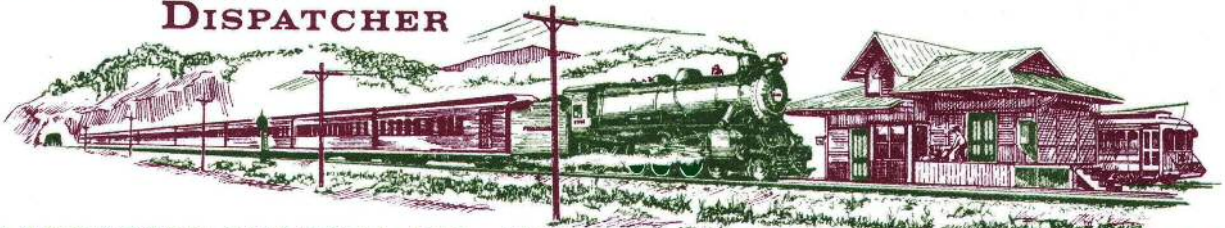


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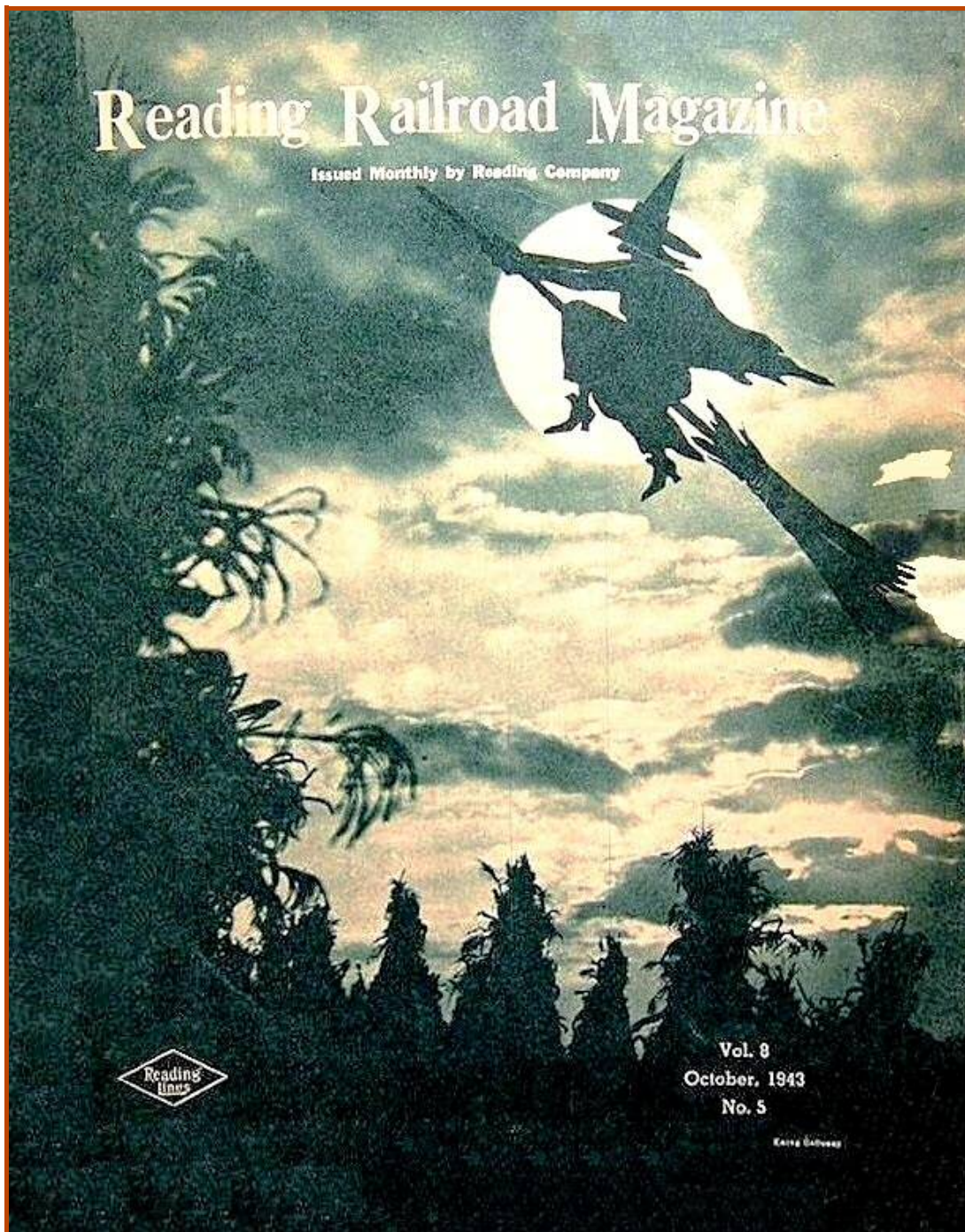


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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OCTOBER 2016



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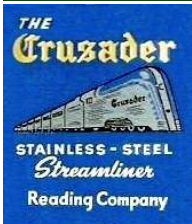
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NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2016-2017, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 17, 2016 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 17 meeting, or by placing your name in nomination by writing, before October 1, 2016 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

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



AMTRAK NAMES INDUSTRY VETERAN WICK MOORMAN PRESIDENT AND CHIEF EXECUTIVE OFFICER

WASHINGTON, D.C. - Aug. 19, 2016, **Amtrak Media**

Center - Amtrak announced that it has named Charles W. “Wick” Moorman as its next president and chief executive officer. Moorman, retired chairman, CEO, and president of Norfolk Southern Corp. (NS), will lead the company, effective September 1, 2016, in the next fiscal year.



CHARLES W. MOORMAN

Anthony Coscia, chairman of the Board of Directors of Amtrak said, “We are very pleased that someone with Wick’s experience and vision will lead Amtrak during this critical period as the company charts a course for future growth and improvement. Under CEO Joe Boardman, and with the support of the Administration and Congress, Amtrak has achieved record levels of performance and investment. The Board believes Wick can build upon this success in the coming year by launching initiatives to further enhance safety

and customer service, modernize our operations, and guide our implementation of the FAST Act.”

