

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

February 2026

## Snowy Day for No. 7100

By ALEX MAYES, Potomac Chapter NRHS.



*Photo courtesy of Alex Mayes*

*“APCU” No. 7100 - Maryland DOT Auxiliary Power Control Unit at the Brunswick, MD yard in February 1986.*

“APCU” No. 7100 was built by Electro-Motive Division in 1951 as an F7 freight engine and sold to the B&O Railroad that same year. It was first numbered as B&O 293-A and later renumbered N4553. In 1975 the B&O sold the 4553 to Morrison-Knudson in Boise, Idaho, where it sat idle for five years. In 1980 MDOT purchased this engine and had it converted to an Auxiliary Power Control Unit. Its 1,500 horsepower, 16-cylinder 567B diesel engine was replaced with a “head-end power plant”, or “HEP”, comprised of a Cummins diesel engine coupled to an A/C generator. With modernized lighting, heating and air conditioning, it was used in MARC (Maryland Area Regional Commuter) service before being acquired by the B&O. This unit is currently at the B&O Railroad Museum in Baltimore.

# FEBRUARY 2026

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## Submission Deadlines for NRHS News

- March 2026 (online PDF) – deadline March 10, 2026
- April 2026 (online PDF) – deadline March 30, 2026

## NRHS Events, Conventions, Conferences

### ***NRHS Election is in 2026!***

- Candidate Form and Instructions are available on the NRHS web site and in the NRHS News, December 2025 issue

### ***NRHS Spring Conference - Salt Lake City, Utah. May 28 to 30, 2026***

- See Conference Announcement in the February 2026 News issue (page 3)

## About the NRHS News

NRHS News is published nine times a year by the National Railway Historical Society. Six full-color issues are published usually in even-numbered months. The three remaining issues are printed in black-and-white and mailed to members across the year. On occasion, a “special” issue might be published. All issues are available (pdf file) online at <https://admin.nrhs.com/NRHSNews/>

Valli Hoski, Harrisburg Chapter NRHS, Editor. Elizabeth Guenzler, Central Coast Chapter NRHS, Associate Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Eileen Weber, St. Louis Chapter NRHS, Editorial Assistant. Email submissions to [News@nrhs.com](mailto:News@nrhs.com) or mail to NRHS News, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372.

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. Membership information changes should be sent to Doug Scott at [Membership@nrhs.com](mailto:Membership@nrhs.com). Membership dues should be mailed to NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074 or you may join or renew online at [www.NRHS.com/membership](http://www.NRHS.com/membership).

# Spring 2026 NRHS Conference: May 28-May 30, 2026

The Spring 2026 NRHS Conference takes place in Salt Lake City, Utah, in late May.

The Promontory Chapter, our host, has arranged a full weekend, including a tour of Ogden Union Station and an excursion on the Heber Valley Railroad. And of course, NRHS business meetings!



*Photo by Alex Mayes*  
A Heber Valley Railroad passenger car.

## Conference timetable:

- Registration welcome center opens **Thursday, May 28**, 4:00 pm, in the Cheyenne room of the Little America Hotel, 500 South Main Street, Salt Lake City.
- **Friday, May 29**: Our deluxe chartered motor coach departs the hotel bright and early for a fun day of railroad activity. The journey starts with a tour of Ogden Union Station. Locomotives on display include Union Pacific gas turbine electric 26, UP DDA40X 6916, and the chapter's D&RGW SW-1200 133.
- In the afternoon we ride on the Heber Valley Railroad to the end of the of the line and return. A box lunch is served on the train, with choice of ham, turkey, roast beef or vegetarian sandwiches, or a lettuce wrap.
- **Saturday, May 30**: Advisory Council and Board of Directors meetings.
- 2026 is the 60th anniversary of the Promontory Chapter! Conference attendees will join the celebration by attending the chapter's buffet-style banquet on-site at the hotel's Idaho room featuring prime rib, chicken and fish.

The Conference fee is \$250 for the full weekend, or \$25 for members who wish to only attend the Saturday meetings in person.

Registration for the full weekend is open through May 20. To register, please see the Spring Conference notice that was emailed to each member on February 22<sup>nd</sup>.

Conference headquarters is the Little America Hotel, 500 South Main Street, Salt Lake City. Our group rate is \$139 per night, plus taxes. To book a hotel reservation, please see the Spring Conference notice that was emailed to each member on February 22<sup>nd</sup>.

*Please note: hotel space is limited, so book early to avoid disappointment.*

We're looking forward to seeing you in May!

