southeastern Pennsylvania Transportation Authority has slated \$548.6 million in capital projects for fiscal-year 2017.

The capex plan calls for renewing critical infrastructure, replacing aging portions of SEPTA's fleet and expanding capacity to meet growing ridership, SEPTA officials said in a press release.

Specifically, the FY2017 budget includes \$15.5 million toward acquiring new electric locomotives for SEPTA's Regional Rail lines, as well as \$43.8 million to renew several stations.

In addition, the budget advances the agency's ongoing "Rebuilding for the Future" initiative. SEPTA kicked off that program following the November 2013 passage of Pennsylvania's Act 89, which provides capital funds for transportation improvements throughout the state.

The FY2017 budget reflects a \$14 million increase compared with the prior fiscal year. [Progressive Railroadng]

### SEPTA BEGAN PTC ROLL OUT MID APRIL

PHILADELPHIA - Southeastern Pennsylvania Transportation Authority began Provisional Revenue Service Operations for Positive Train Control following written authorization from the Federal Railroad Administration.

SEPTA began to implement PTC on the Warminster Regional Rail Line beginning with the first scheduled train on Monday, April 18.

"We are the first commuter railroad operation in the country to implement ACSES and an important part of our PTC rollout program will be continuing to work cooperatively with Amtrak regarding the operations of our trains, under ACSES, on [its] PTC equipped lines."

SEPTA says getting to this point has taken an extensive and intensive period of testing to ensure that every aspect of the system meets the guidelines established by the FRA and the transit authority's own reliability requirements for the safety system.

Shuttle buses ran in place of Warminster Line trains on Sunday, April 17 in order for SEPTA to conduct a final round of checks and testing of the PTC system and rail equipment. [Edited from *Railway Track & Structures*]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MAY

**May 1901** - PRR plans to build the so-called New York-Pittsburgh Subway at Mantua Jct. in West Philadelphia, burrowing under the freight leg of the wye to permit passenger trains to run direct between the Philadelphia and New York Divisions without running into Broad Street Station and back.

**May 29, 1906** - New 17-span draw bridge over Susquehanna River at Havre-de-Grace opens; old bridge is offered free to counties for road bridge but declined.

**May 31, 1911** - 700 shopmen strike at Altoona in response to organizers who had gotten small strikes at Pitcairn and Pittsburgh over discharging union organizers and members first in cutbacks.

**May 28, 1916** - Schedule of Paoli locals cut by seven minutes due to electrification.

**May 15, 1921** - PRR employment hits depression bottom of 185,625.

**May 18, 1926** - Cornerstone laid for new PRR office building at 32nd & Market Streets in Philadelphia (later known as the Food Fair Building - Ed.).

**May 15, 1931** - PRR files for 6-track line through Elizabeth, N.J. between "ELMORA" and "LANE" Towers.

**May 22, 1936** - Prototype Class GG1 No. 4800 makes its first run in the new round of Claymont Trials running Washington to New York and return.

**May 1941** - PRSL cancels weekend excursions and low-rate party specials for July and Aug., as cars are needed for troop trains and increased business on regular trains.

**May 8, 1946** - Rebuilt Class BM70 RPO car No. 5239 named *Robert E. Hannegan* is placed in service on the *Broadway Limited*, complete with a special cancellation of the New York & Pittsburgh RPO; only named RPO car on PRR; BM70 rebuilds were equipped with roller bearings and first RPOs to be air conditioned.

**May 18, 1951** - Eastbound *Red Arrow* rear-ends *Philadelphia Night Express* stopped for signal at Bryn Mawr, Pa.; 8 killed and 63 injured; 9th victim later dies; ICC blames on failure to follow automatic signals.

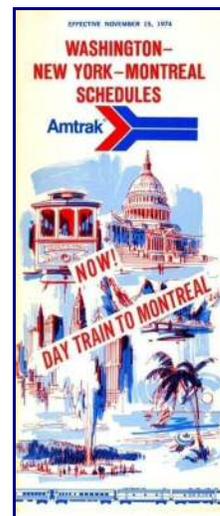
**May 21, 1956** - LIRR Class G5 No. 35 hauled by truck to Nassau County Park in Salisbury to be stationary exhibit.

**May 1961** - PRR begins operating its first dedicated unit train "Gravel Gertie" for gravel over a 40-mile run in Ohio.

**May 30, 1966** - PRR formally dedicates the enlarged TrucTrain yard and two new cranes at Kearny, N.J.; can now handle 11,000 trailers a month.

