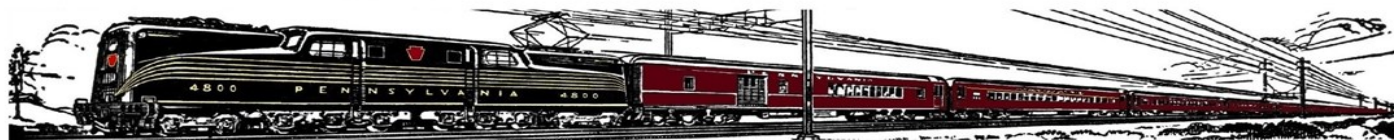


LANCASTER DISPATCHER

1935-2022

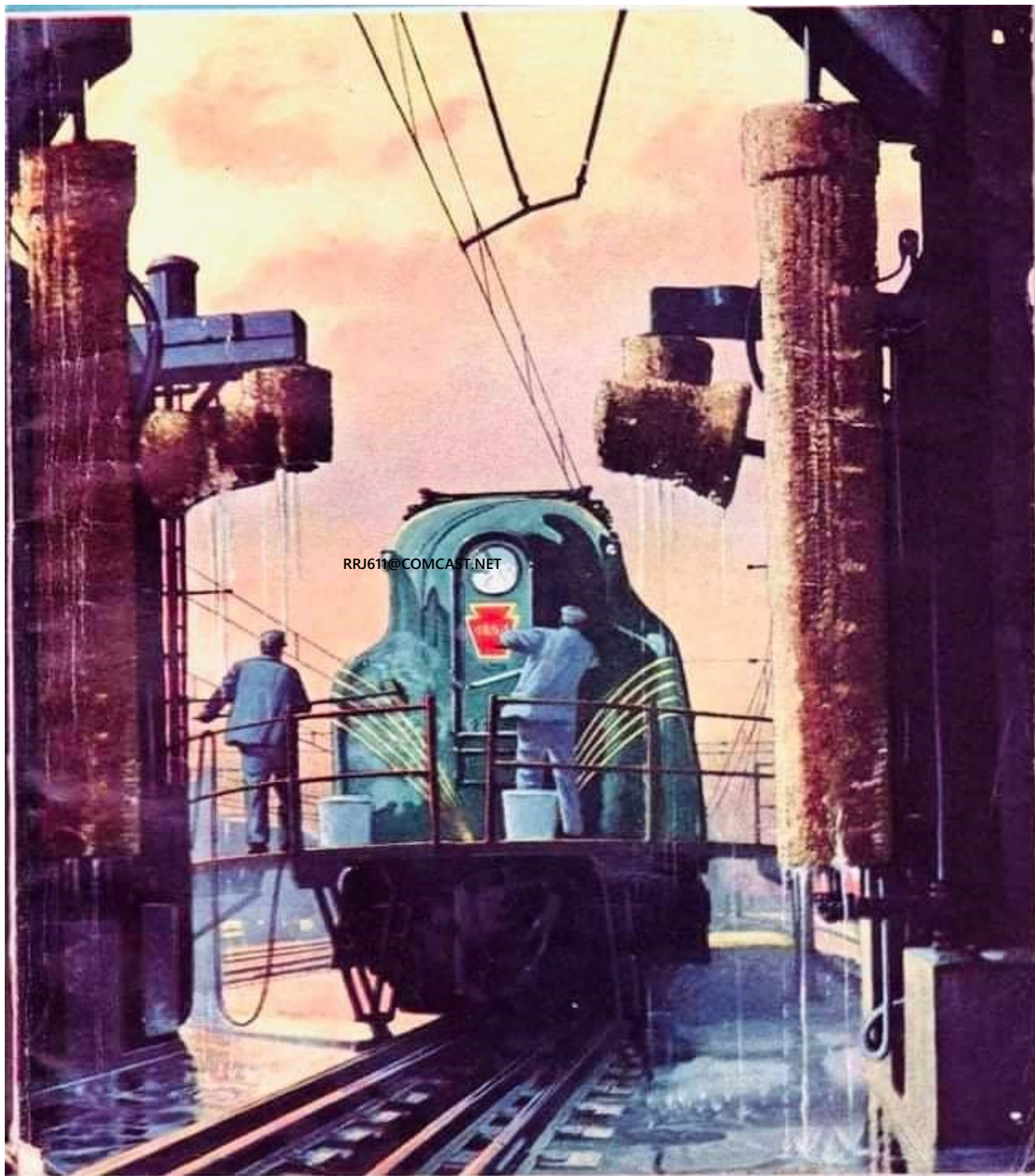


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 55 NUMBER 5

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

MAY 2022



GG-1 at the Wash Rack

VIEW FROM THE CAB News from the Train Wires

Former Fillmore & Western equipment slated to begin trip to Pennsylvania

Trains Newswire
By David Lustig
April 6, 2022



FILLMORE, Calif. – A pair of heavyweight passenger cars sold by the former Fillmore & Western to the Everett Railroad in Duncanville, Pa., are scheduled to be interchanged with the Union Pacific at Santa Paula today (Wednesday, April 6).

The Powhatan Café Parlor car was built by Pullman for the Richmond, Fredericksburg & Potomac Railroad; the Rancho Sespe — named for a large Fillmore ranch — started out on the Colorado & Southern Railway.

NS Donates Rail History Archives to Virginia Museum

Progressive Railroading April 6, 2022

Norfolk Southern Corp. has donated the complete collection of historical documents and archives from predecessor company Norfolk and Western Railway to the Virginia Museum of History & Culture, the company announced today. The collection dates back to the 1840s and includes thousands of photographs and glass plate negatives, as well as business records, annual reports, blueprints, plans, bridge drawings, advertisements, portraits and three-dimensional artifacts from predecessor railroads that together provide a look into the growth of rail transportation across the eastern United States.

The company will also donate \$750,000 to support the collection in perpetuity, NS officials said in a press release. "This important piece of history belongs in Virginia, and we're confident that our archives will be in excellent hands with the Virginia Museum of History & Culture," said NS Chairman and CEO Jim Squires.

Norfolk and Western originated as a 9-mile, single-track line in 1838 to connect Petersburg and City Point (now Hopewell), Virginia. In the years to follow, more than 200 railroad companies were built, merged, reorganized and consolidated until the company merged with Southern Railway in 1982 to create Norfolk Southern.

"With the addition of the Norfolk and Western collection, the VMHC now houses one of the most significant railroad archives in the United States," said VMHC President and CEO Jamie Bosket.

