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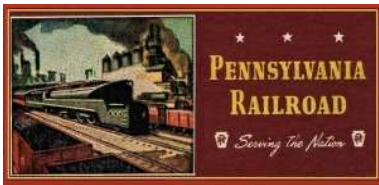
SEPTEMBER 2018

75 YEARS AGO THIS MONTH - SEPTEMBER 12, 1943



ON SUNDAY, SEPTEMBER 12, 1943, A SECOND FIRE AT PHILADELPHIA'S BROAD STREET STATION DESTROYED THE TRACK AND UMBRELLA SHEDS BUILT IN 1923, CAUSING \$250,000 DAMAGES. DISCOVERED AT 9:35 AM IN THE ENGINE ROOM UNDER THE TRACKS AT 15TH STREET, IT BURNED THE AREA UNDER THE TRACKS BETWEEN 15TH & 16TH STREETS. THE FIRST 6 CARS OF THE 10:00 AM CLOCKER FOR NEW YORK WERE CUT OUT BY A STEAM ENGINE, AS WERE MOST OTHER CARS. SIX CARS IN THE AFFECTED AREA WERE DESTROYED. THE 11:00 AM CLOCKER LEFT FROM SUBURBAN STATION; ATLANTIC CITY AND BORDENTOWN TRAINS WERE REROUTED TO CAMDEN AND ALL OTHERS TO 30TH STREET STATION. (RAILWAY AGE VIA THE PRR CHRONOLOGY - PHOTO FROM THE INTERNET)





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2018-2019, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 15, 2018 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 15 meeting, or by placing your name in nomination by writing, before October 1, 2018 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

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



AMTRAK DOME CAR RETURNS FOR FALL TRIPS IN NEW ENGLAND

NEW YORK, July 18, 2018, Trains News Wire - Amtrak's last remaining dome car is again set to run on two routes during the fall foliage

season in New England.

Great Dome No. 10031, built in 1955 by the Budd Co. for use on Great Northern's *Empire Builder*, will operate on the *Downeaster* (Brunswick, Maine-Boston) between Aug. 11 and Sept. 23, and on the *Adirondack* (Montreal-New York) from Sept. 27 to Nov. 2.

Seats in the full-length dome are available at no extra cost, but are unreserved and available on a first-come, first-served basis. Amtrak encourages passengers to rotate in and out of the dome to allow more people to experience the view.

Ticket information for both trains is available at www.amtrak.com.

AMTRAK'S 'FAULTY ROUTE ACCOUNTING': RPA

Aug. 28, 2018, Railway Age - A white paper issued by the Rail Passengers Association, "Amtrak's Route Accounting: Fatally Flawed, Misleading & Wrong," contends that Amtrak's fully allocated cost methodology "grossly exaggerates the cost of operating the national passenger train system. This, in turn, has led to the conclusion adopted by many elected leaders and other affected stakeholders that abandonment of key long-distance trains will save Amtrak significant sums and lead to a more financially secure national passenger operation."

"As we have demonstrated in the white paper, this is completely contrary to RPA's conclusion," says RPA New Jersey Councilman Albert L. Papp, Jr. "RPA analyzes and explains the history of Amtrak accounting procedures and recommends that if a more precise, fair and avoidable cost accounting methodology is adopted by our national rail passenger carrier and applied to evaluate each route, frequency and on-board service amenities, a completely different—and more transparent—train performance calculation would be revealed. This will enable Amtrak to identify and respond to the demands of 21st century rail travelers."

Following is RPA's white paper summary:

"The RPA strongly believes that the ongoing debate concerning the future

shape of Amtrak's national network has been distorted by its use of fully allocated costs rather than avoidable costs as required by statute. The adverse outcome of using fully allocated costs is the widespread and incorrect perception that Amtrak's Northeast Corridor is financially self-sufficient and that Amtrak's need for taxpayer funding results entirely from its operation of passenger trains in the rest of the nation—the National Network, which consists of state-supported regional and federally supported long-distance routes.

"Fully allocated costing combined with Amtrak's catastrophically flawed route accounting system grossly misrepresents and exaggerates the public cost of providing passenger trains as a mobility choice for the entire nation. Faulty route accounting has, in turn, led to the popular misconception that the abandonment of long-distance trains will eliminate Amtrak's need for taxpayer funding. Nothing could be further from the truth. The funding needed for the Northeast Corridor dwarfs that of what's needed for the rest of the nation. RPA's white paper explains the history of Amtrak's route accounting methodology and demonstrates that if Amtrak applied the more economically sound avoidable costing methodology to assess the performance of its various routes, Amtrak's leadership team would not be working to replace the current national network with disconnected groups of short-distance regional trains serving only a small number of major metropolitan areas.

"The RPA asks Congress to require Amtrak immediately to halt all route, schedule and frequency reductions as well as recent on-board service modifications; then require Amtrak's leadership team to explain to, and gain the approval of, Congress, the states and stakeholders of its vision of the passenger train system and service they envision for the future. Cover, concealment and stealth tactics are appropriate for a military operation but not for a Government Sponsored Enterprise whose purpose is to provide passenger train service to the nation.

"For more than 13 years, Congress and other federal agencies have called for more accurate, precise and transparent reporting of Amtrak's component routes. Numerous arms of government including the Federal Railroad Administration, the USDOT Office of Inspector General (OIG) and the General Accountability Office have all found Amtrak's route accounting system deficient and not compliant with federal statute requiring disclosure of avoidable costs. The end result has been a false framing of Northeast Corridor services as 'profitable' and the rest of the system as 'unprofitable.' Neither can exist without federal taxpayer support.

"Congress should demand that Amtrak comply with the already-in-place laws, regulations and Congressional mandates and make public the financial performance of each individual route employing the avoidable cost methodology. In the interim, Congress should require Amtrak to refrain from any further route and on-board service changes until it reveals its plans for the future system and the economic analysis underlying it to public scrutiny, analysis and agreement. Congress must assert oversight of Amtrak—a Government Sponsored Enterprise—and not allow Amtrak to operate by stealth and deception. "Sunlight is the best disinfectant."

