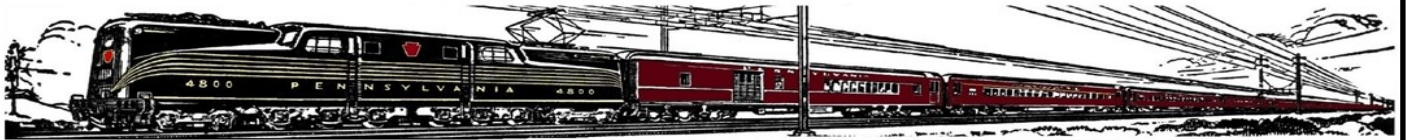


# LANCASTER DISPATCHER

1935-2023



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 9

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

SEPTEMBER 2023

**YIPPEE!**

There's no one like Roy Rogers who's been riding the Pennsylvania Railroad since 1937. He's the only cowboy and actor to have starred on its TV shows. Take a look at the "YIPPEE" Express.

**ROY ROGERS heads West via the Pennsylvania Railroad!**  
(With special "Train")

"'Yippee-ee' is fun on the range—in the movie lot, says Roy Rogers, 'King of the Cowboys.' But when it comes to travel, I yip a smoochie every time. That's why MY travel partner is the Pennsylvania Railroad. When I hop aboard a Pennsy train I know all hands have taken every measure to insure my train's fast and I enjoy smooth electric power all the way!"

**SIESTA TIME...**  
"What a swell way to ride. Just lean back in a big, cozy chair and let the wheels keep up their chugging along the topmost Pennsy railroad."

**FIESTA TIME...**  
"The place is always lit up on the Pennsy train. The perfect air train-vent and the waiter sets the house clean business."

**BEDDIN' DOWN...**  
"Having your own room is another Pennsy pleasure. Everything within reach. And the bed is better'n a sheep's bag under a quiet sky!"

**Pennsylvania Railroad**  
Go By Train... Safety—with Speed and Comfort



## Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

July 30<sup>th</sup>. The West Chester (Pennsylvania) Railroad was vandalized by a group of nine teenagers. Video surveillance shows them climbing on the trains and smashing windows. The West Chester Railroad is an active tourist railroad operated by volunteers.

At least 10 people were hurt in a Long Island Railroad derailment in Queens, NY. The accident occurred on August 3<sup>rd</sup> at 1112am just east of the Jamaica Station. Though most of the injuries were minor, two passengers suffered serious injuries. The train that derailed departed from Grand Central Madison Terminal at 1043am.

Septa announced Regional Rail service adjustments for work on the final phase of the Southwest Connection Improvement Program to complete the infrastructure rebuild. Work and timetable adjustments will start Saturday, July 22nd. The schedule adjustments will impact customers on the Airport, Media/Wawa and Wilmington/Newark lines. The busy Penn Medicine Station will be closed for the duration of the project, which is predicted to be complete by August 26<sup>th</sup>.

July 20<sup>th</sup>: The Sheriff's Office officials in Lancaster County reported that discarded railroad spikes placed on area tracks could cause derailments. They stated that someone had illegally placed these spikes on the rails over the past week.

The Philadelphia Chapter of the NRHS has sold its former Reading FP7 locomotive #903 to SMS Rail Line's Woodstown Central Railroad in Salem County, NJ. This locomotive was purchased from SEPTA by Frank Tatnall and donated to the Philadelphia Chapter. SMS-Woodstown Central Railroad intends to restore the locomotive to pristine operating condition and use it on their tourist line headquartered in Bridgeport, New Jersey.

An out of service SEPTA trolley derailed on July 28<sup>th</sup> and struck a vehicle then crashed into a historic building. The trolley crashed into the former Historic Blue Bell Inn, dating from 1766 (now a private residence). The derailment occurred on the corner of Island Avenue and Woodland Avenue in Southwest Philadelphia.

August 11: Metro-North introduced a second heritage locomotive honoring Conrail. The P32AC-DM #201 was unveiled at Metro-North's Harmon Shops.

The Rocket, one of the oldest surviving steam locomotives in North America and also the oldest former Reading Railroad engine is getting a new home! It will be moving from the Franklin Institute's Train Hall in Philadelphia to the Railroad Museum of Pennsylvania in Strasburg, PA. It is scheduled to be displayed in the Rolling Stock Hall of the Railroad Museum sometime this fall.