Amtrak Acela Trainset Update

Railway Age, Written by Marybeth Luczak, Executive Editor

Amtrak on March 31 provided a look inside its new Acela trainsets from Alstom that it said will now enter Northeast Corridor service in fall 2023—another delay.

The 28 trainsets, ordered in 2016, were originally slated to enter revenue service in fall 2021, but combined COVID-19-related supply chain problems and technical glitches pushed their release until early spring 2022.

In the new Acela trainsets, the color "red" distinguishes First Class from Business Class—as evident in the headrests here, and also on the door to the trainset. These First Class seats provide more space and leg room as well as personal tray tables, according to Amtrak. (Photos Courtesy of Amtrak)



THIS MONTH ON THE PENNSY**PRR, PRSL & LIRR EVENTS IN MAY**

Source: Pennsylvania Railroad Technical & Historical Society (permission of Christopher Baer, PRRHTS).

May 1, 1913 Lehigh Valley passenger trains moved from PRR's Jersey City Terminal to terminal of Central Railroad of New Jersey, running over CNJ from Oak Island Jct. LV was dissatisfied with downgrading Exchange Place and ferry service after opening of Penn Station.

May 12, 1918 Record freight movement; 9,173 freight cars pass Columbia, Pa. in 24 hours, surpassing record of 9,027 set in 1907.

May 22, 1923 U.S. District Court approves third modified Reading Company segregation plan; calls for Reading Company to sell Coal & Iron Company stock, merge with the Philadelphia & Reading Railway and 11 other subsidiaries and become an operating railroad company.

May 28, 1928 PRR introduces Bankers' Special No. 261 between Jersey City and Philadelphia with 3:37 PM departure timed to the closing of the stock exchange.

May, 1933 Pullman-Standard builds George M. Pullman, first full-size lightweight (aluminum) passenger car; 1 drawing room-3DB-buffet-observation lounge; exhibited at Century of Progress; later used on PRR's Florida Arrow among other trains. Pullman rebuilds heavyweight baggage-club cars Adair and Seaside Park to 16 duplex single room cars Nocturne and Eventide; tested in Northeast Corridor service.

May 1, 1938 PRR operates an "Off the Beaten Track" excursion on a circle trip from Philadelphia to Baltimore, Hagerstown (via Western Maryland), Winchester and return via Harrisburg.

May 28, 1943 Baldwin Locomotive Works rolls out its No. 6000 road diesel demonstrator; it packs 6,000 HP into a single cab unit, although only 4 of the 8 engines have been installed, for 3,000 HP; begins testing on the Reading between Grays Ferry and Chester through June 10; it serves as the prototype for the later Baldwin "Centipedes."

May, 1943 PRR acquires 6 Norfolk & Western Railway Class Y3 2-8-8-2's to meet motive power shortages; become PRR Class HH1 and used in drag and hump service out of Columbus.

May, 1948 Most major east-west trains dieselized west of Harrisburg. The first 3 of 100 air-conditioned coaches turned out by Altoona Shops.

May 27, 1953 PRR purchases additional twin-unit Class E2b B-B + B-B electric locomotive No. 4943-4944; originally built as GE demonstrator in Oct. 1951. PRR announces purchase of 78 road freight and switching diesels.

May, 1963 First of 38 "Silverliner II" MU cars for the PRR and 17 for the Reading are placed in service; top speed of 89 MPH

May 24, 1963 ICC completes the 100th day of hearings on the Penn Central merger.

May 7, 1968 At annual meeting, V.P. David Bevan announces plan to seek \$100 million bank credit and sell \$100 million in commercial paper; Saunders notes Penn Central is now largest U.S. transportation company, largest commercial real estate company, and sixth largest U.S. industrial corporation; most capital will go to diversification; Saunders and Perlman present glowing presentations of efficiencies to be realized by merger, including unified computer systems; stockholders are shown new promotional movie, Call Us Penn Central; approve change of name to Penn Central Company.

May 8, 1973 Penn Central Trustees testify to the House Committee that they will be forced to liquidate if no further federal aid forthcoming by October. Reorganization will require \$500 million-\$1 billion in aid; call for Amtrak to take over Northeast Corridor and Philadelphia-Harrisburg lines.