Cordially,

Promontory Chapter and the NRHS Conference Team

## On the horizon

The NRHS 2026 Convention will take place in Ohio in late September. Details to follow.

## Another Successful Season for Polar Express at St. Louis Union Station

*By ST. LOUIS CHAPTER NRHS. All photos courtesy of Rick Sprung.*

*Editor's Note: Article is shown as originally appeared online in The Gateway Railletter (Volume 42, Number 2 – February 2026), St. Louis Chapter, NRHS.*

The Polar Express at Union Station polished the rails of the Terminal Railroad Association of St. Louis again in 2025. It was the eleventh year for the operation that keeps becoming increasingly popular.

Running 157 trips to the North Pole over 46 days, the Polar Express carried approximately 90,000 passengers. New this year was a tenth coach - a Comet commuter coach with 115 seats. Operated as Holiday Saver Class, the car was full or nearly full for each run.



***WET NIGHT AT UNION STATION - Waiting to load on a wet night at Union Station.***

Here are a few photos from this year's operation, including some of the team of 35 car captains who assist in boarding and deboarding the passengers.



***WAITING, WAITING - Passengers waiting to load the train.***

Approximately 100 people work on the operation each night, including about 70 actors and Santa Clauses, ten car captains, hot chocolate distributors and trash pickup crews and event management and ticketing agents.



***STAFF OF SILVER CHALET - Two Chefs, one elf, one Conductor, one Car Captain and Hero Boy.***



*CONDUCTOR AND HERO BOY – They performed their skit before loading the train.*



*CAR CAPTAINS AND MECHANICAL STAFF – All smiles on the back of the train before the first run on one of the warmer nights.*

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## RailCamper Update

*By J. L. GATTIS. Arkansas-Boston Mountains Chapter NRHS*

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Brenda Rouse, manager of the excursion ride operation on the Arkansas & Missouri RR in Springdale, Arkansas staffs a train with employees and volunteers, some of whom are teenagers. In recent years, she has informed the Arkansas-Boston Mountains Chapter of candidates that we supported for RailCamp. Brenda sent the chapter an update about these former RailCampers.

- The 2019 camper graduated from high school and transitioned to the A&M as a conductor. The next thing for him will be engineer status, as soon as he is old enough.
- The 2023 camper also graduated from high school and transitioned to the A&M as a conductor. When age is appropriate, he will also become an engineer.
- The 2024 camper graduates from high school this year. He has already been talking with railroads in Florida and will be relocating after graduation.
- Our 2025 camper is still in high school and works out of Van Buren during the regular excursion train season. She keeps in touch with her RailCamp counselor and is interested in the dispatching side of railroading. This summer, the A&M will offer her some job shadowing opportunities in the agency.

Thank you for the opportunity you have given these young people and the difference you have made in their lives.

## A Day in Philly and Riding Trains

*By WALTER E. ZULLIG, JR. Central New York Chapter NRHS*

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Several friends had made various travel plans for Tuesday, December 9th. I could not join them because of a previous appointment, but when that was cancelled, the day was open so I elected to visit Philadelphia where I had not been for quite some time.

I started early, leaving Croton-Harmon on Metro-North Train #810 at 6:05 am and running non-stop to 125th St., reaching Grand Central Station on time at 6:54. The start was extra early to allow time to have breakfast at the Amtrak Metropolitan Lounge in the Moynihan Building. Quick subway connections had me at New York Penn Station by 7:11 and I soon was enjoying the view from the terrace overlooking the main concourse. In my opinion, this lounge is the best on the Amtrak system. I noted a new feature since my last visit: a tip jar on the counter.

My train was #141 heading from Springfield, MA, to Norfolk, VA. After hearing the track announcement, I went downstairs and rode the elevator to Track 14 where people still were getting off. Once the exiting passengers were gone, I boarded the fifth head car and selected a seat on the right side with a full window.

Departure came on time at 8:23 for the fast ride to Newark where a lady took the seat next to me. She worked on her computer most of the way and detrained at Trenton where she was replaced by a middle-aged gentleman going only as far as Philadelphia.

Although we had been off to a good start, the train lost time by making long stops at Newark Airport and Metropark where I saw the conductor walking outside looking very harried. Inside he was most courteous and made excellent announcements.

We were due in Philadelphia at 9:47 but didn't arrive until shortly after 10 am, so I missed my planned train to Warminster as well as the backup of a return to Chestnut Hill via the former Pennsylvania Railroad one way and the Reading the other way. Bob Vogel was on hand to meet me and rather than wait around we decided to take the first available SEPTA train to Fern Rock, thence the Broad Street Subway downtown. Upon arrival at the suburban part of the station, we noted that some SEPTA trains were quite late but of course the ones we were interested in had departed. We boarded an outbound train of Silverliner V cars where we got the front seats.

