

THE GM AEROTRAIN: A PROJECT GONE OFF THE RAILS

BY MYLES KORNBLATT, BOLDRIDE



What's longer than a football field, made by General Motors but rarer than a Bugatti, and lives an unloved life in middle America? The GM Aerotrain. While we only get fleeting glimpses at concept cars from the American auto giant before most of them are whisked away to the Heritage Collection warehouse, two concept trains from the 1950s are substantially more accessible.

The streamlined Art Deco fantasy on rails could almost be accused of luring customers back to trains with sex appeal. This seems particularly odd because the Aerotrain was a product of General Motors, the company that actively pushed trolley traffic out of cities so people would buy their cars.

In the mid-1950s, GM's Electro-Motive Division was responsible for producing train engines, and the locomotive business was shrinking thanks to the effectiveness of automotive travel. This was an era when GM's industrial might seemed like it could solve any problem, and so they decided to save train travel by utilizing existing manufacturing.



The rail cars were an evolution of the company's aluminum bus bodies; the motor was an established 1,200 horsepower 12-cylinder diesel powerplant; and all of this would be wrapped around a style coming from the mind of Chuck Jordan. Yes, the same man who had a hand in the outrageous tailfins of the 50s Cadillacs and the Lumina MPV of the 80s.

This all seemed like a good idea. GM's economies of scale would keep production and operating costs down in many new ways. The lightweight cars combined with the streamlined locomotive would provide what was advertised with, "sustained speeds of 100 miles an hour." Plus, the futuristic design would be too attractive to resist getting on board.

But the project seemed to come off the rails almost immediately.



Two of these LW12 locomotives (later given the Aerotrain name to increase exposure) went into service in 1956. The locomotive was excelling at high-speed service, but it didn't have enough grunt to get up big hills. Passengers were not happy because the bus-inspired air ride suspension on the lightweight train cars bounced them around for a rough ride. Both were returned to General Motors within a year. After trying out different routes with no success, both Aerotrains were quietly put into service as low-speed commuter rail in Chicago. The project that was supposed to be the savior of passenger rail service turned into a last gasp for railroad innovation.

While the Aerotrain can be considered a failure that left the track a half-century ago, they have a lasting allure. Both are still on public display today. One is in Green Bay, Wisconsin, and the one seen here is the first LW12 that entered service. It's forever parked at the Museum of Transportation in St. Louis.

The Aerotrain seems to have a fitting home here because the multi-building facility celebrates both trains and automobiles. But GM's Aerotrain has a lonely spot next to a maintenance barn. In a bit of irony the train that had trouble with the hills is now sitting at the bottom of one. It's out of sight from a large collection of its larger siblings who sit at the top as both a metaphorical and actual symbol of their greater success.



It might feel like a sad story, but it really isn't. This is spring time and the weather is perfect to walk through the new green grass that is growing around this shiny steel relic. It's under-appreciated history, so there's no rope to keep you from getting close or crowd to block your view. So if you're driving through the Midwest, skip the World's Largest Ball of Twine and see the World's Longest Tailfin instead.

Aerotrain No. 3 Photo Credit: Myles Kornblatt for BoldRide



PENNSYLVANIA RAILROAD AEROTRAIN NO. 1000 WESTBOUND AT PAOLI, PA. IN 1956 - PHOTO AND AEROTRAIN GRAPHIC FROM THE COLLECTION OF THE EDITOR





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2018-2019 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



COLD-MEAL SERVICE COMING TO 'CAPITOL', 'LAKE SHORE LIMITED'

WASHINGTON, Apr. 19, 2018, *Trains* News Wire - For sleeping car passengers on two Amtrak routes between Chicago and the East Coast, it

appears dining innovation is a dish best served cold.

In a press release issued Thursday, Amtrak announced “contemporary and fresh dining choices” for sleeping-car passengers on the Chicago-Washington *Capitol Limited* and Chicago-New York/Boston *Lake Shore Limited* — cold meals delivered to their roomettes or bedrooms, or eaten in a private café or lounge car. The new service, replacing traditional dining-car service, begins June 1.

The release cites lunch and dinner choices such as “chilled beef tenderloin, vegan wrap, chicken Caesar salad, or turkey club sandwich,” and breakfast options including “assorted breakfast breads with butter, cream cheese and strawberry jam; Greek yogurt and sliced seasonal fresh fruit.”

According to the release, the meals “are delivered to the trains just prior to origination, eliminating on-board preparation. Customers will also be offered unlimited soft beverages, a complimentary serving of beer, wine or a mixed drink, an amenity kit. A Kosher meal continues to be available with advanced notice.”

Bob Dorsch, Amtrak’s vice president of the Long Distance Service Line, is quoted in the release as saying, “Our continued success depends on increasing customer satisfaction while becoming more efficient,” and that Amtrak looks forward to hearing from its customers about the change.

The Rail Passengers Association noted that this move reflects outside directives to the passenger carrier.

“It’s important to remember that this is simply an outcropping of the congressional mandate to eliminate losses on food and beverage service,” said James A. Zumwalt, director of policy research at the association, “which contradicts other successful models such as in the cruise industry, and proves unpopular with passengers. The mandate prevents best practice and should be removed.”

An Amtrak spokeswoman confirmed that the new choices are chilled meals but did not respond to a question asking if hot-meal choices would still be available.

(Editor’s Note - Interestingly, Railway Age magazine appropriately captioned their editorial, “Want Airline Food? Take Amtrak”)

APRIL 18, 2018

GUIDELINES FOR CHARTER TRAINS OPERATED BY AMTRAK

These guidelines apply to Charter Trains, defined as non-regularly-scheduled trains for commercial customers operated by

Amtrak pursuant to negotiated agreements. These guidelines do not apply to special moves that Amtrak may operate for its own or for governmental purposes.

This policy does not apply to private cars.

Amtrak’s primary objective is to operate its core train service safely, punctually, and efficiently. Amtrak must stay focused on this objective. As a result, we have instituted the following guidelines for Charter Trains effective March 28, 2018:

Charter Trains must operate on existing Amtrak routes;

Charter Trains must not be one-time trips;

Charter Trains proposing to use Amtrak resources such as equipment and crews are subject to the availability of those Amtrak resources without impact on regularly scheduled operations;

Charter Trains must generate sufficient financial benefit for Amtrak to justify the Amtrak resources and assets;

All Charter Train terms and conditions are subject to a final written agreement signed by Amtrak and the commercial charter customer.

APRIL 18, 2018

GUIDELINES FOR PRIVATE CARS ON AMTRAK

These guidelines apply to Private Cars, defined as non-Amtrak cars moved on regularly scheduled Amtrak trains, parked at Amtrak-controlled facilities, or repaired by Amtrak employees for commercial customers. These guidelines do not apply to any such move, parking, or repair activity that Amtrak may perform for its own or for governmental purposes.