AMTRAK REVEALS MODERN INTERIORS ON NEW ACELA EXPRESS FLEET

Acela equipment to offer contemporary accommodations and amenities

WASHINGTON, Aug. 8, 2018, Amtrak MEDIACENTER - Amtrak today revealed the interiors on its new Acela Express fleet, which will redefine the customer experience on Amtrak's premium Northeast Corridor (NEC) service. The new trains, scheduled to enter service in the NEC in 2021, will provide travelers with world-class accommodations and amenities, along

with a smoother and even more comfortable ride.

The new Acela trainset interiors will feature spacious and smooth leather seats, with integrated in-seat lighting and personal electrical outlets and USB ports. Each seat will be equipped with dual tray tables providing customers with a large and small table option.

To assist customers as they move throughout the train, handles have been integrated into the seatbacks. Customers will also experience a high-tech onboard information system, with six LED screens in each train car that provide real time information such as location, train speed and conductor announcements.

Other enhancements include Wi-Fi, an advanced seat reservation system that easily distinguishes seat availability, streamlined overhead luggage storage and spacious ADA-compliant restrooms with a 60-inch diameter turning radius.

“The next generation of Acela trains will set a new standard for rail service in the U.S., providing our customers with a superior travel experience,” said Vice President of Amtrak Northeast Corridor Service Line Caroline Decker.

The new trainsets will accommodate 386 passengers, an increase of nearly 30 percent, while preserving the spacious, high-end comfort of the current Acela Express service that customers enjoy today. The seats were designed based on feedback from Amtrak customers.

The prototype of the new trainsets, in production at Alstom’s manufacturing plant in Hornell, New York, will be ready in 2019, with the first train entering service in 2021. All the trainsets are expected to be in service by the end of 2022.

In advance of the arrival of the new trainsets and to ensure the ongoing comfort of our customers, Amtrak has invested more than \$4 million in an extensive refresh of the current Acela Express train interiors. Photo credit all photos: ALSTOM SA 2018. Design & Styling / AVELIA Liberty™



FIRST-CLASS - THE NEW ACELA TRAINSETS WILL FEATURE SPACIOUS AND SMOOTH LEATHER SEATS, WITH INTEGRATED IN-SEAT LIGHTING AND PERSONAL ELECTRICAL OUTLETS.



FIRST-CLASS - A STREAMLINED OVERHEAD LUGGAGE STORAGE WILL BE OFFERED IN THE NEW ACELA TRAINSETS.



BUSINESS-CLASS - EACH SEAT IN THE NEW ACELA TRAINSETS WILL PROVIDE SPACIOUS, HIGH-END COMFORT WITH IN-SEAT LIGHTING AND PERSONAL ELECTRICAL OUTLETS.



FIRST-CLASS - THE NEW ACELA TRAINSETS INCLUDE AN ADVANCED SEAT RESERVATION SYSTEM THAT EASILY DISTINGUISHES SEAT AVAILABILITY.



BUSINESS-CLASS - EACH SEAT IN THE NEW ACELA TRAINSETS WILL BE EQUIPPED WITH DUAL TRAY TABLES PROVIDING CUSTOMERS WITH A LARGE AND SMALL TABLE OPTION.



RESTROOM-THE NEW ACELA TRAINSETS FEATURES SPACIOUS ADA-COMPLIANT RESTROOMS WITH A 60-INCH DIAMETER TURNING RADIUS.



VESTIBULE - THE ARTICULATED DESIGN ALLOWS CUSTOMERS TO EASILY AND SMOOTHLY MOVE BETWEEN TRAIN CARS, WITH LARGE VESTIBULE AREAS.

AMTRAK RESUMES SERVICE OF FIVE POPULAR TRAIN ROUTES AT NEW YORK PENN STATION

Summer Infrastructure Renewal Program completed on schedule

NEW YORK, Sept. 4, 2018, Amtrak MEDIACENTER - Amtrak has completed its summer infrastructure renewal work at New York Penn Station, allowing the Empire Service, Ethan Allen Express, Adirondack, and Maple Leaf trains to return to New York Penn Station on Tuesday, Sept. 4 as planned. Since Saturday, May 26, these four trains that travel to and from Northern New York and Canada were running in and out of New York Grand Central Terminal to accommodate the track and infrastructure upgrades. Additionally, the Lake Shore Limited has also returned to New York Penn Station, reconnecting direct service between Chicago and New York City.

"We are proud to announce that we've completed this renewal project on schedule and within budget," said Scot Naparstek, Amtrak Executive Vice President and Chief Operating Officer. "As always, we want to thank our customers for their patience, our commuter partners for their continued cooperation and for the confidence both groups have in Amtrak to improve train reliability for customers traveling in, out and through New York City."

These trains operate daily and travel through the beautiful Hudson Valley on its way to or from unique locations in the Northeast. In Amtrak's 2017 fiscal year, these trains combined for more than 2 million passengers.

This summer's work focused on critical reconstruction of three major railroad infrastructure assets in New York City: The Empire Connection, Spuyten Duyvil Bridge and Track 19 at New York Penn Station. The total cost of the summer renewal work is estimated between \$45 and \$50 million, which will keep this important infrastructure in a state of good repair for Amtrak and benefit New York State with an upgraded, state-of-the-art railroad. Overall, Amtrak has invested more than \$100 million on its Infrastructure Renewal Program at New York Penn Station since Summer 2017. The Infrastructure Renewal Program is one element of Amtrak's plan to modernize stations, infrastructure and equipment on the Northeast Corridor.



BRIGHTLINE BOND REQUEST APPROVED, ORLANDO EXPANSION ON HORIZON

WINTER SPRINGS, Fla., Aug. 30, 2018, Trains News Wire - The Florida Development Finance Corp. has approved Brightline's request to act as a conduit for the issuance of \$1.75 billion in Private Activity Bonds. These bonds will finance the rail infrastructure in five counties, including Miami-Dade, Broward, Palm Beach, Brevard and Orange counties.