Once we reached Jefferson Station, there was a train ahead of us, also with Silverliner V's; after we pulled in behind it the crew asked everyone to leave and board the train ahead. But just as we reached the door, a "change of plans" was announced and we returned to our seats to watch our train couple on to the one ahead, thereby making a four-car train.

At Fern Rock, we looked over the transfer station and then entered the Broad Street Subway for a fast ride downtown. The trolley subway was closed as there had been a problem with the overhead pickup in the tunnel and repairs were in progress. Since I had never seen the turnaround at Market & 40th Streets used when the trolley subway is closed, we rode the MFSE (Market-Frankford Subway Elevated) to 40th Street and went upstairs for some photos. When satisfied with the photos at that location we returned downstairs and rode the MFSE to the 69th Street terminal where we boarded the "first car out" which was headed to Media. We considered having lunch at a nice restaurant on a corner near the last trolley stop but found it closed so located another place.

When we finished, we boarded an LRV for the very scenic ride back to 69th Street terminal. The train became quite crowded at one of the stops near a school; some other LRV's passing had two cars but ours was but one. Many of the children rode only for a few stops and did not pay so I assume SEPTA has an arrangement with the school to cover this travel. Once back at 69th Street there was time for a ride out to Bryn Mawr and back on two-car Providence & Worcester trains. It was a little faster than my last trip but the operators still must slow down looking for potential riders at each stop. The "flag stop" lights, a feature of this operation for many years, now are gone.

Upon arrival back at 69th Street we boarded the MFSE which under SEPTA's new route numbering scheme is the L1. I assume the letter "L" was selected because much of the route is on elevated structure. I cannot understand the need for a change from the previous system and am curious as to how much the consultants were paid to dream up this stuff. Anyway, we took the front seats; Bob detrained at 8th Street to catch PATCO over to Jersey while I rode quite a few stops further north then caught a southbound train to 30th Street Station.

My Amtrak Train # 652, a Keystone train from Harrisburg, had no food service so I bought an overpriced sandwich, at one of the temporary stands in the station. All the permanent food establishments are closed due to the station's renovation in progress.

After obtaining the sandwich I noticed a line of more than 100 passengers waiting at the stairway for my train. Soon the line started moving and down on the platform I used my usual strategy with this type of train, namely, to go to the front car which is usually much less crowded. That worked well and I was occupy to a double seat for the entire trip. The car in which I rode was a former Metroliner cab control car. Departure was on time at 5:18 pm; the ride was fast and uneventful. We reached New York Penn Station just about at the 6:54 scheduled arrival time.

Next on the agenda was a ride on a northbound #3 Interborough Rapid Transit train to Times Square, thence the Shuttle to Grand Central where I arrived in more than ample time to board Metro-North Train #875, a Poughkeepsie train due out at 7:19. I walked forward to the third head car, noting the train was about 70 percent loaded. The ride was fast and we reached Croton-Harmon on time at 8:07. Since my auto was parked at the station, I was home about five minutes later, thereby concluding this day's travels.

## The Train Around the Christmas Tree

By JOHN COWGILL, Washington DC Chapter NRHS

*Editor's Note: Article is shown as originally appeared online in John Cowgill's Stories of the Railroad at <https://johncowgillstoriesoftherailroad.com/2025/12/24/the-train-around-the-christmas-tree/>*



This is Christmas. What is special about this day?

Almost everywhere you go, you see a model train around the Christmas tree. Even though some people may not like trains, they enjoy watching the trains go around the base of the tree.

Everyone is awestruck with the train. It keeps going and going and going until somebody pulls you away.

The model trains make this day special.

## Southern Railway No. 4501 Excursion – Alexandria / Roanoke, VA

*By ALEX MAYES, Potomac Chapter NRHS (Photo courtesy of Alex Mayes)*

On May 25, 1985, Southern Railway 2-8-2 No. 4501 powered a one-way excursion between Alexandria and Roanoke.

The steam special headed south from Alexandria on the Southern main to Manassas, where it diverged onto the Manassas Gap Branch, now known as Norfolk Southern's B line. The train then headed west to Riverton Junction just west of Front Royal and then south on N&W's Shenandoah Sub, now Norfolk Southern's Roanoke District.



