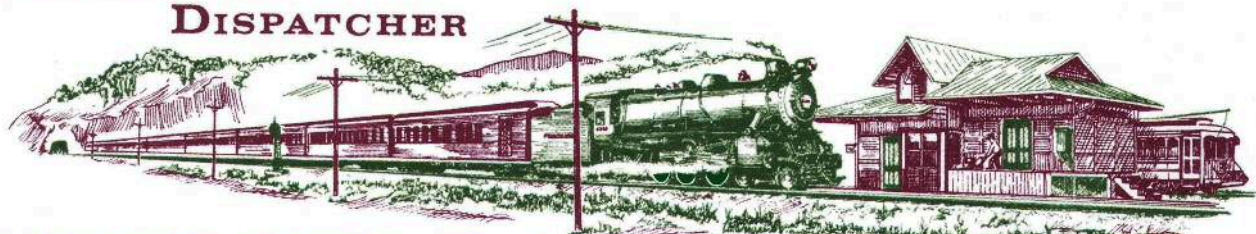


LANCASTER DISPATCHER

1935 - 2015



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

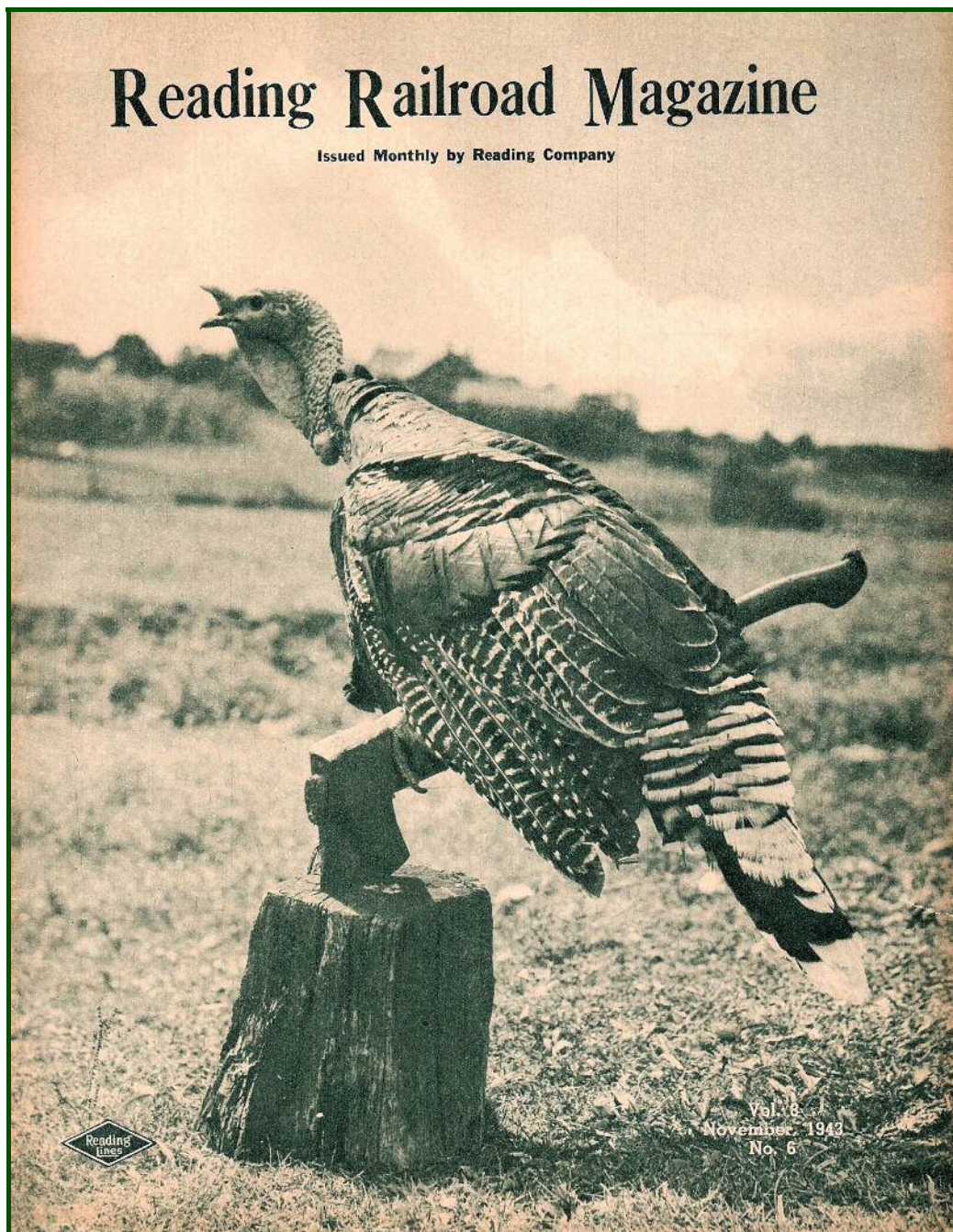
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HAPPY THANKSGIVING FROM THE LANCASTER CHAPTER, INC., N.R.H.S.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK'S THIRD AUTUMN EXPRESS RUNS VIA HOOSAC TUNNEL

Due to popular demand, the Autumn Express excursion returned to the rails on Saturday and Sunday, October 24 and 25 - but didn't depart from Philadelphia! The train originated at the Albany-Rensselaer Station, making an additional passenger stop in Schenectady. It then operated east via Canadian Pacific to Mechanicville and via Pan Am Railways to North Adams and through the Hoosac Tunnel to East Deerfield, Mass. There the train was turned for the return trip to Albany via the same route - traveling through small towns, historic tunnels, past key landmarks and rare mileage along a route that hasn't seen regular passenger service in decades. The fare of \$129 per adult included a boxed lunch and a souvenir tote bag.

The Autumn Express excursion train permitted riders to see a part of New England you can't see by car. This year's Autumn Express traveled through the scenic valleys of eastern New York, southwestern Vermont and the beautiful Berkshire Hills of western Massachusetts. In addition to the colors of fall, the highlight of this season's excursion was traveling through the historic, five-mile-long Hoosac Tunnel, completed in 1877 and considered one of the nation's civil engineering landmarks. The Autumn Express was the first publicly-offered passenger train through the Hoosac Tunnel in 30 years. [Edited from Amtrak and Trains News Wire]

AMTRAK TRAIN DERAILS IN VERMONT

MONTPELIER, Vt. Oct. 5, 2015 - Amtrak's southbound *Vermont*, train No. 55, derailed multiple cars near Northfield, about 10 miles south of Montpelier, after apparently striking fallen rocks. Seven people were injured, including three crew members and four passengers.