"We appreciate the FDFC board's continued support in the Private Activity Bond process and the members' recognition of the significant economic impacts Brightline will have on the state," said Patrick Goddard, Brightline's president and coo. "This is another important step forward for our Phase 2 extension to Orlando, and we look forward to executing this transformative vision of privately funded intercity passenger rail."

Private Activity Bonds are designed for private infrastructure projects, such as Brightline, that offer a public benefit. They are not backed by the federal, state or local governments and pose no risk to taxpayers. The bonds may only be purchased by qualified, private investors who must perform their own due diligence.

With all material permits in place, Brightline expects to start construction on Phase 2 this year. Brightline's station in Orlando will be located at the Orlando International Airport's new Intermodal Terminal Facility that will be the hub of the future South Terminal complex. The Orlando expansion is slated to open in 2021. Recently, Brightline confirmed it is engaged in an RFP process with the Florida Department of Transportation to extend the system to the Tampa Bay region.

The Florida Development Finance Corp. is a state authorized issuer of industrial revenue bonds. FDFC issues bonds in counties throughout Florida through interlocal agreements. The primary mechanism for accessing the capital markets is tax-exempt and taxable bonds.

BRIGHTLINE CONSIDERS ADDING STATION TO TREASURE COAST

STUART, Fla., Aug. 29, 2018, Trains News Wire - Florida's Brightline passenger rail service is considering adding a stop in the Treasure Coast region as part of its eventual expansion to Orlando, WPTV-TV reports. Brightline runs between Miami and West Palm Beach and plans to expand north in 2021. Initially there were no plans for stops in the Treasure Coast region, much to the dismay of local residents who have been on the fence about supporting the new service.

Now, the railroad has told Treasure Coast residents that it would consider adding one or more stops in the area. Railroad officials have asked city managers from Vero Beach, Fort Pierce, Sebastian, and Stuart to consider where they would like to have a station stop. Brightline wants an answer within two months.

"I know that there are a lot of people concerned about a train coming through the Treasure Coast, but it appears that the train is going to come through either way. So, if in fact, we're going to have the tracks, it would benefit Stuart to at least have a stop on the tracks so that we could participate in the transportation to and from the airports as well as South Florida and Orlando," Stuart City Attorney Michael Mortell says.



CSX CEO: SERVICE IMPROVEMENTS WILL REQUIRE CULTURAL CHANGE AT RAILROAD

JACKSONVILLE, Fla., July 18, 2018, Trains News Wire - CSX Transportation's key performance metrics continued to improve in the second quarter, except for the measurement that matters most: On-time performance.

Compared to a year ago, CSX's on-time originations fell 2 points, to 83 percent, while on-time arrivals dropped 2 points, to 59 percent for the quarter, the railroad reported on July 17 as part of its quarterly earnings release.

CSX needs to improve both measures, CEO Jim Foote says, although well over 90 percent of trains depart within two hours of their scheduled times.

"We don't get them across the network as effectively as we should," Foote told investors and analysts during the railroad's earnings call.

"That's unacceptable," he says.

CSX has rolled out trip plans that schedule and monitor every carload and intermodal container in real time. The plans will help the railroad identify service failures and ultimately prevent them, Foote says.

Compliance with the trip plans currently stands in the 60-percent range but needs to be 100 percent, Foote says.

Ultimately, Foote wants CSX people to recognize when there's a service failure, such as a car that missed a scheduled connection, then go above and beyond the call of duty to get the car onto the next train.

Making this happen will require a cultural change at CSX, Foote says.

Providing more reliable service is critical to CSX's business strategy. Foote says the railroad aims to differentiate its service product, which will then allow it to charge higher rates and gain volume.

For the quarter, CSX trains moved faster, as speed edged up 15 percent to 17.4 mph, and cars spent less time in yards as terminal dwell improved by 10 percent, to 9.7 hours using CSX measurements that differ from the Association of American Railroads standard.

Average train length also increased 13 percent compared to a year ago.

"Moving all three of these metrics at the same time is no easy task," Foote says, noting that there's still plenty room for improvement.

Wall Street analysts on yesterday's earnings call did not ask CSX executives about the pending reopening of the hump at Radnor Yard in Nashville. The hump was idled last year as former CEO E. Hunter Harrison, who died in December, converted eight of the railroad's dozen hump yards to flat-switching facilities.

CSX has said that reducing car handlings en route by bypassing hump yards cuts transit time and makes service more reliable.

But not all merchandise shippers have seen improvements under the new operating plan, which continues to undergo refinements.

A shipper tells Trains News Wire that transit times are generally longer now than they were before Harrison arrived at the railroad in March 2016. While transit time has declined in a couple of origin-destination pairs, the shipper says most shipments are taking a day or two longer.

Recent changes to the routings for cars bound for a receiver in Alabama have added three to four days to the previous transit time of 10 days, the shipper says. The reason? Eastbound cars that used to move directly to the destination now are routed to the hump yard at Waycross, Ga., then move west back to Alabama.

MORE INTERMODAL CHANGES COMING TO CSX TRANSPORTATION

JACKSONVILLE, Fla., July 18, 2018, Trains News Wire - CSX Transportation is in the midst of another revamp of its intermodal network, less than a year after it jettisoned its hub-and-spoke strategy.

"Our intermodal network needs a ton of work in order to become the efficient part of our system that it needs to be and we're just really beginning to get in there and start to figure out how to rationalize that big part of our business," CEO Jim Foote said on the railroad's quarterly earnings call on Tuesday.

CSX is in the early stages of analyzing what Foote called a "dysfunctional" and inefficient intermodal network. The effort will involve changes to train design and terminal operations, and possibly terminal consolidations.

Unlike last summer, when former CEO E. Hunter Harrison made rapid and sweeping operational changes that created major service problems, CSX will take a go-slow approach to the intermodal redesign.

