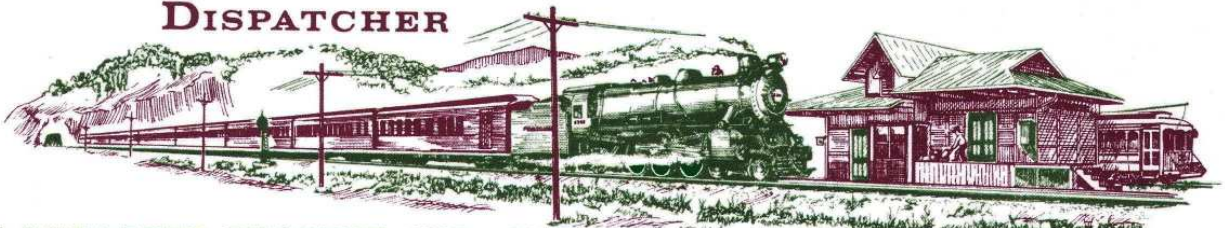


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DISPATCHER

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LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 48 NUMBER 11

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NOVEMBER 2017



Happy Thanksgiving from the Lancaster Chapter, Inc., N.R.H.S.



BUY MORE
WAR BONDS

The "pup" that meets all trains

His home is in a little town—and the railroad station is a long trot away. But rain or shine, snow or sleet, this wistful dog is down there on the platform twice a day—waiting for a pal he's always sure the next train will bring back.

Again war has made the railroad station the focal point of life in America's cities, towns, and villages.

Brave good-byes are said there—excited greetings shouted. And over the glistening rails, by day—into the signal-lit, shadowy vastness of the far beyond by night—click the freights, the troop trains, the crowded limiteds, the fast mails of a nation speeding up its date with Victory.

Such are the trains that serve the towns and cities on The Milwaukee Road's 11,000-mile system. Between the Great Lakes and the Pacific north coast, in big city terminals and unpretentious depots, the story of America at war unfolds, in all its drama, day after day.

The Milwaukee Road is ever mindful of its duty to the men and women in the armed services. Their needs must and will be met.

At the same time, The Milwaukee Road is making every endeavor to maintain adequate and dependable service for all the people in all its territory—and this goes for the "Way Station", where the pup meets all trains, as well as for "Big Town".

A FAITHFUL PUP AWAITS THE RETURN OF HIS "BEST FRIEND" IN THIS 1944 THE MILWAUKEE ROAD ADVERTISEMENT

Our Sincerest Thanks to All of Our Veterans



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK SAYS IT'S "READY TO BUILD"

WASHINGTON, Oct. 2, 2017, Amtrak MEDIACENTER - Amtrak unveiled the “Ready to Build” campaign today, which includes a series of short films showcasing five critical investments that are vital to

the realization of a renewed, modern passenger rail system.

The campaign emphasizes needed investments at our major stations, including in Chicago Union Station, as well as in infrastructure along the busy Northeast Corridor (NEC), where the majority of Amtrak-owned assets are located. The NEC carries 260 million intercity and commuter customers each year and growing. However, demand for passenger rail service continues to outpace investment, resulting in a backlog of more than \$38 billion of deferred capital investments that risks future service expansion and reliability.

“The NEC is a central artery for the greater Northeast, which generates 20 percent of U.S. gross domestic product and is one of the country’s principle economic engines,” said Amtrak co-CEO Wick Moorman. “These major projects are critical to keeping people, the economy and the nation moving forward.”

Amtrak and its state and federal partners have started the planning and regulatory reviews required for these complex, multi-year projects. Once funding is identified and obtained, Amtrak and its partners are ready to finalize design and begin construction for the following critical investments:

- Hudson Tunnel Project (New York – New Jersey): Construction of a new Hudson River rail tunnel serving New York Penn Station will provide greater operational flexibility and infrastructure resiliency, following damage from Superstorm Sandy.
- Portal North Bridge Project (New Jersey): Replacement of the century-old Portal Bridge with a new high-level, fixed-span bridge will result in faster trip times and greater reliability as well as eliminate the need to open for maritime traffic.
- Major Stations Development (Northeast and Chicago): Leveraging public-private partnerships and underutilized land and air rights to transform 50+-year-old facilities into vibrant commercial transportation hubs.
- Susquehanna River Bridge Project (Maryland): Replacement of existing two-track bridge with two new high-level bridges with a total of four tracks, allowing for increased speeds and eliminating the need to open for maritime traffic.
- Baltimore & Potomac (B&P) Tunnel Project (Maryland): Replacement of the Civil War-era, 30 mph bottleneck with a four-tube tunnel that allows for more reliable and more frequent service.

Amtrak is the majority owner of the NEC infrastructure and its connecting corridors, the NEC is a shared transportation asset that runs through eight states and the District of Columbia. It is used by Amtrak, eight commuter rail partners and multiple freight operators that together run nearly 2,200 daily trains.

To view the “Ready to Build” materials, visit www.NEC.Amtrak.com/ReadytoBuild

AVELIA LIBERTY LOOK REVEALED

HORNELL, NY, Oct. 6, 2017, Railway Age - Amtrak’s Avelia Liberty, the Alstom-built integrated high-speed trainset that will replace the equipment currently used to provide Amtrak’s premium Acela Express service on the Northeast Corridor, will be significantly different in design and livery that its predecessor. The trainset sports four exterior colors: white and blue, with red accents and gray power car noses.



AVELIA LIBERTY - ALSTOM

Amtrak revealed the new livery on Oct. 6, noting that the “next-generation trainsets will provide 40% more trainsets (28), one-third more passenger seats with the same personal space and high-end comfort, more service, better amenities and a smoother ride.”