“It is an honor and privilege to take on the role of CEO at Amtrak and I look forward to working with its dedicated employees to find ways to provide even better service to our passengers and the nation,” said Moorman. “At Norfolk Southern, our team fostered change by placing a solid emphasis on performance across all aspects of our business which helped develop a stronger safety and service culture throughout the company. I look forward to advancing those same goals at Amtrak and helping to build a plan for future growth.”

Moorman, a native of Hattiesburg, Miss., comes to Amtrak after more than 40 years at NS where he rose from management trainee to CEO and chairman of the Board of Directors. Having worked with NS from the ground up, Moorman gained an appreciation for the many facets of railroad operations and used this knowledge to modernize the way NS conducted business, served customers and worked with communities. A graduate of

Georgia Tech and Harvard Business School, Moorman serves on the boards of Duke Energy Corporation, Chevron Corporation, the Virginia chapter of the Nature Conservancy, and the Georgia Tech Foundation.

“Wick’s deep operational background and track record of building teams and driving innovation is exactly what we need to provide unparalleled service to the more than 500 communities we serve,” said Vice Chairman of the Board of Directors Jeffrey Moreland. “We are confident that, working together with the Board, Wick can formulate a strong plan to take Amtrak to the next level and assemble the management team and expertise to carry it forward.”

Moorman succeeds current CEO Joe Boardman, who announced his intention to retire last fall. “I have been humbled to lead this extraordinary organization over the past eight years,” said Boardman. “I look forward to spending time with my family and wish Wick all the best as he brings his excellent experience to Amtrak.”

“The Board and I thank Joe for his dedicated service to Amtrak and its customers and for his long career in public service. Under his leadership, Amtrak delivered record ridership, introduced a series of safety initiatives and modernized its fleet. For this, he should be proud,” Coscia said.

Moorman currently holds securities of a rail carrier. Amtrak will ensure that any conflict will be avoided as is required by federal law.

AMTRAK INVESTS \$2.4 BILLION FOR NEXT-GEN HIGH-SPEED TRAINSETS AND INFRASTRUCTURE UPGRADES

WASHINGTON - Aug. 26, 2016, **Amtrak Media Center (Edited)** - Amtrak is contracting with Alstom to produce 28 next-generation high-speed trainsets that will replace the equipment used to provide Amtrak’s premium Acela Express service. The contract is part of \$2.45 billion that will be invested on the heavily traveled Northeast Corridor (NEC) as part of a multifaceted modernization program to renew and expand the Acela Express service.

“Amtrak is taking the necessary actions to keep our customers, the Northeast region and the American economy moving forward,” said Amtrak President & CEO Joe Boardman. “These trainsets and the modernization and improvement of infrastructure will provide our customers with the mobility and experience of the future.”



ILLUSTRATION OF AVELIA LIBERTY HIGH-SPEED TRAIN AT WASHINGTON, DC BY MECONOPSIS - AMTRAK/ALSTOM SA

The new trainsets will have one-third more passenger seats, while preserving the spacious, high-end comfort of current Acela Express service. Each trainset will have modern amenities that can be upgraded as

customer preferences evolve such as improved Wi-Fi access, personal outlets, USB ports and adjustable reading lights at every seat, enhanced food service and a smoother, more reliable ride.

This procurement comes as demand for Acela Express service is as popular as ever, with many trains selling out during peak travel periods. The new trainsets will allow for increased service including half-hourly Acela

Express service between Washington D.C. and New York City during peak hours, and hourly service between New York City and Boston.

"As more people rely on Amtrak, we need modernized equipment and infrastructure to keep the region moving," said Chairman of the Amtrak Board of Directors Anthony Coscia. "These trainsets will build on the popularity and demand of the current Acela Express and move this company into the future as a leader in providing world-class transportation."

The new trainsets will operate along the Washington – New York – Boston Northeast Corridor initially at speeds up to 160 mph and will be capable of speeds up to 186 mph and thus will be able to take advantage of future NEC infrastructure improvements.

Additionally, the trainsets use the base design of one of the safest high-speed trainsets. Concentrated power cars, located at each end of the trainset, provide an extra buffer of protection. The trainsets will also meet the latest Federal Railroad Administration (FRA) guidelines including a Crash Energy Management system.

Amtrak is funding the trainsets and infrastructure improvements through the FRA's Railroad Rehabilitation & Improvement Financing program that will be repaid through growth in NEC revenues.

In addition to the trainsets, Amtrak is also investing in infrastructure needed to improve the on-board and station customer experience that will accommodate the increased high-speed rail service levels. Amtrak will invest in significant station improvements at Washington Union Station, Moynihan Station New York, as well as track capacity and ride quality improvements to the NEC that will benefit both Acela Express riders and other Amtrak and commuter passengers. Amtrak will also modify fleet maintenance facilities to accommodate the new trains.

The trainsets will be manufactured at Alstom's Hornell and Rochester, N.Y., facilities, creating 400 local jobs. Additionally, parts for the new trainsets will come from more than 350 suppliers in more than 30 states, generating an additional 1,000 jobs across the country.

The first prototype of the new trainsets will be ready in 2019, with the first trainset entering revenue service in 2021. All of the trainsets are expected to be in service, and the current fleet retired, by the end of 2022.

THE SIGNS, THEY ARE A CHANGIN'

By R G Edmonson, Joseph M. Calisi, Aug. 25, 2016 - *Trains* News Wire (Edited)

WASHINGTON - Those electro-mechanical sign boards that have announced the arrival and departure of Amtrak trains since Amtrak was Amtrak, are gradually going the way of E units and the Pointless Arrow logo.