"We're not going to do anything that's going to screw up the railroad," Foote says. "So if it takes a little longer than a quarter or two, I'm fine with that."

Last fall CSX shed 7 percent of its intermodal volume as it dropped or scaled back service between low-volume intermodal terminals while shifting some intermodal traffic into the merchandise network. The hub-and-spoke strategy added cost and transit time to traffic that's both low margin and service sensitive.

To serve the lower-volume markets, CSX had relied on its container-sorting hub at North Baltimore, Ohio, which touched more than a quarter of all CSX intermodal shipments before Harrison arrived. The terminal has been repurposed to serve local markets and as a block-swapping facility.

"At that point in time, it was my belief that a large part of that rationalization of intermodal had been accomplished," Foote says. "Well, that's not the

case."

Foote, who served as chief marketing officer at Canadian National while Harrison was CEO in Montreal, noted that a similar intermodal revamp was undertaken at CN.

"Intermodal at CN was a basket case," Foote says. "When we were done fixing it over a couple year period, the average profitability of our intermodal business there was better than the corporate average."

Intermodal at CSX is a different beast, however, with much shorter hauls than what CN enjoys.

Foote promised open communications with customers about pending changes — something that shippers and federal regulators said was lacking amid Harrison's blitzkrieg of change last year.

With truck capacity tight and truck rates soaring to record levels, Foote says it's a good time to be in the intermodal business.

"People are looking for capacity," Foote says. "We want to be able to provide that service and capacity to our customers."

CSX does not envision buying additional containers for the UMAX container pool jointly operated with Union Pacific. Both railroads have been scaling back their capital expenses.



NORFOLK SOUTHERN REPORTS SECOND-QUARTER 2018 RESULTS

Norfolk Va. - Jul 25, 2018, Norfolk Southern News Release - Norfolk Southern Corporation today reported record second-quarter financial results.

Net income was \$710 million, up 43 percent year-over-year, a result of an 18 percent increase in income from railway operations and a lower effective

income tax rate. Diluted earnings per share were \$2.50, up 46 percent year-over-year and a second-quarter record.

"Our second-quarter results reflect strong growth in our business and our sustained commitment to improving financial performance," said James A. Squires, Norfolk Southern chairman, president and CEO. "We are committed to delivering financial results that benefit our shareholders and service that benefits our customers."

Second-quarter summary

- Railway operating revenues of \$2.9 billion increased 10 percent compared with second-quarter 2017, as overall volumes were up 6 percent reflecting growth in all three major commodity categories of intermodal, merchandise and coal.

- Railway operating expenses increased \$107 million, or 6 percent, to \$1.9 billion compared with the same period last year largely a result of higher fuel prices, higher incentive compensation, and increased costs associated with overall lower network velocity offset, in part, by refund claims for prior years' employment taxes paid on equity awards.

- Income from railway operations was \$1.0 billion, an increase of 18 percent year-over-year, a record for any quarter. The railway operating ratio, or operating expenses as a percentage of revenues, was 64.6 percent, a second-quarter record.

ANALYSTS PRESS NORFOLK SOUTHERN ABOUT KEEPING PACE WITH CSX

NORFOLK, Va., July 26, 2018, Trains News Wire - There's more than one way to run a railroad.

That sums up Norfolk Southern's response to Wall Street analysts' questions on why it has not closed a widening operating ratio gap with its Eastern rival, CSX Transportation.

NS CEO Jim Squires on Wednesday took his turn in the same hot seat that Union Pacific CEO Lance Fritz found himself in last week, with both chief

executives facing questions about why their railroads couldn't move as fast as CSX to cut costs and boost profitability.

Like UP, NS reported record quarterly financial results. But its operating ratio did not keep pace with the progress at CSX under its shift to Precision Scheduled Railroading, the operating model of the late CEO E. Hunter Harrison.

CSX posted a record 58.6-percent operating ratio for the second quarter. NS's operating ratio was a record, too, but at 64.6 percent it was 6 points higher than CSX's and ranked last among the publicly traded Class 1 railroads.

Squires said he was confident that NS would meet its 2020 sub-65 operating ratio goal ahead of schedule, although he declined to provide a date.

Some Wall Street analysts were unimpressed.

Deutsche Bank analyst Amit Mehrotra asked whether there was any reason NS should have a different return profile than CSX.

Squires said NS recognizes boosting profitability is important, and consistent improvement in the operating ratio is part of its plan that balances growth and productivity gains.

"We're going to continue to push on operating ratio," Squires says. "When we get to the current goal of sub-65 we certainly won't stop there."

But is it fair to say that NS has more of a growth focus than CSX?

"I will say this. This is a terrific environment in which to grow. And we have been executing on growth by sending that growth to the bottom line," Squires said, pointing to the railroad's improvements in operating income.

The railroad business is cyclical, Squires adds.

"You better jump on that growth opportunity when you have it," Squires says.

Norfolk Southern's traffic was up 6 percent for the quarter, compared to CSX's gain of 2 percent — which ranked the lowest among the big six systems.

RBC Capital Markets analyst Walter Spracklin asked if NS saw the need to make disruptive operational changes like CSX did last year in order to quickly reduce structural costs and then pursue more profitable growth.

Squires said NS closely watches industry developments and will adopt best practices. It's about to restructure its operating regions and divisions, will consolidate dispatching in Atlanta by the end of the year, and is simplifying its local operating plan by collaborating with customers, Squires notes.

But is anything more dramatic than that, such as significantly reducing the number of hump yards as CSX did last year, seen as too risky?

"A classification network that can provide good local service is one of the keys to growth in the merchandise network," Squires says. "We have rationalized our yard network and will continue to look at that. But it is important to maintain adequate classification capacity. We closed a couple of hump yards, and we brought one back recently."

Wolfe Research analyst Scott Group noted that historically NS has been more profitable than CSX. Does that mean NS has a better network than CSX?