AN AERIAL VIEW OF THE VERMONT DERAILMENT SCENE
KEVIN BURKHOLDER

Local fire officials say at least two passenger cars went over an embankment, WPTZ-TV reported. The train derailed about 10:30 a.m. near the intersection of Route 12A and Bull Run Road south of Northfield, along the Dog River.

The southbound *Vermont* is

scheduled at Montpelier Junction at 10:05 a.m. on weekdays.

The engineer, Doug Manson, was among those taken to a hospital, although it was not clear which one.

The passengers included about 50 participants in a tour organized by Chicago-based Vacations by Rail. Within three hours of the derailment, a chartered coach had appeared at the armory and whisked them on their way, according to their original itinerary.

First responders are on the scene," Amtrak spokesman Craig Schulz tells *Trains News Wire*. "There are no immediate reports of any life-threatening injuries." Schulz adds that Amtrak management is en route to the scene as well.

The National Transportation Safety Board is investigating, the agency says on its Twitter account. Officials estimate it will take several days to clean up the derailment, according to the Vermont Agency of Transportation.

A northbound New England Central freight train had traveled the line in the wee hours of the morning without incident, Vermont Agency of Transportation rail program director Dan Delabruere told VTDigger. He agreed with Gov. Peter Shumlin that there was no indication of any negligence contributing to the derailment. "It was just a freak thing," he said, referring to the slippage of ledge rock that had left the single-track line blocked.

The line through Northfield is owned by the New England Central Railroad, a unit of Connecticut-based Genesee & Wyoming.

All the passengers and crew members taken to hospitals in the wake of the Oct. 5th derailment of Amtrak's southbound *Vermont* in Northfield have since been released. The information comes from an Oct. 6th press conference held by Vermont Gov. Peter Shumlin in Montpelier.

The governor reported that the greatest concerns had surrounded the assistant conductor, who was riding in Amtrak P42 No. 102 as it rounded a bend 2 miles south of Northfield village and smashed into several large chunks of ledge rock that had slipped off an adjacent hillside onto the tracks. The assistant conductor, whom Shumlin did not identify, "incurred some concussion bruises and bumps," in the governor's words.

Sharing the podium with Shumlin was Amtrak president and CEO Joseph Boardman, who had come north as far as White River Jct. in his business car, before traveling by highway the rest of the way to Montpelier.

As he and other Amtrak officials arrived in Montpelier for the press conference, Vermont Route 12A in the area of the derailment had already been sealed off to facilitate investigation of the derailment by the National Transportation Safety Board. Boardman noted that even he had not been allowed access to the site.

Shumlin assured the media representatives on hand that cleanup of the site was under way, and that "we're going to get the Amtrak *Vermont* up and running as soon as possible." Boardman added that the line's reopening for passenger traffic would take "days, maybe a week."

Amtrak would in the meantime operate a truncated *Vermont*, Shumlin said, between its southern terminus in Washington, D.C., and Springfield, Mass., north of which a motor coach would serve travelers, with stops at all Amtrak stations. St. Albans, Vt., is the *Vermont* route's northern terminus.

Fielding a series of safety-related questions, Boardman noted that his company would await any NTSB recommendations for safety improvements and act accordingly. Asked if he had any concerns about the safety record on the route, which is owned by the New England Central Railroad (NECR), a Genesee and Wyoming subsidiary, he was quick to answer in the negative. He termed Genesee and Wyoming "one of the best railroads we work with."

Asked if the derailment came as a surprise to him, he said, "No, I feel very blessed and thankful," given that the damage and human toll could have been much worse.

The accident left the locomotive and the train's first coach sprawled in a small ravine on the east side of the tracks. The train's second, third and fourth coaches also left the rails but were not as heavily damaged. The trailing car, a food service car, remained on the tracks. All reports continue to indicate that the derailment resulted from the rockslide alone, with no human error - such as exceeding the track segment's speed limit - involved.

NTSB will be investigating such things as the train's speed, the application of the train's emergency brakes, the engineer's condition, and video records, Boardman said. Reaching conclusions will take "months," NTSB spokesman Eric Weiss said in a telephone interview.

As of late afternoon Oct. 6th, a contractor had removed 406 gallons of fuel from the locomotive's tank, and as much as 900 gallons remained unaccounted for, but not necessarily spilled, Ted Unkles of the Vermont Department of Environmental Conservation's spill response team explained in a phone interview. Some spillage did occur, he said, but a determination of the precise amount will have to wait for the locomotive to be returned to an upright position, so that its tank can be accessed more effectively.

[Edited from Trains News Wire]

PENNSYLVANIA ASKS AMTRAK FOR ANOTHER TRAIN

HARRISBURG, Pa. – The Pennsylvania Department of Transportation has asked Amtrak to consider adding a second train on the "Pennsylvanian" route between Harrisburg and Pittsburgh, the *Pittsburgh Tribune-Review* reported. Jennie Granger, project manager for PennDOT's state rail plan, told the "Trib" that Amtrak is studying what would be necessary to make an additional round-trip each day. The train operates over Norfolk Southern's ex-Pennsylvania Railroad route.

Amtrak data show about 149,000 people boarded and departed trains in Pittsburgh in 2014. Spokesman Craig Schulz said even if there's a new train and Norfolk Southern can work it into the schedule, PennDOT must decide whether to add service, because it must subsidize costs that exceed revenues.

Western Pennsylvanians for Passenger Rail lobbied for the route's continuation in 2012, when the Commonwealth had to kick in more money for the service. Board member Mark Spada said he is encouraged that efforts to add service are making progress.

His group co-sponsored a study with the *Pittsburgh Downtown Partnership* in May 2014, which found three daily round-trips would nearly double passengers on the Pennsylvanian's entire Pittsburgh – New York line from about 218,000 people to about 414,000, the newspaper says. [Trains News Wire]



RAILROAD FINDING HIDDEN FREIGHT CAR TRACKERS

METUCHEN, N.J. — Railroads are uncovering hidden freight car tracking devices near rights-of-way around the country.