The Philadelphia Center City Commuter Connection By Stephen Ferrell

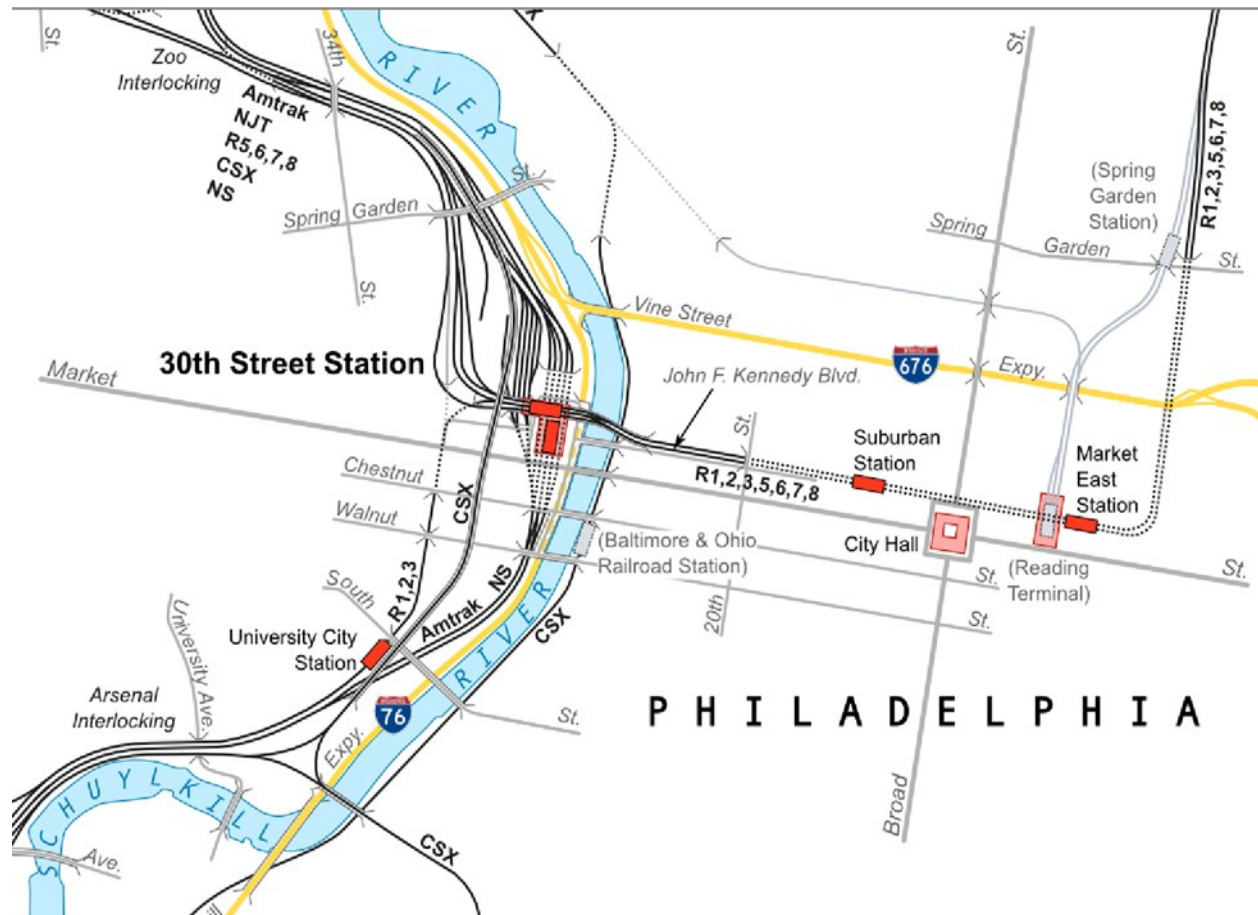


Image from North South Rail Link website

Historically, within most large cities, each major railroad had their own terminal and they were not connected (by rail) with any other line's station. Philadelphia was no different. Commuters using the Pennsylvania Railroad in Philadelphia could commute into the Railroad's Broad Street Terminal Suburban Station and 30th Street Station. Commuters using the Reading Railroad would arrive in Center City at the Reading Terminal. This situation was acceptable for the railroads as they had no desire to cooperate with each other and share terminals.

In Philadelphia, commuters passing through the center city area could transfer between the Reading and Pennsylvania Railroad Commuter stations using the underground trolleys and Market Street Subway. This was fast, but required a transfer. City visionaries had a better idea: connecting the two major railroad's commuter systems!

As early as 1958, the idea for the commuter connection was being discussed. Mayor Richardson Dilworth ordered the Planning Commission to design for the revitalization of the Market Street East area. At that time, R. Damon Childs, was employed as a land planner with the Philadelphia City Planning Commission when he first proposed the idea of the connection tunnel.

The Reading Railroad and Pennsylvania Railroad were not happy about connecting their commuter rail systems. They didn't see any economic benefit for themselves and also complained that the commuter MU cars of that time (MP54 and Reading Blueliners) could not make the anticipated 2.8% up-grade between Market East the tunnel exit. This later proved wrong: The famous Reading Blueliners made this significant ascent with no problems. It should be noted that they needed to get up to speed first before climbing the grade.

In 1972, Mayor Frank Rizzo was persuaded by his staff that the Center City Commuter Connection would be a fine legacy project for his place in history.

Obtaining financing was challenging at best. The cost of the project was \$330 million (over 1.4 billion in today's money). After much political maneuvering, the federal government agreed to pay for 80% of the project, with the

The Philadelphia Center City Commuter Connection (continued)

state contributing 16.66%. This left the city to cover only the remaining 3.33%!

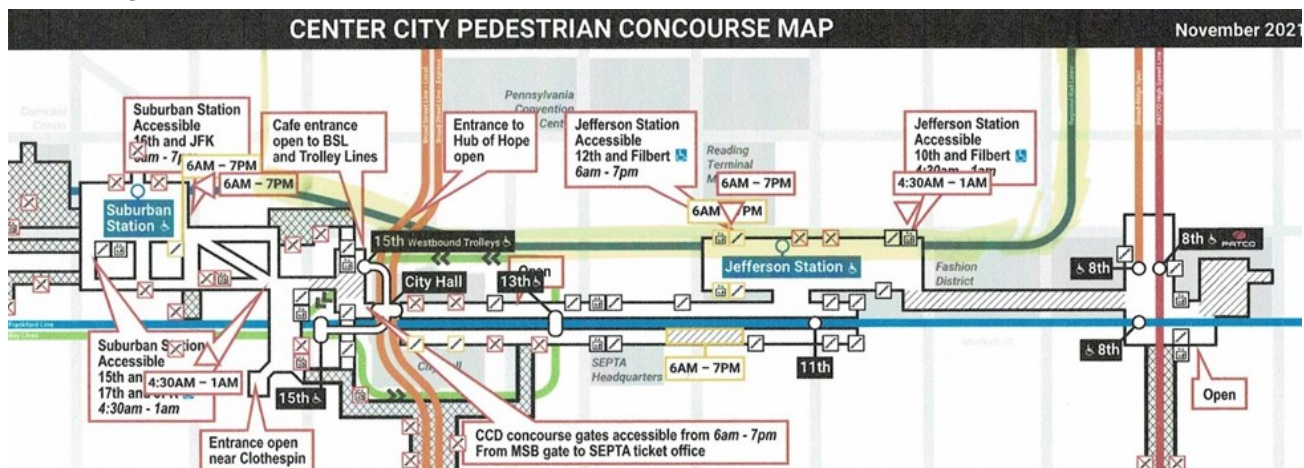
Groundbreaking and construction started in June, 1978. The undertaking took six years to complete. Construction of the tunnel had to take into consideration and protection of the buildings and businesses in the area. Reading Terminal had to be supported and braced for the underground construction. The tunnel had to be routed around city hall and avoid all the area utilities and subterranean infrastructure. In particular, Chinatown businesses were extremely disrupted and project engineers worked closely with the business owners to limit disruptions and parking problems, along with noise and dust caused by the construction. As an appreciation to the Chinatown businesses, artisans and masons were brought in from China to create the now famous "Chinatown Arch".

Many delays were incurred in finishing the connecting trackwork, interlockings and signaling. This was caused by the exiting of Conrail as the commuter rail provider and turning over the service to SEPTA which was unprepared for this takeover.

Starting with limited service in September 1984, the tunnel link between Suburban and the new Market East Station opened on November 12th of that year. The last train departed from Reading Terminal on November 6th and the old approach to the Reading Terminal was abandoned.

The Center City Commuter Tunnel is a four-track 1.7-mile line running from Suburban Station, through Market East (now named: Jefferson Station). Departing Jefferson, the commuter connection travels eastward and then turning north and continuing underground until it emerges above ground. Here the route joins with the now abandoned line that heads to the former Reading Terminal.