Imported from England in 1838 for the Philadelphia and Reading Railroad, the 25 horsepower, 0-2-2-0 Rocket left its home of the last 90 years at the Franklin Institute. Built as a wood burner by Braithwaite, Milner & Company, it was the first of eight locomotives to the Reading acquired from that company through 1841.

The Franklin Institute is in the midst of a major renovation and needed more space and thus donated the Rocket to the Railroad Museum of PA. The Reading company placed the engine on long-term lease to the Franklin In 1933. When the Reading went bankrupt in and its assets were assumed by Conrail, they actually acquired ownership of the Rocket. Patrick Morrison, Director of the Railroad Museum of PA stated that they worked with Eric Levin, CSAO Vice-President of Engineering to make the transfer a reality. His father is Bennett Levin and board Member of the EBT Foundation and the Railroader's Memorial Museum in Altoona. The locomotive was moved on August 5<sup>th</sup> to an offsite location to be reassembled. After final reassembly by the museum's own shop, it will be displayed prominently within the Museum's Rolling Stock Hall.

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

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

September 13, 1914 Summer-only Buffalo Special and Pittsburgh Special make last runs between Pittsburgh and Buffalo because of poor traffic.

September 15, 1914 PRR cuts a further 68 passenger trains on Lines East.

September 23, 1919 LIRR abandons Huntington Railroad trolley line between Huntington Harbor and Amityville Dock at 12:00 M.; losses had increased because of automobile competition.

September 24, 1924 PRR Board approves plan for Newark Improvements, consolidating all service at Market Street Station and abandonment of Manhattan Transfer; authorizes preparation of plans for electrification between New York and Washington

September 29, 1929 *The Golden Arrow* inaugurated as deluxe all-Pullman train between New York and Chicago on a 20 hour schedule; second only to *The Broadway Limited*; runs about one hour behind the Broadway; christened at Penn Station by Amelia Earhart; *The Fort Duquesne* extended to operate Chicago-New York (eastbound only) and renamed *The Fast Mail*; running time of *The Pennsylvania Limited* cut to 20 hours eastbound and 20 hours, 50 minutes westbound by eliminating Broad Street Station stop; gives PRR three 20-hour Chicago trains.

September 30, 1934 Passenger service between Philadelphia and Pottsville, Pa., and between Shamokin and Williamsport coordinated with parallel service offered by the Reading Company with joint ticketing and timetables; PRR service cut to a single trip west of Norristown; Reading cuts most service between Shamokin and Williamsport in favor of PRR.

September 10, 1939 Wye connection between Rockville Bridge and Enola Yard leads placed in service; permits Williamsport Division freights to enter and leave Enola Yard without backup moves.

September 13, 1944 PRR Board authorizes the expenditure of \$375,000 for a 4,000 HP EMD E7 A-A set.

September 1, 1949 Railroads begin a 40-hour week for non-operating employees; end the practice of Saturday commuter service pegged to a half-day of Saturday work, rather than pay overtime; the number of PRR employees falls from 123,000 to 88,000 in Nov. 1949.

September 18, 1954 Fan trip runs from New York/Newark to Atlantic City via Nelly Bly route with E6s No. 460, the "Lindbergh Special" engine.

September 23, 1959 PRR Board authorizes purchase of 66 E44 electric freight locomotives to replace P5a's.

September 7, 1964 Eastbound Representative from Washington stalls in the Hudson River Tunnel for 1 hour, 40 minutes; trapped passengers include AFL-CIO head George Meany; the rescue locomotive also breaks down, and a second one is needed.

September 3, 1969 Penn Central inaugurates two-month "Glamour Route" trips on Ladies' Day Wednesdays on the 9:00 AM train from Philadelphia to New York; special cars set aside with \$4.95 round trip fare; demonstrations on fashions and beauty tips by representatives of major department stores and cosmetic companies; also investment tips and "mystery prizes" to each passenger.

September 12, 1969 Penn Central pays last dividend ending 123-year run begun in 1848.

September 9, 1974 Amtrak unveils its five-year plan calling for \$1 billion for track upgrades; includes \$29 million to allow 110 MPH on the whole Northeast Corridor and \$45 million to allow 80 MPH on the Keystone Line.