"I like our network a lot, Scott," Squires says. "I think we have an outstanding network with a lot of potential for both efficiency and growth. ... I'll take our network any day."

Bank of America Merrill Lynch analyst Ken Hoexter asked where NS saw opportunities to improve — and whether it needed to hire operations people with Precision Scheduled Railroading experience in order to reduce the number of employees the way CSX has.

CSX had 22,942 employees at the end of the second quarter, which was down 11 percent from a year ago, while NS had 26,535, a decrease of 2 percent.

"I'm very, very confident in our operations team and their ability to drive productivity while maintaining a foundation for growth. We're in great shape with the team," Squires responded.

A railroad's cost structure comes down to people and assets, Squires says, and NS remains focused on both as it looks to balance cost cuts with growth, service, and safety.

Susquehanna Financial Group analyst Bascome Majors asked whether CSX's financial turnaround was driving short-term profits at the expense of long-term growth. Will NS shareholders be better served by its current strategy or a more aggressive approach like CSX?

"We believe in our plan, and our plan is a balance of efficiency and growth, as I've said several times this morning. That really is the right formula in our view," Squires says. "You do need to make the investments for growth. You do need to have a certain level of resources available, particularly in times that are conducive to growth, like these times. So while we are definitely focused on productivity going forward, right now is the time to make sure you have the workforce in place to handle the business so that you can grow when that's possible. So I think our plan will be the right plan for our shareholders in the future."

NORFOLK SOUTHERN SAYS IT'S WORKING TO IMPROVE SERVICE LEVELS, HANDLE GROWTH

NORFOLK, Va. July 26, 2018, Trains News Wire - Norfolk Southern expects its sluggish railroad to speed up with the addition of locomotives and crews as it works to whittle down the number of cars online.

"We've progressed with our service recovery plan during a quarter in which we grew our business, handled near-record volumes, and achieved a record second-quarter operating ratio," Chief Operating Mike Wheeler said on the railroad's earnings call on Wednesday morning. "We are pleased with the increasing efficiency of our operations."

NS handled 6-percent more volume with only a 1-percent increase in crew starts as train lengths reached record levels.

Yet NS operations remained bogged down during the quarter, with average train speeds of 18.4 mph and terminal dwell of 28.4 hours. Both measures were 14-percent worse than the second quarter of a year ago.

Compared to the first quarter, terminal dwell improved 1 percent. But train speed slumped 3 percent and the railroad's composite service metric, which measures a combination of on-time performance, local service performance, and carloads making scheduled connections, fell 2 percent.

NS stopped reporting the actual quarterly composite service metric figure as its service sagged.

"Service is not where we want it to be and where our customers expect and deserve it to be," CEO Jim Squires says.

The reopening of the hump at DeButts Yard in Chattanooga, Tenn., helped smooth operations in the south, where Norfolk Southern's single-track network has been the epicenter of both traffic growth and congestion.

The hump had been idled in May 2017.

"To continue to improve service, a portion of the hump was reactivated on May 17 to keep pace with near-record carloads," Wheeler says. "This hybrid model, which calls for the humping of local traffic while still utilizing block-swaps for through traffic, gives us the best balance between service and efficiency."

NS continues to add to its active locomotive fleet. It has placed in service 75 of the 125 older General Electric units it is running through its DC-to-AC conversion program this year, Wheeler says. And 130 of the 155 short-term leased units are in operation.

The railroad continues to hire conductors. It will hire 1,800 crew members this year, 700 more than originally envisioned. Overall, the train and engine headcount will increase by 300 people when attrition is factored in.

"Beyond simply improving our current service, our plan will allow us to handle continued growth," Wheeler says. "As our resources continue to come online, our operational improvements will accelerate."

Two merchandise shippers gave different views of NS service, speaking only on the condition of anonymity.

"NS is not getting better and may be worse," one merchandise shipper tells Trains News Wire. "Congestion in their yards is terrible, with no consistent travel times."

Another merchandise shipper, however, says NS has improved service on the Alabama and Georgia divisions.

"Their local service on the Alabama Division has improved dramatically from the first quarter of this year," the shipper says. "Service is now occurring as scheduled and work orders are being fully complied with. Back in the first month or two of this year, it wasn't unusual to only receive a single switch each week despite being scheduled for daily service Monday through Friday. And when the local did come in on an irregular single day out of five, they either weren't bringing all of the empties requested or they'd bring empties and leave without pulling loads."

Earlier this year, NS reopened its Birmingham-Columbus-Macon, Ga., line to through traffic as a relief valve for the route via Atlanta.

The resumption of through service slashed transit times for carloads moving from Mississippi to Georgia.

"This lane had been experiencing 20-day transit times when traffic was routed via Atlanta and improved almost overnight to 10-12 days with the change via Columbus," the shipper says.



NJ TRANSIT BOARD SPENDS MORE ON PTC

NEWARK, N.J., July 23, 2018, Trains News

Wire - While Port Authority Trans-Hudson officials say they will complete PTC work by New Year's Eve on their 14-mile commuter railroad, NJ Transit is contemplating a date two years further into the future.

Positive train control was the hot topic at a recent NJ Transit board meeting — and when the commuter railroad might comply with federal law.

Mandated compliance will not be possible by the end of this year. To have met the Dec. 31, 2018, deadline FRA mandated that 85 percent of PTC hardware should have been installed by March. The total was closer to 15 percent by the end of May.

The Positive Train Control Enforcement and Implementation Act of 2015 does permit railroads to request the Federal Railroad Administration's approval of an alternate schedule with a deadline extended to Dec. 31, 2020. The installing passenger rail carrier must meet specific benchmarks by the end of this year, which include complete hardware installation; full acquisition of radio spectrum selection complete employee training, and testing on at least one line with revenue passenger trains. Software compliance does not have to meet the end of year deadline.

To make sure the extension is granted, last week at the board meeting NJ Transit officials approved spending another \$24 million to achieve the benchmarks; \$12 million to HNTB Corp. (a contractor performing the PTC technical work) and \$12 million to Parsons Transportation Group to insure the PTC hardware is in place by December 31. Parsons will accrue penalties if they do not complete this by year end.