**May 8, 1967** - U.S. DOT test cars again hit 152 MPH, the fourth time they have reached 150 MPH or better.

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



## TIMETABLE 05-16

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

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### Saturday & Sunday, May 7-8, 2016

*Dover Days Open House* at the First State Model Railroad Club, 1282 McKee Rd., Dover, Del. 19904. 9:00 am to 4:00 pm. Free. Info: [fsmrrc@gmail.com](mailto:fsmrrc@gmail.com), 302-307-6002

### Sunday, May 8, 2016

*Reading & Northern Railroad RDC Excursion* Pottsville-Schuylkill Haven-Tamaqua- Jim Thorpe and return. Info: [www.lgsry.com](http://www.lgsry.com)

### Thursday-Saturday, May 19-21, 2016

*48<sup>th</sup> Annual Meeting of the PRRT&HS* at the Radisson Harrisburg Hotel (formerly Radisson

Penn-Harris), 1150 Camp Hill Bypass, Camp Hill, PA 17022. Info: [www.pennsyr.com](http://www.pennsyr.com)

### Saturday & Sunday, May 21-22, 2016

*Spring Weekend* at the Williams Grove Steam Engine Show Grounds, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wghsea.org>

### Saturday, May 28, 2016

*PICNICRAIL '16* at Maier's Grove in Blandon, PA. 1:00 pm until ? Evening show by Steve Barry and Frank Etzel. Adults: \$16.00, Children 3-12: \$8.00. For tickets, send SASE and check payable to P&R Chapter, c/o Phillip Reppert, 16 Adele Ave., Blandon, PA 19510.

### Friday - Sunday, May 28-30, 2016

*Wilmington & Western Railroad 50<sup>th</sup> Anniversary Celebration*. Dedication of B&O SW-1 No. 8408. Info: [www.wrr.com](http://www.wrr.com).

Saturday, June 11, 2016

Reading & Northern Railroad RDC Excursion Pottsville-Schuylkill Haven-Port Clinton-North Reading and return. Guided tour of the Reading & Northern Railroad's Headquarters. Info: [www.lgsry.com](http://www.lgsry.com)

Sunday, June 12, 2016

Pufferbelly Day on the Wilmington & Western Railroad. Their iconic steam locomotive, No. 98, joins with the visiting Lehigh Valley Coal Company No. 126 to pull trains through the Red Clay Valley. Info: [www.wvrr.com](http://www.wvrr.com)

Sunday, June 12, 2016

Philadelphia Chapter PRRT&HS 40<sup>th</sup> Anniversary Banquet at Georgine's Restaurant, 1320 Newport Road, Bristol, PA 19007. 1:00 to 5:00 PM. Buffet, cash bar, music & dancing. \$35.00 per person. Info: [www.philaprrths.com](http://www.philaprrths.com)

Saturday, June 18, 2016

Amtrak "Farewell to the AEM7 Locomotive" Excursion round-trip from Washington to Philadelphia. Photo stop in Halethorpe, Md. and tour of Wilmington Shops. Fare: \$155.00 per person. Info: [www.amtrak.com](http://www.amtrak.com)

Sunday, June 19, 2016

Friends of Philadelphia Trolleys Father's Day Charter. Departs SEPTA Elmwood Depot, 7311 Elmwood Ave. Philadelphia PA at 11:00 am. \$45.00 per seat - mail a check or money order made out to FPT, Inc. to Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543. Info: call or e-mail Bill Monaghan: 856-297-2355 or [FPT2799@Comcast.net](mailto:FPT2799@Comcast.net)

Sunday, June 26 - Saturday, July 2, 2016

Rail Camp East in Newark, Del. Info: [www.nrhs.com](http://www.nrhs.com).

Saturday & Sunday, July 2-3, 9-10, 2016

Steam Returns to Kutztown on the Allentown & Auburn Railroad. Ride behind Lehigh Valley Coal Company 0-6-0 No. 126.

Sunday - Sunday, July 3-10, 2016

NMRA National Convention & Train Show at the Westin, Downtown Indianapolis, Ind. Info: [www.nmra2016.org](http://www.nmra2016.org).

Saturday & Sunday, July 16-17, 2016

10th Annual Toy & Model Train Flea Market hosted by the Williams Grove Historical Steam Engine Assn., Williams Grove, Pa. Info: [www.wghsea.org](http://www.wghsea.org).