Please see Guidelines for Charter Trains Operated by Amtrak.

Amtrak’s primary objective is to operate its core scheduled train service safely, punctually, and efficiently. As a result, the following policy applies to Private Cars effective April 18, 2018:

In every instance of Private Car service requests, the needs of regularly scheduled Amtrak passenger trains and customers will take first priority. Private Car services are dependent on the availability of facilities, equipment, and resources. All such activities require prior Amtrak written approval.

Private Cars must not delay Amtrak trains. This policy contains a list of Amtrak-served locations which are eligible for adding or removing Private Cars from designated Amtrak trains, subject to operating conditions at the time of the requested movement. Please note: Prior Amtrak Private Car customers who own cars that are based at locations no longer eligible for Amtrak to add or remove Private Cars under these guidelines, may contact Amtrak at the address shown below to request a one-time one-way move via Amtrak away from that location to a location eligible for Amtrak to add or remove Private Cars under these guidelines. Charges, terms, and conditions will apply, including that all such one-time moves will be scheduled at times and structured in ways that result in no delay to Amtrak scheduled trains. All such one-time moves must be requested by September 30, 2018.

Maintenance performed by Amtrak on Private Cars is limited to FRA-required repairs of safety appliances, with such maintenance performed only as necessary on Private Cars in the consist of an Amtrak train during an approved Private Car journey. Maintenance work will be billed at applicable Association of American Railroads (AAR) car repair rates and terms plus applicable Amtrak fees.

Private Car activities on Amtrak are subject to the then-current version of the "Conditions for Movement Privately Owned Railroad Cars on Amtrak Effective June 1, 2007" as amended from time to time and must be approved by Amtrak in advance.

Private Car activities and personnel are subject to all applicable safety, security, operational and other rules and requirements of Amtrak and its host railroads. Private Car owners and staff are strictly responsible for compliance with all such applicable rules and requirements.

The following locations and trains are eligible for Private Car moves. All Private Car moves require case-by-case prior Amtrak written approval.

AMTRAK RAISES TARIFFS FOR PRIVATE CARS

WASHINGTON, Apr. 20, 2018, *Trains* News Wire - It will cost more for private-car owners to travel under a new tariff set by Amtrak.

Along with its new rules limiting private-car destinations, Amtrak has increased the base mileage rate for such cars and has made numerous amendments to fees for overnight parking, switching, and other services.

Effective May 1, 2018, the base mileage rate for private cars will be \$3.26 per mile, up more than 12 percent from the current \$2.90. Additional cars will be \$2.50 per mile, also up more than 12 percent from \$2.22. The railroad has also increased its base overnight parking fee to \$155, but some facilities will be more expensive. In Portland, Ore., the overnight parking rate will be \$270, while Boston's rate will be \$360. In Chicago, the premium daily parking rate will become \$600. Rates will also increase for private car owners who use Amtrak facilities for short-term and long-term parking.

Short-term parking per month will be \$2,400, up from \$2,085; long-term parking will be \$1,600 per month, an increase from \$1,391. Amtrak is also increasing its terminal switching fees and waste-tank service costs, and is tacking on a \$400 annual administrative fee.

These new rates come less than seven months after Amtrak's last increase, on Oct. 1, 2017. That adjustment was based on the Association of American Railroads' quarterly index of prices and wage rates.

Along with its new tariffs, the passenger railroad the amendments would be adjusted "from time to time at the discretion of Amtrak."

PRIVATE CAR OWNERS DISAPPOINTED BY NEW AMTRAK POLICIES

WASHINGTON, Apr. 23, 2018, *Trains* News Wire - Some private car owners say Amtrak's new tariff rates and restrictions will make business more challenging and expensive, but at least they now have a written policy to work with.

Amtrak announced an increase in tariffs last week, along with a new list of cities where private cars can be handled.

Altiplano Raitours owner Adam Auxier tells *Trains* News Wire it's better to have bad news you know than good news you don't know. He also says the impact of the new policies will depend on what owners intend to do with their cars.

"In the private car world, all we want is certainty," Auxier says. "Planable certainty. We need to plan [trips] roughly a year in advance."

Auxier compares it to airline tickets, whose rates are published nearly a year in advance.

"Tickets open 330 days out," he says. "I should know what my price is going to be. If we're going to have a big change, we just need some sort of understanding of when that's going to happen."

Auxier says what Amtrak offers is still a highly valuable and important service and while the tariff information is helpful for planning, additional clarity is still needed with operational moves.

Railroad Passenger Car Alliance President Roger W. Fuehring says even though the private car world has received its first written policy on moves since movement denials started in late March, some of the information is

disappointing.

He says getting rid of storage in Washington, D.C., and some of the mechanical services will hurt car operators, and the sudden tariff rate increase will make it even more difficult to plan. Fuehring says operators expected Amtrak to increase the tariff each October and planned accordingly, but now, the railroad can adjust those rates at its own discretion.

Amtrak increased its tariff more than 12 percent last week, in addition to a separate increase that took effect Oct. 1, 2017.

"How can anyone plan their business with such small margins when we don't know what the tariff rates will be day to day?" Fuehring wonders. "What does the tariff matter if Amtrak has the ability to adjust the rates again?"

Burt Hermey, who owns four original California Zephyr cars and bases them out of Los Angeles, is experiencing this firsthand. He says the recent tariff increase puts owners, including himself, in the awkward position of having to go back to customers for more money.

Hermey had already organized and started selling a private car trip based on the October 2017 rates.

"Moreover, Amtrak set new rules for determining tariff increases. Now it's at their discretion, rather being indexed to generally available formula that was spelled out in addenda one through five," Hermey explains, referencing Amtrak's previous formula, based on the Association of American Railroads' wages and rates.

Hermey agreed with Fuehring that Amtrak's new policies on mechanical services will also hurt.

"Mechanical services, for which we paid dearly, are now limited to those necessary to bring a car that is in the middle of a trip back into FRA compliance," he says. "A strict reading of that would seem to indicate that defects identified during an annual inspection would need to be repaired elsewhere."

Hermey also mentioned how doing away with several popular mid-point destinations will hurt business in places like Oakland, Calif.; Portland, Ore.; and Whitefish, Mont.

"Put together, it's clear that the new Amtrak management wants us off the property," he says, "despite the multiple millions of dollars we pay each year, most of which flows to their bottom line. It's also clear how little they value that segment of their business."

30TH STREET STATION SECURITY FAILURES POSE RISK TO PASSENGERS, AMTRAK FINDS

PHILADELPHIA, May 1, 2018, *philly.com* - Doors that don't lock, security cameras that don't work, and a lack of control over who's coming and going all contribute to making 30th Street Station a security risk, a report from Amtrak's inspector general has found.