"We have one of the most complicated, if not the most complicated rail systems," NJ Transit Executive Director Kevin Corbett told reporters after the close of the meeting, "In New Jersey, between freight, Amtrak, ourselves and our 11 lines, we are host to others and they are hosts to us."



HYUNDAI ROTEM CLOSING PHILADELPHIA PLANT

PHILADELPHIA, Aug. 20, 2018, Railway Age - Hyundai Rotem will write the final chapter of an unhappy Philadelphia story

when it closes its railcar plant later this month.

The South Korean company is vacating its 300,000-square-foot factory on Weccacoe Avenue in South Philadelphia where it has been for 10 years.

Starting in 2009 Hyundai built 120 Silverliner V EMU commuter cars for SEPTA, and later performed car refurbishments for the agency through 2016. The Silverliners were plagued by faulty welds requiring repairs, leading to operations problems for SEPTA.

The facility employed as many as 300 workers, and will close for good at the end of August.

China's CRRC Corp. recently won out over Hyundai for a \$137.5 million SEPTA contract to build new bilevel cars.

The *Philadelphia Business Journal* reported that Hyundai Rotem declined to renew its expiring factory lease with owner Rimas Properties.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 4, 1906 - First test train for officials operates over electrified West Jersey & Seashore Railroad line between Camden and Atlantic City via Newfield and then to Millville.

Sep. 19, 1910 - PRR Board gives name of Manhattan Transfer to engine-change point in Newark Meadows, which can be reached only by train.

Sep. 11, 1915 - Revenue service begins on suburban electrification between Philadelphia and Paoli; first MU train leaves Paoli 5:55 AM; leaves Philadelphia 7:45 AM; at first, only one three-car set of MP54 MU cars is operated, making four round trips daily; project costs \$4 million, including 93 MU cars.

Sep. 26, 1920 - Group of veterans leaves Broad Street Station in a box car attached to a PRR train to attend the American Legion convention in Cleveland; other box cars to be picked up en route; commemorates the famous "40-8's" used to carry 40 men or 8 horses in France.

Sep. 27, 1925 - Red Arrow inaugurated between Detroit and New York (eastbound only); named for Red Arrow (32nd) Division of American Expeditionary Force, composed primarily of men from Michigan and Wisconsin.

Sep. 14, 1930 - "ZOO" Tower placed in service at Mantua Jct., replacing "N", "K", "D1" and "JO" interlockings.

Sep. 1935 - PRSL single-tracked between Glassboro and Newfield and electrification removed.

Sep. 11, 1940 - PRR Board approves retirement of the stations at Kittanning Point on Horseshoe Curve.

Sep. 21, 1945 - PRR receives first road passenger diesels, two 2,000-HP General Motors E7A's No. 5900-5901, delivered at Indiana Harbor; temporarily assigned to Harrisburg-Altoona service as L&N has refused to use in pool service on The South Wind without a way to equalize the mileage; later assigned The Red Arrow between Harrisburg and Detroit; Detroit run chosen because GM executives ride train.

Sep. 11, 1950 - Lima-Hamilton Corporation in Lima, Ohio, turns out last locomotive; a PRR transfer diesel, No. 5683.

Sep. 1955 - LIRR receives 10 1,600 HP Alco road switchers, permitting full dieselization.

Sep. 26, 1960 - PRR becomes sixth railroad to sign commuter subsidy agreement with State of New Jersey, retroactive to Aug. 31; payment of \$1.425 million over nine months is largest sum paid to a NJ railroad.

Sep. 30, 1965 - Appearing on the Today show, Stuart T. Saunders predicts

100-MPH trains will be running between New York and Washington in 18 months and will be "more luxurious than anything now operating anywhere in the world."

Sep. 4, 1967 - PRR and Red Arrow Lines buses begin through ticketing from Newtown Square and other points in Delaware County to the Paoli locals.

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

TIMETABLE 09-18

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

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

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 at the Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: www.adtca.com

Sunday, Oct. 7, 2018

Leesport Train Show at the Leesport Farmers Market, 312 Gernant's Church Rd., Leesport, PA 19533. Info: Glenn Frantz, 570-640-7913, frysterstore@yahoo.com

Thursday, Oct. 11- Saturday, Oct. 13, 2018

NRHS Fall Conference Advisory Council and Board of Directors' Meetings, Scranton, PA. Info: www.nrhs.com

Thursday-Saturday, Oct. 18-20, 2018

Eastern Division TCA York Train Meet, York Expo Center, 334 Carlisle Ave, York, PA 17404. Info: www.yorktrainshow.com/york-train-meet/

Saturday-Sunday, Oct. 27-28, 2018

Great Scale Model Train Show at The Cow Palace - Maryland State Fairgrounds, 2200 York Rd., Timonium, MD 21093. Info: www.gsmts.com

Sunday, Nov. 4, 2018

Atlantic Division TCA Train Show at the Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: www.adtca.com

Saturday-Sunday, Nov. 10-11, 2018

First Frost Train Meet at the Allentown Fairgrounds, 1925 W. Chew St., Allentown, PA 18104. Info: www.allentowntrainmeet.com

Saturday-Sunday, Dec. 1-2, 2018

25th Annual Ocean City Train Show at the Ocean City Music Pier, 825 Moorlyn Terrace, Ocean City, NJ 08226. Info: www.oceancityvacation.com



300 GAP ROAD, ROUTE 741

STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

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

Saturday, Sept. 29, 2018 - Members Day

Sunday, Oct. 7, 2018 - Garden Railways Tour

Saturday, Oct. 13, 2018 - Railroad Merit Badge Workshop **SOLD OUT**

Saturday, Nov. 3, 2018 - 1940s Swing Dance

Saturday-Sunday, Nov 3-4, 2018 - Trains & Troops

Saturday, Dec. 1 & 8, 2018 - Christmas With The Conductor Parties

Saturday, Dec. 1 & 8, 2018 - Home For The Holidays



STRASBURG RAIL ROAD

301 GAP ROAD, RONKS, PA 17572

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Saturday evening thru Nov. 10, 2018 - Wine & Cheese Train