The boards, Passenger Information Displays in Amtrak-speak, are gradually being replaced around the system. Amtrak spokesman Mike Tolbert says the signs are being replaced by modern digital displays on a station-by-station basis.

Split-flap or Solari boards — the name comes from the Italian company that first made them — were invented in 1956. Since then they have become icons in airline and railroad terminals around the world.

Amtrak's program is nothing new. The *Baltimore Sun* reported that Amtrak replaced the signs in Baltimore Penn Station in 2010. Travel media outlets say Philadelphia's 30th Street Station is next.

A project to replace liquid crystal display simulated Solari-style boards at New York's Penn Station, themselves replacements for the electro-mechanical versions, recently made news because it caught the eye of a Twitter follower and the transportation reporting arm of online news organization, Politico.

Tolbert says the New York Penn display project is huge. Four wall-size video departure displays, nine large and 10 medium-size departure displays, and 13 gate boards. There are also medium-sized arrival boards. Amtrak is adding vocal messaging to aid visually-impaired patrons to comply with the Americans with Disabilities Act.

ConnDOT PREFERS LONG SPAN VERTICAL LIFT BRIDGE FOR "WALK" BRIDGE REPLACEMENT

NORWALK, CONN. - Sept. 7, 2016, *Railway Track & Structures* - The Connecticut Department of Transportation's (ConnDOT) preferred alternative to replace the Walk Bridge in Norwalk, Conn., is a Long Span Vertical Lift bridge.

The preferred alternative was released along with the publication of the Environmental Assessment/Section 4(f) Evaluation/Environmental Impact Evaluation (EA/EIE) for the Walk Railroad Bridge replacement project on Sept. 6.

The current Walk Bridge over the Norwalk River is one of the oldest moveable bridges in the country, as well as a critical transportation link on the Northeast Corridor carrying four tracks for Metro-North, Amtrak and freight service.



ConnDOT said the selection of the Long Span Vertical Lift Bridge followed evaluation of more than 70 design concepts. The preferred alternative choice was made based on a variety of factors including construction duration, risk, navigation and local

road impacts, environmental footprint, long-term performance, aesthetic flexibility and cost as they relate to the project's Purpose and Need Statement. ConnDOT noted that the Long Span Vertical Lift Bridge is the only alternative with both foundations proposed outside of the existing swing span limits, allowing the existing bridge to remain operational longer during construction and requiring a shorter rail track outage.

"The new bridge will provide safe and reliable rail service and efficiencies of rail transportation while improving navigational capacity and dependability for marine traffic. It will be a redundant structure with two independent movable spans — each carrying two tracks — and will be designed and constructed to be resilient and sustainable for extreme weather events including storm surges and high winds," ConnDOT said in a statement.

The Walk Bridge Replacement Project includes railroad approaches from the east and west, totaling approximately one-half-track mile. The project also includes track, catenary and signal work within the existing state right-of-way, extending from approximately the Washington Street Bridge in South Norwalk to approximately 300 feet east of the Fort Point Street Bridge in East Norwalk. The Fort Point Street Bridge will be replaced as part of the project.

Construction of the new Walk Bridge is anticipated to begin in mid-2018, based on the availability of funding, which is expected to come from a mix of federal and state funds. In September 2014, the Federal Transit Authority awarded ConnDOT \$161 million in disaster relief funds to be applied toward the estimated \$465-million Walk Bridge Replacement project.

The 45-day public comment period for the EA/EIE is open through Oct. 21 and ConnDOT will hold a Public Hearing on Oct. 6 to discuss the project.



SO WHAT DOES THE "X" IN "CSX" REALLY MEAN?

William C. Vantuono, Editor-in-Chief - *Railway Age*

Last December, in my *From the Editor* magazine column ("Time to choose a name," December 2015), I attempted to explain how CSX was named.

I looked it up on Wikipedia, which I've found to be a reliable source. Here's what I found, and quoted:

CSX Intermodal Train "The name came about during merger talks between

Chessie System, Inc. and Seaboard System Railroad, Inc., commonly called Chessie and Seaboard. The company chairmen said it was important for the new name to include neither of those names because it was a partnership. Employees were asked for suggestions, most of which consisted of combinations of the initials. At the same time a temporary shorthand name was needed for discussions with the Interstate Commerce Commission. CSC was chosen but belonged to a trucking company in Virginia. CSM (for Chessie-Seaboard Merger) was also taken. The lawyers decided to use CSX, and the name stuck. In the public announcement, it was said that 'CSX is singularly appropriate. C can stand for Chessie, S for Seaboard, and X actually has no meaning. But X could be used as a short term for the word Express, taking off the E, giving out Xpress, putting the X in use. T had to be added to CSX when used as a reporting mark because reporting marks that end in X mean that the car is owned by a leasing company or private car owner.'"

Turns out Wikipedia (and I, by default) are only partially correct. My thanks to Ken Charron, Vice President-Commercial Counsel, Genesee & Wyoming Railroad Services, Inc., for educating and enlightening me. It's well worth sharing:

I noticed in your editorial from the December 2015 issue of Railway Age that you struggled to understand the meaning of all three letters in "CSX." After getting the obvious references in the first two letters, you acknowledged that "[the lawyers decided to use CSX...]", and so I wanted to tell you that my father, Edward Charron, was one of those lawyers in-house at Seaboard Coast Line that worked on the merger, and I remember him telling me at the time (and for many years after) that, "the 'C' in 'CSX' stood for 'Chessie', the 'S' for 'Seaboard' and the 'X' was for 'Consolidated.'" Thus, "CSX" meant "Chessie Seaboard Consolidated" to reflect that a true merger had taken place. I hope that this is helpful if the issue ever arises again.

So, now we all (well, at least anyone reading this) know what the acronym "CSX" really stands for.

Thank you for allowing me to, as my late colleague and friend Luther S. Miller often told me, "make the obvious less obscure."