WHAT'S IN A PICTURE? IN THIS ONE A BROWN-PAINTED AUTOMATIC EQUIPMENT IDENTIFICATION, OR AEI, READER BARELY POKES OUT OF A SLOPE ALONG A CONRAIL RIGHT-OF-WAY IN NEW JERSEY. RAILROADS ARE ALARMED THAT THE AEI READERS MIGHT BE SPREAD THROUGHOUT THE COUNTRY, GATHERING AND SHARING INFORMATION ON FREIGHT MOVES WITHOUT THEIR KNOWLEDGE.

The discoveries began earlier this month when a Metuchen, N.J., resident found two people installing boxes near a Conrail Shared Assets Operation right-of-way. Unsatisfied with those persons' answers and the local police response, the person called Norfolk Southern railroad police who

investigated and found an automatic equipment identification or AEI reader, used to track freight cars by monitoring their built-in radio beacons.

On Sept. 15, the Association of American Railroads' Railway Alert Network issued a security warning to members to keep an eye out for the

unauthorized devices. *Trains NewsWire* obtained a copy of the security alert earlier this week.

According to the eight-page report, railroad police investigated further and found that a company called ClipperData had installed the reader. ClipperData was formed about two years ago and sells comprehensive data regarding the energy industry, including the movement of crude oil and other commodities. According to the report, Norfolk Southern police say they have a copy of a "lease agreement" between a homeowner near the right-of-way and ClipperData which gave the homeowner \$500 to use a nearby electrical outlet to power the equipment reader.



A CLOSE-UP PHOTO OF AN AUTOMATIC EQUIPMENT IDENTIFICATION READER FOUND IN NEW JERSEY

In an interview with *Trains News Wire* on Wednesday, ClipperData CEO Sterling Lapinski confirmed that his company installed the first AEI reader discovered in New Jersey. He says his company's work is legal and that ClipperData is currently looking at trying to sell data to and about the railroad industry, which is why it installed the AEI reader. Lapinski says his company sells data and information to government agencies, trading groups, and energy companies.

"We do have devices installed but the network isn't operational yet," Lapinski tells *Trains News Wire*. "We're not currently selling data, we're just trying to see if it's feasible."

Railroads around the world use similar equipment reader technology that uses radio waves to automatically identify freight cars at speed. Railroads typically gather the information to update their own records before sharing it with other shippers, such as trucking companies, railroads, or steamship lines, and customers.

Sources close to Class I railroad corporate offices say executives are upset and are ready to take a "scorched earth" approach to dealing with ClipperData and other companies that may have installed readers throughout the country. A second security alert dated Sept. 22, says railroaders have uncovered at least one other equipment reader in New Jersey and one in Sheridan, Wyo. The one in Wyoming reportedly interfered with BNSF Railway track equipment.

The Railway Alert Network report raised concerns that the people who installed the equipment readers trespassed on railroad property to do so. It also raises concerns about selling data on the movement of specific types of rail cars, arguing that the information could be used to "disrupt rail operations through intentional, and potentially destructive, acts." The security alert asks railroads that find similar AEI readers to inform the alert network immediately so that it can consolidate all of the reports.

In a statement to *Trains News Wire*, AAR spokesperson Ed Greenberg says the organization is keeping a close eye on the developing situation.

"The AAR was aware of this situation and pleased that local law enforcement and railroad police took steps to address the situation as quickly as possible," Greenberg says.

Norfolk Southern declined to comment on this topic. *Trains* is waiting for a response from BNSF. [Justin Franz - Trains News Wire. Two images: Association of American Railroads Railway Alert Network bulletin]



CSX DEBUTS CHESSIE SYSTEM DECAL ON LOCOMOTIVE REPAINT

WAYCROSS, Ga. - Oct. 7, 2015 - CSX Transportation has unveiled the latest predecessor railroad emblem in a series of at least 10 railroads to be featured. GE AC44CW No. 366 emerged from the railroad's Waycross, Ga., facility late last week featuring a blue-and-yellow Chessie System decal on the nose.



CSX No. 366 TRAILS ON A FREIGHT NEAR FOUR OAKS, N.C., ON OCT. 4, 2015 - PHOTO BY LOGAN ALLEN

The locomotive was seen trailing on northbound freight Q410-02 near Selkirk, N.Y., on Oct. 6.

CSX No. 366 is the fourth locomotive to be photographed with a predecessor emblem. To date, CSX has recognized Seaboard Coast Line, Louisville & Nashville, Chesapeake &

Ohio, and Chessie System railroads. At least six more railroads are to be featured. [Trains News Wire]

CSX STARTS CONSTRUCTION OF PITTSBURGH INTERMODAL TERMINAL

JACKSONVILLE, Fla. - Oct. 7, 2015 - CSX Corp. has begun construction work on its Pittsburgh Intermodal Rail Terminal, a \$60 million investment aimed at providing western Pennsylvania shippers direct intermodal freight access, the Class I announced Oct. 6th.

The project will redevelop the former Pittsburgh & Lake Erie Railroad Yard, which operated for more than 100 years on the 70-acre site, which is located in McKees Rocks and Stowe Township in Allegheny County.

"After many months of hard work from dozens of experts and partners working to strengthen transportation options and the area economy, the first phase of project development is complete, including planning, design, permitting and property acquisition," said CSX President Clarence Gooden in a press release.

Gooden thanked CSX's partners on the project, including Stowe Township and the McKees Rocks Borough, Allegheny County, Allegheny Conference on Community Development and the McKees Rocks Community Development Corp. [Progressive Railroading]

CSX TO REDUCE OPERATIONS IN ERWIN, TENNESSEE

JACKSONVILLE, Fla. - October 15, 2015 - As CSX works to match its resources to a changing business environment, the company today announced the reduction of train operations at Erwin, Tennessee.

The decision, the result of significantly reduced coal traffic through the region, includes closing a locomotive service center, project shop and car shop, and eliminating switching operations at the Erwin yard. Approximately 300 CSX contract and management employees who work at the facilities and in support roles will be affected.

Operations in Erwin primarily served coal trains moving from the Central Appalachian coal fields, and the diminished traffic levels no longer support the activities performed there. The combination of low natural gas prices and regulatory action has significantly decreased CSX's coal movements over the past four years, with more than \$1 billion in coal revenue declines during that time.

Affected employees at Erwin will receive at least 60 days of pay and benefits. Contract employees also may have other benefits available in accordance with their labor agreements. Many furloughed employees will be eligible for jobs in higher-demand areas on CSX's network. Affected management employees will be offered relocation opportunities as they are available, or will be eligible for severance benefits.