The Avelia Liberty is based on Alstom’s TGV, versions of which have been in service around the world for more than 35 years. Alstom’s North American version, like the Acela Express, will be a tilting trainset with power cars at each end, but unlike the aptly-nicknamed “Fast Pig” will be articulated.

A prototype is expected to 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 year-end 2022.



AMTRAK OPERATES AUTUMN EXPRESS EXCURSION TRAIN

NEW YORK, Oct. 16, 2017, *Trains* News Wire - More than 1,100 more people can now say they’ve been part of Amtrak’s increasingly popular fall foliage excursions after trips out of the New York City-area Oct. 14 and 15.

Hundreds of passengers booked their trips to take in autumn leaves in Upstate New York while traveling rare miles over Norfolk Southern, Conrail, CSX Transportation, and Metro-North between New York City and Albany, N.Y., with both sides of the train catching glimpses of the Hudson River.

While the foliage changes were in rather short supply, given the warm fall weather so far this year in the Northeast, the 156 miles of freight-only trackage encompassed highlights of riding through Oak Island Yard, just south of Newark, N.J., and covering the former New York Central West Shore Line from its current southern end by Croxton Yard to the east end of Selkirk Yard, close to Albany. While the \$169-ticket price may have seemed a rather lofty tariff at first, the cost reflected transportation, a boxed lunch, a souvenir tote, and a commemorative pin.

The twelve-car consist included Amtrak heritage Phase III-painted P42DC No. 145 and Veterans’ locomotive ACS-64 No. 642 — both on the south end of the train. Amtrak P42DC No. 156 in heritage Phase I colors operated from the north end of the train. Passenger cars included Amtrak 9800, a rebuilt Metroliner café car, now conference car used as a crew car; eight Amfleet coaches; two café diner cars, and another Metroliner survivor, 9641, a cab control car, not used as such on this trip. Motive power on both ends helped operationally, as the specials changed direction near NK interlocking, just south of Newark, and again near control point SK, at the

east end of Selkirk Yard.

Seating for the trips was fixed on each car with half of the seats facing one way, and half the other, affording everyone a direct river view in one direction. The now- CSX-River Division from Croxton to Selkirk had not seen a regularly scheduled passenger train since 1959, with few fantrips nice then. Also covered were the freight-only 11 miles between SK and the Amtrak Empire Service Line north of Hudson N.Y., encompassing the mile-long Alfred H. Smith Bridge over the Hudson River.

Passengers had the opportunity to take pictures of the train with scenery during a photo runby stop at Rhinecliff, N.Y.

PENNSYLVANIA ATTORNEY GENERAL WILL STILL SEEK CHARGES AGAINST AMTRAK DERAILMENT ENGINEER

PHILADELPHIA, Oct. 10, 2017, Philadelphia Inquirer - The pursuit of criminal charges against the engineer who derailed an Amtrak train in Philadelphia in 2015 will continue, as Pennsylvania's attorney general reported he was appealing a municipal court judge's decision last month to dismiss charges.

Attorney General Josh Shapiro said Tuesday that he had filed a notice of appeal. The filing with Common Pleas Court comes just before an appeal deadline would have expired. A hearing has not been scheduled.

The lawyer who handled Bostian's criminal case, Brian J. McMonagle, emphasized that in the last six months both the Philadelphia district attorney and the municipal judge concluded that Bostian committed no crime.

"Enough is enough," he said of the appeal filing. "It's wrong."

On Sept. 12, charges against engineer Brandon Bostian of involuntary manslaughter, reckless endangerment, and risking a catastrophe were dismissed by Municipal Court Judge Thomas Gehret. The judge said at the conclusion of a four-hour hearing that there was not enough evidence to warrant a trial.

"Based on that evidence," Gehret said at the time, "I think it's more likely than not this was an accident and not criminal."

The May 12, 2015, crash of Amtrak Train 188 on the Frankford Curve in Port Richmond caused eight deaths and more than 100 injuries.

The basis of the state's case against Bostian in that September hearing was that he knew his route well and knew his responsibility for the 250 passengers on the train but still sped at 106 mph into a bend with a 50 mph limit, causing the derailment.

The federal investigation concluded that Bostian had no alcohol or drugs in his system and was not using his cellphone at the time of the derailment. Bostian told the NTSB that he did not remember what had happened. The federal agency's review concluded that he lost "situational awareness," probably because of radio chatter about a rock hitting a SEPTA train near the curve shortly before the derailment.

Bostian has been on unpaid administrative leave from his Amtrak position since the crash.

The case has taken an unusual roller coaster ride through the criminal justice system. In May, nearly two years after the derailment, the Philadelphia District Attorney's Office stated that it had reviewed the evidence and decided against charging Bostian.

Quickly thereafter, the father and husband of Rachel Jacobs, who died in the derailment, filed a reckless endangerment complaint against Bostian. Saying it had made its decision, the District Attorney's Office rejected the complaint, leading the family to seek a judge's order compelling authorities to charge. The District Attorney's Office recused itself, leading to the attorney general's involvement in the case.

Just days after the district attorney concluded there was not enough evidence to charge Bostian, the Attorney General's Office made the opposite determination, filing charges for eight counts of involuntary

manslaughter, a count of causing a catastrophe, and 238 counts of reckless endangerment.

The swings in the case have been difficult for the people affected by the crash. Many have wanted to see Bostian held criminally accountable. Along with the complaint filed by Jacobs' family, derailment survivor Blair Bertram participated in the last hearing, providing testimony about her experience the night of the crash.

"It is welcome news that the attorney general has decided to further pursue full accountability of Mr. Bostian, which they, as victims, have all urged throughout the criminal justice process," said lawyers Thomas Kline and Bob Mongeluzzi in a statement, who represent some of the derailment victims.