"Long-standing unmitigated security weaknesses at Philadelphia's 30th Street Station and Penn Coach Yard are placing the security and safety of the company's passengers and employees at risk," stated the report, released April 24.

The consequences of those security lapses are seen through problems including a drunk driver who got onto the tracks and Amtrak police spending their time chasing trespassers who use drugs in the restrooms and commit crimes against workers and passengers, the report states. Trespassing accounted for almost a third of the incidents the police force handled in 2017.

"Amtrak has already started to address the identified security vulnerabilities and determined specific actions, responsible departments, and planned completion dates for addressing each vulnerability," the rail company said in a statement Tuesday.

Porous security at the station and rail yard results from a familiar foe for

Amtrak, officials interviewed in the report stated: a lack of money. Amtrak's emergency management and corporate security department told the report's investigators that it has an annual grant budget of \$5 million for security at 30th Street Station, but addressing all the security risks identified would cost \$20 million.

Beyond money, top officials told the inspector general's office that there was a lack of coordination and accountability when it came to security issues, the report stated. Three different departments within Amtrak are working to add electromagnetic locks to exterior doors, but the \$750,000 project is stalled, the report states, because "the company has not identified anyone to take responsibility for completing the project." Confusion and a not-my-problem approach to security appeared to be a pattern that caused a number of the problems the report identified.

Workers interviewed for the report stated that they had not received security training, something Amtrak conducted until 2016. That choice contradicted the 9/11 Commission Act, the report states, which emphasized the importance of security training for rail workers.

The station served more than 4.4 million Amtrak riders in 2017 and brought in \$306 million in revenue, Amtrak reported. The station also serves about 12 million riders on SEPTA and NJTransit trains, as well as riders on SEPTA's trolleys and subway.

Railroad security is inherently a more complicated task than at an airport, where security screening happens near the entrance to a building, said Alfredo Perez, a consultant on rail security issues. Rail stations have multiple entrances and exits, he said, and very little passenger screening.

"It is an ongoing problem across all transit agencies," he said. "Passengers want more security, 'just don't let me miss my train,' and that's the balancing act these transit agencies deal with."

The flaws with security at 30th Street Station, he said, appear to be more a result of lax procedures than an effort to spare passengers excessive scrutiny.

The report's authors credited Amtrak with spending about \$12 million in grant money to improve security since 2009, including using dogs to detect explosives in bags and installing obstacles to keep vehicles from driving into the station's entrances. Other improvements, such as card readers on interior doors to limit access to workers, and video cameras, have become less effective due to poor management and insufficient maintenance.

The report found that the station's exterior doors cannot be locked, either because they aren't equipped with locks or officials don't have keys. Amtrak has been working on the problem, the report found, but efforts have stalled due to a lack of funding. Amtrak does not have the ability to secure the station if there's an emergency.

Security within the building also is troubling, the report said. Interior doors aren't secure, and too many workers have access to office space they have no reason to use. An example the report cited was the station's ticketing office. Twenty-six people work there, but 450 employees and contractors in Amtrak's ticketing department nationwide can get into the office in Philadelphia.

Outside the station, security at the rail yard was determined to be lax. Investigators found damaged fences, no gates at the entrance to the yard, and no regular patrols. Video cameras both in the station and the rail yard weren't all functioning. Just 70 of 225 vehicles parked in the rail yard's lot had valid parking permits.

"As a result, trespassers can easily access and park in the yard, which has resulted in thefts and other issues," the report stated, "including an intoxicated driver overturning a vehicle onto the tracks in 2013."

Fixes for the fences and cameras were, again, on hold due to a lack of funding, the report stated.

Philadelphia police were reviewing the report and declined to comment Tuesday.

Amtrak management's comments were included in the report, and they said a plan to secure 30th Street Station's exterior and interior doors, a project that may be consolidated under one department, should be done by December. They anticipated having training programs in place for workers by March 2019.

Sen. Bob Casey (D., Pa.) pointed to the report as a call for funding to improve for the national rail carrier. "Amtrak has been underfunded for years and this is one more example of why we need to invest in our national infrastructure and Amtrak," he said.

Money problems have haunted Amtrak almost since it was created more than 40 years ago. Amtrak spends about \$300 million a year on keeping the Northeast Corridor in good repair, but the need is estimated at between \$700 million and \$900 million.

The inspector general's office conducted observations at the rail yard and station, interviews with workers, and compared practices at 30th Street with other Amtrak stations and security practices with other public and private organizations.



CSX ANNOUNCES RECORD FIRST QUARTER 2018 FINANCIAL RESULTS

JACKSONVILLE, Fla., April 17, 2018, CSX News Release - CSX Corporation today announced record first quarter 2018 net earnings of \$695

million, or \$0.78 per share, versus \$362 million, or \$0.39 per share in the same period last year. CSX's operating ratio for the quarter improved 950 basis points to 63.7 percent from 73.2 percent in the prior year. Compared to 2017 first quarter adjusted operating results, which excluded restructuring charges, this represents an operating ratio improvement of 570 basis points and a 53 percent increase in earnings per share year over year.

"CSX employees did a great job of running the railroad and executing the scheduled railroading model during challenging weather conditions," said James M. Foote, president and chief executive officer. "We're more confident in our ability to deliver safe, reliable, best-in-class service for our customers and enhanced value for our shareholders."

Revenue for the first quarter remained relatively flat at \$2.88 billion, while expenses declined 13 percent year over year or 8 percent when excluding prior year restructuring charges. Operating income for the quarter increased 36 percent to \$1.04 billion when compared to \$769 million in the same period last year or 19 percent when compared to the adjusted operating income of \$879 million reported in the first quarter of 2017.

"Since implementation of scheduled railroading began in March 2017, CSX has taken significant strides to transform the organization and to make CSX more competitive," said Foote. "Our company's operating model provides substantial opportunities to leverage our service product offering, capture growth and deliver superior financial returns."

CSX CLOSES BALTIMORE YARD

BALTIMORE, May 3, 2018, *Trains* News Wire - CSX Transportation has closed its yard in Locust Point in southeastern Baltimore, Md. effective 11:59 p.m., April 30, 2018. The yard sits adjacent to Interstate 95 just west of the Fort McHenry Tunnel, and also hosts a Maryland Rail Commuter locomotive and train servicing facility.

The move follows word that came out at an investor conference in March that CSX was reviewing underutilized 150 local yards for potential closure.

According to a bulletin issued to CSX train and engine crews, tracks located within the yard limits of Locust Point are considered to be out of service until further notice. Notice was also given that trains arriving at CSX's Bayview Yard facility in the northeast corner of the city on the former B&O Royal Blue route to Philadelphia are now to use that yard to service locomotives or for running around cars to work them from the opposite end.