## Amtrak to Rail Camp Travel Adventure

By Jim Donohue

My grandson, Will Callahan, enrolled for a second Railroad Museum of Pennsylvania Rail Camp, so I thought he should travel from his home in Iowa by train this year. Naturally, I offered to accompany him. The trip involved Amtrak's California Zephyr from Mt. Pleasant, Iowa to Chicago; the Capitol Limited to Pittsburgh; and the Pennsylvanian to Lancaster. Our only concern was the Eastbound C-Z, which is notoriously late from its Emory, CA origin. We tracked its on-time performance for a month and it averaged four to twelve hours late. Since we had only a three-hour, fifty-minute layover in Chicago, this could have led to an extra day and night there. However, someone above was watching over us, as for the first time in a long while, the California Zephyr was only one hour late! The entire run was over the former Chicago, Burlington and Quincy.



Above: The Mt. Pleasant Iowa, ex-CB&Q Station

Right: Amtrak acknowledges the CB&Q heritage



As seen in the photo (right), trackwork was being performed on the eastbound track. As the train was pulling up to the station, a BNSF maintenance truck pulled up and the driver told everyone to walk over the tracks (on the ties) to the westbound platform. I believe the train actually stopped, waiting for the twenty or so passengers to cross. A lot of people exited, much to my surprise. Mt. Pleasant is not a thriving metropolis.

This was Will's first Amtrak trip, so riding on a Superliner car was an extra bonus. The conductor checked our names at the door, but not our tickets. A second conductor, Jackie, ushered us to the second level and found a pair of seats together. Nice touch! Will did not even notice the train starting up, as it was so smooth. The welded rail made for a very smooth ride.

We stopped briefly at Davenport, Iowa on the Mississippi River, then crossed it. Shortly thereafter we stopped for about fifteen minutes in Illinois. The conductor made a point of announcing that it was BNSF freight trains and their dispatcher that were holding us.



Amtrak's California Zephyr arriving at Mt. Pleasant



### Amtrak to Rail Camp Travel Adventure (continued)

At noon we decided to visit the café car. We found our way to the lower level of the lounge car. We both selected cheeseburgers and a soda. \$ 20.00 - not bad! The attendant placed the burgers in a microwave and had them on our try in just one minute. Our review: not bad for the money! The lounge car's upper level was full, so we ate at our seats.

We pulled into Chicago at 3:30 pm, promptly, just forty minutes late. A remarkable achievement for the California Zephyr! We found the Metropolitan Lounge (not as easy to find as in New York's Moynihan Hall and no signs to direct you there). No one was at the desk, so we just walked in. (The Lounge is for first class and sleeping car passengers only). After a few minutes they came around and checked for tickets. They gave us a card with our train number on it. There was no food, only snacks and limited soda choices. It was comfortable and roomy inside, but New York is better. There is no view here either, just a huge TV screen airing a game show. Our review: one star out of five!

However, it was nice to be escorted directly to our train with all of the other sleeping car passengers. The Capitol Limited pulled out promptly at 6:40 pm. Our car attendant, Mr. Aguliar, introduced himself and advised us of dinner. We had seen the menu prior to boarding and it did not appeal to twelve-year-old Will, so we ate at the food court in Union Station. I did however, accept the offer a complimentary gin and tonic, which was delivered to our roomette. Will was disappointed that we were on the lower level, but he loved it!

We slept on and off during the night. The ride was largely smooth and quiet. We arrived at Pittsburg twenty-two minutes early. But since we had a two hour layover, this only added to our wait. The Pittsburgh public lounge was not crowded, but only offered machine-dispensed drinks and snacks. At five am, nothing else is open, not even locally. We opted to utilize the café car on the Pennsylvania. We had muffins, coffee cake and coffee and ate at the tables in the café car. The food was enjoyable. We strategically sat on the right side of the train, so we could have a great view of Horseshoe Curve after the Gallitzin Tunnels. Will got a view of the Tuscan Red GG1 at the Altoona Railroader's Museum as well. We rode left-handed across Pennsylvania, while numerous Norfolk Southern westbound freights zipped by to our right.

We arrived in Lancaster about 40 minutes late, exhausted but elated. A great trip for us both!