Tuesday - Sunday, July 19-24, 2016

NRHS 2016 National Convention "Rails to the Rockies" at the Holiday Inn Denver East - Stapleton, Denver, CO. Info: [www.nrhs.com](http://www.nrhs.com).



**ROUTE 741 EAST, STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

**717-687-8628**

**Through Saturday, Dec. 31, 2016** - Safety First! The Evolution of Railroading Safety Practices gallery exhibit

**Saturday, May 14, 2016** - National Train Day

**Sunday, July 3, 2016 - Sunday, July 10, 2016** - Reading Railroad Days

**Monday-Friday, July 11-15, 2016** - Barons & Builders Day Camp ages 9 +10

**Saturday & Sunday, July 23-24, 2016** - Conrail Days

**Monday-Friday, July 25-29, 2016** - Barons & Builders Day Camp ages 11+12



**STRASBURG RAIL ROAD**

**SPECIAL EVENTS**

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

**1-866-725-9666**

**Saturday, Through June 11, 2016** - Wine & Cheese Train

**Saturday, May 14, 2016** - Vintage Baseball Day

**Saturday - Sunday, June 18-26, 2016** - Day Out With Thomas

**Saturday, July 16, 2016** - The Rolling Antique Auto Event

**Saturday, July 23, 2016** - The Great Train Robbery



**APRIL, 2016**

CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, April 18, 2016. The meeting was called to order at 7:40 p.m. by President Tom Shenk with 40 members and 2 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the March Membership Meeting Minutes. Steve Himpl approved the motion and Helen Shaak seconded the motion. The March membership minutes were approved as printed in the Lancaster Dispatcher.

**CHAPLAIN:** David Stambaugh reported Chapter member Dennis Allen, who was recently admitted to the hospital with some health problems, was in attendance at tonight's membership meeting. Lorrie Steffy reported after last month's Sunday Chapter Meeting, Evan Russell was admitted to the hospital with leg pain due to a blood clot. Evan is recovering at home.

**MEMBERSHIP:** Tom Shenk announced the Chapter has two new members: Malcolm Young and Dee Gaugemi. Malcolm is a 50-year member from the Long Island Sunrise Trail Chapter in New York. Tom announced there were donations to the Chapter in Dale Kerschner's name from Dennis and Gloria Kerschner, John and Carol Piersol, Keith & Susan Ginerich, and Ronald and Charlene Kerschner. Fred Kurtz announced guests at tonight's meeting were Richard Werst and Larry Eastwood, who will be presenting tonight's Chapter program. Fred reported there are 109 primary chapter memberships and 50 family memberships. Fred is planning on attending the Cumberland Conference for the Advisory Counsel Committee. He will have to wait and see if he can attend the Conference pending a medical issue. Smoke and Helen Shaak attended the Lehigh Valley's 75th Anniversary. Smoke reported weather wise it was a perfect day. They rode the train with three cabooses and a flat car. There was a shop tour and a very nice catered meal at the banquet. National President Joe Maloney also attended the banquet.

**RAILROAD OPEN HOUSE:** Glenn Kendig announced on Saturday, September 24, will be "Railroad Day" held at the Christiana Freight Station. There will be model train displays and miniature train rides. Also planned for the day are a walking tour of Christiana. The three Railroad Stations in Christiana, (the Freight Station, the Passenger Station, and the Underground Railroad Station) also will be open. Glenn announced there will be a dedication for the Chapter's Conrail caboose at 1:00 p.m. Glenn announced the activities for the day might begin around 10:00 a.m. If you would like to volunteer to help at this event, contact Glenn. Glenn announced "Clean Up Day" at the Christiana Freight Station will be held on Saturday, May 21, 2016. The Christiana Fire Hall is having their annual breakfast on that same day. Chapter members can meet for breakfast at 7:30 a.m. at the fire hall and then go to the Freight Station by 9:00 a.m. for the clean-up. Volunteers are needed for the clean-up.

**TREASURER'S REPORT:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of March. Richard reported the Chapter's tax forms are all completed and ready to file.

**NEWSLETTER:** Tom Shenk announced if you were receiving a paper copy of the newsletter, as of March you no longer will unless you send the extra charge of \$12.00. Anyone interested in receiving the paper version at this cost can contact Tom or Fred.

**TRIPS:** Tom announced a "Fall Foliage" day trip set for Saturday, October 15, 2016. Activities for the day are ride the Allentown and Auburn Railroad in Kutztown, ride the Colebrookdale Railroad, tour the Boyertown Historical

Vehicles Museum, and a catered lunch is included. The Chapter Member price is \$95.00. The flyer for this trip will be in the June newsletter.