Daily, Sept. 4 thru 30, 2018 - Shop Tour at 12:00 pm

Friday, Sept. 7, 14, 28, 2018 - Hostling Tour at 8:00 am

Saturday-Sunday, Sept. 15-23, 2018 - Day Out With Thomas

Daily, Oct. 1 thru 31, 2018 - Shop Tour at 12:00 pm

Friday, Oct. 5, 12, 2018 - Hostling Tour at 8:00 am

Saturday, Oct. 6, 13, 20, 2018 - Oktoberfest

Saturday, Oct. 20, 2018 - The Great Train Robbery

Saturday, Oct. 27, 2018 - Strasburg Spooktacular

Various, Nov. 1, 2, 5, 6, 7, 2018 - Lancaster Oxford & Southern Motorcar

Daily, Nov. 1 thru 11, 2018 - Shop Tour at 12:00 pm

Friday-Sunday, Nov. 16-18, 23-25, 2018 - Shop Tour at 12:00 pm

Friday-Sunday, Nov. 16-18, 2018 - Day Out With Thomas

Thursday-Friday, Nov. 30 - Dec. 21, 2018 - Christmas Feast

Friday, Nov. 30 - Monday, Dec. 24, 2018 - Christmas Trains

Saturday & Sunday, Dec. 1-2, 8-9, 15-16, 22, 2018 - Shop Tour at 12:00 pm

Saturday, Dec. 1, 2018 - Christmas Tree Train

Wednesday-Monday, Dec. 26-31, 2018 - Shop Tour at 12:00 pm



FRIENDS OF STEWARTSTOWN RAILROAD COMPLETE NEW OPEN-AIR EXCURSION CAR

STEWARTSTOWN, PA., July 20, 2018, Stewartstown Railroad Press Release - After only ten months of construction by volunteers of the Friends of the Stewartstown Railroad, their new Open-Air Excursion car is ready for use. The car, based upon a Pennsylvania Railroad F30A flatcar, was donated to the Friends by the Norfolk Southern Railroad, and transported by truck to the Stewartstown Railroad where the Friends cleared off steel decking, and built a new wood and steel center-bench passenger car. It is roofed and has roller-bearing trucks, making for a very comfortable ride.

"We worked very hard on building this car, and had help from many of our volunteers" said David Watson, President of the Friends of the Stewartstown Railroad. "We look forward to seeing it used by the Railroad year-round."

"The Railroad is very thankful to have this car available for our passengers" said Dave Williamson, President of the Stewartstown Railroad. "This open air car allows views and an experience found nowhere else."

The car was used for its inaugural runs on July 28 and 29, and then was pressed into excursion service, and used on the Railroad whenever weather and passenger needs arise. The new car is also available for private charter.

(Courtesy of Chapter Member Fred Kurtz)



AUGUST, 2018
CHAPTER MEETING MINUTES

The "AWAY" Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Strasburg Rail Road, Strasburg, Pa. on Monday, August 20, 2018. The meeting was called to order at 7:55 PM by President Tom Shenk with 39 chapter members and 11 guests. Guests at tonight's chapter meeting were: Charlie & Patti Webb, Paul Vasko, Carol Bonnet, Diane Morgan, Betsy Peters, Aggie & Steve Thomas, their daughter Donna and her daughter and son.

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

CHAPLAIN REPORT: Doris Geesey read a poem entitled "The Quiet Winter Night." Doris sent cards to Fred Kurtz, Peggy Sweigart, and Richard Rutledge. Fred recently had knee replacement surgery and is recovering at Pleasant View Nursing Home. Peggy had an accident and fell while on the Potomac Eagle train and had surgery on her arm and has a plate and screws in her arm. Peggy was in attendance at tonight's chapter meeting.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of July. Richard reported that he has staggered the three CD's the Chapter has in case we need access to some funds for the Chapter and the funds are not all in one account. Tom Shenk announced the ticket sales for tonight's train ride. Tom sold 117 tickets totaling \$585.00.

IMPORTANT DATES: Tom Shenk announced these upcoming dates: Sunday, September 30, 2018 will be the Chapter's Annual Picnic. The chapter will do something different this year. Pork BBQ will be served instead of chicken. The picnic will be at 3:00 PM. Drinks and the BBQ will be provided by the Chapter. Chapter members should bring their own plates, cups, silverware and a covered dish to share. For Board Members, there will be a Board Meeting starting at 2:00 PM. There will be a Regular Chapter Meeting on Monday, October 15 at the Christiana Freight Station. Graham Dirian will give a presentation on his experience at Rail Camp this summer. Saturday, November 17, will be the Annual Chapter Banquet. The Banquet will be held in the afternoon (2:00p.m.) and will be a catered event held at the Christiana Freight Station. Linda Himpsl is working on door prizes for the Banquet. Tom announced the Banquet price would stay the same as previous years (\$25.00). Chapter members Nelson Strobel and William Watson will be receiving their 50 year pins and your Chapter Secretary and her sister, Doris Depew will be receiving their 25 year pins.

VENDOR AND CRAFT SHOW: Steve Himpsl announced the vendor and craft show will be held on Saturday, October 20, 2018 from 9:00 AM to 2:00 PM at the Christiana Freight Station. There will be a sign-up sheet at the September Picnic meeting for monetary donations or donations of food to sell at the show.

ANNOUNCEMENTS: Steve Himpsl announced the Chapter received a medallion for our participation and donation to Rail Camp. Helen Shaak announced if any chapter members are interested in going to the Salt Lake City, Utah Convention, you should make your reservations now. Here is the Hotel if anyone is interested. Radisson Hotel Salt Lake City (Downtown), 215 West South Temple, Salt Lake City, Utah 84101. Phone: 1-801-531-7500.