The Commuter Tunnel does much more than connect two former stub-ended terminals. By itself, this project was the first for any city in the United States. It provides 5 million people with through commuter service on thirteen lines. This Commuter Tunnel was named the Outstanding Civil Engineering Achievement for 1985 by the American Society of Civil Engineers.

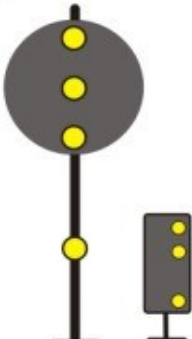
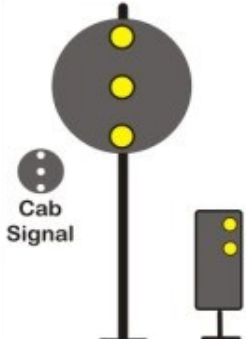
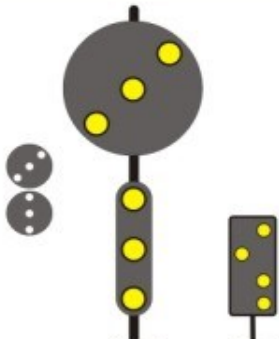
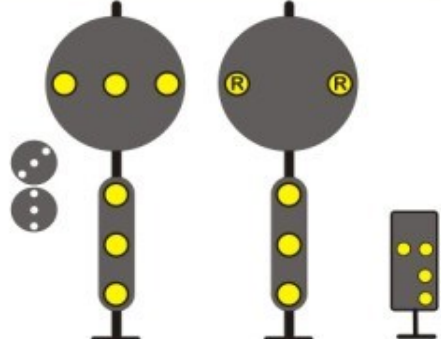
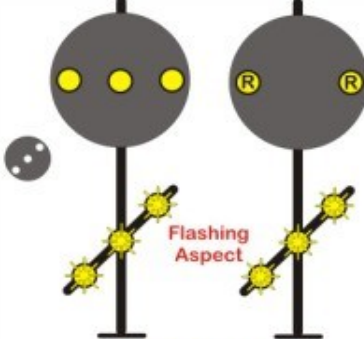
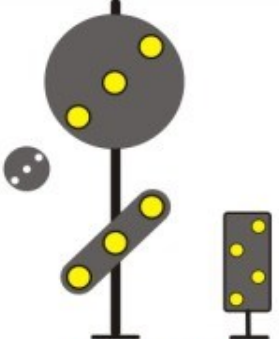
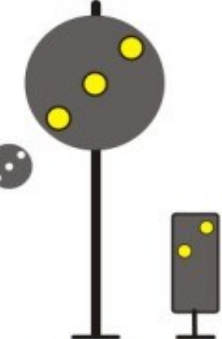
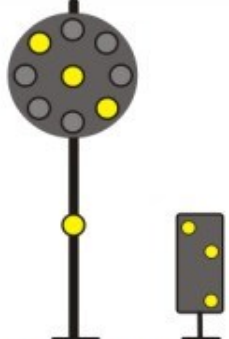
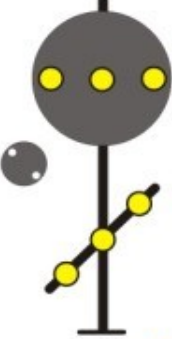
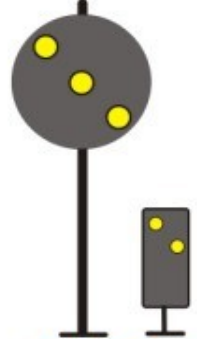
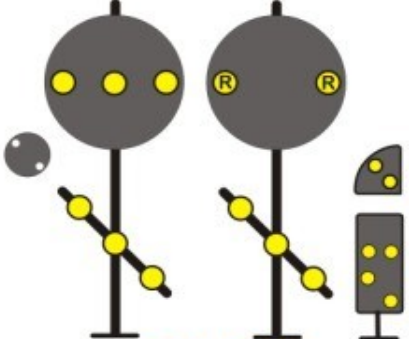
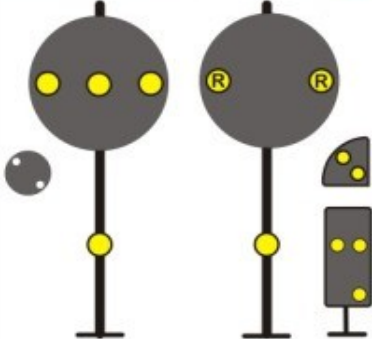
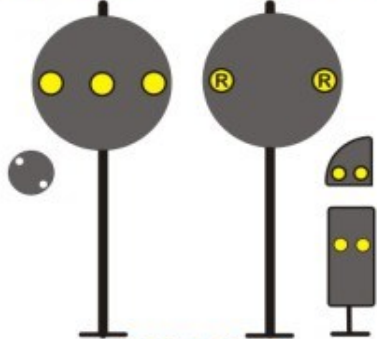


Left: Jefferson Station (formerly Market East) looking west, into the Commuter Tunnel

Right: Suburban Station, former PRR Suburban Terminal – western end of Tunnel

All photo credits: Steve Ferrell



 RULE 280 Clear Block	 RULE 281 Clear	 RULE 282 Approach Medium	 RULE 283 Medium Clear
 RULE 283a Medium Apr	 RULE 284 Approach Slow	 RULE 285 Approach	 RULE 285a Caution
 RULE 287 Slow Clear	 RULE 288 Slow Approach	 RULE 289 Permissive Blk	 RULE 290 Restricting
 RULE 291 Stop and Proceed	 RULE 292 Stop	SIGNAL ASPECTS of the PENNSYLVANIA RAILROAD From rulebook dated October 28, 1956 Semaphore Aspects Not Shown © Todd Sestera Map may be printed and used for personal use only	
RAILROAD SIGNALS of the U.S.		 Take Siding  Phase Break These Aspects Not Shown in This Rulebook Thanks to Lin B. For the Rulebook	

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Harris Tower Museum Tour

By Jim Donohue

At the Lancaster Chapter Christmas Party in December, 2021, John Smith, the President of the Harrisburg Chapter, spoke about the history of Harris Tower. He invited us to visit. So, with co-editors Steve Ferrell and Tom Fluck, as well as my grandsons and Tim Soley, their dad, we rode Amtrak out to Harrisburg. It was the first Amtrak ride for the boys, so they were very excited. Riding at 110 miles per hour was a real thrill as well.