**KITCHEN SIGN UP:** The Kitchen needs volunteers for the months of June and October. Toady Kennel has volunteered for the month of May.

**ANNOUNCEMENTS:** Tom Shenk announced two ideas for the July chapter "Away" meeting. The Chapter could ride the Wilmington and Western Railroad or the West Chester Railroad. Tom Shenk will have to talk to Tom Gears. Tom also announced the Chapter always has Strasburg Rail Road tickets to sell. If anyone is interested in purchasing tickets, the Chapter sells them for \$7.00. The tickets are good anytime except the Easter, Thomas, and the Christmas train. At the chapter's August "Away" meeting at the Strasburg Rail Road, tickets will be \$5.00 to ride the train. There will be a limit on how many extra tickets you can purchase at the August meeting for \$5.00. Steve Himpl reported he sold 10 Strasburg Rail Road tickets at tonight's meeting. Steve also announced items donated to the Chapter by Tom McMaster - 14 videos, Richard Rutledge - 2 videos, Nelson & Ginny Strubel - 6 boxes of railroad magazines, Terry Colegan - Stop Light, and Ed Mayover - a five foot by three foot Conrail flag. Steve is continuing work on the caboose. He is installing some accessories (radio, smoke stack) to the caboose. Steve reported he saw the caboose we donated to Red Lion is being restored. Steve reported that in Columbia two catenary poles north of the Route 30 bridge fell over. Nelson Stubel asked about the diesel and electric engines coming from Harrisburg. Steve Himpl said not all the diesel engines have the proper signaling equipment and speed controls installed in them yet. Walter Koob announced at "Steam into History" in New Freedom, just for the month of April, tickets for train rides will be only \$15.00. Richard Rutledge announced that Ed Mayover sends out some interesting articles. One item was of a 2016 trip on June 4 to ride the Norfolk Western "J" 611. The train leaves Manassas, Virginia and travels to Front Royal. There are still tickets available if anyone would be interested in riding this train.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 8:15 p.m. for the program given by Larry Eastwood entitled "West Trenton Locals and Beyond."

RESPECTFULLY SUBMITTED BY DONETTA M. EBERLY, SECRETARY



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



**PENNSYLVANIA T1 TRUST CASTS NEW  
DRIVING WHEEL**

HARRISBURG, Pa. - Mar. 9, 2016 - The Pennsylvania Railroad T1 Steam Locomotive Trust is passing a new milestone. The non-profit organization cast its first boxpok driver the country has seen in more than 70 years. According to an article published by the organization, the driver is unlike a typical driving wheel in that it is entirely hollow. The design has a high strength-to-weight ratio and allows the fine-tuning necessary for high-speed operations for the PRR T1 4-4-4-4 No. 5550, according to the article.



**A CAST BOXPOK DRIVER FOR A YET-TO-BE-BUILT PENNSYLVANIA T1 REPLICA No. 5550. THE PENNSYLVANIA RAILROAD T1 STEAM LOCOMOTIVE TRUST SAYS THIS IS THE FIRST BOXPOK DRIVING WHEEL CAST IN DECADES - PENNSYLVANIA RAILROAD T1 STEAM LOCOMOTIVE TRUST**

The organization says the first step in the driver-casting process was to obtain the original drawings from the Pennsylvania State Archives in Harrisburg, Pa. Members of the non-profit group spent hours pulling old drawings and scanning them in to digital format,

the article says before selecting a foundry to execute the complex task. The recent boxpok driver is one of the first components to be built by the organization as efforts continue moving forward as part of the organization's ongoing Kickstarter campaign. [Trains News Wire]

**THIS MONTH'S BANNER PHOTO**

Original artist's rendition of Amtrak's Acela trainset - 1999.