Local CSX freight Y264 will now begin its run at Bayview, and service industries much the same as previously done.



CLOSED CSX LOCUST POINT YARD IN BALTIMORE - SOL TUCKER

Locust Point Yard is now empty of CSX traffic and locomotives, and all operations have been moved to CSX's Curtis Bay Yard in south Baltimore on the other side of the harbor, or the former Mount Clare A Yard in southwest

Baltimore. The MARC facility at CSX's former Riverside shops will remain in operation to service MARC Camden Line trains.

CSX has indicated a willingness to continue serving customers in and around the Whetstone peninsula, such as the Maryland Port Administration piers, the landmark American Sugar Refining Corp., sugar plant commonly known as Domino Sugar, the Baltimore Sun printing plant which occupies part of the former Western Maryland Railway Port Covington Yard site to the south of Locust Point Yard, and possibly the BIDS bulk intermodal distribution terminal immediately east of Andre Street, although there are reports that CSX is considering transferring the BIDS Terminal to Mount Clare A Yard, a now-disused yard underneath Interstate 95 in the southwestern part of the city.

Observers believe CSX is looking at Locust Point's valuable waterside urban property for commercial or residential development. The Locust Point residential neighborhood, surrounded by the loop of track that serves both ends of the yard and the waterfront industries, has greatly gentrified over the past two decades, including the Tide Point commercial development that now serves as the headquarters for the Under Armor clothing brand and a luxury condominium high-rise built into the former B&O grain elevator silos adjacent to the east end of the yard.



DELMARVA CENTRAL ASSUMES OPERATIONS ON A PORTION OF THE BAY COAST RAILROAD

CAPE CHARLES, Va., May 23, 2018, *Trains* News Wire - The Delmarva Central Railroad has notified the Surface Transportation Board that it intends to assume operations on 15 miles of rail line formerly operated by the Bay Coast Railroad. The change will happen before May 29.

Bay Coast has operated the southernmost 70 miles of the former Pennsylvania Railroad line through the Delmarva Peninsula since 2006. Delmarva Central leased the line north of Pocomoke City, Md., from Norfolk Southern in November 2016.

John Heffner, a Washington-based transportation attorney, says that Colonie-Atlantic Co., the rail line's owner, had reached an agreement with Delmarva Central to operate the rail line between Pocomoke City and Hallwood, Va. There are no customers south of Hallwood. At one time Bay Coast ran a rail barge between Cape Charles and Little Creek, Va., but operations ceased around 2012.

Bay Coast also has customers in the Norfolk-Virginia Beach, Va., area. Heffner said that Colonie-Atlantic is negotiating with Norfolk Southern to continue service there.

The railroad is owned by the Accomack-Northampton County Transportation District, a branch of the counties' governments. It administered the line through wholly owned Colonie-Atlantic.

Colonie-Atlantic operated the line as the Eastern Shore Railroad, then in 2006 leased it to Cassatt Management, doing business as the Bay Coast Railroad. Heffner says Cassatt Management's owner expressed a desire to

leave the business, which brought about the change in rail service.

According to the transportation district's records, Bay Coast does most of its business on the Norfolk side of Chesapeake Bay. In March, the railroad moved a total of 102 carloads, 86 in Norfolk and 47 on the peninsula. In February, the totals were 133 carloads, divided between 86 in Norfolk and 47 on the peninsula.



NORFOLK SOUTHERN REPORTS FIRST-QUARTER 2018 RESULTS

Achieves record first-quarter operating income, operating ratio, net income and earnings per share

NORFOLK, Va., April 25, 2018, NS News Release – Norfolk Southern Corporation today reported first-quarter financial results.

First-quarter net income was \$552 million, up 27 percent year-over-year, a result of a 10 percent increase in income from railway operations and a lower effective income tax rate. Diluted earnings per share were \$1.93, up 30 percent year-over-year and a first-quarter record.

"We are pleased with the continued improvement in our financial performance and the growth in our business," said James A. Squires, Norfolk Southern chairman, president and CEO. "We are focused on improving service for our customers to position us for future growth and efficiency that will benefit both our customers and shareholders. The outlook for 2018 is promising, and we are increasing our expected annual share repurchases to \$1.5 billion, confident that we will deliver strong financial performance."

First-quarter summary

> Railway operating revenues of \$2.7 billion increased 6 percent compared with first-quarter 2017, as overall volumes were up 3 percent, reflecting 8 percent growth in our intermodal category that offset declines in merchandise and coal volumes.

> Railway operating expenses increased \$64 million, or 4 percent, to \$1.9 billion compared with the same period last year, as higher fuel prices and increased costs associated with overall lower network velocity were offset, in part, by efficiency gains.

> Income from railway operations was \$835 million, an increase of 10 percent year-over-year, a first-quarter record. The railway operating ratio, or operating expenses as a percentage of revenues, was 69.3 percent, also a first-quarter record.

FREIGHT TRAIN DERAILS IN DELCO: AMTRAK AND SEPTA SERVICE ON NORTHEAST CORRIDOR AFFECTED

CRUM LYNNE., PA, May 3, 2018, WPVI - 6abc, Philadelphia - A Norfolk Southern freight train derailed under the I-95 overpass in Ridley Township, Delaware County affecting service on Amtrak and SEPTA.



NORFOLK SOUTHERN FREIGHT TRAIN DERAILED IN RIDLEY PARK, PA., THURSDAY, MAY 3, 2018. DAILY LOCAL NEWS VIA AP - PETE BANNA

Amtrak trains started rolling again through Crum Lynne nearly 11 hours after the partial train derailment that left a commuter mess.

Earlier at 30th Street Station in Center City, and in Wilmington, Delaware, commuters were stuck trying to find ways around the service disruptions.

S E P T A ' s
Wilmington-Newark line

was suspended.

Then Amtrak's Northeast Corridor service between Philadelphia and Washington, D.C. was also suspended after initially operating with delays.



While Amtrak resumed service, SEPTA announced the Wilmington-Newark line would remain suspended for the remainder of the day.

SEPTA expects to be able to operate some limited service on the Wilmington/Newark Line on Friday.

All possible options are being explored.

"SEPTA Wilmington/Newark Line trains operate on these tracks, which are part of Amtrak's Northeast Corridor. Multiple tracks remain out of service due to ongoing repair work," SEPTA said.

Around 11:30 p.m. Wednesday, a Norfolk Southern freight train with two engines and 88 cars was five miles north of Marcus Hook, near the Eddystone and Crum Lynne stations, when the last two cars derailed. (Reports state the train was enroute from Birdsboro, Pa. to Edgemoor, Del. - Ed.)

No one was hurt, but the very last car tipped over spilling stones onto the tracks.

Crews hauled in cranes to help with the clearing effort.