Above, the Susquehanna River from the famed Rockville Bridge



Above, left: Exiting our Sleeper in Pittsburgh at 5:00 AM.  
Above, right: Will Callahan gives his review of roomette travel



Above, railfans and the PRR Heritage GP9 observe the Capitol Limited descending the Horseshoe Curve

## Pathway to Patchogue, for Great Seafood

By Steve Ferrell

It was a bright and sunny May morning when our “Ride with me Steve” group traveled on an Amtrak Keystone Service train to Moynihan Hall at New York Penn Station. We arrived right on time and went over to the Long Island Railroad ticket office and purchased our roundtrip tickets to Patchogue, Long Island, with a change at Babylon. I wanted to catch an earlier than planned train out to Babylon that would give us time to tour this very interesting and busy commuter station

Our train was an eight car Electric Multiple-Unit (EMU) train using a third rail for power. The unit was made up of Bombardier M7 cars. On the way out to Babylon, we traveled on the Long Island (LIRR) Main Line to Jamaica. Then we departed south toward the Atlantic Ocean coast of Long Island. On this branch, the tracks are elevated above ground level to avoid grade crossings. This line was elevated between 1950 and 1980. The stations along this line are at ground level with escalator, stairs and elevator access to the boarding platforms.

**Right: Catching our train to Babylon – Photo by Eric Dervinis**



We arrived at Babylon right on time and we had about a forty-minute wait for our train to Patchogue. We toured the nice station below the platform level. After touring the station below, we went up the platform level and looked around at the busy station where two major Long Island Railroad branches intersect.



The electrified portion of this line ends at the yard after Babylon. The line then uses diesel locomotives all the way out to Montauk. Our particular train only went to Speonk. After walking around the Babylon Station, we went up to the platform and boarded. Our consist was a lead by DE30AC diesel locomotive with three C3 bi-level coaches, in the push mode of a push-pull configuration. These short units on the LIRR are called “Scoots”. They operate on the lines out to Montauk and Greenport.

**Left: The Diesel Locomotive on the Patchogue “Scoot” at Babylon – Photo by Jim Donohue**

After departing Babylon, we traveled by the yard. This is where commuter trains remain overnight for the next morning commuter runs. The third rail ended and the route began single tracking after Sayville. I had traveled this line before and I noticed that the line had been upgraded with smooth continuous rail and that the foliage had been cut back along the sides. The speed was still only about 35-45 MPH. The bi-level cars had clean windows, so occasionally we had nice water views. We also saw several vineyards along the way. The Montauk line has commuter service only to Speonk, with only a few trains continuing on to Montauk. Patchogue was the home to the last tower in North America that regularly used hooping train operations. Hooping is the act of transferring train orders to the train crew by attaching folded dispatching orders to a hoop rod and holding it high so the crew can “catch” their orders while moving! This practice ended in May, 2006.



**Group on the bi-level “Scoot” coach – Photo by Eric Dervinis**

Thirty minutes after departing Babylon, we detrained at Patchogue. We were right on time and could make our 12 noon reservations at the Harbor Crab House! We had a short 1/3 of mile walk to the restaurant, which was on a very scenic harbor. We ordered drinks and then our meals. Four of us had the broiled Neptune platter of shrimp, scallops and sole in scampi sauce. For dessert, some of us had their famous peanut butter and chocolate pie. Almost everyone remarked that their meals were delicious.



**Pathway to Patchogue, For Great Seafood**



Leaving the restaurant, we toured the dock area and took some pictures with the group before walking back to the station. In a few minutes, our westbound train approached, with a similar consist as our outbound train. This time a bi-level cab car was in the lead. Soon we were headed back to Babylon.




At Babylon, we switched across the platform to our awaiting ten-car electrical MU train to Penn Station in New York. Again, the south facing windows were too distorted to allow viewing. Soon we pulled into Penn Station and we walked to the far west of the platform and up to Moynihan Hall.

At Moynihan, we found our favorite ice-cream kiosk: Davey's. Departing right on time on our sold out 510pm Keystone train, we had a smooth trip home. The whole trip was marked by great weather, good food and on-time train service!



## Dinner on the Diner 1894 - 2023



PENNSYLVANIA RAILROAD  
DINING CARS.

*Dinner.*

LITTLE NECK CLAM CHOWDER CONSOMME

SLICED CUCUMBERS

BAKED WEAKFISH, SAUCE HOLLANDAISE  
POTATOES DUCHESSE

JOWL, WITH SPINAGE

ROAST BEEF SPRING LAMB, MINT SAUCE

RIB ENDS OF BEEF, BROWNED POTATOES

BEEF A LA MODE, WITH MACARONI  
FARINA CAKE, CREAM SAUCE

MASHED POTATOES POTATOES, CREAMED

SQUASH NEW BEETS ASPARAGUS

LETTUCE, FRENCH DRESSING

RICE CUSTARD

FRUIT

FRENCH ICE CREAM CAKE CANTON GINGER

PRESERVED FRUITS

ROQUEFORT AND EDAM CHEESE BENT'S WATER CRACKERS

CAFE NOIR

MEALS, ONE DOLLAR.