CSX CFO UPDATES EXPECTATIONS FOR THIRD QUARTER PERFORMANCE

JACKSONVILLE, Fla., - Sept. 07, 2016, [CSX News Release](#) - CSX Corporation Executive Vice President and Chief Financial Officer Frank Lonegro updated investors and analysts today at the Cowen and Company 9th Annual Global Transportation Conference in Boston about the company's third quarter expectations, full-year guidance and long-term strategy for managing a changing business profile.

"Third quarter earnings per share are expected to decline slightly from second quarter levels, based on high single digit volume reductions that are partially offset by improving efficiency benefits and strong pricing gains that reflect a service product that meets and exceeds customer expectations," said Lonegro.

Lonegro also updated the company's expectations for total full-year coal volume, noting export coal is now expected to be around 25 million tons for 2016, as global market conditions have shown modest improvement recently. As a result, total full-year coal tonnage is now expected to decline between 20 percent and 25 percent year-over-year.

In addition, reflecting the ongoing momentum in efficiency initiatives across the CSX network, Lonegro conveyed the company's expectation that efficiency savings will now exceed \$350 million for the full year.

Looking longer term, Lonegro further outlined the CSX of Tomorrow strategy that is designed to maximize opportunities in the company's evolving business mix to drive earnings growth and margin expansion. In focusing on its high-density routes serving merchandise and intermodal growth, the company plans to redeploy capital to extend sidings that drive longer, more efficient trains; for technology automation to further enhance efficiency; and in intermodal terminals and double-stack clearance projects

to capture additional share of the estimated 9 million truckload market opportunity in the east. These initiatives are designed to further CSX's progress toward its target of a mid-60s operating ratio longer term.

PLANS TAKING SHAPE TO REPLACE A POTOMAC RIVER BOTTLENECK

By R G Edmonson, August 25, 2016 - [Trains News Wire](#)

WASHINGTON — The Long Bridge, CSX Transportation's crossing of the Potomac River is at the center of plans to significantly increase rail capacity in northern Virginia and the District of Columbia. Departments of transportation of both governments are developing plans to fix a bottleneck that affects freight and passenger service across the aging 2,529-foot bridge.

Both Virginia and Washington are planning to expand CSX trackage in their jurisdictions. A portion of Virginia's \$1.4 billion Atlantic Gateway project will add a fourth track along the former Richmond, Fredericksburg & Potomac Railroad right-of-way between Arlington and Alexandria, 6.2 miles. Another 9.4-mile stretch between Franconia and the Occoquan River will get a third track.

Washington, D.C., officials anticipate expansion of its 1.4 mile corridor, says Anna Chamberlin, who is the district's transportation department Long Bridge project manager. The current two-rail line may expand to three or four, depending on an environmental impact study that begins this fall.

There has been a Long Bridge across the Potomac since Thomas Jefferson was president. The first wood piling trestle was built in 1809 and burned by the British during the War of 1812. Several similar bridges were built and destroyed by floods during the first half of the 19th century.

The U.S. Military Railroad built the first bridge sturdy enough to carry a train during the Civil War. The Pennsylvania Railroad built the current bridge in 1906. It was strengthened during World War II to meet the demands of wartime traffic. Chamberlin said that the environmental study will guide the engineering of a new bridge. The options range from an all-new four- or three-track span to a tunnel under the river.



LOOKING TOWARDS WASHINGTON, DC, THE LONG BRIDGE IS AT THE FAR RIGHT, METRORAIL BRIDGE AT CENTER, AND ARLAND D. WILLIAMS, JR., MEMORIAL BRIDGE AT LEFT - PHOTO: LIBRARY OF CONGRESS

Chamberlin says the bridge now carries 70 trains a day: 18 CSX freights, 20 Amtrak and 32 Virginia Railway Express commuter trains. VRE, in particular, has plans for expanding service that are constrained by bridge capacity, according to a study projecting transportation needs in 2040.

The 2040 study calls for 65 commuter trains a day. But Joseph Swartz, VRE chief of staff, cautioned that number was what he called aspirational. In the real world, the number will likely be lower.

"The Long Bridge and the RF&P line are bottlenecks for rail operations along the entire East Coast," Swartz said. It's not just commuter rail that will benefit from a new bridge. "Everybody is going to win when we get this new capacity."



CSX SANTA TRAIN CONFIRMED FOR 2016 RUN

KINGSPORT, Tenn. - Aug. 31, 2016, [Trains News Wire](#) - Santa is returning to the Clinchfield. In a Facebook announcement made on Aug. 30, CSX Transportation's official Santa Train Facebook page

confirmed the annual holiday train would operate Saturday, November 19. No additional information was provided, other than event planners urged followers to "save the date." The 2016 run will be the train's 74th.



NS UNVEILS LATEST REBUILT AC44C6M, NEW PAINT SCHEME



ALTOONA, Pa. - Aug. 18, 2016, *Trains* News Wire - Norfolk Southern's latest DC to AC conversion locomotive has been released from the railroad's Juniata shops in Altoona in a paint

scheme slightly different than previous rebuilds.

NS AC44C6M No. 4004 is part of the railroad's DC to AC conversion program and the latest locomotive to be rebuilt by the Juniata shops. It features a "black mane" paint color variation different than any other locomotive in the system. The paint scheme is similar to the program's prototype locomotives, but instead of a blue and grey scheme, No. 4004 features a black mane.

NS says the "black mane" denotes that the locomotive was rebuilt at the Juniata Shop in Altoona. NS No. 4004 is former GE D9-40C No. 8866.

NORFOLK SOUTHERN RELEASES THIRD 'MANE' PAINT SCHEME, WITH TUSCAN RED ACCENTS



ALTOONA, Pa. - Sept. 2, 2016, *Trains* News Wire - Norfolk Southern has released an image of the latest version of its prototype "mane" paint scheme: a mane with a Tuscan

Red stripe behind the cab. According to a NS Facebook post, the scheme is known as the Roanoke prototype. The locomotive wearing the new colors is NS AC44C6M No. 4002. GE built the locomotive as standard cab D9-40C No. 8789. NS's East End Shop in Roanoke, Va., rebuilt the locomotive and workers in NS's Juniata Shops in Altoona repainted the engine.