After a lunch in downtown, we walked over to the Tower. John Smith, also the curator of the Tower Museum, greeted us at the door. The first floor contains many interesting tools and artifacts used at the tower. Using a map, John gave us a detailed history of how the Tower served a number of railroads in Harrisburg. In it's prime, the Tower controlled over 140 trains per day!

John showed us the basement with all of its electrical wiring for both the Tower and a conduit for Pennsylvania Power & Light. There had been an active office in the basement as well.

We then went up to the second floor to view the interlocking machine and model board (see photo). These are linked to a computer simulation that is programmed with the actual PRR train schedule from the 1940's. John and Tower guide Dave explained how the system worked and allowed us to operate the switches to move trains through the Harrisburg yard and station. One came away with a deep appreciation of what it took to operate the Tower.

Highlights of the Tower included a birds-eye of view numerous Norfolk Southern freights between the East coast and Pittsburgh and the daily Amtrak westbound *Pennsylvanian* passing below.

The N.R.H.S. Harrisburg Chapter has poured a great deal of money and physical labor into the restoration of the Tower. It is very clean, well-maintained and easy to tour. We highly recommend visiting this Museum, not just for its historical significance, but also for a great view of very active modern railroading.



Paying respects to the Harrisburg chapter's GG-1 in the station.

The Chapter's PRR Cabin Car, also under the station canopy.



We are know the "W" for whistle, but there is also an "R" warning to ring the bell!



Westbound and Eastbound trains as seen from the tower's second floor bay windows.

Harris Tower Museum Tour (continued)



The actual dispatcher's board and controls are still operational in a simulator in the tower! Guests can follow a locomotive or train from a yard location to the position needed in the station. The switch controls at the bottom of the photo will clear the route for the locomotive with lights indicating the position of the switch tracks.

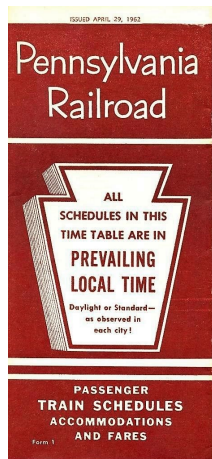


All photo credits: Jim Donohue



Above: all cab signal boxes had to be checked daily and the device on the left did just that. A cab signal box is on the right. This was located on the first floor of the tower.

Left: Patrick Soley sits at the dispatcher's desk and can keep an eye on the board in front of him and the actual trains passing by behind him. The tower is a great location for watching the two daily Amtrak Pennsylvanians and Norfolk Southern trains.



**Time Table 5-22
PENNSYLVANIA
EXCURSION
RAILROADS
AND MUSEUMS**

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



Railroad Museum of
Pennsylvania
300 Gap Road, Rt. 741
Strasburg PA 17579
www.rrmuseumpa.org
717-687-8628

The Railroad Museum of Pennsylvania will be open
Wednesday thru Saturday from 10:00 a.m. to 4:00 p.m.,
and Sundays from 12:00 p.m. to 4:00.



Strasburg Railroad.
301 Gap Road, Ronks, PA 17572
www.strasburgrailroad.com
866-725-9666
Operating daily schedule.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnrr-passenger.com
610-562-2102

All-day RDC excursions to Jim Thorpe on Saturdays
and Sundays in May. T-1 Iron Horse Excursion on July
2nd.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
TO BE ANNOUNCED



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-8123

<https://stewartstownrailroadco.com>

Trains operate



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
**Regular Train Rides
Every Sunday through November
7th**



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wwrr.com
302-998-1930
**Regular Train Rides on selected
weekends in**



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
**May: Every Wednesday, Thursday,
Friday, Saturday and Sunday**



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
**610-367-0200
Operating weekends in May**



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
**Trains run Wednesdays and Satur-
days May and June. Some Sunday
trains are scheduled.**



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperrailroad.com
215-862-2332
Operating on



The Reading Railroad Heritage
Museum
500 S. Third Street,
Hamburg, PA 19526
<http://www.readingrailroad.org/>
610-562-5513
Saturdays 10 AM - 4 PM, Sundays
Noon - 4pm

NOTICE TO CHAPTER MEMBERS

The Board of Directors has determined that an update to the chapter bylaws is needed. This is done periodically to keep up with changes in the environment in which the Chapter operates. As a review had not taken place in some years, the Board felt this was an appropriate time. Thus, the Proposed bylaws revision was drawn up on March 29, 2022. The bylaw committee consisted of Steve Ferrell (chair), Steve Himpls, Jim Donohue and Tom Fluck (Recording Secretary). The revisions were reviewed by Chapter president Tom Shenk.

It is a requirement of the bylaws to make public the proposed changes in the Lancaster Dispatcher for one issue, then to be voted on by the membership at the following monthly meeting. Therefore we are publishing the bylaws in this May issue and they will be discussed and voted upon at the June membership meeting.

Chapter Bylaws Revision

Bylaws of the Lancaster Chapter of the National Railway Historical Society *Proposed revised Bylaws last revision 3/29/2022*

New Bylaws include all changes/additions **(noted in red, or bold and underlined)**. Items removed are not listed.

Article I – Name

The name of this organization shall be the Lancaster Chapter Incorporated, hereinafter known as the Chapter, of the National Railway Historical Society, hereinafter known as the Society.

Article II – Charter

The Chapter was incorporated under the laws of the Commonwealth of Pennsylvania as recorded by the Court of Common Pleas on August 10, 1965. The Chapter shall operate under a Chapter Charter as granted by the Board of Directors of the National Railway Historical Society, Incorporated and shall be under the umbrella of that nonprofit organization which was incorporated in the State of Maryland, February 19th, 1937.

Article III – Principal Office

The Chapter shall maintain its principal office at the Christiana Freight Station, Christiana, Pennsylvania.

Article IV – Purpose

The purpose for which this Chapter is formed is primarily to extend the purposes of the Society: namely (a) to preserve the historical material of railway transportation of all kinds, (b) to collect data on the history of transportation and to issue publications relating to this subject, (c) to encourage rail transportation, (d) to acquire by purchase, lease or otherwise, real and personal property, and to mortgage, sell deed, lease or otherwise manage in the same manner appropriate for museum and the above mentioned purposes.

Article V – Government

The Chapter shall be governed by these Bylaws, to the extent not inconsistent with the Constitution and Bylaws of the Society.