While several tracks were running by late morning, Amtrak says Track 3, where the incident occurred, will remain closed for at least a few days for switch and railroad tie repairs.



FINAL EXCURSION WITH PENNSYLVANIA RAILROAD E8s CANCELLED

PHILADELPHIA, Apr. 23, 2018, *Trains* News Wire - A special train to celebrate the 50th anniversary of the Pennsylvania Railroad Technical & Historical Society behind privately owned PRR E8s has been cancelled.

The train was to have run from Philadelphia to Altoona May 9 for the Society's annual meeting with Bennett Levin's streamliners as power. The train was set to return May 13.

Society President Steve Staffieri announced the cancellation, saying, "Despite the tremendous effort on the part of Bennett Levin, Amtrak has decided not to honor the agreement we already had with them." Staffieri said tickets would be refunded.

The trip was to have been the highlight of the annual meeting and the last run of the locomotives as Levin has said he does not plan to equip the units with Positive Train Control, a crash avoidance system that is required after Dec. 31, 2018. "A huge amount of time, money and effort has been spent putting this trip together on the part of Mr. Levin, the PRRT&HS, and myself," Staffieri wrote. "My sincere apologies to those who made their plans and reservations to be a part of our 50th annual meeting celebration and will not be attending due to this cancellation."



CRRC PUTS SEPTA DOUBLE-DECK COACH DESIGN TO THE TEST

Apr. 11, 2018, International Railway Journal - CRRC Tangshan has released images of bodyshells for new double-deck coaches for Southeastern Pennsylvania Transportation Authority undergoing tests at its plant in China's Hebei province.

The stainless steel bodyshells have undergone static strength testing to ensure they meet US standards.

The vehicles are the first main line passenger coaches to be manufactured



by CRRC for a US customer and CRRC Tangshan says its technology research centre has carried out technical research and experimental verification throughout the development and design phase to ensure full compliance with American Public

Transportation Association (Apta) Passenger Rail Equipment Safety Standards (Press).

Septa placed a \$US 137.5m contract with CRRC in May 2017 for 45 coaches for use on Regional Rail services on the Northeast Corridor.

Most of the vehicles will be assembled by CRRC MA at its new plant in Springfield, Massachusetts. Deliveries are scheduled to start in October 2019.

SEPTA EYES C&S UPGRADES, CATENARY REPLACEMENT IN FY19 CAPITAL BUDGET

PHILADELPHIA, Apr. 26, 2018, Progressive Railroading - The Southeastern Pennsylvania Transportation Authority (SEPTA) has proposed a \$749.62 million capital budget for fiscal-year 2019.

The agency has proposed \$42 million for improvements to its communications and signal systems, and another \$30.6 million to modernize substations, which were originally built in the 1920s and 1930s.

The tentative spending plan also includes funds for catenary replacement, according to the budget document. In addition, SEPTA has proposed \$19.6 million for various safety and security upgrades.

Furthermore, \$68 million would go toward acquiring new electric locomotives for the agency's commuter-rail system.

SEPTA's board is slated to vote on the budget proposal on May 24.



PRR, PRSL & LIRR EVENTS IN JUNE

June 30, 1900 - PRR inaugurates summer Saturday-only *Mount Pocono Special*, leaving Philadelphia at 1:03 PM and running via the Belvidere Delaware Railroad and the DL&W for through service to the Pocono Mountain resorts.

June 21, 1906 - LIRR holds its second excursion to acquaint the public with its electric line, running from Flatbush Avenue to Far Rockaway and returning by way of Far Rockaway, Valley Stream and Jamaica.

June 28, 1910 - PRR hosts press tour of Penn Station; notes opening is being delayed by shortage of cars for both PRR and LIRR.

June 26, 1915 - MBA holds system picnic at Paxtang Park in Harrisburg.

June 1920 - "Outlaw Strikes" renewed, particularly in Philadelphia, Reading, and Buffalo; some Atlantic Division freight trainmen and yardmen strike, but are discharged.

June 24, 1925 - PRR Board authorizes "Philadelphia Improvements," including new 30th Street Station, Suburban Station, and elimination of Broad Street Station and "Chinese Wall."

June 28, 1930 - PRR inaugurates No. 1057 *The Sun Tan*, a summer-only train running non-stop between Broad Street Station and Cape May, Fridays and Saturdays; runs through in 1 hour, 52 minutes. On arrival, first train is

christened with a bottle of ocean water at Cape May.

June 7, 1935 - PRSL Board authorizes retirement of stations at Gloucester and Paulsboro, New Jersey.

June 24, 1940 - PB&W Board authorizes extending the shelters on the north and southbound platforms at Wilmington station for longer trains made possible by the use of the GG1's.

June 15, 1945 - PRR returns T1 4-4-4's to full Harrisburg-Chicago service, ending confinement to the Fort Wayne Division.

June 14, 1950 - PRR Board authorizes retirement of Frazer, Pa., station and replacement with shelter.

June 22, 1955 - PRR Board authorizes rebuilding the ticket facilities at Penn Station - New York; the 1910 ticket booths are too small for automated ticketing equipment now in use.

June 30, 1960 - PRR announces it will lay off 2,200 employees indefinitely because of declines in traffic, particularly in steel.

June 25, 1965 - PB&W Board authorizes abandonment of 5.05 miles of the Newtown Square Branch from Grassland to Newtown Square.

June 28, 1967 - PRR Board approves an expenditure of \$21.1 million for 50 "Metroliner" high speed MU cars.

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

ISSUED JULY 28, 1988

Pennsylvania Railroad

Condensed Time Tables

serving		
Akron	Dayton	Nashville
Allentown	Detroit	Newark, N.J.
Baltimore	Fort Wayne	New York
Boston	Harrisburg	Philadelphia
Chicago	Indianapolis	Pittsburgh
Cincinnati	Louisville	St. Louis
Cleveland	Memphis	Trenton
Columbus	Montreal	Washington, D.C.

and intermediate points



FORM 2

TIMETABLE 06-18

Through Monday, Oct. 29, 2018

Railfest 2018: Hauling Black Diamonds on the Reading at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, PA. Saturday, 10 AM to 5 PM; Sunday, Noon to 5 PM. Info: www.readingrailroad.org

Wednesday, May 30-Sunday, June 3, 2018

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

Saturday, June 2, 2018

"Spring Fling 2018" at the Museum of Bus Transportation at the Antique Automobile Museum Campus, 161 Museum Drive (PA Rt. 39), Hershey, PA. Info: www.BusMuseum.org

Saturday, June 2, 2018

Volunteer Recruitment Day at the Wilmington & Western Railroad from 10 AM to 2 PM at Greenbank Station, 2201 Newport Gap Pike, Wilmington, DE 19808. Info: www.WWRR.com or call 302-998-1930.