CSX remains committed to delivering strong service to customers in the region. Remaining coal traffic, as well as merchandise traffic including grain unit trains, will be rerouted efficiently across other parts of the CSX network.

Across Tennessee, CSX operates more than 1,500 miles of track, with facilities that include its division headquarters and a major yard in Nashville. [CSX Corp.]

CSX TO CLOSE MECHANICAL SHOPS IN CORBIN, KENTUCKY

JACKSONVILLE, Fla. - October 20, 2015 - As CSX continues to evaluate network resources and match them to demand in a changing business environment, the company today announced the closure of the mechanical shops in Corbin, Kentucky.

The shops at Corbin were primarily used to maintain, inspect and service locomotives and rail cars for coal trains moving from Central Appalachia to the Eastern consumption regions. The decision to close the locomotive and car shops and a locomotive service center is the result of reduced need for locomotive and car maintenance there because of the significant decline of the region's coal traffic.

Approximately 180 active CSX employees who work at the facilities and in support roles will be affected. All affected employees at Corbin will receive at least 60 days of pay and benefits.

Union employees also may have other benefits available in accordance with their labor agreements. Many furloughed employees will be eligible for jobs in higher-demand areas on CSX's network.

Mechanical management employees at Corbin will be offered relocation opportunities as they are available, or will be eligible for severance benefits.

The Corbin rail yard will remain open and train operations will continue. Approximately 100 engineering and transportation employees will remain at Corbin to support and manage the yard traffic. A small number of mechanical employees will also remain to support train operations. Corbin continues to be an important part of the CSX network for the movement of automobiles, consumer products and other freight.

The combination of low natural gas prices and regulatory action has significantly decreased CSX's coal movements over the past four years, with more than \$1 billion in coal revenue declines during that time.

CSX remains committed to delivering strong service to customers in the region. CSX also remains committed to the Commonwealth of Kentucky, with more than 2,900 miles of track in the state, an automotive distribution center in Louisville and the new Casky rail yard in Hopkinsville. [CSX Corp.]



WICK MOORMAN STEPS DOWN AS EXECUTIVE CHAIRMAN OF NORFOLK SOUTHERN BOARD OF DIRECTORS

NORFOLK, Va., Sept. 22, 2015 - Charles W. "Wick" Moorman is completing his service as executive chairman of the board of directors of Norfolk Southern Corp., effective Oct. 1, 2015. Moorman will continue to serve as a director until retiring from the board effective Dec. 31, 2015.

Moorman will serve as senior advisor to the CEO from Oct. 1 through Dec. 31, 2015, at which time he will retire as a Norfolk Southern employee.

The announcement was made today by NS President and CEO James A. Squires, who said, "I speak for the 30,000-strong Norfolk Southern team in expressing our gratitude for Wick's leadership, friendship, and vision over some of the most remarkable years in Norfolk Southern's history.

"Thanks in great part to him, Norfolk Southern and the railroad industry are far more modern in our thinking, more technologically advanced in our operations, and more thoughtful in managing our footprint for our business partners and those we serve," Squires said.

"Simply put, Wick's imprint is unique and indelible," said Steven F. Leer, NS' lead independent director. "It is my great honor, on behalf of Norfolk Southern's entire board, to offer congratulations and best wishes to Wick and his family." [Norfolk Southern Corp.]

NS REPAINTS ERIE LACKAWANNA SD45-2 IN ORIGINAL COLORS

CHATTANOOGA, Tenn. - Sept. 30, 2015 - Norfolk Southern SD45-2 number 1700 poses outside the paint shop at DeButts Yard in Chattanooga, Tennessee, wearing its new, "old" paint scheme. The first of a thirteen unit order, 1700 was originally built as Erie Lackawanna number 3669, completed in October 1972, and has since worked as Conrail 6654 and NS



1700. Cab upgrades were recently completed at the NS East End Shop in Roanoke, Virginia, followed by paint in Chattanooga, returning it to its original colors. It will return to revenue service, joining the fleet of five additional 1700-series locomotives

presently assigned to the Conrail Shared Assets region, based out of Oak Island, New Jersey. [Norfolk Southern Corp.]

NS LAYS OFF WORKERS AT LAMBERTS POINT COAL TERMINAL

NORFOLK, Va. - Oct. 19, 2015 - The ripple effect of a deplorable coal market continues to impact jobs across the U.S. In Virginia last week, Norfolk Southern announced it would lay off 39 workers at its Lamberts Point coal-loading facility, one of the railroad's largest coal exporting facilities. The decision was effective at the close of business on Oct. 16.

Susan Terpay, a spokesperson for Norfolk Southern tells Norfolk's The Virginian-Pilot the action is a "result of a decline in shipments of export coal through the terminal."

The layoffs included men and women in mechanical department positions, such as carmen, machinists, and equipment operators according to the article. Others were from the engineering department.

The railroad reported a 33 percent decrease in its coal revenues for the Q2 of 2015 in comparison to the same period in 2014. [Trains News Wire]

NORFOLK SOUTHERN ANNOUNCES SERVICE CHANGES IN RESPONSE TO UPCOMING POSITIVE TRAIN CONTROL DEADLINE

NORFOLK, Va., Oct. 20, 2015 – Norfolk Southern Corporation (NYSE: NSC) today said its rail operating subsidiaries will no longer accept shipments of Poisonous-Inhalation-Hazard commodities, effective Dec. 1, 2015. PIH commodities in transit on Dec. 1 will be delivered to destination by Dec. 31. Additionally, passenger and commuter trains operated by Amtrak, Virginia Railway Express, and Metra will be prohibited by law from operating on NS after Dec. 31.

The cessation of service – effective across the entire NS rail network – is required to comply with federal safety laws that become effective after Dec. 31, the government's deadline for installation of PTC. Despite investment of nearly \$1 billion to date, NS will not meet the deadline.

The status of non-PIH traffic interchanged with other railroads and freight operations on the Northeast Corridor after Dec. 31 is currently under review.

"We remain hopeful that Congress will grant the railroad industry an extension of the PTC deadline and appreciate the consideration elected officials and regulators are giving this issue," said James A. Squires, Norfolk Southern chairman, president and CEO. "However, in order to conduct lawful operations on Jan. 1, 2016, and beyond, we must plan ahead to clear affected loaded and empty freight cars from our system.

"Norfolk Southern sincerely regrets the inconvenience that customers, passengers, and commuters will experience," Squires said. "Our strong hope is that Congress will act quickly and decisively to allow us to restore full access to our rail network."