SUNDAY JUNE 3, 1894.

### THREE COURSE DINNER MENU

Served with a complimentary alcoholic beverage; soft beverages are complimentary during all meal periods.  
Dinner rolls available upon request.

#### APPETIZERS

##### MEXICAN SOUFFLE WITH GRILLED STREET CORN \*\*

Savory Mexican-inspired Soufflé | Poblano & Ancho Chilis | Black Beans | Street Corn | Roasted Poblano Salsas

##### COCONUT CRUSTED SHRIMP

Large Premium Shrimp | Crispy Natural Coconut Coating | Sweet Chili Sauce

##### BAKED BRIE & RASPBERRY EMPANADAS \*

Light Flaky Crust | Brie Cheese | Raspberry Puree | Cranberries | Toasted Almonds

#### ENTREES

Entrees can be substituted for lighter selections from the lunch menu.

##### \*\*AMTRAK SIGNATURE FLAT IRON STEAK

Seared Flat Iron Steak | Rustic Mashed Potatoes | Baby Green Beans | Waxed Beans | Port Wine Sauce

##### PANKO CHICKEN BREAST

Crispy Panko Chicken Breast | Mixed Vegetables | Mashed Potatoes

##### \*ATLANTIC SALMON \*

Oven Roasted Salmon | Ancient Grains | Carrots | Bell Peppers | Peas | Lemon Caper White Wine Sauce

##### RIGATONI BOLOGNESE \*\*

Rigatoni Pasta | Parmesan Cheese | Bolognese Plant Based Meat Sauce

#### DESSERTS

##### CHOCOLATE TOFFEE MOUSSE

Creamy Chocolate Mousse | Golden Toffee Crunches | Coffee Liqueur

##### WHITE CHOCOLATE BLUEBERRY COBBLER CHEESECAKE

Blueberry Cobbler | Vanilla Bean Chunks & White Chocolate Cheesecake | Swirled Blueberry Compote

##### ULTIMATE MEYER LEMON CAKE

Lemon Layered Cake | Creamy Lemon Mousse | Meyer Lemon Curd

#### BAR SELECTION

BEER		WINE	
Bud Light, Corona	6.50	Kendall-Jackson - Chardonnay	
Stella Artois, Heineken, Stone IPA	7.50	Chateau Ste. Michelle - Rose	
<b>SPIRITS</b>		Dark Harvest - Cabernet Sauvignon	7.50 glass/30.
Tanqueray Gin, Tito's Handmade Vodka,			
Bacardi Rum, Maker's Mark Bourbon Whiskey	7.50		

\*\* FDA Consumer Advisory: Consuming raw or under cooked meats, poultry, seafood, shellfish or eggs may increase your risk of food borne illness, especially if you have certain medical conditions.

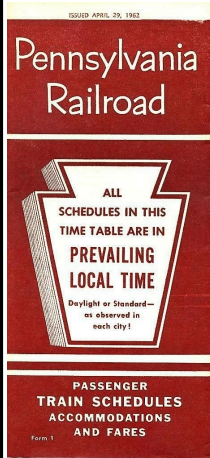
\*This item exceeds the total fat requirement, but an allowance has been made due to the predominant source of the fat.

Pennsylvania Railroad 1894 selections and Amtrak's California Zephyr 2023 menu comparisons. Sleeping car passengers have their C-Z meals included in their fare, but coach passengers pay \$ 45.00 per meal.

For the record, \$1 in 1894 is equivalent in purchasing power to about \$35.48 today . But then again, the 1894 passengers did not have Superliner coaches nor air conditioning and their toilets read "Do not flush while train is in station."

Definitely worth the extra amount!