Article VI – Powers

1. The Chapter shall have the power to perform all lawful acts which may be deemed necessary or expedient for the proper and successful prosecution of the purposes for which it is organized and its operation shall be consistent with the Constitution and Bylaws of the Society and **within** provisions of Section 501(c) (3) of the Internal Revenue code.
2. The Chapter meets Section 501 (c)(3) of the Internal Revenue Code as attested to in correspondence. **The current identifying Chapter EIN Number for the Internal Revenue Service for identification purposes is: EIN 23-6427338.** This correspondence state: "Contributions made to you (the Chapter) are deductible by donors as provided in section 170 of the Code. Bequests, legacies, transfers, and gifts to or for your use are deductible for Federal estate and gift tax purposes under provision of Section 2055, 2106 and 2522 of the Code".

Chapter Bylaws Revision (Page 2)**Article VI – Powers (continued)**

3. The Chapter Shall not be operated for the pecuniary profit of its members and no part of the activities of the Chapter shall consist of the performance of services for the individual member.
4. The Chapter shall not have the authority to act for or in the name of the Society, nor shall it use the name of the Society except as part of its own name.

Article VII – Membership**1. The Chapter shall not discriminate based on race, color, gender, religious affiliation, or lack thereof, national origin, sexual orientation or age.**

2. All applications for membership shall be made on an application form approved by the Board of Directors of the Society.
3. Application for Chapter membership shall be accompanied by the full amount of the Chapter dues.
4. The applicants' dues shall be fully refunded if membership is denied and a full explanation of the action shall be submitted with the refund.
5. Family Membership shall be available to the legal spouse and immediate family members under the age of 18 residing in the same household. Family Members shall be eligible to full participation in Chapter activities. Mailings from the Chapter shall be limited to those made to the full Member of Family Membership.

Article VIII- Suspension-Termination

1. All rights and privileges of membership in the Chapter shall be suspended in the event that a member does not pay Chapter dues within three months of their due date; such membership rights and privileges shall be restored upon full payment of past and current dues.
2. A Chapter membership may be terminated or a member expelled from the Chapter by a majority vote of the Board of Directors when they have been presented with due cause and have considered the same. To take the aforementioned action the Board must have a quorum in attendance at a regularly called meeting. In such case the member shall have the right to appear before the board and present witnesses.
3. When a Chapter membership is terminated, either through action covered above, by death, or by member choice, neither the former member nor their personal representative or heirs shall have any right, title, or claims to interest in the Chapter or its assets.

Article 1X – Dues

1. The dues of the Society shall be established for all classes of membership by the Board of Directors of the Society as dictated by Article V of the Society's by laws.
 - A. Payable in advance of each calendar year and/or with the application for membership.
 - B. Applications filed after September 1 will receive membership for the balance of the current year and the next full calendar year.
 - C. All annual memberships shall expire on December 31 of each membership year.
2. The Dues of the Chapter shall be established by the Board of Directors with ratification of the Chapter Members.
 - A. Chapter dues will be payable in accordance with Society requirements as stated above.
 - B. Chapter dues shall be fixed at a rate not to exceed a rate sufficient to cover all necessary, ordinary and normal operating expenses of the Chapter.

Article X – Meetings

Most General Membership Meetings shall be held at 730pm the third Monday of each month at Chapter headquarters **or a location, time and date to be announced in the Lancaster Chapter Newsletter.**

- A. In January or February, or when weather conditions are such that travel is not safe, the President may cancel a membership meeting. Notification shall be accomplished by appropriate means.
- B. The Time and place of the General Membership Meeting may be changed by the Board of Directors whenever special circumstances warrant. The Membership shall be duly notified via the newsletter or other appropriate means.
 1. Special Membership Meetings may be called by the Chapter President or Vice-Presidents with the approval of at least two other members of the Board of Directors at any time business or programs warrant.
 2. The President or First Vice-President shall call all meetings of the Board of Directors and such call shall be made at least one week prior to the meeting date.
 3. All Chapter meetings shall be guided by Robert's Rules of Order.

Chapter Bylaws Revision

Article XI – Quorums

1. A Quorum for Chapter Meetings shall be considered to be at least fifteen percent of the Chapter Members, but with no less than six members in attendance. No business may be transacted unless a majority of the Board of Directors is in attendance.
2. A Quorum for Board of Directors Meetings shall be a majority of the Board of Directors.

Article XII – Nominations and Elections

1. The Chapter year shall run from November 1 through October 31 of the succeeding calendar year.
2. The October meeting shall be the Annual Meeting for the Chapter. The primary order of business shall be the election of Chapter Officers, **National Representative**, and Directors-at-Large.
3. All Candidates for elected positions shall be members in good standing of both the Lancaster Chapter and the Society, whose Society membership is maintained through the Lancaster Chapter, and shall be twenty-one years of age or older.
4. Nominees for all offices must have attended a minimum of seven out of the twelve most recent monthly general membership meetings prior to nomination.
5. No more than two of the nominees may be members of the same immediate family. Immediate family shall be defined as spouse, son or daughter.
6. The Nominating Committee, consisting of three members in good standing who are not current officers or directors of the Chapter or immediate family members of current officers or Directors, shall be selected by the President and presented to the membership at the regular June Membership meeting. This committee shall prepare a slate of eligible candidates which shall be presented to the membership at the regular September meeting.
7. Nominations for elected positions may also be made from the floor at the regular September membership meeting, provided that the nominator has the written and signed consent of the nominee.
8. The candidates for elected positions shall be elected using secret ballots with a majority vote of the members present ruling, provided quorum requirements are satisfied.
9. In the case where only one candidate has been nominated for each position, the Secretary may be directed through a duly presented and executed motion to accept the slate as presented.

Article XIII – Officers

1. The Chapter Officers shall be: President, First Vice-President, Second Vice-President, Secretary, Treasurer, Historian, **National Representative**, Editor, Chaplain and two Directors-at-Large.
2. The duly elected officers and the displaced officers shall function in concert until the regular scheduled November membership meeting, at which time the newly elected officers shall preside. This period shall be used to orient and train the newly elected officers. The transfer of all files, documents, seals and other items associated with each office shall be transferred to the newly-elected officers prior to the November meeting.