CSX BEGINS SCALING BACK OPERATIONS AT KEY OHIO INTERMODAL TERMINAL

JACKSONVILLE, Fla., Oct. 13, 2017, *Trains News Wire* - CSX Transportation is preparing to scale back operations at its intermodal hub in North Baltimore, Ohio, which opened in 2011 as the \$175-million centerpiece of a new intermodal strategy.

The Northwest Ohio Intermodal Terminal was designed to support CSX's hub-and-spoke approach to serving smaller intermodal markets. By sorting container shipments at North Baltimore, CSX could build the density required to provide new or more frequent service to places such as Louisville, Ky.

But the terminal's sorting hub days are numbered as part of CSX's shift to precision scheduled railroading under CEO E. Hunter Harrison, according to sources familiar with the situation.

"CSX does not have any plans to discontinue operations at the North Baltimore facility," spokesman Rob Doolittle says. "We are reviewing our train plan at the North Baltimore terminal to identify opportunities to provide better service to our intermodal customers, and CSX will communicate any changes that may be made directly to affected customers, employees, and other stakeholders."

Over the past two weeks CSX has told customers that it is curtailing intermodal service to Louisville and Detroit. International and domestic intermodal traffic to and from both cities is funneled through North Baltimore.

The changes are the first steps in diverting traffic away from the Northwest Ohio Intermodal Terminal, sources say.

CSX will no longer handle domestic container shipments from Detroit to two dozen destinations, ranging from points in California, Texas, and Mexico to Florida, Syracuse, N.Y., and Montreal, Quebec. Similar changes have been made in Louisville.

The North Baltimore terminal, strategically positioned on CSX's mainline to Chicago and between its former Baltimore & Ohio Toledo-Cincinnati and Chesapeake & Ohio Toledo-Columbus routes, may survive as a block-swapping yard.

Before Harrison's arrival at CSX in March, 30 or so trains per day stopped at North Baltimore to swap blocks or have their containers lifted, sorted, and placed on different outbound trains.

The terminal employs nearly 300 people and has been hailed as a model of advanced technology and green design. It features ultra-efficient electric cranes, optical scanners that reduce truck idle times, and automated car tracking technologies. In 2013, Vice President Joe Biden and Transportation Secretary Anthony Foxx toured the terminal and touted it as an example of the economic benefits of infrastructure investments.

Now it is unclear whether the changing role of the terminal will spell the end of CSX's hub-and-spoke strategy, which was unique for a double-stack intermodal operation.

As recently as July, CSX executives said North Baltimore was a proven concept that would be extended to a new \$270 million Carolina Connector intermodal terminal planned for Rocky Mount, N.C. Executives also had discussed the potential for adding a third intermodal sorting hub near Atlanta.

CSX TRANSPORTATION SAYS IT'S READY FOR FALL PEAK

WASHINGTON, Oct. 5, 2017, *Trains* News Wire - CSX Transportation's trains are now moving faster and freight cars are spending less time in yards than they did last year, railroad executives told federal regulators on Monday.

CSX officials say that after two months of improvement, terminal dwell is now lower than the full-year average for 2016. Average train speed, which has climbed slowly for six weeks, also exceeds the 2016 average.

Transit times for merchandise carloads have returned to a "normal range," CSX officials say, and are lower than before CEO E. Hunter Harrison began implementing his precision scheduled railroading operating plan in March.

"Significant operating improvements during [the] third quarter put CSX on a solid foundation for fall peak," CSX told the Surface Transportation Board.

Customer backlogs are down more than 50 percent from the peak this summer, CSX says, and now represent less than 1 percent of daily originations and less than 0.2 percent of active cars online.

But on-time performance remains subpar. At 67 percent, on-time arrivals are roughly the same as they were for the full-year average of 2016.

High on-time performance is a critical element of precision scheduled railroading due in part to its emphasis on block-swapping. If trains are late, the blocks of cars they carry may miss their scheduled connections and could incur delays that can reach 24 hours.

Shippers say CSX is making uneven progress at improving its operations. Some have reported significantly lower transit times and greater reliability, while others say CSX service has declined, with longer transit times and large variability in arrivals as well as delivery of empty cars.

Harrison says precision scheduled railroading will ultimately produce faster, more reliable service.



Sponsored by CSX, Food City & the Kingsport Chamber of Commerce.

COUNTRY BLUEGRASS STAR TO HEADLINE CSX'S 'SANTA TRAIN'

KINGSPORT, Tenn., Oct. 13, 2017, *Trains* News Wire - Bluegrass music legend Ricky Skaggs will be the special guest on the 75th running of the CSX Santa Train on Saturday, Nov. 18.

Skaggs, whose impressive resume includes 15 Grammy awards, 12 No.1 hits and eight CMA awards, has been performing bluegrass for more than 30 years. He's been especially busy lately, continuing to tour the country and forging ahead with cross-cultural, genre-bending musical inspirations.

"We are so excited to have an icon like Ricky Skaggs join us on this year's Santa Train," said Tori Kaplan, Vice President of Communications and Field Support for CSX. "This year's train marks 75 years of giving back to the families of Appalachia, and we couldn't have picked a better partner and representative of Appalachia than Ricky."

Each year since 1942, CSX's Santa Train embarks on a journey from Shelby, Ky., to Kingsport, Tenn., to spread holiday cheer, passing out gifts to families in cities along the rail line. The Santa Train makes 14 stops in Kentucky, Virginia, and Tennessee, delivering toys, food and winter clothing to hundreds of residents along the way. Skaggs will accompany Santa Claus and event sponsors CSX, Food City, Kingsport Chamber of Commerce, Appalachian Power and Soles 4 Souls on the 110-mile trek.