Squires noted that NS is installing PTC on the required lines and equipment as fast as is safe and practical. "PTC is one of the most complex technology implementations in our history," he said. "It is in everyone's interest – railroads, customers, suppliers, and communities – that adequate time is devoted to installation, testing, and implementation. Norfolk Southern is committed to getting this right." [Norfolk Southern Corp.]



KNUEPPEL NAMED SEPTA's NEW GENERAL MANAGER

Jeffrey Knueppel has been appointed general manager of the Southeastern Pennsylvania Transportation Authority to succeed Joseph Casey, who retired Sept. 30.

A 27-year SEPTA employee, Knueppel most recently served as deputy GM overseeing the engineering, maintenance and construction (EM&C) division, as well as operations. Knueppel joined the agency in 1988 as an entry level structural engineer. In that role, he focused on the repair of aging elevated transit structures, bridges and tunnels, SEPTA officials said. After several job advancements, he was promoted to chief engineer. He later became assistant manager/chief engineer of the EM&C division before becoming deputy GM.

Under Knueppel's watch, SEPTA has carried out 32 transit infrastructure improvement projects as part of its \$191 million stimulus program.

As GM, he plans to continue working with his team to advance the agency's "Rebuilding for the Future" program aimed at reducing its state of good repair backlog, SEPTA officials said. [Edited from Progressive Railroading]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN NOVEMBER

Nov. 12, 1905 - Third and fourth track opens, York Haven-Lemoyne on Northern Central.

Nov. 27, 1910 - Pennsylvania Station, New York, opens for PRR trains at 12:01AM; 100,000 view building; Manhattan Transfer station opens; PRR ceases operation of New York cab fleet between ferry terminals and hotels.

Nov. 21, 1915 - The *Southland* inaugurated as daily all-year train between Chicago and Jacksonville over PRR/L&N/CofG/ACL via Cincinnati, Atlanta and Macon, replacing earlier *South Atlantic Limited*; all-steel consist is first complete through Chicago-Florida train on PRR.

Nov. 11, 1921 - PRR marks Armistice Day by stopping all activity for two minutes at noon.

Nov. 29, 1925 - Preference freight VL-4, 58 cars, loses brakes after stopping at Kittanning Point and runs down slope to Bridge Street, Altoona, where it derails on switches; cars pile up, derailling cars on passing freight No. 266; engineer and fireman killed, and head brakeman injured.

Nov. 2, 1930 - All remaining outbound steam trains from Broad Street Station to northern and western points rerouted through the upper level of 30th Street Station instead of West Philadelphia Station, along with six peak-hour MU trains from Norristown, Trenton and White Marsh that will now run through the upper level of 30th Street Station to Suburban Station.

Nov. 30, 1935 - Army-Navy Game played at Franklin Field in West Philadelphia; PRR operates 21 extras totaling 287 cars from New York, 10 extras totaling 231 cars from Washington, and two trains for the Army team from West Point.

Nov. 23, 1940 - K4s No. 1120 streamlined at Juniata Shops for The South Wind; tender No. 5439 streamlined Nov. 29.

Nov. 16, 1945 - Altoona Works delivers No. 5500, first of 25 4-4-4 Class T1 locomotives.

Nov. 15, 1950 - ICC approves abandonment of PRSL between South Seaville and Woodbine, N.J.

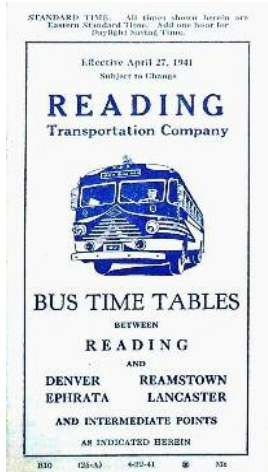
Nov. 9, 1955 - PRR, Norfolk & Western Railway and Rail-Trailer Company of Chicago incorporate Trailer Train Company in Delaware to own and lease an interline fleet of TOFC/COFC flat cars; Trailer Train is owned 25% by PRR and 25% by Rail-Trailer Company, with remaining shares reserved for other railroads that join.

Nov. 1960 - Agreement reached for PRR to seek absolute control of Lehigh Valley Railroad.

Nov. 20, 1965 - PRR 4-4-0 No. 1223 leased to the Strasburg Rail Road, runs up PRR track in Water Street, Lancaster, to deliver Santa Claus to Watt & Shand department store.

Nov. 15, 1967 - The first two "Metroliner" cars, Nos. 800 and 802, with Westinghouse electrical systems are delivered to the PRR at Morrisville; PRR agrees to test them despite the failures on the Reading at Jenkintown.

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TIMETABLE 11-15

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

SANTA AND CHRISTMAS TRAINS

Allentown & Auburn - 570-778-7531 - www.allnrr.com
Cape May Seashore Lines - www.capemayseashorelines.org
Lehigh Gorge Scenic Railway - 610-562-2102. - www.lgsry.com

Middletown & Hummelstown Railroad - 717-944-4435 - www.mhrrailroad.com
New Hope & Ivyland Railroad - 215-862-2332 - www.newhoperrailroad.com
Steam Into History - 717-942-2370 - www.steamintohistory.com
Steamtown National Historic Site - 570-340-5204 - www.nps.gov/stea
Stewartstown - 717-746-8123 - www.stewartstownrailroadcompany.com
Strasburg Rail Road - 1-866-725-9666 - www.strasburgrailroad.com
West Chester Railroad - 610-430-2233 - www.westchesterrr.com
Wilmington & Western Railroad - 302-998-1930 - www.wwrr.com

Saturday & Sunday, Nov. 14-15, 2015

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

Sunday, Nov. 15, 2015

Brooklawn Train Show at the Brooklawn American Legion Post #72 Hall, 11 Railroad Ave., Brooklawn, NJ 08030. Adm: \$5.00 - under 12 free. Info: www.strasburgmodelrailroad.com

Saturday & Sunday, Nov. 28-29, 2015

Greenberg's Great Train Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: <http://GreenbergShows.com>

Saturday & Sunday, Dec. 5-6, 2015

Greenberg's Great Train Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: <http://GreenbergShows.com>

Saturday & Sunday, Dec. 12-13, 2015

Greenberg's Great Train Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: <http://GreenbergShows.com>

Sunday, Dec. 20, 2015

Williamstown Show at the Brooklawn American Legion Post #72 Hall, 11 Railroad Ave., Brooklawn, NJ 08030. Adm: \$5.00 - under 12 free. Info: www.strasburgmodelrailroad.com

Saturday & Sunday, Jan. 2-3, 2016

Greenberg's Great Train Show at the New Jersey Expo Center, 97 Sunfield

Ave, Edison, NJ 08837. Info: <http://GreenbergShows.com>

Saturday & Sunday, Jan. 9-10, 2016

NRHS Winter Conference in Irving, TX. - Cancelled by N.R.H.S. Board.