READING & NORTHERN TO SUE SEDA-COG JOINT RAIL AUTHORITY

PORT CLINTON, PA - Aug. 18, 2016, *Railway Age* - On August 12, 2016, Northumberland County President Judge Charles Saylor ruled

that Reading & Northern's lawsuit against the SEDA-COG Joint Rail Authority (JRA) could go forward.

Overruling objections from the JRA, North Shore Railroad and Carload Express, Judge Saylor found that the Reading & Northern (RBMN) could proceed with its lawsuit to establish that JRA did not follow proper competitive bid procedures as set forth in Commonwealth law.

"Reading & Northern Railroad is extremely pleased that Judge Saylor ruled that we can proceed with our lawsuit against the Joint Rail Authority. We intend to vigorously pursue this legal action in order to prove that corruption and cronyism is at the heart of how JRA has operated for more than twenty years. Reading & Northern is delighted that we now have the opportunity to pull back the curtain on this rogue operation." said RBMN President Wayne Michel.

RBMN intends to prove that JRA acted illegally in the design and implementation of the competitive bid process and that it went out of its way to keep RBMN out of the process because of the railroad's "well-known support of privatization."

Andy Muller, Jr., CEO and owner of Reading & Northern said, "The sad thing about this situation is that at the end of the day the operators became millionaires, the customers on the Board got great deals, consultants and lawyers got rich, but not one penny went to the taxpayers."



SEPTA SIDELINES 18 SILVERLINER V CARS FOR ADDITIONAL REPAIRS

PHILADELPHIA - Sept. 12, 2016, *Trains* News Wire - SEPTA has temporarily sidelined 18 Silverliner V rail cars that had been repaired by manufacturer Hyundai Rotem and were recently returned to service, or had been readied for service. A minor design modification will be made to the foot that supports the new equalizer beam at both ends.

A joint inspection of a Silverliner V rail car that had recently been returned to service was conducted early Saturday morning by Hyundai Rotem and SEPTA, as part of the ongoing effort to evaluate the performance of the new system. A clearance issue was detected that resulted in minimal, occasional contact between old and new components. Hyundai Rotem made a design change, and cars with this modification will be available for service later this week.

Hyundai Rotem is still expected to return enough rail cars to allow for normal weekday Regional Rail schedules by SEPTA's preferred date of Oct. 3. The overall time-frame for completing repairs and returning all Silverliner Vs to service remains early-to-mid November.

The decision on Saturday to pull the cars from service was made jointly by SEPTA and Hyundai Rotem. It reflected concerns over causing damage that would require increased inspection and maintenance efforts.

"SEPTA is committed to making sure the repair process is done correctly to ensure a long-lasting life," SEPTA General Manager Jeffrey D. Kneuppel says. "This is why we are conducting thorough tests and inspections, such as the one on Saturday that revealed this problem."

"All parties involved are working around the clock to restore the Silverliner V fleet to service in a timely fashion," Kneuppel adds. "We sincerely regret the continued inconvenience to our customers."

In July 2016, a routine inspection found hairline-sized fatigue cracks in the equalizer beams on 115 of 120 of the cars. Equalizer beams are part of the rail car suspension system, and distribute the weight of the vehicle to its axles.

The first Silverliner V cars entered service in November 2010.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 24, 1898 - Peace Jubilee held in Philadelphia; over next eight days, PRR handles 981,029 passengers at its Philadelphia stations, of which 425,271 arrive and depart from Broad Street Station.

Oct. 18, 1903 - Draw of the Long Bridge at Washington collapses under southbound C&O *F.F.V. Limited* at 11:30 PM; tender and baggage car fall in the river; draw-tender drowned; passengers carried between Washington and Alexandria by trolley via Georgetown and Rosslyn or by steamboat *George Washington*.

Oct. 8, 1908 - Broadway Station opens in Camden, using an existing three-story house and new platforms.

Oct. 21, 1913 - Electric service inaugurated on LIRR between Flushing (Whitestone Jct.) and Port Washington.

Oct. 15, 1918 - Coatesville Branch opens between Pomeroy and the Midvale Steel & Ordnance Company plant at Coatesville, Pa.

Oct. 8, 1924 - PRR files plans with city authorities for new station at Newark, N.J., that will also serve Hudson & Manhattan Tubes and Public Service trolley subway.

Oct. 1, 1928 - PRR assumes direct operation of LIRR; LIRR combined with New Jersey General Division (New York-Liddonfield) to form a quasi-region called "New York Zone" under VP. George LeBoutillier and a single General Manager, J.F. Patterson, and General Superintendent, R.C. Morse with full PRR regional staff.

Oct. 16, 1933 - PRSL Board authorizes retiring the old electric line tracks between 2nd Street and the Delaware River, shifting tracks and installing third rail as part of the revision of tracks at the Camden Terminal station at Federal Street.

Oct. 28, 1939 - Delaware, Maryland & Virginia Railroad agrees with Rehoboth, Del., to remove the track in Rehoboth Avenue from the west side of the canal to the Boardwalk and to build a new freight station west of the canal; track was no longer needed because of the discontinuance of passenger service.

Oct. 27, 1943 - PRR Board authorizes additional main tracks from Havre de Grace to Bush River in Maryland.

Oct. 26, 1948 - Freedom Train returns to Havre de Grace, Md., having toured 313 cities, the tour is then extended to an additional 13 cities.

Oct. 31, 1953 - "GLEN MILLS" and "CHENEY" Block stations removed from service on West Chester Branch.

Oct. 25, 1958 - Last run of PRSL passenger train service between 10th Street, Ocean City, and Ocean City Gardens; track abandoned beyond 9th Street (1.09 miles), and stations at 4th Street and Gardens discontinued.