Fans can use the hashtag #santatrainis75 to follow the train online and engage in the Santa Train conversation on social media.



FRA RELEASES GEORGIA-TENNESSEE HIGH-SPEED RAIL RECORD OF DECISION

High-Speed Rail System Will Connect Atlanta to Chattanooga

WASHINGTON, Sept. 29, 2017, FRA Public Affairs —

The U.S. Department of Transportation's Federal Railroad Administration (FRA) today released a Tier I combined Final Environmental Impact Statement and Record of Decision (FEIS/ROD) for the High-Speed Ground Transportation (HSGT) project that will ultimately connect Atlanta to Chattanooga, Tennessee. The FEIS/ROD marks the completion of the Tier I environmental review process under the National Environmental Policy Act (NEPA) and documents FRA's identification of a preferred corridor.

"This project will benefit both Atlanta and Chattanooga with more efficient transportation, while also providing rail access to the rural communities in the region," said U.S. Transportation Secretary Elaine L. Chao. "This has been a long time in the making and represents a response to numerous transportation needs along the I-75 corridor."

The HSGT project would run approximately 120 miles along Interstate 75 and provide a competitive and more reliable transportation choice for people traveling between Atlanta and Chattanooga. The chosen corridor includes eight rail stations and is estimated to take 88 minutes of travel time from the first to last station along the corridor. The route would begin on the east side of Hartsfield-Jackson Atlanta International Airport (HJIA) at the proposed HJIA/Southern Crescent Station and end at a proposed downtown Chattanooga station.

"This combined FEIS and ROD is a product of nine years' work from FRA and its state partners," said FRA Deputy Administrator Heath Hall. "The administration is working diligently to remove barriers, which slow down the environmental process so that people can get to work rebuilding the nation's infrastructure."

The Georgia Department of Transportation (GDOT) studied the corridor as part of Georgia's 1997 Intercity Rail Plan, which recommended further study – specifically with an emphasis on high-speed rail service. During the scoping process of the study, GDOT and the Tennessee Department of Transportation (TDOT) identified 15 unique corridors between Atlanta and Chattanooga. GDOT and TDOT then subjected those corridors to a screening process and ultimately narrowed down three corridors for the FEIS.

The FEIS/ROD provides information on train technology, maximum operating speeds and station location options. However, decisions on these issues, as well as the exact alignment within the preferred corridor, will be part of a Tier II NEPA study, if additional funding is secured.



VIRGINIA TO EXPLORE PASSENGER SERVICE TO THE NEW RIVER VALLEY

CHRISTIANSBURG, Va., Sept. 29, 2017, *Trains* News

Wire — Virginia's Commonwealth Transportation Board has allocated \$350,000 to an operational analysis study, to be conducted by Norfolk Southern to assess the feasibility of bringing passenger rail service to the New River Valley.

NRV 2020, a group of politicians and business leaders in the region, worked for months identifying possible locations for a proposed 1,000-foot-long station alongside existing freight line service that would also accommodate 200 parking spaces. The Town of Christiansburg purchased an acre-sized property for \$150,000 earlier this year when it was decided to be the best area for an Amtrak station.

With Amtrak service to begin operations in nearby Roanoke on Oct. 31, members of NRV 2020 are hopeful passenger rail service will soon be extended to Christiansburg and Radford, Va., offering new transportation options to and from the region for business leaders, students, university sporting events, and educational conference attendees.

It is yet to be determined if Amtrak will require a separate feasibility study with accompanying station and platform design proposals.



WESTERN MARYLAND DIESEL STANDS IN FOR BIG STEAM THIS FALL

CUMBERLAND, Md., Oct. 2, 2017, *Trains* News Wire—Western Maryland red, white, and black could mean green for the Western Maryland Scenic Railroad in Cumberland. The nonprofit tourist railroad has painted its EMD GP30 No. 501 in Western Maryland's red, white, and black "circus scheme." No. 501 is believed to be the only Western Maryland-painted locomotive to wear the scheme on any tourist railroad and the railroad hopes that will bring more people to Cumberland.



The locomotive, originally built as Pennsylvania Railroad EMD GP30 No. 2249, is the railroad's primary motive power for pulling tourist trains between Cumberland and Frostburg, Md.

Western Maryland Scenic Railroad CEO John Garner tells *Trains* News Wire the No. 501 was repainted in an effort to bring people to the western Maryland-based tourist railroad while Chesapeake & Ohio 2-6-6-2 No. 1309 is being restored.

"We knew that we didn't have No. 1309 this fall and we wanted a fall draw," Garner says.

The locomotive's repaint was done in-house using shop crews and money generated from regular ticket sales. And it's not the only shiny piece of equipment plying the rails.

Garner says the railroad has painted one ballast hopper into Western Maryland colors and its caboose has also seen a new coat of Western Maryland paint. The railroad is planning to paint two more ballast hoppers and a boxcar. The railroad has about 13 freight cars in its collection.

While restored freight cars have limited use on a tourist railroad focused on filling seats on passenger trains, Garner envisions an opportunity to make money with its repainted diesel and restored freight cars through photo events.

Freshly painted No. 501, several restored freight cars, and a caboose will headline a special photo event at the end of the railroad's fall color season in early November. On Nov. 3 to 5, the railroad will host a three-day event featuring a Friday night photo session with No. 1309, a Saturday day trip with No. 501's freight consist, and a Sunday morning breakfast and networking opportunity with railroad staff and steam experts. The railroad is coordinating the event in-house.

And all of the proceeds benefit No. 1309 directly. The November event is limited to the first 20 participants and those who are interested are encouraged to call the railroad's offices, Garner says.

The proceeds will help chisel into a near \$400,000 funding deficit with No. 1309. The railroad is largely responsible for generating the remaining funds needed to restore the Mallet-type articulated locomotive to operation.