Article XIV – Officer Duties

1. The President of the Chapter shall: Occupy a position of leadership and be in charge of the business affairs of the Chapter, preside at all duly called meetings of the Chapter and its Board of Directors, appoint all Standing Committees prior to the first meeting of the year, appoint Special Committees as the need arises, be an ex-officio member of all committees except the Nominating and Audit Committees and shall have the privilege to vote in all matters concerning the Chapter, except those dealing with the nomination of Officers. **The President shall select as needed, an Audit Committee composed of three Chapter members in good standing who are not current officers or representatives or directors or immediate family members of current officers, representatives or directors of the Chapter. This committee shall audit the Chapter books as the need arises.**
2. The First Vice-President (Membership) shall assume the duties of the President during the legal absence of the President at Chapter Meetings or other functions requiring leadership; shall further have the responsibility of actively pursuing the enrollment of new members and shall introduce each new member at two consecutive Chapter Meetings; shall issue membership cards to all members who have paid their annual **Chapter** dues.
3. The Second Vice-President (Programs) shall assume the duties of the First Vice-President in that officer's absence and shall further be Program Chairperson who shall serve as host to all program participants, arranging transportation, meals and housing when dictated by reasonable social graces. Note: The Vice-Presidents act for the good of the Chapter and will not necessarily advance from one office to another but may, through the procedure set forth in these bylaws.

Chapter Bylaws Revision Notice**Article XIV – Officer Duties (continued)**

4. The Secretary shall keep records and minutes of all meetings of the Chapter and the Board of Directors; shall issue notices of all meetings not routinely announced in newsletters; shall prepare and distribute correspondence as directed by the officer in charge; shall cooperate with this officer in all matters normally considered duties of this office and shall maintain a file covering all assignments stated above.
5. The Treasurer shall collect all chapter dues **(and may in addition collect Society dues)** as outlined in the Constitution and Bylaws of the Society, Article IV, Section 5; shall receive all funds collected in the name of the Chapter and shall account for all such monies, **as well as those duly paid out for expenditures approved by the majority of the Board of Directors and shall submit all books and records to any duly arranged audit.** The Treasurer may select, at his/her discretion, and subject to approval of the Board of Directors, a member of the Chapter in good standing to assist in the performance of the duties of the office. This shall be a non-voting position.
6. The National **Representative** shall represent the Chapter at all National Society Meetings to which **Representatives** are welcome. A report covering these meetings shall be presented at the following Chapter Meeting. Correspondence and/ or newsletters received by the National **Representative** concerning Society affairs which would be of interest to or require a response from the Chapter members shall be reported to said members. In the event the National **Representative** is unable to attend a duly called meeting of the Society, the Chapter President shall arrange for an Alternate Director and provide the Alternate with proper identification for presentation to the Society Board of Directors.
7. The Chaplain shall have such duties as befit the title and shall further maintain order at Chapter meetings and interpret questions of Parliamentary Procedures.
8. The Editor shall be responsible for the monthly publications and circulation of Chapter newsletters which shall provide a minimum of ten-day notification of all regular meetings as well as current and historic news items.
9. The Historian shall have such duties as befit the title and shall keep a file and record of all items which are or might be of historic interest to the Chapter.
10. The Directors-at-Large will represent the membership at all meetings of the Board of Directors.
 - A. First Director-at-Large (Property) shall be responsible for the inventory and safe keeping of all Chapter real and consumable property.
 - B. Second Director-at-Large (Publicity) shall arrange for necessary news and publicity to promote the regular and special activities of the Chapter, and shall prepare a report covering the action of the Board and present said report to the membership at the next regular meeting.

Article XV – Board of Directors

1. The Board of Directors shall consist of the duly elected officers.
- 2. The routine business of conducting the Chapter affairs shall lie with the Board of Directors.**
- 3. The board of Directors shall meet as determined by the Board or President.**
4. Officers who fail to attend at least 2/3 of the regularly scheduled Board meetings shall be disqualified for re-election. Furthermore, failure to attend four out of six regularly scheduled consecutive board meetings shall result in forfeiture of the office.
5. In the event of a vacancy due to forfeiture, illness, death, or resignation, the President shall seek a properly qualified member for appointment to the remaining vacant term.
6. Board of Directors Meetings shall be open to all Chapter Members and invited experts who honestly feel that they can contribute, but only Members of the Board of Directors shall have voting power.
7. The Chapter President, or when absent of one of the Vice-Presidents, shall be the presiding officer at the meetings.
8. When special meetings are called the purposes thereof shall be stated.

Article XVI – Officers' Liability

Personal liability of officers, **Representatives** and Directors of the Lancaster Chapter, N.R.H.S.

1. An officer or **Representative** or Director of the Lancaster Chapter, N.R.H.S. shall not be personally liable for monetary damages as such for any action taken, or any failure to take any action, unless:
 - A. The officer or **representative** or director has breached or failed to perform the duties of his or her office in good faith, in a manner in which he or she reasonably believes to be in the best interest of the Lancaster Chapter Inc., N.R.H.S. and with such care, including reasonable inquiry, skill and diligence, as a person of ordinary prudence would use under similar circumstances; and

Chapter Bylaws Revision

Article XVI – Officers’ Liability (continued)

B. The breach or failure to perform constitutes self-dealing, willful misconduct or recklessness.

2. The Provisions of this section shall not apply to the responsibility or liability of an officer, **representative**, or director pursuant to any criminal statute; or the liability of an officer or director for the payment of Local, State or Federal taxes.