**OPERATION LIFESAVER REMINDS YOU...**

Preliminary Rail Crossing and Trespass Statistics, 2015 vs. 2014

Source: FRA Office of Safety Analysis

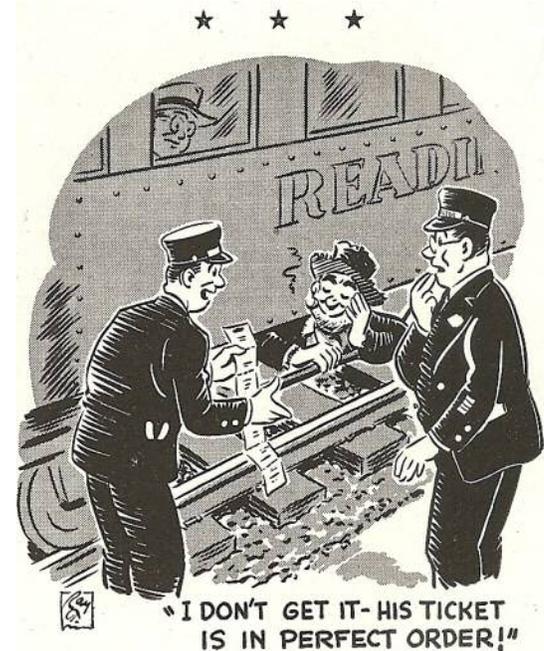
Crossing Statistics, U.S. Totals

	Collisions	Deaths	Injuries
2014	2,291	264	861
2015	2,059	244	967
% Change	-10.1%	-7.6%	12.3%

Trespass Statistics, U.S. Totals

	All Casualties	Deaths	Injuries
2014	891	475	416
2015	909	512	398
% Change	2.0%	7.6%	-4.3%

**WHO MADE UP WHAT - BNSF**



FROM THE READING RAILROAD MAGAZINE - NOVEMBER 1947

**“INSIDE THE BACK PAGE”**  
**UPCOMING LANCASTER CHAPTER ACTIVITIES**

**MAY 16, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Our Chapter Friend, Frank Tatnall, will present a program concentrating on Central Railroad of New Jersey operations in Pennsylvania, which ended April 1, 1972 when the operation was turned over to the Lehigh Valley. But, also some scenes in New Jersey starting at Jersey City Terminal and working west, where most of the passenger operations were. Also, a few scenes of steam specials on the Jersey Central in Pennsylvania.

**MAY 21, 2016 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - STATION CLEAN-UP**

Meet at the Christiana Fire Hall at 7:30 AM and purchase a delicious breakfast to start the day. Also, the Christiana Lions Club is having subs for sale (call Cindy Kendig with your sub order at 610-593-6313.) We need lots of help - please join us if you are able.

**JUNE 20, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Tom Gears, from the Wilmington & Western Railroad, will present a program on the history of their 4-4-0 steam locomotive, No. 98. Engine 98 was built by the American Locomotive Company of Schenectady, New York, in January 1909.

**JULY 18, 2016 - MONDAY, 7:30 PM - MEETING LOCATION TO BE DETERMINED**

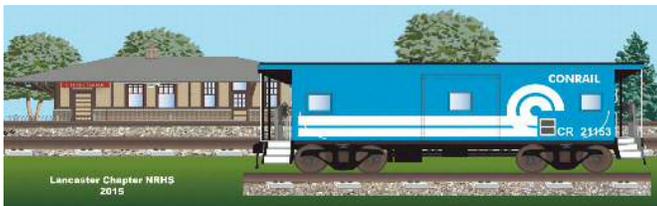
**AUGUST 15, 2016 - MONDAY, 6:00 PM - “RIDE THE RAILS” AT THE STRASBURG RAIL ROAD**

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

**CHAPLAIN CONTACT INFORMATION**

DAVID STAMBAUGH EMAIL: [CHAPLAIN@NRHS1.ORG](mailto:CHAPLAIN@NRHS1.ORG) PHONE: 717-292-1726 OR CELL 717-683-3053

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



Due to the revised schedule of regular chapter meetings, the EARLY BIRD price date for Conrail N7E caboose #21153 and the Christiana passenger station replica has been extended. The EARLY BIRD price will be \$16.00 until July 31, 2016. On August 1st the price will increase to \$17.00.

If you have bought past chapter replicas with a specific # we would like to reserve that # for you. We have a list of names with past numbers if you need help. However, we have a limited number of replicas available and cannot guarantee a previously assigned number will still be available.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NO: \_\_\_\_\_

My number is: \_\_\_\_\_

\_\_\_\_\_ I forget my number, please look it up.

\_\_\_\_\_ I do not need a specific number, any available number will do.

Please send this form and a check payable to the Lancaster Chapter NRHS to: Stephen L. Himpsl, 390 Dale Avenue, Mountville, PA 17554.

Replicas can also be picked up at any regularly scheduled chapter meeting at the Christiana Freight Station.

**LANCASTER CHAPTER BOARD of DIRECTORS**

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**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, MAY 16, 2016, 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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**PLEASE DELIVER PROMPTLY  
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*Forwarding and Address Correction Requested*

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