When asked about how much money WMSR regularly budgets for No. 1309's ongoing rehabilitation, Garner says a "select amount of money goes to No. 1309 each month," adding that the funds are typically "spent on consumables such as welding rods, safety gear, tools, and shipping expenses."

A Maryland grant in the amount of \$400,000 continues to fund the locomotive's contract labor through Diversified Rail Services, however, Garner says that grant money has specific guidelines that requires WMSR to fund various parts of the project with its own dollars.

Garner did not disclose how much money from ticket sales goes to No. 1309

each month, but he did say that most of the railroad's income goes to daily operations, payroll, and other costs.

To date, the railroad has spent about \$2.3 million on No. 1309, including grant dollars from two Maryland heritage programs each in the amount of \$400,000.

When asked about the status of No. 1309, Garner shared a late August project update.

The locomotive's boiler vessel is 90-percent complete; tender 90 percent; brake and spring rigging 80 percent; grates and ash pan 30 percent; running gear 20 percent; cab floor and locomotive cab 20 percent; and super heaters and smoke box 10 percent complete.

Steam experts still need to re-wheel the engine, fabricate the locomotive's air brake system, install the boiler and jacketing, test-fire the boiler, paint and assemble the locomotive.

A timeline was not provided on when the project would be completed, however, Garner is optimistic it will happen.

"It's going to be a group effort to finish the project," he says, adding that he is "convinced [the railroad] can do it."



NJ TRANSIT DEPLOYS AQUATRACK UNITS FOR LEAF CLEANING

NEWARK, NJ, Oct. 11, 2017, NJ Transit

News Release - NJ TRANSIT is once again waging its annual battle against Mother Nature and fallen leaves on the rails. NJ TRANSIT is deploying its two AquaTrack machines throughout the fall season.

The AquaTrack equipment is a high-pressure power-washing system which removes leaves and oily residue from the tracks in an effort to prevent train delays caused by "slippery rail" conditions.

Last year, NJ TRANSIT unveiled its second AquaTrack unit which allows the cleaning process to maintain a larger coverage area in helping to prevent delays.

"While there is no way to completely eliminate the effect Mother Nature has on the railroad, the AquaTrack units have had great success in managing leaf-related slippage on our rails," said NJ TRANSIT Executive Director Steve Santoro. "By utilizing these two highly specialized pieces of equipment, we can keep the rails free and clear of fallen leaves, increasing safety and keeping trains running on time."



Fallen leaves left on rail tracks can cause a condition known as "slippery rail" – a challenge facing all railroads in the Northeast and other parts of the world where deciduous trees are prevalent. The decaying leaves create an oily residue that coats the rails and causes poor

traction. The decreased train speeds, in turn, create delays.

The AquaTrack system has been in use by NJ TRANSIT since October 2003. It consists of two 250-horsepower diesel-engine units mounted on a flat car with an operator control cab. Two pressure-pump units dispense water up to 20,000 pounds-per-square-inch directly to the top of the rail. The process uses 17 gallons of water per minute.

The original AquaTrack operated primarily on the M&E and Montclair-Boonton lines, which face particular challenges including the hilly areas around Glen Ridge and Summit stations, washing the rails twice a day Monday through Friday—once overnight and again during midday hours. On weekends, the Pascack Valley and Main/Bergen County lines are usually covered. The addition of a second unit last year added cleaning on the

Raritan Valley and North Jersey Coast Lines.

In addition to AquaTrack, NJ TRANSIT strategically spreads sand on the rails in front of peak-period trains to increase traction. NJ TRANSIT also trims trees to help stem the amount of leaves on the tracks. The leaf clearing operation runs from mid-October through mid-December.



**FTA RELEASES DRAFT
ENVIRONMENTAL IMPACT STATEMENT
FOR SEPTA'S KOP RAIL PROJECT**

PHILADELPHIA, Oct. 13, 2017, SEPTA

Press Release - The U.S. Department of Transportation's Federal Transit Administration (FTA) Draft Environmental Impact Statement review (Draft EIS) for SEPTA's King of Prussia Rail Project (KOP Rail) is now available online. The Draft EIS can be accessed at www.kingofprussiarail.com

KOP Rail is SEPTA's proposed extension of the existing Norristown High Speed Line (NHSL) into King of Prussia, providing a "one-seat" ride to King of Prussia from either the 69th Street Transportation Center in Upper Darby, or the Norristown Transportation Center.

The Draft EIS identifies alternatives and analyzes the effects the proposed project would have on the natural, cultural and socioeconomic environments. This federal process requires that SEPTA evaluate a range of options or alternatives that would address the project needs and goals, and determining which, if any, of the alternatives best balances potential impacts on the area environment and community with its anticipated benefits.

"SEPTA is pleased to have reached this critical milestone in the process and appreciates the FTA's guidance," said SEPTA General Manager Jeffrey D. Kneuppel. "We are committed to continuing to be good partners in the community as we work to enhance transportation options that make the entire region more livable and competitive."

The proposed NHSL extension will provide a more frequent, more reliable transit option between Center City and Norristown, including to the King of Prussia Mall and adjacent employment centers. Improved transit service will increase regional mobility, provide an alternative to auto travel in the area to help reduce congestion, and support development of multimodal transportation options.

In an effort to minimize impacts to the community, SEPTA is exploring two design options within the recommended Locally Preferred Alternative. Through a series of community meetings and backyard visits to provide project information and better understand community concerns, SEPTA modified its proposed plans. As a result, additional design options are being explored, including a PA Turnpike North/Southside Option crossing over U.S. 202. This design option provides separation between KOP Rail structures and neighborhoods to the north and south.