Saturday-Sunday, June 2-3, 2018

2018 Transportation History Exposition, Radisson Lackawanna Station Hotel, 700 Lackawanna Ave., Scranton, PA 18503. Sponsored by Key Lock & Lantern, events include history displays, Saturday railroading show, banquet, lectures, and train excursion. Info: www.klnl.org

Saturday-Sunday, June 9-10, 2018 thru Monday, Oct. 29, 2018

Railfest 2018: Hauling Black Diamonds on the Reading at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, PA. Saturday, 10 AM to 5 PM; Sunday, Noon to 5 PM. Info: www.readingrailroad.org

Sunday, June 17, 2018

Happy Father's Day

Monday-Saturday, June 18-23, 2018

Big Train Operator Club 40th Anniversary Convention, Bird-In-Hand Family Inn, 2740 Old Philadelphia Pike, Bird-in-Hand, PA 17505. Info:

<http://bigtrainoperator.com/Info/40th-conv.shtml>

Saturday-Sunday, June 23-July 1, 2018

64th National TCA Convention at the Crowne Plaza Hotel, Warwick, RI. Info: www.tcaconvention.org

Sunday-Saturday, June 24-30, 2018

RailCamp East at Newark, Del., hosted by Amtrak. Cost \$1,290 per camper. Info: www.nrhs.com

Saturday-Sunday, July 21-22, 2018

Model Train Flea Market, Steam Engine Hill, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wghsea.org>

Saturday-Sunday, Aug. 4-5, 2018

Greenberg's Train Show, Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info: <http://trainshow.com/oaks08>

Sunday to Sunday, Aug. 5-12, 2018

NMRA 2018 National Convention at The Westin Kansas City at Crown Center, 1 East Pershing Rd., Kansas City, MO 64108. Info: <http://www.kc2018.org/>

Tuesday - Sunday, Aug. 7-12, 2018

2018 NRHS Convention, Cumberland, MD. Info: www.nrhs.com

Saturday, Aug. 11, 2018

40th annual Lynchburg Rail Day Model Train and Railroadiana Show, Boonsboro Ruritan Club, 1065 Coffee Road, Lynchburg, VA. 24503 by the Blue Ridge Chapter, NRHS. Info: www.blueridgenrhs.org

Saturday-Sunday, Sept. 1-2, 2018

Steamtown Railfest 2018. Steamtown National Historic Site, Scranton, PA. Details forthcoming. Info: www.nps.gov/stea/index.htm

Saturday, Sept. 8, 2018

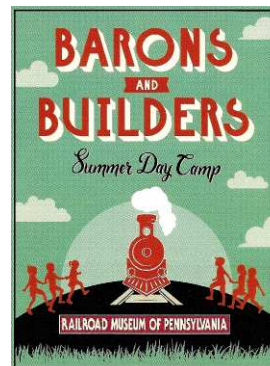
The Great Lehigh Valley Train Meet, Merchants Square Mall, 1901 South 12th St., Allentown PA 18103. Admission: \$5.00, Under 12 free, Info: www.lehighvalleytrainmeet.com

Sunday, Sept. 23, 2018

Atlantic Division, TCA Train Show, Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: <http://ADTCA.com>

Saturday, Sept. 29, 2018

30th Annual Schuylkill Haven Borough Day. Info: www.shboroughday.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Sunday-Sunday, July 1-8, 2018 - Reading Railroad Days

Monday-Friday, July 9-13, 2018 - Barons & Builders Day Camp (Ages 9 & 10)

Monday-Friday, July 23-27, 2018-Barons & Builders Day Camp (Ages 11 & 12)

Saturday-Sunday, Aug. 18-19, 2018 - Model Railroading Days

Saturday-Sunday, Sept. 8-9, 2018 - Railroad Heritage Days

Saturday, Sept. 22, 2018 - Smithsonian Museum Day Live

Saturday, Sept. 29, 2018 - Member's Day

Sunday, Oct. 7, 2018 - Garden Railways Tour

**STRASBURG RAIL ROAD****SPECIAL EVENTS**WWW.STRASBURGRAILROAD.COM**1-866-725-9666****Sunday & Wednesday, May 27 thru Aug. 26, 2018** - Amish Feast**Saturday evening thru Nov. 10, 2018** - Wine & Cheese Train**Friday, June 1, 8, 15, 29, 2018** - Hostling Tour at 8:00 am**Saturday, June 2, 9, 16, 23, 30, 2018** - Murder Mystery Dinner Train**Saturday-Sunday, June 16-24, 2018** - Day Out With Thomas**Friday, June 29 thru Aug. 24, 2018** - Wing Night**Thursday, July 1 & Aug. 2, 2018** - Wine & Paint Night**Friday, July 6, 13, 20, 27, 2018** - Hostling Tour at 8:00 am**Saturday, July 21, 2018** - The Great Train Robbery**Friday, Aug. 3, 10, 17, 24, 31, 2018** - Hostling Tour at 8:00 am**Saturday-Sunday, Aug. 11-12, 2018** - Jazz at the Strazz**Saturday-Sunday, Sept. 15-23, 2018** - Day Out With Thomas**MAY, 2018****CHAPTER MEETING MINUTES**

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Red Lion Historical Society, Red Lion, Pa. on Monday, May 21, 2018.

The meeting was called to order at 7:35 p.m. by President Tom Shenk with 25 members and 2 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

INTRODUCTION: President Tom Shenk introduced Barry Swartz. Barry is on the Board of the Red Lion Historical Society and on the Board of the Model Railroad Club. Tom Shenk presented Barry with a donation of \$100.00 from the Chapter and thanked him for hosting the Lancaster Chapter. Tom also thanked Steve and Linda Himpls for arranging tonight's Chapter Meeting at Red Lion.

MINUTES: President Tom Shenk asked for a motion to approve the April Membership Meeting Minutes. Glenn Kendig approved the motion and Tom McMaster seconded the motion. The April Membership Meeting Minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In Chaplain David Stambaugh's absence, it was reported that Helen Snyder is at Moravian Manor retirement home in Lititz. Evan Russell had heart surgery. Chapter member Fred Warfel passed away. The Chapter made a memorial contribution to the Conestoga Fire Company in his name. Former Chapter member Clair Shearer passed away and the Chapter made a memorial contribution to Hospice Community Care. Richard Leich passed away on April 24, 2018. Tom announced the Chapter will have a Card Committee, headed by Doris Geesey. Doris's email is: dorisgeesey@gmail.com. Contact Doris about any health issues of former and present Chapter members. The Chapter will no longer be sending out planters. The Chapter will still do memorial contributions for active members and cards. President Tom Shenk apologized on behalf of the Chapter if the Chapter forgot to send anyone a planter while they were hospitalized.