Saturday & Sunday, Jan. 23-24, 2016

Greenberg's Great Train Show at the York Expo Center - Utz Arena, 334 Carlisle Ave, York, PA 17404. Info: <http://GreenbergShows.com>



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

Saturday, 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 Nov. 14, 2015 - The Chocolate Express

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

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

Friday - Sunday, Nov. 20-22, 2015 - Day Out With Thomas

Friday, Nov. 27, 2015 - The Night Before Christmas Train

Friday - Sunday, Nov. 27-29, 2015 - Santa's Paradise Express

Saturday & Sunday, Dec. 5-6, 12-13, 19-20, 2015 - Santa's Paradise Express

Friday, Dec. 4, 11, 18, 2015 - The Night Before Christmas Train

Saturday, Dec. 5, 2015 - Christmas Tree Train



OCTOBER, 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, October 19, 2015. The meeting was called to order at 7:45 p.m. by President Tom Shenk with 42 members and 4 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the August and September Membership Meeting Minutes. Steve Himpsl had a correction to the minutes. The problem with the Hometowne Collectibles was not due to a machinery problem as reported in the newsletter. The problem was with the printing of the labels and had nothing to do with the manufacturer. Your Secretary apologizes for the mistake in the minutes. Steve Himpsl approved the motion and Fred Kurtz seconded the motion. The August and September membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: David Stambaugh had nothing new to report. Toady Kennel announced Wendell Seabolt (chapter member in Florida) is recovering. His blood count level is back to normal and he will be traveling with the Chapter on the cruise in November.

MEMBERSHIP: In the absence of First Vice President Ron Irwin, Tom Shenk announced guests Paul Kutta, Terry and Patricia Frantz, and Bob Fried.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of September.

CHAPTER BUDGET: Treasurer Richard Rutledge went over the 2015-2016 chapter budget with the chapter membership. President Tom Shenk answered questions about the budget from the chapter membership. After some corrections to the budget, it was ready for approval from the chapter membership. Dennis Allen made the motion to approve the 2015-2016 proposed chapter budget. Fred Kurtz seconded the motion. The chapter membership approved the budget.

NATIONAL NEWS: Fred Kurtz reported there are some membership issues. Members who renewed their memberships are not showing up as paid to National. Fred will continue to update the membership records. Fred reported he will be attending the Advisory Council Meeting at the Fall Conference on October 24 and 25. Fred also announced that at the Fall Conference, the dues renewals will be discussed.

COLLECTIBLES: Steve Himpel announced the Hometowne wooden cutouts of the cabooses are available to purchase for \$16.00 each. After March 2016, there will be an increase in price to \$17.00. Steve announced after checking records, some of the members who had bought Hometowne Collectibles years ago and had certain numbered pieces, have passed away. Those numbered pieces are also available for purchase now. Steve announced there is some wiring to do on the caboose if we decide to do it. That should be the last expense for the caboose project. As of now, there will be no more expenses for the caboose. Steve reported the extra parts the chapter didn't need for the caboose have been delivered to the Red Lion group.

NEWSLETTER: Editor Ed Mayover announced he has been working on future issues of the newsletter. The November - Thanksgiving - newsletter will feature the cover from a 1943 Reading Railroad Magazine. December will be a Pennsylvania Railroad Christmas poster. January, 2016 will have a cover from *The Pennsy* employee magazine. Ed is also working on getting materials for 2016 and 2017 newsletters.

TRIPS: Dennis Allen announced he has handed out all the packets of the trip information (documents) to those chapter members who will be going on the trip to the Southern Caribbean on November 2-13, 2015.

VENDOR & CRAFT SHOW: Cindy Kendig reminded chapter members of the 2nd Annual Vendors and Craft Show to be held on Saturday, October 24 from 9:00 a.m. to 2:00 p.m. Some vendors are: Tupperware, Jewelry, Soaps, Purses, and knitted products made from Alpaca wool. There will be 30 different vendors.

BANQUET: President Tom Shenk announced the Chapter Annual Banquet will be held Friday, November 20, 2015. Guests find your table and socialize from 6:00 p.m. to 6:30 p.m. At 6:30 p.m., door prizes will be drawn and the buffet meal will be served at 6:45 p.m. Tom reminded chapter members who will be going on the chapter cruise to get their banquet tickets before they depart as banquet ticket sales will be over before you return from the trip.

NOMINATING COMMITTEE: The 2015-2016 Nominating Committee is: Kevin Crouse, Helen Shaak, and Lorrie Steffy. Nominating Committee chairman Kevin Crouse announced the following offices and officers for the 2014-2015 year: President-Tom Shenk; First Vice President-Ron Irwin; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Richard Rutledge; Editor-Ed Mayover; Historian-Evan Russell Jr.; Chaplain-David Stambaugh; 1st Director at Large-Cindy Kendig; 2nd Director at Large-Steve Himpel; National Representative-Fred Kurtz. Glenn Kendig made a motion to open the election to the floor. Lorrie Steffy also nominated Harold "Smoke" Shaak for the First Vice President position. Ron Irwin held this position and did not run for re-election. Steve Himpel made the motion to close the nominations.

Kevin Crouse, Nominating Committee Chairman, announced the new officers for the 2015-2016 year: President-Tom Shenk; First Vice President-Harold "Smoke" Shaak; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Richard Rutledge; Editor-Ed Mayover; Historian-Tom McMaster; Chaplain-David Stambaugh; 1st Director at Large-Cindy Kendig; 2nd Director at Large-Steve Himpel; National

Representative-Fred Kurtz. Dennis Allen made a motion to accept the offices and officers as they stand. Evan Russell Jr. seconded the motion. Chapter Secretary cast the ballot and the offices and officers stand as announced.

Peggy Sweigart announced she would like to be a candidate to run for the position of National Representative against Fred Kurtz. The ballots were handed out to chapter members only and the votes were counted by Helen Shaak, and Kevin Crouse of the Nominating Committee. Kevin Crouse read the results and Fred Kurtz will be the National Representative for 2015-2016.