The Draft EIS, which can be found on the King of Prussia Rail website (www.kingofprussiarail.com/), presents the findings of the analysis to the public and stakeholders for their review. The public will have the opportunity to comment on the document online and at public hearings and information sessions before a decision is made.

Hearings will be held at the DoubleTree Hotel in King of Prussia (301 W Dekalb Pike) on Monday, November 13, at 2 p.m. and 6 p.m., and at the Norristown Municipal Building on Wednesday, November 15 at 6 p.m. A series of public information sessions will also be held in Upper Darby, King of Prussia and Philadelphia. The schedule for the information sessions will be posted on the KOP Rail website. Online comments can be submitted at www.kingofprussiarail.com/comment.html

SEPTA will review all comments submitted on the Draft EIS at the close of the comment period. SEPTA anticipates work will on the Final Environmental Impact Statement (Final EIS) will begin once all comments are reviewed.

The Final EIS will include further refinement of the preferred alternative; responses to comments; commitments to mitigate any adverse impacts of the project; evidence of compliance with relevant environmental statutes, executive orders and regulations; and a description of the changes that have been made to the project since the DRAFT EIS was published. The Final EIS is expected to be issued in 2019.

Information and updates on KOP Rail is available online at www.kingofprussiarail.com and on Twitter at @KOPRail.



TIMETABLE 11-17

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

Colebrookdale Railroad - 866-289-4021 - www.colebrookdalerrailroad.com

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

Railway Restoration Project 113 - 570-544-8300 - www.rrproject113.org

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.westchesterr.com

Wilmington & Western Railroad - 302-998-1930 - www.wvrr.com

Thursday - Saturday, Nov. 2-4, 2017

The Fine Scale Model Railroader Expo at the Blair County Convention Center, Altoona, Pa. and The Courtyard by Marriott Altoona. Info: www.modelrailroadexpo.com

Saturday & Sunday, Nov. 4-5, Dec. 2-3, Saturday Dec. 9, 16, 2017

Masonic Village & Elizabethtown Model Railroad Club, Masonic Village, 320 Freeman Drive, Elizabethtown, PA 17022. Has total of 1600 feet of layouts in G-gauge, O-gauge, HO-gauge, N-gauge, Z-gauge and Standard gauge trains and trolleys. Info: <http://www.facebook.com/MasonicvillageMRRC>

Sunday, Nov. 5, 2017

Daylight Saving Time ends at 2:00 am. Turn your clocks BACK one hour.

Sunday, Nov. 5, 2017

40th Annual Gaithersburg Railroad and Transportation Artifacts Show and Sale at the Montgomery County Fairgrounds, Gaithersburg, Md. Info: email - rrshows@aol.com; web - www.gserr.com

Saturday & Sunday, Nov. 11-12, 2017

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

Saturday & Sunday, Nov. 18-19, 25-26, Dec. 2-3, 9-10, 16-17, 23-24, 30-31 2017, Jan. 6-7, 2018

Columbia Historic Preservation Society HO Model RR Open House, 21 N. 2nd St., Columbia, PA 17512. Info: <http://www.tonysegro.com/cola.html>

Saturday & Sunday, Nov. 25-26, Dec. 2-3, 2017. Jan. 6-7, 13-14, 20-21, 2018

Schuylkill Valley Model Railroad Club Open House, 400 South Main Street, Phoenixville, Pa 19460. 610-935-1126. Info: <http://www.svmrrc.com>

Saturday & Sunday, Nov. 25-26, 2017

Greenberg's Great Train & Toy Show, New Jersey Expo Center, 97 Sunfield Avenue, Edison, NJ 08837. Info: <http://trainshow.com/edison11/>

Saturday, Dec. 9, 2017

Polar Express and Craft Event at Honey Brook Presbyterian Church, 4331 Horseshoe Pike - Route 322, Honey Brook, PA 19344. Info: <http://www.honeybrookpres.org>

Saturday, Dec. 9, 2017

Meeting of the Philadelphia Chapter of the PRRT&HS at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Info: www.philaprths.com

Saturday & Sunday, Dec. 9-10, 2017

Greenberg's Great Train & Toy Show, Lebanon Valley Expo Center, 80 Rocherty Road, Lebanon, PA 17042. Info: <http://trainshow.com/lebanon/>

Saturday & Sunday, Dec. 9-10, 2017

Shoreline Model Railroad Club Train Show at the Atlantic Christian School, 391 Zion Road, Egg Harbor Township, NJ 08205. Adm: \$5.00, under 12 free. Info: Dick Yard at 609-641-5315 or e-mail Dennis Weiss at Trains1971@comcast.net.

Saturday & Sunday, Jan. 13-14, 2018

Greenberg's Great Train & Toy Show, Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: <http://trainshow.com/oaks>

Saturday & Sunday, Feb. 10-11, 2018

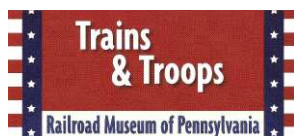
Greenberg's Great Train & Toy Show, York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: <http://trainshow.com/york>

Saturday & Sunday, Feb. 17-18, 2018

Greenberg's Great Train & Toy Show, Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: <http://Trainshow.com/delaware>

Thursday, May 31- Saturday, June 2, 2018

2018 NRHS Spring Conference, Advisory Council and Board of Directors' Meetings, St. Louis, MO. Info: www.nrhs.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, Nov. 4, 2017 - 1940s Swing Dance

Saturday & Sunday, Nov. 4-5, 2017 - Trains & Troops

Saturday, Dec. 2 & 9, 2017 - Home for the Holidays

Saturday, Dec. 2 & 9, 2017 - Christmas with the Conductor Parties



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Wednesday thru Friday, Nov. 1-3, 2017 - LO&S Motor Car

Monday thru Wednesday, Nov. 6-8, 2017 - LO&S Motor Car

Friday thru Sunday, Nov. 17-19, 2017 - Day Out With Thomas

Friday thru Sunday, Nov. 24-26, 2017 - Santa's Paradise Express

Thursday & Friday, Nov. 30- Dec. 1, Dec 7-8, 14-15, 21-22, 2017 - The Night Before Christmas Train

Saturday, Dec. 2, 2017 - Christmas Tree Train departs at 8:00, 9:00 and 10:00 am. Board 30 minutes prior to departure.