**Time Table 9-23  
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](http://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](http://www.strasburgrailroad.com)  
866-725-9666  
**Now operating daily.**



Reading Blue Mountain & Northern  
Reading Outer Station:  
3501 Pottsville Pike  
Reading, PA 19605  
[www.rbmnr-passenger.com](http://www.rbmnr-passenger.com)  
610-562-2102  
**All-day RDC excursions to Jim Thorpe  
on Saturdays and Sundays in September.**



Everett Railroad  
244 Loop Road  
Hollidaysburg, PA 16648  
<https://evertrailroad.com>  
814-696-3877  
**Excursions on September 9th,  
10th, 29th and 30th.**



Stewartstown Railroad  
21 W. Pennsylvania Ave.  
Stewartstown, PA 17363  
717-746-4998

<https://stewartstownrailroadco.com>

**"Summertime Limited Trains" September 9th and  
30th.**



Wanamaker, Kempton & Southern  
42 Community Center Dr,  
Kempton, PA 19529  
[www.kemptontrain.com](http://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.wvrr.com](http://www.wvrr.com)  
302-998-1930  
**Regular Train Rides on all Satur-  
days and Sundays in September.**



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
[info@eastbroadtop.com](mailto:info@eastbroadtop.com)  
814-998-1930  
**Operating all Fridays, Saturdays  
and Sundays in September.**



Colebrookdale Railroad  
64 S. Washington Street  
Boyertown, PA 19512  
[www.colebrookdalerrailroad.com](http://www.colebrookdalerrailroad.com)  
**610-367-0200**  
**Operating weekends in September.**



The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
<https://www.thestourbridgeline.net>  
570-470-2697  
**Trains run weekends, and selected  
Wednesdays & Fridays in Septem-  
ber**



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
[www.newhoperailroad.com](http://www.newhoperailroad.com)  
215-862-2332  
**Operating all Fridays, Saturdays  
and Sundays in September**



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

**LANCASTER CHAPTER, INC., N.R.H.S.  
 ANNUAL BANQUET  
 FRIDAY EVENING, NOVEMBER 17, 2023  
 FIRESIDE TAVERN - BANQUET FACILITY  
 1500 HISTORIC DRIVE, STRASBURG, PA 17579**

**JOIN US AT THE FIRESIDE TAVERN FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!**

**5:30 PM - DOORS OPEN  
 6:00 PM - DINNER SERVED  
 7:30 PM PROGRAM: DAN CUPPER**

Dan is Editor of Railroad History, the scholarly journal of the Railway and Locomotive Historical Society and the R&LHS's Quarterly Newsletter. Also, he is a frequent contributor to Trains Magazine and Railway Age Magazine. Dan is a retired engineer and former freight train conductor, now living in Harrisburg. Dan's topic is "Riding a freight train, Pittsburgh to Harrisburg," based on his 12-year career with Norfolk Southern, 2006-2014 as a conductor and 2015-2018 as an engineer.

**THE ANNUAL BANQUET COST FOR 2023 IS \$30.00 PER PERSON**

**TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING.  
 ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2023**



NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NO. OF SEATS \_\_\_\_\_ @ \$30.00 EACH = TOTAL AMOUNT ENCLOSED \$ \_\_\_\_\_

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

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



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER 9, 2023 SATURDAY 9:00 AM—3:00 PM CHRISTIANA DAYS—OPEN HOUSE AT FREIGHTHOUSE & STATION: MEMBERS ARE WELCOME TO COME OUT

SEPTEMBER 17 2023 - SUNDAY, 2:00 PM BOARD MEETING  
3:00 PM ANNUAL PICNIC AND MONTHLY MEETING —  
CHRISTIANA FREIGHT STATION -  
ALL MEMBERS ARE ASKED TO BRING A DISH OF FOOD TO SHARE

OCTOBER 16, 2023 - MONDAY 7:30 PM CHAPTER MEETING—CHRISTIANA FREIGHT STATION

NOVEMBER 17, 2023 - FRIDAY 6:00 PM - ANNUAL CHAPTER BANQUET — FIRESIDE TAVERN, STRASBURG, PA

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 2023-2024, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 16, 2023 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 16th meeting, or by placing your name in nomination by writing, before October 1, 2023 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.

ANNUAL CHAPTER STRASBURG TRAIN RIDE AUGUST 20, 2023

No meeting was held during the annual Strasburg Railroad train ride. Included in attendance were members of the Harrisburg Chapter of the N.R.H.S.



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COPY EDITOR:	JANE FERRELL		

**CHAPTER MEMBERSHIP MEETING**

**LANCASTER CHAPTER, INC., N.R.H.S.  
 SEPTEMBER 17th, 2023 - SUNDAY, 3:00 PM  
 ANNUAL CHAPTER PICNIC  
 CHRISTIANA FREIGHT HOUSE  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509**

LANCASTER CHAPTER, INC.  
 NATIONAL RAILWAY  
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