ADJOURNMENT: The meeting was adjourned at 8:05 PM.

Respectfully submitted by Donetta M. Eberly, Secretary

DELAWARE COAST LINE SHUTS DOWN AFTER 36 YEARS



GEORGETOWN, Del., Aug. 22, 2018, Trains News Wire - After 36 years serving customers in Sussex County, Delaware, the Delaware Coast Line Railroad is calling it quits. To Dan Herholt, son of the railroad's founder Michael Herholt and president of the company since 2008,

"It's sort of a forced retirement."

The short line operates trains over two lines under contract to the State of Delaware, Dan Herholt says, and when the contract came up for review in early 2018, another bidder won.

"We wanted to stay," Herholt says. "We talked to everybody and everyone we could think of to try to help us, but it wasn't enough."

Delmarva Central Railroad, owned by Carload Express of Pittsburgh will take over on Jan. 1, 2019.

He said the railroad's last day will be Dec. 31. He and the railroad's handful of employees are preparing the line's remaining five locomotives for sale. Dan Herholt, 56, was sanguine about the change.

"I have other things to do," he says. "We have other family ventures."

Last year, the Delaware Coast Line lost about eight miles of track when the swing bridge at Lewes, Del., was shut down. Only one customer was located on the other side of the manually operated bridge, thought to be the last one in service. The State of Delaware decided it was too expensive to repair the bridge, which carried the railroad over the Intracoastal Waterway, for two or three moves per month.

The railroad operates from Georgetown to Cool Spring and between Ellendale and Milford and handled 430 cars in 2017.

THIS MONTH'S BANNER PHOTO

An example of the PRR's advertising in the 1940s.

OPERATION LIFESAVER REMINDS YOU. . . .





LANCASTER CHAPTER, N.R.H.S.

ANNUAL PICNIC

SUNDAY AFTERNOON

SEPTEMBER 30, 2018

CHRISTIANA FREIGHT STATION

CHAPTER BOARD MEETING AT 2:00 pm

PICNIC STARTS AT 3:00 pm

The Chapter will provide Pork BBQ and drinks. Members are asked to provide their own place settings and a covered dish to share. Bring a container or Ziploc bags to take food home.

Picnic is free for Chapter members and \$5.00 for guests.

Join your Chapter friends for a leisurely, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's restored Conrail caboose.

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER 20-23, 2018 - CHAPTER BUS TRIP TO THE ARK EXPERIENCE IN KENTUCKY

SEPTEMBER 30, 2018 - SUNDAY, 2:00 PM - CHRISTIANA FRT STA - BOARD MTG & ANNUAL CHAPTER PICNIC

Doors open at 2:00 PM for a Chapter Board Meeting - Picnic starts at 3:00 PM. The Chapter will provide pork BBQ and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests.

OCTOBER 15, 2018 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

OCTOBER 20, 2018 - SATURDAY, 9:00 AM TO 2:00 PM - CHRISTIANA FREIGHT STA. - CRAFT AND VENDOR FAIR

NOVEMBER 17, 2018 - SATURDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER BANQUET

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



AT 6:06 PM ON SEP. 6, 1943, THE EASTBOUND ADVANCE SECTION OF THE CONGRESSIONAL LIMITED DERAILED AT 56 MPH AT FRANKFORD JCT. IN PHILADELPHIA. THE JOURNAL OF THE 7TH OF 16 CARS BURNED OFF; 6TH-15TH CARS DERAILED; 7TH AND 8TH CAR WERE SLICED OPEN IN A COLLISION WITH A SIGNAL BRIDGE. 79 WERE KILLED. EAST-WEST TRAINS WERE DETOURED VIA THE TRENTON CUTOFF WITH MU SHUTTLES BETWEEN PHILADELPHIA AND HARRISBURG; WASHINGTON TRAINS WERE DETOURED VIA LEHIGH VALLEY-READING AND CRESHEIM BRANCH-TRENTON CUTOFF. DELAIR BRIDGE TRAINS AND SOME CLOCKERS WERE REROUTED TO CAMDEN .(PRR CHRONOLOGY; INTERNET PHOTO)



**LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
SATURDAY AFTERNOON, NOVEMBER 17, 2018**



**CHRISTIANA FREIGHT STATION
10 RAILROAD AVENUE
CHRISTIANA, PENNSYLVANIA 17509
(610) 593-4968**

PLEASE JOIN US AT THE CHRISTIANA FREIGHT STATION FOR A CATERED 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 / MEAL / DOOR PRIZES / MEMBERSHIP AWARDS

2:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED

2:30 PM - MEAL BY BUTCH'S BBQ

DIGITAL PRESENTATION "LOOKING LOCALLY" BY CHAPTER MEMBER MARK HOFFMAN FEATURING REGIONAL IMAGES FROM 2010 TO PRESENT: NORFOLK SOUTHERN'S NEW HOLLAND SECONDARY, LITITZ INDUSTRIAL TRACK, COLUMBIA SECONDARY, MARIETTA INDUSTRIAL TRACK, LANCASTER'S LEWIS YARD, THE PORT ROAD AROUND COLUMBIA AND THE HARRISBURG LINE IN LEBANON COUNTY; AMTRAK'S KEYSTONE CORRIDOR AND SEVERAL SMALLER RAILROADS.

THE ANNUAL BANQUET COST FOR 2018 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 15TH CHAPTER MEMBERSHIP MEETING.

OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.

ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 2, 2018.

✂ -----

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

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

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

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

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CHAPLAIN:	CELL PHONE	717-683-3053	

MEMBERSHIP MEETING NOTICE

LANCASTER CHAPTER, INC., N.R.H.S.
CHAPTER BOARD MEETING - 2:00 PM
ANNUAL CHAPTER PICNIC - 3:00 PM
CHRISTIANA FREIGHT STATION
SUNDAY, SEPTEMBER 30, 2018

LANCASTER CHAPTER, INC.
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE: WWW.NRHS1.ORG



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