PASSENGER STATION: Tom Shenk reported that the chapter has a verbal agreement that the Passenger Station is part of the Christiana Freight Station lease. The Passenger Station is in need of a new roof at a cost of \$2500.00 to preserve the Station. Chapter member Jerry Allison asked what the future plans are for the Passenger Station? Glenn Kendig reported right now the Passenger Station is used for storage. In the future, perhaps the Lions Club or any organizations would like to use the Station. The Station also has heat and air conditioning. After some discussion, Steve Himpel made a motion to fix the roof at said cost on the Passenger Station. Evan Russell seconded the motion. The chapter membership approved getting the roof repaired.

ANNOUNCEMENTS: Upcoming Events: Thursday, December 3 will be decorating the Christiana Freight Station for the Christmas holiday. Volunteers are needed to help decorate the Freight Station. Saturday, December 19 the Freight Station Open House from 3:00 p.m. to 8:00 p.m. with Santa and hayrides provided by the Lions Club. Sunday, December 20 will be Open House from 1:00 p.m. to 5:00 p.m. Volunteers are also needed for the Open House on both days. The Regular Chapter Membership Meeting and Annual Christmas Party will be held on Monday, December 21. Bring your favorite cookies or desserts.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:30 p.m. for the program on "Conrail Memories" given by Mark Hoffman.

RESPECTFULLY SUBMITTED BY DONETTA M. EBERLY, SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



PREPARATIONS PROGRESSING FOR EVERETT EXCURSIONS

DUNCANSVILLE, Pa. - Sept. 8, 2015 - Pennsylvania's Everett Railroad is gearing up to begin passenger excursions on a portion of its 23-mile freight railroad near Altoona, Pa., with steam, a restored combination car, and a brand new station.

Trains News Wire reported on the successful steam test of rare 2-6-0 Mogul-type No. 11 in Claysburg, Pa., and Everett Railroad President Alan Maples says he hopes the engine will be finished in time to head the first train, but he's also a realist. "You can't say when it will be ready, so when it's done it will be on the train."

Meanwhile, at the railroad's Duncansville shop, employees are completing a major renovation and restoration of a combine. The combine, an ex-Bessemer & Lake Erie car made by Pressed Steel Car Co. of Pittsburgh, is the first car out of the shop, and until a couple of the Central of New Jersey coaches are overhauled, Maples will use two ex-DL&W electric multiple unit cars converted to coaches and leased from the Horseshoe Curve National Railway Historical Society chapter. A bright red ex-CNJ caboose will bring up the rear of the trains.

Maples has been assembling a matching train of clerestory-roof open-window coaches that will match the former Bessemer & Lake Erie combine currently in the shop. A half dozen ex-Jersey Central coaches await that treatment. "I wanted to have a matching train," Maples tells *Trains*.



The depot is a freelance design that hews to standard Pennsylvania Railroad practice on the exterior and is painted in authentic PRR colors. The interior is not divided except for a restroom and a closet area. Maples wanted to keep the interior as open as possible so it could be used to shelter

passengers in the event of bad weather, for meetings, and other uses. The interior features wainscoting, high ceilings, and wooden flooring. There will be a waist-high counter from which tickets and merchandise can be sold. Excursion trains will depart this depot in Hollidaysburg, Pa.

Santa trains will run on Nov. 27, 28 and 29 and on the first three weekends in December. For schedules and pricing visit the railroad's website - www.everetrailroad.com. [Edited from Wayne Laepple - Trains News Wire]



YORK RAILROAD TOWER BEING PRESERVED

YORK, Pa. - Sept. 25, 2015 - An old York railroad building will be preserved by Think Loud Development, the group taking down row homes on York and Chestnut streets, according to the company's CEO.

But what exactly the building will become remains indeterminate, Bill Hynes said.



The two-story brick structure, built in 1942 near the railroad tracks at York Street and Loucks Mill Road, was known as York Interlocking, said Ivan Frantz, a local railroad historian.

Inside the building were switch machines powered by an air-piston motor. A man worked in

the building, managing the junction of three railroads that passed through York -- York, Hanover and Frederick Railroad; Maryland and Pennsylvania Railroad; and Northern Central Branch of the Pennsylvania Railroad, he said.

Hynes, whose company is clearing row homes on York and Chestnut streets to make way for parking and infrastructure improvements for a large data center, said the square tower could become a coffee shop.

"We will do our best to make it look like it did when it was operational," Hynes said.

In the 1940s and 50s, 35 passenger trains passed through York each day along with a dozen or so freight trains, Frantz said. The building was manned around the clock until the early 1960s, when rail traffic calmed considerably in York. Interlocking towers were common along the Pennsylvania Railroad.

Think Loud bought the rail building, also known as a signal tower, and the 0.22-acre property it sits on in 2013 for \$15,000, according to York County tax records. A wood storage shed on the property will be taken down, Hynes said.

Cletus Writer, who previously co-owned the building with his wife, Nancy, loved train buildings, Hynes said, noting that his company will preserve the interlocking tower in honor of him. Cletus died in 2011, according to a York Daily Record obituary.

Think Loud, whose board members consist of members of the band Live, bought properties on York and Chestnut streets between 2012 and 2014 with plans to bring a large data center and hundreds of jobs to York. The company will demolish 26 properties near its 210 York St. campus in the coming weeks. [Mark Walters - York Daily Record]

ELECTRO-MOTIVE EMD UNVEILS ITS FIRST TIER 4 DIESEL LOCOMOTIVE

Minneapolis, Minn. - Oct. 5, 2015 - The first of six pre-production Tier 4 compliant diesel locomotives being built by the Electro-Motive Diesel subsidiary of Progress Rail Services was unveiled at the Railway Interchange 2015 exhibition on October 4.



ELECTRO-MOTIVE DIESEL PRE-PRODUCTION SD70ACe-T4 TIER 4 COMPLIANT DIESEL LOCOMOTIVE.

On show at the outdoor display in BNSF's Northtown Yard, the SD70ACe-T4 locomotive is powered by the new EMD 1010 engine, which has been designed to meet the tighter emissions requirements now in force without the use of a urea additive.