Article XVII – Amendments

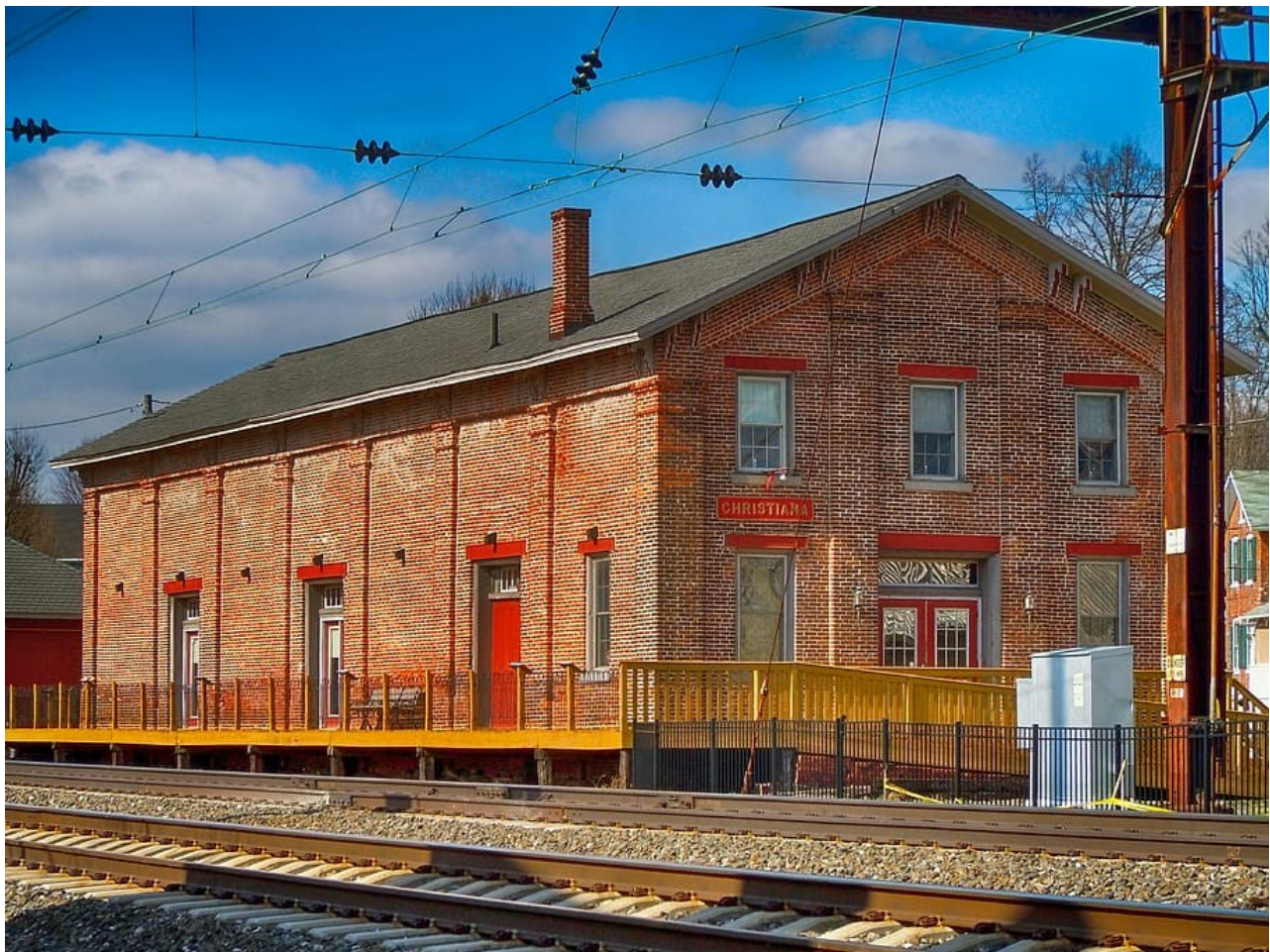
1. The Board of Directors shall initiate action concerning changes to these Bylaw. Changes such as: repeals, additions, amendments, and/or other alterations shall require the approval of 75% of the Board of Directors. The changes in question shall not become final until they are presented to the General Membership at a duly called meeting at which the quorum requirements have been met and a majority approves the change.

Article XVIII – Dissolution

1. The Lancaster Chapter Incorporated as covered by these Bylaws may be terminated or dissolved only on the affirmative vote by a majority of the entire current membership by written ballots.
2. In the event of such dissolution, all assets shall be converted into cash, excepting real estate and other assets suitable for transfer to a Section 501 (c)(3) organization.
3. In the event that the Society does not exist or is also being dissolved, all assets named under number two above shall be distributed to worthy nonprofit museums and/or educational organizations which are exempt under the United States Revenue Code of 1954, Section 501 (c)(3)

NOTICE TO CHAPTER MEMBERS

The proposed revisions (**noted in red**) will be discussed and voted upon at the June, 2022 meeting.



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES**

MAY 7, 2022 - SATURDAY, 11:00 AM—4:00 PM COLUMBIA RAILROAD DAYS, COLUMBIA, PA WATERFRONT
MAY 16,, 2022 - MONDAY, 7:30 PM—9:00 PM - CHAPTER MEETING — CHRISTIANA FREIGHTHOUSE
JUNE 11, 2022 - SATURDAY, 9:00 AM—AFTERNOON - SPRING CLEANUP - CHRISTIANA FREIGHTHOUSE

CHAPTER MEETING MINUTES April 18th, 2022

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, April 18th 2022.

Seventeen were in attendance.

First Vice President Harold Shaak called the meeting to order at 7:35 pm and led those assembled in the Pledge of Allegiance.

MINUTES:

Steve Himpsl asked for a motion to approve the March 2022 Membership Meeting Minutes as printed in the Lancaster Dispatcher. Helen Shaak seconded the motion and the motion was carried.

TREASURES REPORT:

The Treasurer Richard Rutledge gave the treasurers report for the month of March 2022. Glenn Kendig made the motion to approve the treasurers report and Steve Ferrell seconded the motion. The motion was carried.

SOME UP COMING DATES:

Saturday May 7th- Columbia Railroad days, Columbia PA.

Monday May 16th- Monthly meeting at the Christiana Freight Station, topic: Show and Tell!

All attendees are encouraged to bring RR related items to 'Show and Tell' at the meeting.

Saturday June 11th, 9AM- Clean-up day at the Christiana Freight Station.

Friday November 11th is to be the annual Chapter Banquet at a new location in Strasburg PA.

STATION BUILDING REPAIRS:

At our March meeting a motion was made by Steve Himpsl to allow Glenn Kendig to get estimates for station deck repairs. The motion was seconded by Tom Fluck, and approved. To date, Glenn is waiting for price estimates.

OTHER:

Donetta Eberly expressed thanks to the chapter for the gift card she received in recognition for her decades of service to the chapter.

Ed Mayover was also sent a gift card.

Ed was our past newsletter editor, and Donetta our past secretary. Both Ed and Donetta have donated their time for literally decades. Not enough thanks can be expressed!

Doug Henry spoke about the Railroad Museum of Pennsylvania's plan to erect a train shed over Old Rivets and other equipment in the yard to protect them from the elements until they can be restored.

Helen Shaak noted that the national NRHS is in the process of mailing membership cards, after a delay.

Steve Ferrell announced that the May issue of the Lancaster Dispatcher will be 16 pages in order to include the new chapter by-laws, to be voted for approval (or not) later this year by the membership.

ADJOURNMENT:

The meeting was adjourned at 8:15 pm.

Respectfully submitted by Tom Fluck, Secretary

MAY MEETING "SHOW-AND-TELL"

All attendees are encouraged to bring railroad-related items to the 'Show and Tell' at the meeting.



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CHAPTER MEMBERSHIP MEETING

LANCASTER CHAPTER, INC., N.R.H.S.

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

MAY 16, 2022 - MONDAY, 7:30 PM - CHRISTIANA

FREIGHT STATION STARTING AT 7:30 PM

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

CHRISTIANA, PA 17509-1416

PHONE: 717-917-5137

CHAPTER WEBSITE: WWW.NRHS1.ORG



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