MEMBERSHIP: Guests at tonight's membership meeting: Dennis and Sandy Warner (Tom's bosses from Ridgeway Travel). Helen Shaak reported there are six chapter members who have not renewed their memberships. They will not renew now it is after the renewal deadline.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of April. Some of the bills Richard paid are the Elite Bus Company and the ARK Encounter for the September trip and Rail Camp. The Chapter is sponsoring Graham Dirian to attend RailCamp.

CLEAN-UP DAY: Glenn Kendig announced Saturday, May 12 was clean-up day at the Christiana Freight Station. Glenn announced quite a lot of jobs were done. Steve Himpls cleaned out the basement of the Christiana Freight Station. If you could not make the clean-up day and have some spare time, Glenn can assign you a job that you could do on another date. Contact Cindy or Glenn if you can help. Glenn thanked the following volunteers who came out to help at clean-up day: Richard and Jane Rutledge, Steve and Linda Himpls, Lorrie and Donnie Steffy, Lou Hauck, Doug Henry, David Stambaugh, Toady Kennel, Drew Schlecker, Smokey Shaak, Graham Dirian, Glenn and Cindy Kendig, and your secretary and her husband.

TRIP: Tom Shenk announced a trip for Thursday, September 20 to Sunday, September 23, 2018. Highlights will be visiting the "ARK" in Kentucky and riding trains. The trains we will be riding are Lebanon Mason and Monroe Railroad, Hocking Valley Scenic Railway, Oil Creek and Titusville Railroad, and the Cincinnati Bell Connector Street Car. Your hotels, transportation, and some meals are included in the trip.

UPCOMING DATES: The Monday, June 18 Chapter Meeting will be the dedication of the Lantern donated to the Chapter. Steve Himpls is inviting Joe Maloney to attend the Lantern dedication. Paul Kutta will present the program entitled "Narrow Gauge and Freight of the Rio Grande."

The July "Away" Chapter Membership Meeting will be held on SUNDAY, JULY 15, at the Middletown and Hummelstown Railroad. We will ride the 1:30 p.m. train. Purchase your train ticket before you board the train. Cost per ticket is: \$15.00. Also planned are a photo run by and a shop tour.

The Monday, August 20, 2018 "Away" Chapter Membership Meeting will be held at the Strasburg Rail Road.

Sunday, September 30, 2018 will be the Chapter's Annual Picnic. We will have a Board Meeting at 2 p.m. and the Chapter Picnic at 3 p.m. Glenn is checking into the possibility of having pork BBQ instead of chicken at the Chapter Picnic.

ANNOUNCEMENTS: Tom Shenk is looking for someone who might own an 8 or 16 MM projector (Reel to Reel). We have donated film but no way to view what's on the film. Contact Tom if you can help.

Tom thanked The Red Lion Historical Society and Barry Swartz for the refreshments and drinks. Barry also had some flyers on their Caboose and a flyer on the Red Lion Station if anyone was interested in the information.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for the program.

RESPECTFULLY SUBMITTED BY DONETTA M. EBERLY SECRETARY

**LESS THAN CARLOAD SHIPMENTS****LOCAL AND NATIONAL NEWS****WABTEC, GE TRANSPORTATION
ANNOUNCE MERGER**

WILMERDING, Pa. and CHICAGO, May 21, 2018, *Trains News Wire* - Wabtec and GE Transportation are combining, according to a statement released at 7 a.m. Eastern time May 21, creating what Wabtec says will be a "Fortune 500 company [and a] global leader in rail equipment, software and services, with operations in more than 50 countries" and approximately \$8 billion in revenues.

GE had announced in November 2017 its desire to sell its transportation unit, the leader in locomotive production which is also involved in the marine, mining, stationary power, and drilling industries. Wabtec, which makes equipment and systems for passenger and freight railroads, had recently emerged as the most likely buyer.

Wabtec says the transaction is valued at approximately \$10 billion, after adjusting for the tax benefits to the new company. While Wabtec is calling

the transaction a merger, GE will receive a \$2.9 billion up-front cash payment, and GE and its shareholders will receive 50.1 percent interest in the new company.

Wabtec Chairman Albert J. Neupaver will be executive chairman of the new company. Rafael Santana, president and CEO of GE transportation, becomes president of Wabtec's freight segment. Wilmerding, near Pittsburgh, will remain corporate headquarters, with the freight segment based in Chicago.



**PUBLIC ART INITIATIVE CALLS FOR
TRAIN STATION DISPLAYS**

LANCASTER, PA, Apr. 5, 2018, Jennifer Kopf, Lancaster Online - With the exception of 30th Street Station in Philadelphia, Lancaster is Pennsylvania's busiest train station.

According to Amtrak Statistics, more than half a million passengers pass through annually - and Lancaster's newest public arts initiative aims to get art displays in front of them all.

Since October 2015, two glass cases in the McGovern Avenue station have been filled with a series of displays by local organizations such as the North Museum of Nature and Science, Lancaster Science Factory and the Pennsylvania Guild of Craftsmen. Now, the city's Lancaster Public Art Initiative is inviting artists to submit original works, conceived just for that space, for six-month exhibits.

"We're asking artists to look at the case, if they can in person, and really think about what they would create" specifically for that space, says Joanna Davis Seedorf, manager of the city's public arts initiative.

It will need to be original work, she says, and inspired by the unique display area: encased in glass, visible from all sides, in the middle of a train station and viewed primarily by people passing through and making connections to other places.

An artist - or group of artists - can apply to display in one case of both, Seedorf says. A committee composed of art professionals will be choosing from all submissions.

Each case comes with an honorarium of \$800, Seedorf says, part of the \$1,800 in sponsorships being sought for each case.

The remainder goes toward maintaining the cases as well as toward other public art projects "since though we're an office of the city, we have no budget ... to make things happen," Seedorf says. "All (of the funding) comes from donor or privately supported dollars."

"We get all these people coming through and waiting" at the Amtrak station, Seedorf says. "It's a great opportunity for exposure" for the artists, she says, and a way for sponsors to get their names before the public "and connect with Lancaster arts in a real way." (Article courtesy of Bill Seigford)

ROADSIDE AMERICA, 'WORLD'S GREATEST INDOOR MINIATURE VILLAGE,' IS FOR SALE

SHARTLESVILLE, PA, Apr. 4, 2018, PennLive.com - A popular Pennsylvania attraction, billed as the "world's greatest indoor miniature village," is for sale.



Roadside America in Shartlesville has for decades entertained visitors who pull off Interstate 78 and take a trip back in time. The tiny town portrays American life from the early pioneer days to the middle of the 20th century with villages and barber shops, gushing fountains and buzzing airplanes.