Oct. 1, 1963 - Stuart T. Saunders (1909-1987), formerly of the Norfolk & Western, succeeds James Symes as third (and last) PRR Chairman.

Oct. 29, 1967 - Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of *The Afternoon Congressional* reduced from 3:35 to 3:20; fastest time with conventional equipment. GG1's No. 4883-4938 are equipped with 100 MPH gears and Nos. 4864-4882 with 90 MPH gears.

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TIMETABLE 10-16

FOR LANCASTER CHAPTER NEWS,
SEE "INSIDE THE BACK PAGE"

Through Sunday, Oct. 30, 2016

Bridges of the Reading Railroad exhibit at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, Pa. 19526. Info: www.readingrailroad.org

Through Sunday, Oct. 30, 2016

Steam and diesel powered excursions to various locations from the Steamtown National Historic Site, 150 South Washington Avenue, Scranton, Pa. 18503-2018. Info: www.nps.gov/stea

Sunday, Oct. 2, 2016

Leesport Train Meet at the Leesport Farmers Market, 312 Gernants Church Rd., Leesport, Pa 19533. Info: Glenn Frantz, frysterstore@yahoo.com, phone: 570-640-3179

Friday & Saturday, Oct. 14-15, 2016

Fall 2016 N.R.H.S. Conference in Portland, Oregon.

Thursday-Saturday, Oct. 20-22, 2016

TCA York Train Meet at the York Fairgrounds, 334 Carlisle Ave., York, Pa 17403. Info: www.adtca.com

Saturday, Oct. 29, 2016

Delaware Train Show at the Nur Shrine Center, 198 South DuPont Highway, New Castle, Del. 19720. Info: www.toysshows.org

Saturday, Oct. 29, 2016

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa.

Saturday & Sunday, Oct. 29-30, 2016

Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace at the Cow Palace, Maryland State Fairgrounds, 2200 York Rd. Timonium, Md 21093. Info: www.gsmts.com

Saturday & Sunday, Nov. 5-6, 2016

Greenberg's Great Train & Toy Show at the Harrisburg Mall, 3501 Paxton Street, Harrisburg, Pa 17111. Info: www.trainshow.com

Saturday & Sunday, Nov. 12-13, 2016

First Frost Train Meet at the Allentown Fairgrounds Agri Plex, 302 N 17th St., Allentown, Pa 18104. Info: www.allentowntrainmeet.com

Sunday, Nov. 20, 2016

TCA Atlantic Division Toy Train Show at the Plumbers Union Hall, 2791 Southampton Rd., Philadelphia, Pa 19154. Info: www.adtca.com

Saturday & Sunday, Nov. 26-27, 2016

Greenberg's Train and Toy Show at the New Jersey Expo Center, 97 Sunfield Rd., Edison, NJ 08837. Info: <http://trainshow.com/edison11>

Saturday & Sunday, Dec. 3-4, 2016

Greenberg's Train and Toy Show at the Maryland State Fairgrounds, 2200 York Rd., Timonium, Md 21093. Info: <http://trainshow.com/timonium12/>

Tuesday-Saturday, June 20-24, 2017

2017 N.R.H.S. Convention in Nashville, Tenn.



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Thru Saturday, Dec. 31, 2016 - Safety First! The Evolution of Railroad Safety Practices

Sunday, Oct. 2, 2016 - Garden Railways Tour

Saturday, Nov. 5, 2016 - 1940s Swing Dance

Saturday & Sunday, Nov. 5-6, 2016 - Trains & Troops

Saturday, Dec. 3 & 10, 2016 - Christmas With The Conductor

Saturday, Dec. 3 & 10, 2016 - Home For The Holidays



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Sunday, Oct. 9, 2016 - Vintage Base Ball Day

Friday - Sunday, Oct. 14-16, 2016 - Steampunk unLimited

Saturday, Oct. 22, 2016 - Mayhem! The Great Train Robbery

Friday-Sunday, Nov. 18-20, 2016 - Day Out With Thomas



SEPTEMBER, 2016 CHAPTER MEETING MINUTES

The "Annual Chapter Picnic" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 18, 2016. In the absence of President

Tom Shenk (who was on a trip to Cuba) the meeting was called to order at 3:45 p.m. by First Vice President Harold Shaak with 43 members present. First Vice President Harold Shaak led those assembled in the Pledge of Allegiance.

MINUTES: First Vice President Harold Shaak asked for a motion to approve the August Membership Meeting Minutes. David Stambaugh approved the motion and Helen Shaak seconded the motion. The August membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: David Stambaugh reported Chapter Member William Royer passed away on August 23. He was 90 years old. Dennis Allen was also admitted to the hospital for blood transfusions. Ron Irwin had Achilles tendon surgery. Rosalee Kurtz is having surgery on her hand. Peggy Sweigart had skin cancer removed from her head. Wendell Seybolt (chapter member from Florida) has lung cancer and leukemia and is receiving chemotherapy and radiation.

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

CABOOSE DEDICATION: Second Vice President Glenn Kendig announced Saturday, September 24 will be "Christiana Railroad Days" at the Christiana Freight Station. The Open House will start at 10:00 a.m. There will be railroad and historical vendors, a walking tour of Christiana to see the historic sights of the town and a food truck will be on the premises that day. Dedication of the "Conrail Caboose" will start at 1:00 p.m.

TRIPS: Glenn Kendig announced a "Fall Foliage" day trip set for Saturday, October 15, 2016 to ride the Allentown and Auburn Railroad in Kutztown, and the Colebrookdale Railroad. Tickets are still available if anyone is interested in the trip.

2ND DIRECTOR'S REPORT: Second Director Steve Himpl reported the caboose will be open to go through at the picnic. Editor Ed Mayover brought a Conrail first aid kit and a Conrail safety vest (also a marker light and Conrail Operating Manual book - Ed.) to put in the caboose. Steve reported the chapter received a mile post marker donated from the late Fred Abendschein. Steve installed the mile post marker in front of the Freight Station. The marker already had the number 10 on it and that happens to be the Freight Station's address number.