According to Progress Rail President & CEO Billy Ainsworth, 'our goal has been to take the EMD locomotive product line to the next level in terms of innovation and sustainability'. Adding that the 1010 series engine has been developed through the combined engineering expertise of Progress Rail, Electro-Motive and Caterpillar, he said it offered optimized fuel efficiency as well as improved emissions performance. [Railway Gazette]

OPERATION LIFESAVER REMINDS YOU...

As you travel to visit family and friends this Holiday Season, *Don't get trapped on a highway-rail grade crossing.* Never drive onto a railroad crossing until you are sure you can clear the tracks on the other side without stopping.

Welcome  aboard!

The Lancaster Chapter, N.R.H.S. warmly welcomes the following new Chapter members. Thanks for joining - it's a pleasure to have you aboard!

Rich & Kelley Karp
1350 Springville Road
East Earl, PA 17519
Kelley0314@live.com





CHRISTMAS HOLIDAY OPEN HOUSE WEEKEND



CHRISTIANA FREIGHT STATION, DECEMBER 19 - 20, 2015

LANCASTER CHAPTER, N.R.H.S., WILL HAVE A SALES TABLE FOR THE OPEN HOUSE WEEKEND

DAILY SCHEDULE

SATURDAY, DECEMBER 19 - 3:00 PM TO 8:00 PM

Family Children's Party - 3:00 PM to 5:00 PM

Train Displays, Visit from Santa, Children's Activities, Free Hot Dogs and Drinks for Children

Hay Rides starting at 5:00 PM

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Popcorn - Hot Dogs - Snacks - Drinks will be available

See Christiana Borough's Annual "Light Up Christmas" Christmas Lighting Contest

Hay Rides Around Town Sponsored by the Christiana Lions Club

SUNDAY, DECEMBER 20 - 1:00 PM TO 5:00 PM

Freight Station Decorated for Christmas - Train Displays

Popcorn - Snacks - Drinks will be available

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

THE ANNUAL LANCASTER CHAPTER, NRHS CHRISTMAS PARTY IS ON

MONDAY EVENING, DECEMBER 21, 2015 AT 7:30 PM



PRR MU CAR NO. 700 AT PAOLI, PA. - JANUARY 1961



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****NOVEMBER 20, 2015 - FRIDAY, 6:00 PM - SHADY MAPLE SMORGASBORD - ANNUAL CHAPTER BANQUET**

Order form in this issue of *The Lancaster Dispatcher* - last call for tickets. **ALL ABOARD THE BANQUET EXPRESS!**

DECEMBER 3, 2015 - THURSDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season. Input from the Chapter Membership for the design and set-up of the train display would be greatly appreciated - see Glenn Kendig for further information.

DECEMBER 19, 2015 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STA - CHRISTIANA CHRISTMAS PARTY

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas light displays - a fun-filled evening for the entire family!

DECEMBER 20, 2015 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. Enjoy the Christmas decorated Station, popcorn, and train layout and display.

DECEMBER 21, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY

Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit! Short business meeting - then food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

JANUARY 18, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY STATION CLEAN-UP

Clean up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms!

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

**FOR THE TROOPS**

SATURDAY, DECEMBER 11, 2010, 10:15 AM, CHASE, MARYLAND, MILE POST 81 ON AMTRAK'S NORTHEAST CORRIDOR.

THE LIBERTY LIMITED, POWERED BY BENNETT LEVIN'S TWO E-8 LOCOMOTIVES PULLING 19 PRIVATE CARS CARRYING MILITARY PERSONNEL WOUNDED IN THE SERVICE OF OUR COUNTRY, IS ENROUTE FROM WASHINGTON, D.C. TO THE ARMY-NAVY FOOTBALL GAME IN PHILADELPHIA, PENNSYLVANIA.

WAVING A FLAG THAT HAD FLOWN OVER OUR NATION'S CAPITOL, RETIRED ARMY RESERVE COLONEL LEX BISHOP LETS THE MILITARY PERSONNEL ABOARD THE SPECIAL TRAIN KNOW THAT THEIR SERVICE AND SACRIFICE IS APPRECIATED. NAVY WON, 31-17. PHOTO BY DON KALKMAN.

THE AMERICAN SOLDIER DOES NOT FIGHT BECAUSE HE HATES WHO IS IN FRONT OF HIM; HE FIGHTS BECAUSE HE LOVES WHO IS BEHIND HIM.

IN THE SPIRIT OF THANKSGIVING, THE LANCASTER CHAPTER, N.R.H.S. BOARD OF DIRECTORS EXTENDS A SINCERE "THANK YOU" TO ALL CHAPTER MEMBERS AND FRIENDS WHO DEVOTE THEIR TIME AND EFFORT TO THE CHAPTER. EVERYTHING YOU DO IS SINCERELY APPRECIATED!



LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET
FRIDAY EVENING, NOVEMBER 20, 2015



THE SHADY MAPLE SMORGASBORD - BANQUET CENTER
129 TODDY DRIVE, EAST EARL, PA 17519
717-354-8222

PLEASE JOIN US AS WE RETURN TO THE SHADY MAPLE SMORGASBORD FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD, THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS AND A TERRIFIC MULTI-MEDIA PROGRAM AS ONLY STEVE BARRY CAN PRESENT. AND DON'T FORGET THE FABULOUS DOOR PRIZES! MAKE THIS THE FIRST EVENT OF YOUR HOLIDAY SEASON!

SOCIAL HOUR / IN-ROOM BUFFET FEATURING 3 MEATS, 3 VEGETABLES AND A FULL SALAD BAR / DOOR PRIZES

6:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED

6:30 PM - DOOR PRIZES

6:45 PM - IN-ROOM BUFFET MEAL

FOLLOWED BY A MULTI-MEDIA PROGRAM PRESENTED BY STEVE BARRY, EDITOR OF RAILFAN & RAILROAD MAGAZINE

THE BANQUET COST FOR 2015 IS \$25.00 PER PERSON

LAST CALL FOR TICKETS - ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2015



NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S.
C/O THOMAS SHENK
11 MARQUIS COURT
LITITZ, PA 17543

INFORMATION:
TOM SHENK
OFFICE - 717-299-8600 ext. 504
CELL - 717-314-4448

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MEMBERSHIP MEETING NOTICE

THE ANNUAL BANQUET OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE SHADY MAPLE SMORGASBORD, 129 TODDY DRIVE, EAST EARL, PA ON FRIDAY EVENING, NOVEMBER 20, 2015, STARTING AT 6:00 PM

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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

Forwarding and Address Correction Requested

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

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MAIL**