Saturday & Sunday, Dec. 2-3,9-10,16-17, 2017 - Santa's Paradise Express

Thursday & Friday, Nov. 30-Dec. 1, Dec. 7-8, 14-15, 21-22, 2017 - Christmas Feast - Enjoy a delicious Christmas dinner complete with all the trimmings.

OCTOBER, 2017

CHAPTER MEETING MINUTES



The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, October 16, 2017. The meeting was called to order at 7:40 p.m. by President Tom Shenk with 41 members and 7 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

MEMBERSHIP: President Tom Shenk introduced guests at tonight's Chapter Meeting: Walter Koob, Dave Heffner, Tee Adams, Al Giannantonio, John Walker, Garth Wise and Eric Jolly.

CHAPLAIN: President Tom Shenk reported Editor Ed Mayover is doing physical therapy due to some difficulties with walking. Smoke Shaak will have shoulder replacement surgery on his left shoulder. The surgery is scheduled for November 10. Smoke had a roofing accident back on August 16. Drew Schlecker reported his dad, Karl had back and foot surgery and now is in the hospital for an infection in his blood.

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

CHAPTER BUDGET: Treasurer Richard Rutledge went over the Chapter Budget with the Chapter Membership. Lorrie Steffy made the motion to approve the Chapter Budget. Doug Henry seconded the motion. The Chapter Membership voted unanimously to accept the Chapter Budget for 2017-2018.

NOMINATING COMMITTEE: The 2017 Nominating Committee is Lorrie Steffy, John Brown, and Paul Baringer Sr. Lorrie Steffy announced the following Offices and Officers for the 2016-2017 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 Himpsl; National Representative-Fred Kurtz.

The Election was open to the floor. Peggy Sweigart would like to be a candidate to run for the position of National Representative against Fred Kurtz. Ballots were handed out to the Chapter Membership by 2nd Director-at-Large, Steve Himpsl. The votes were counted by Lorrie Steffy, and checked by the Chapter Secretary. Fred Kurtz will be the National Representative for the next year.

President Tom Shenk announced the Officers for the 2017-2018 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 Himpsl; National Representative-Fred Kurtz.

Joe Heffron made the motion to accept the Offices and Officers as they stand. Barry Schmitt seconded the motion. The Chapter Secretary cast the ballot and the Offices and Officers stand as announced.

DONATED ITEMS: Steve Himpsl announced the chapter has received Railroad lanterns from Lou Hauck, DVD's from Richard Rutledge, and Railroad magazines from Evan Russell. Steve thanked everyone for their donated items to the Chapter.

VENDOR AND CRAFT SHOW: Cindy Kendig announced the Vendor and Craft Show will be held on Saturday, October 21, 2017 at the Christiana Freight Station from 9 a.m. to 2 p.m. Doors open at 7:00 a.m. and people are needed to help the vendors carry in their supplies and park cars. Cindy is taking donations of food to sell in the kitchen as well as monetary donations.

ANNOUNCEMENTS: Fred Kurtz announced he will be attending the Fall Conference in Kansas City, Kansas for the Advisory Council Committee meeting. Tom announced that they set the steel beam on Route 222 for the pedestrian walkway. Steve Himpsl reported Rails to Trails are being extended from Middletown to Elizabethtown. The Board of Director's decided not to give a donation to "Rails to Trails." The reason being they are ripping up active railroad tracks to make trails. Jerry Futej suggested we write them a letter telling why we are not donating. Fred Kurtz announced rails to trails in Ephrata will be finished next year and you will be able to walk from Lititz to Ephrata on a eight and a half mile trail. Richard Rutledge announced there is a rails to trails from Columbia to Marietta. Richard announced an excursion from Roanoke, Virginia to Washington D.C. They will have private dome cars (the Roanoke Arrow and the Potomac Arrow). Richard also reported on the East Broad Top Railroad - they need financial help if the railroad is to be saved. Dave Heffner of the Reading Company Technical & Historical Society had 2018 calendars for sale at \$12.00 each. The photos for the calendar were taken by Frank Tatnall.

UPCOMING DATES: Tom Shenk announced Saturday, November 18 will be the Chapter's Annual Banquet. The Banquet will be in the afternoon (2:00 p.m.) at the Four Seasons Complex in Landisville. Tickets can be purchased by sending the Banquet page from your newsletter to Tom Shenk. All ticket orders must be received by November 4. There will not be a Monday, November 20, Chapter Meeting due to having the Chapter's Banquet on November 18. The dates for the Holiday Open House at the Christiana Freight Station are Saturday, December 9 starting at 3:00 p.m. and Sunday, December 10 from 1:00 to 5:00 p.m. Saturday's activities include a visit from Santa and hayrides provided by the Lions Club. Tom announced the decorating of the Christiana Freight Station for Christmas will be on Thursday, November 30, starting at 7:00 p.m. Tom announced the Monday, December 18 Chapter Membership Meeting will be the Chapter's Annual Christmas party.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:20 p.m. for the program. Frank Tatnall gave the program entitled "A Century Under Wire."

Respectfully submitted by Donetta M. Eberly, Secretary

CSX and OPERATION LIFESAVER REMIND YOU...