ANNOUNCEMENTS: Glenn Kendig reported the brick repair work for the exterior of the Freight Station is completed. It took four men eight days to complete the repair work. They also sealed the bricks to prevent any further damage. The doorways were also repaired. Glenn Kendig announced the upcoming dates: Thursday, December 1 will be to decorate for the Christmas Open House at the Freight Station. Saturday, December 17 and Sunday, December 18 will be the Christmas Open House dates. Cindy Kendig announced the Chapter's third Annual Craft and Vendors Show will be held on Saturday, October 22, 2016 at the Christiana Freight Station. Donations of foods are needed to sell at this event. Cindy has 30 vendors signed up to attend for that day. Cindy needs a volunteer to run the kitchen during the show. If anyone can donate anything to sell contact Cindy or Linda Himpl to see what is needed. Harold Shaak announced the Chapter's Annual Banquet will be at the Revere Tavern on Friday, November 18, 2016. Banquet tickets will be available for sale at the October meeting and an order form will be in the October newsletter. Bill Richard donated a DVD titled "20th Century Limited." Bill thought the chapter could use it as a program. Steve Himpl announced books and videos are available for

anyone to take out of the chapter's library.

ADJOURNMENT: The Chapter Meeting was adjourned at 4:05 p.m. for the chapter picnic.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



JAPAN GIVES MARYLAND MAGLEV HOPES A \$2 MILLION LIFT

ANNAPOLIS, Md. - Aug. 30, 2016, *Trains News Wire* - With a \$2 million lift from the Japanese government, Maryland may meet its matching mandate for a maglev railroad study.

In a formal ceremony in late August, the Japanese ambassador to the U.S., Kenichiro Sasae, and Maryland Gov. Larry Hogan, signed a cooperative agreement that helps the country and the state with trade and also offers money for research into whether a Baltimore to Washington, D.C., magnetic levitation railroad would be possible. The *Associated Press* reports that the Japanese money will help Maryland meet a 20-percent match requirement built into a November 2015 grant from the Federal Railroad Administration for the maglev study. The U.S. government provided \$27.8 million for engineering and planning work.

Hogan, a Republican, endorsed maglev trains after a visit to Japan in 2014 where he took a 27-mile trip on a train that cruised at up to 314 mph. Supporters have said the cost of building the line would be split among the Japanese government, a private company, and U.S. taxpayers.

There's no word on whether Japan's contribution takes the form of a gift or a loan to the state.



BRIGHTLINE LOCOMOTIVE ROLLS ON SIEMENS TEST TRACK

By William C. Vantuono, Editor-in-Chief, *Railway Age* - Sept. 8, 2016 - Brightline's first Siemens Charger diesel-electric locomotive has successfully completed initial testing and operated for the first time, powered by its Cummins QSK95 diesel engine, on the quarter-mile test track at the Siemens manufacturing facility in Sacramento, Calif.

"This signifies another major milestone for the production of Brightline's trains as the company has now approved production for all locomotives currently being built by Siemens," said Brightline Senior Vice President of Railroad Operations Gene Skoropowski.



In addition to firing up its diesel engine for the first time, approximately 45 systems were tested on the locomotive. Among them: functional tests of the air and dynamic braking systems; software installation

for all systems; locomotive doors; fire detection systems; audible warning devices; communication systems; interior and exterior lighting; and zero-fuel and fully fueled weight verification. Static and dynamic testing occurred over a three-week period.

"Operation of the locomotive and its passing of initial track testing has demonstrated Siemens' engineering expertise and given us a high degree of confidence that Brightline service will be exceptionally reliable," said Skoropowski. "Brightline will be the only passenger rail service in the country to have such dynamic and modern trains that will offer Americans

a new and modern experience in train travel.”

“Testing these advanced-technology locomotives for Brightline is an extremely important milestone in our production process and helps ensure these trainsets are ready to provide safe and reliable service for future riders,” said Siemens Rolling Stock President Michael Cahill. “The successful on-site testing in Sacramento is truly a testament to the highly skilled work being done by our engineers and plant employees that have worked tirelessly to design and manufacture these trainsets.”

Brightline’s trains are built as integrated trainsets, comprised of two locomotives and four stainless steel passenger cars. The locomotives feature an ergonomic cab design for the train’s engineers.

Brightline trainsets are being built by nearly 1,000 employees at Siemens’ 60-acre rail manufacturing hub. Siemens has also developed a base of U.S. rail suppliers to support the next-generation of rail manufacturing for Brightline, including components from more than 40 suppliers across 20-plus states. The company will also be providing maintenance for the trainsets when they are in operation in Florida, supporting full-time employment for approximately 70 Siemens and 40 Brightline employees.

The first completed trainset is expected to leave Sacramento and be delivered to Brightline at its West Palm Beach maintenance facility later this year. Brightline is scheduled to begin express higher-speed intercity service linking Miami, Fort Lauderdale and West Palm Beach on the Florida East Coast Railway main line in mid-2017. Brightline says it is “the only privately owned, operated and maintained passenger rail system in the United States.” It is operated by All Aboard Florida, a subsidiary of Florida East Coast Industries.

with in-house testing.

The AAR also urged the FRA to add synthetic opioids to the list of substances to be tested for.



CINCINNATI'S STREETCAR SYSTEM LOGS MORE THAN 50,000 RIDERS IN OPENING WEEKEND

CINCINNATI - Sept. 16, 2016, *Trains* News Wire - Tens of thousands of passengers came out for Cincinnati’s opening weekend of its new streetcar system. Officials with the Cincinnati Bell Connector say the event was a “major success,” logging more than 50,000 passengers in three days.



During its first day of service on Sept. 9, more than 18,000 passenger trips were made. On Sept. 10, more than 17,000 passenger trips were conducted and on Sept. 11, more than 15,000 passengers rode the system.