The attraction, which sits on 26-acres in Berks County, is listed for sale by

Commonwealth Real Estate for \$2.3 million. Roadside America remains open for business.

Its owners posted a Facebook message saying they are reaching the age of retirement and looking for a buyer to take over the attraction. They emphasize Roadside America will continue to operate under regular hours.

"It takes a special person to appreciate Roadside America as we do, and we're hoping to find someone who is willing to preserve our historic display," reads the post.

The late Laurence Gieringer crafted the village, first attracting attention in 1935 when it operated in his home. By the 1940s, he purchased land and built a warehouse to house the growing miniature collection.

Through the years, it had operated at six different locations in Shartlesville.

"Over his sixty-year career Gieringer amassed quite a collection of tiny, detailed buildings and accessories that became one of the world's most famous and amazing miniature villages. Mr. Gieringer today is one of the world's most respected builders of miniature models," according to the Roadside America website.

Visitors can push dozens of buttons to activate the trains, lights and mechanical parts, all part of the display. Every half hour the museum presents a night scene with music including "The Star-Spangled Banner" and "God Bless America."

The display has remained unchanged since Gieringer died in 1963. Among the attractions at Roadside America is an oversized fiberglass Amish couple who greet visitors in the parking lot and have become the subject of hundreds of Instagram photos.

Owner Dolores Heinsohn, told PennLive several years ago that her grandfather built all of the miniature buildings and trees by hand over his lifetime. He used scrap wood from fruit and vegetable crates.

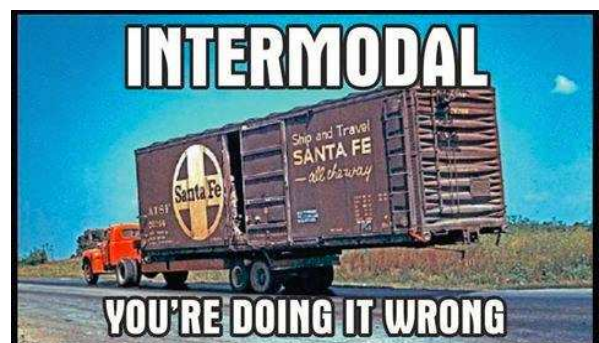
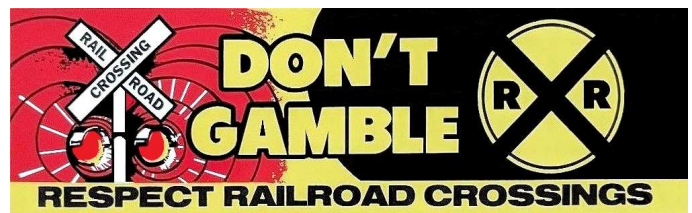
"It is a remarkable undertaking that my grandfather did," she said.

Roadside America joins other attractions for sale in Pennsylvania, including the National Christmas Center in Lancaster, which closed its doors for good earlier this year.

THIS MONTH'S BANNER PHOTO

A view not often photographed, the rear of the Pennsylvania Railroad's Aerotrains No. 1000 shows a rather strange mix of train, bus and what appears to be the fins from a Cadillac. Photo is labeled Harrisburg, Pa., in the mid 1950s.

OPERATION LIFESAVER REMINDS YOU . . .



**LANCASTER CHAPTER NRHS PRESENTS
4-DAY ARK N' RAIL ADVENTURE 2018
SEPTEMBER 20 – 23, 2018**



4-Day Ark N' Rail Adventure Includes:

- Motorcoach Transportation from Lancaster – Parking Lancaster Airport (depart 6:30 a.m.)
- Flight 93 Memorial site, Shanksville, Pennsylvania
- 2 Nights – La Quinta Inn & Suites, Sharonville, Ohio
- Ark Encounter, Williamstown, Kentucky with lunch buffet included
- Cincinnati Bell Connector Street-car tour, Cincinnati, Ohio
- Turtle Creek Valley Flyer at Lebanon Mason Monroe Railroad, Lebanon, Ohio
- Hocking Valley Scenic Railway, Nelsonville, Ohio
- Saturday dinner buffet at the Wheeling Island Hotel-Casino-Racetrack, Wheeling, West Virginia
- 1 Night – Holiday Inn & Suites, Pittsburgh, Pennsylvania
- Oil Creek & Titusville Railroad, Titusville, Pennsylvania (box lunch included)
- 3 Continental breakfasts at hotels

**Please Note: Trains are vintage passenger coaches that are not handicap accessible.
Handling baggage from bus to hotel room is your responsibility.**

**Lancaster Chapter NRHS member Price \$659.00 per Person Double, (\$859.00 Single)
Plus \$20.00 per person non-member fee**

Lancaster Chapter NRHS is not responsible for equipment changes by railroads, route changes or other changes out of our control. - Trip payments are not-refundable. – \$200.00 per person deposit. – Final payment due July 31, 2018. – Cancellation: You may transfer your booking or the Lancaster Chapter will try to find a replacement. – Refund made only if a replacement is found.

**Return Reservation section below with a \$200.00 Deposit Per Person payable to: Lancaster Chapter NRHS
Mail to: Cindy Kendig, 105 Harrison Avenue, Christiana, PA 17509-1209.
Home 717-593-6313 or Cell 717-917-5137**

Names _____

Rooming with or mark Single _____

Email Address _____

Phone Number _____

Oil Creek & Titusville Railroad, Box Lunch Sandwich – **Select One Per Person** _____Turkey _____Ham

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG
1ST VICE PRESIDENT: HAROLD SHAAK 717-484-4020 HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT: GLENN KENDIG 610-593-6313 CINDYKENDIG@YAHOO.COM
SECRETARY: DONETTA EBERLY 717-866-5514 SPECKEBERLY@YAHOO.COM
TREASURER: RICHARD RUTLEDGE 717-741-0205 RRUTLEDGE@NRHS1.ORG
EDITOR: ED MAYOVER 302-834-3662 EMAYOVER@NRHS1.ORG
HISTORIAN: TOM McMASTER 717-274-5325 PRRTom@COMCAST.NET
1ST DIRECTOR: CINDY KENDIG 610-593-6313 CINDYKENDIG@YAHOO.COM
2ND DIRECTOR: STEPHEN HIMPSL 717-285-4283 SHIMPSL@AOL.COM
NATL REP & WEB: FRED KURTZ 717-200-1551 FKURTZ@NRHS1.ORG
CHAPLAIN: DAVID STAMBAUGH 717-292-1726 CHAPLAIN@NRHS1.ORG
CHAPLAIN: CELL PHONE 717-683-3053

MEMBERSHIP MEETING NOTICE

THE REGULAR CHAPTER MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JUNE 18, 2018, STARTING AT 7:30 P.M.

**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**

FIRST CLASS MAIL

Forwarding and Address Correction Requested

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