Flashing red lights indicate a train is approaching. Do not cross the tracks until the lights have stopped flashing and it is safe to do so.



CHRISTMAS HOLIDAY

OPEN HOUSE WEEKEND

CHRISTIANA FREIGHT STATION, DECEMBER 9-10, 2017

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

DAILY SCHEDULE

SATURDAY, DECEMBER 9 - 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 10 - 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

Going away for
THANKSGIVING!

Round-Trip FARES REDUCED

1/3

One-way fare plus one-third for the round trip. Leave anytime from 3:00 a. m. Wednesday, Nov. 28, up until noon Sunday, Dec. 2. Returning, leave anytime until midnight Monday, Dec. 3.

Round trip sleeping car fares reduced one-quarter

PENNSYLVANIA RAILROAD

“INSIDE THE BACK PAGE”**UPCOMING LANCASTER CHAPTER ACTIVITIES****NOVEMBER 18, 2017 - SATURDAY, 2:00 PM - FOUR SEASONS GOLF CLUB - ANNUAL CHAPTER BANQUET**

Information and order form is in this issue of *The Lancaster Dispatcher*. All Aboard!

NOVEMBER 30, 2017 - 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 9, 2017 - 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 10, 2017 - 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 18, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY

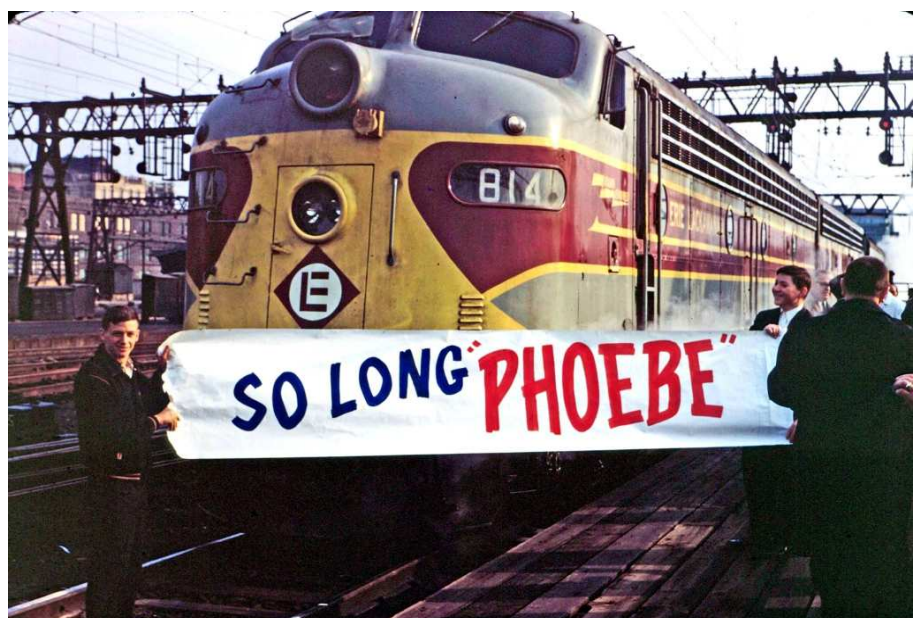
Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit! No business meeting - just food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

CHAPLAIN CONTACT - Effective with the December Lancaster Dispatcher, the Chaplain Contact information will appear on the rear cover page under Lancaster Chapter Board of Directors.

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726 OR CELL: 717-683-3053

51 YEARS AGO THIS MONTH

On November 27, 1966, Train Nos. 1 and 2, the Erie-Lackawanna's "Phoebe Snow" between Hoboken and Chicago, made their last runs, along with Train Nos. 21 and 22, the Hoboken to Binghamton connections via Port Jervis.



ERIE-LACKAWANNA E8'S NOS. 814 AND 817 ON THE 2ND SECTION OF THE LAST WESTBOUND PHOEBE SNOW AT HOBOKEN, NEW JERSEY ON NOVEMBER 27, 1966



**LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET
SATURDAY AFTERNOON, NOVEMBER 18, 2017**



**FOUR SEASONS GOLF CLUB
949 CHURCH STREET
LANDISVILLE, PENNSYLVANIA 17538
(717) 898-0104**

PLEASE JOIN US AT THE FOUR SEASONS GOLF CLUB FOR A WONDERFUL EVENT 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 / BUFFET MEAL / DOOR PRIZES
2:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED
2:30 PM - BUFFET MEAL BY ENCK'S CATERING, MANHEIM, PA.**

**PROGRAM "JUST YESTERDAY" FEATURING THE PHOTOGRAPHY OF THE LATE JOSEPH M. MANNIX
PRESENTED BY NOTED RAIL HISTORIAN R. L. EASTWOOD**

THE ANNUAL BANQUET COST FOR 2017 IS \$25.00 PER PERSON

LAST CALL FOR TICKETS - ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 4, 2017



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 TOM SHENK
11 MARQUIS COURT
LITITZ, PA 17543

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

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CHAPLAIN DAVID STAMBAUGH 717-292-1726 CHAPLAIN@NRHS1.ORG
CHAPLAIN CELL PHONE: 717-683-3053

MEMBERSHIP MEETING NOTICE

THE ANNUAL BANQUET OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE FOUR SEASONS GOLF CLUB, 949 CHURCH ST., LANDISVILLE, PA. 17538 ON SATURDAY, NOVEMBER 18, 2017, STARTING AT 2:00 PM.

**LANCASTER CHAPTER, INC.
 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, \$22 FOR FAMILY MEMBERSHIP, 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@DEJAZZD.COM.

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

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, INC., N.R.H.S.
 10 RAILROAD AVENUE
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