Streetcar officials expect ridership to increase as Oktoberfest ramps up this weekend. The annual venue typically draws more than a half-a-million visitors to the area.

The new 3.6-mile streetcar system runs from the city’s Over-the-Rhine neighborhood south toward the riverfront.



FRA FINDS INCREASE IN DRUG TEST VIOLATIONS

By R G Edmonson, Sept. 16, 2016 - *Trains* News Wire

WASHINGTON – Federal officials are concerned about a sharp increase in the number of railroad personnel who have failed drug tests in the past two years.

The number of employees who tested positive for marijuana, cocaine, and illegal opiates jumped 43 percent between 2014 and 2015 according to the Federal Railroad Administration.

The FRA also says that the number of workers who test positive for drugs after accidents has jumped to nearly 8 percent in 2016, the highest ever.

The data shows that the rate of positive testing has been relatively stable over the past seven years, from 0.37 percent to 0.39 percent. In 2015 the number jumped to 0.53 percent. The Washington Post notes that the trend among transportation workers is susceptible to the trends as the rest of society.

FRA Administrator Sarah E. Feinberg told the FRA Railroad Safety Advisory Committee that the agency would have “no patience whatsoever for post-accident positive test results—railroads, and railroad employees, have the safety of the public in their hands.

“Whether they’re operating passenger trains through the busiest rail corridors in the country or operating freight trains through communities large and small, the public must be able to trust that the persons operating that train, dispatching that train, working on these railroad tracks and on those signals, is not under the influence of drugs or alcohol,” Feinberg said.

Feinberg reminded the committee that the agency has an employee assistance program to help workers with drug problems, but the program should be getting two to three times more referrals than it has.

“This is an issue that is evident throughout today’s society that requires attention, and the freight rail industry is ready to work with the FRA to further enhance the safety of the nation’s rail network,” the Association of American Railroads tells *Trains* News Wire. The AAR said that railroads not only comply federal with drug-testing regulations, but complement them



OPERATION LIFESAVER REMINDS YOU...

The train you see is closer and faster-moving than you think. If you see a train approaching, wait for it to go by before you proceed across the tracks.

LAST RUN

The Lancaster Chapter, Inc., N.R.H.S. extends sincere condolences to wife Helen and the family of Chapter Member William Wise Royer, 90, who passed away peacefully on August 23, 2016. A World War II veteran, William was an original crewman of the U.S.S. Lexington, CV-16, a fast attack aircraft carrier. Rest in peace, William!



WHO MADE UP WHAT? - NORFOLK SOUTHERN



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****OCTOBER 15, 2016 - SATURDAY - LANCASTER CHAPTER FALL FOLIAGE TRIP**

20 seats remain. If you wish to join the Chapter on this fun-filled day-trip, please call Tom Shenk at 717-314-4448.

NOTE EARLIER DEPARTURE TIMES FOR BUSES

BUS 1 – CHRISTIANA FREIGHT STATION DEPARTURE IS 8:15 AM - BUS 2 – LANCASTER AIRPORT DEPARTURE IS 8:30 AM

OCTOBER 17, 2016 - MONDAY, 11:00 AM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Our Chapter Friend Paul Kutta returns with an excellent hour and fifteen minute historical program entitled "Gone Forever-American Fallen Flag Railroads Large and Small." Includes over 55 railroads that have been abandoned outright (NYO&W, etc.) and those that became part of the mega-roads we have today. Norfolk Southern has CR, N&W, VGN, WAB, NKP, P&WV, SOU, Original NS, PRR, L&HR, LV and RDG. Union Pacific has KATY, C&NW, MP and WP. Shown with photos of each railroad and by the family in which they belong today. Bring a friend to this interesting and historical program.

OCTOBER 22, 2016 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - CRAFT AND VENDOR SHOW**NOVEMBER 18, 2016 - FRIDAY EVENING - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET**

Complete information and order form is in this issue of *The Lancaster Dispatcher*.

DECEMBER 1, 2016 - 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 17, 2016 - 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 18, 2016 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

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

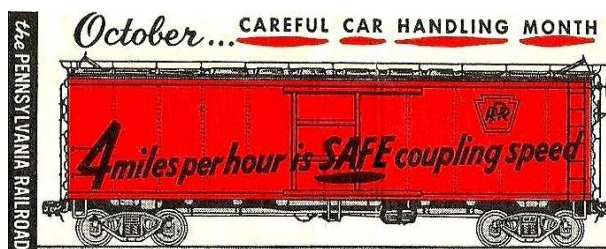
DECEMBER 19, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY

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

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: 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





LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET FRIDAY EVENING, NOVEMBER 18, 2016



THE HISTORIC REVERE TAVERN - BANQUET CENTER
3063 LINCOLN HIGHWAY (U.S. ROUTE 30)
PARADISE, PENNSYLVANIA 17562-0336
(717) 687-8601

PLEASE JOIN US AS WE RETURN TO THE HISTORIC REVERE TAVERN FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. AND DON'T FORGET THE FABULOUS DOOR PRIZES! MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

SOCIAL HOUR / FAMILY-STYLE MEAL / DOOR PRIZES

6:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED

6:30 PM - IN-ROOM FAMILY-STYLE MEAL

FOLLOWED BY A PROGRAM BY NOTED PHOTOGRAPHER STEVE BARRY

THE ANNUAL BANQUET COST FOR 2016 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 17TH CHAPTER MEMBERSHIP MEETING.
OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.
ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 7, 2016

✂ -----

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

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

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

INFORMATION:
TOM SHENK
OFFICE - 717-299-6600 ext. 504
CELL - 717-314-4448

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING AND ELECTION OF 2016-2017 OFFICERS OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, OCTOBER 17, 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**



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20 PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@NRHS1.ORG.

**PLEASE DELIVER PROMPTLY
FIRST CLASS MAIL**

<p>FIRST CLASS MAIL</p>
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Forwarding and Address Correction Requested

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