**ALEXANDRIA / ROANOKE AND RETURN – Trip sponsored by Joint Trip Committee.**

This photo was taken during a photo runby just south of Riverton Junction on the Roanoke District. Passengers overnighted in Roanoke and returned to Alexandria the following day behind ex-N&W Class J No. 611. This was trip sponsored by the Washington DC and Potomac Chapters NRHS and the Chesapeake Division of *the* Railroad Enthusiasts, known as the Joint Trip Committee.

Fast forward 41 years to January 2026 when it was announced that 4501 will be re-painted in its green livery for the 2026 season as part of Tennessee Valley Railroad Museum's 65th anniversary.

# Former Norfolk and Western No. 1218 Excursion – Alexandria / Charlottesville, VA

*By ALEX MAYES, Potomac Chapter NRHS (Photo courtesy of Alex Mayes)*

Former Norfolk and Western Class A No. 1218 and its 20-car excursion train are stopped at the Charlottesville station discharging passengers after completing a 112-mile run from Alexandria on June 26, 1987.



**ALEXANDRIA / ROANOKE AND RETURN – Trip sponsored by Joint Trip Committee.**

The track in the foreground is the former Chesapeake and Ohio's Piedmont Sub, now the Buckingham Branch Railroad. In a few minutes the huge 2-6-6-4 will back down the C&O to be turned on the turntable for the trip back to Alexandria.

This was trip sponsored by the Washington DC and Potomac Chapters NRHS and the Chesapeake Division of the Railroad Enthusiasts, known as the Joint Trip Committee.

# Chapter Events and Activities

**Harrisburg Railroad Show & Collectors Market – Saturday, March 14, 2026**

*Thirty Eighth Annual HARRISBURG*

## **RAILROAD SHOW & COLLECTORS MARKET**

**SATURDAY, MARCH 14, 2026**

**9 a.m. to 3 p.m.**

The Scottish Rite Harrisburg  
2701 N. 3rd Street  
Harrisburg, PA 17110



Conveniently located just south of I-81 in Harrisburg, PA. From either direction, use exit 66 off I-81, then go south (down river) on Front Street 1.4 miles. Turn left on Division St., go four blocks and turn right on Fourth Street. The Complex is on the right with a large parking lot. Parking is also available in the lot on Third St. For a map, Google "Scottish Rite Harrisburg".

- Railroadiana
- Model Railroad Items
- Books, Videos, Apparel
- Program on Conrail at 11 am by Larry De Young
- Snack Bar
- Train Layouts
- Test Track

**HARRIS TOWER and PDO  
WILL BE OPEN THIS DAY.  
SEE BACK FOR DETAILS**

**SPONSORED BY THE HARRISBURG CHAPTER, NATIONAL RAILWAY  
HISTORICAL SOCIETY, INC.** (a non-profit educational organization)

**Donation at the Door: \$5.00      Children under 12: FREE**

**Vendor Information:** \_\_\_\_\_ **Date** \_\_\_\_\_

**Name** \_\_\_\_\_ **Types of items sold** \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone (D)** \_\_\_\_\_ **(N)** \_\_\_\_\_ **e-mail** \_\_\_\_\_

\_\_\_\_\_ **(#) 8' Tables @ \$30.00 each = \$** \_\_\_\_\_

\_\_\_\_\_ **(#) Additional admissions = \$** \_\_\_\_\_

**Note: Each table includes two admissions.  
Make check to Harrisburg Chapter, NRHS.**

**Total Enclosed = \$** \_\_\_\_\_ **Wall space** \_\_\_\_\_ **Electricity** \_\_\_\_\_

Information and Table Reservations: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050

Telephone: 717-343-7182 (For table confirmation, please send a stamped, self-addressed envelope.)

Website: <http://harrisburgnrhs.org>

E/mail address: [harrisburgtrainshow@gmail.com](mailto:harrisburgtrainshow@gmail.com)

Harrisburg Chapter NRHS will not be responsible for lost, stolen or damaged items or any accidents of any kind.

**NOTICE:** All vendors are responsible for collecting 6% PA Sales Tax. State law requires that all vendors have a temporary or permanent PA Sales Tax License.

## TWO INTERACTIVE EXHIBITS OPEN TO THE PUBLIC

Located in downtown Harrisburg at the corner of 7th and Walnut Streets (across from The Forum), Harris Tower Railroad Museum will be open for visits on March 14, 2026. The Museum is a railroad control tower built by the Pennsylvania Railroad in 1929 to control all train movements through downtown Harrisburg, PA. Listed on the National Register of Historic Places, the tower once controlled the switches and signals that routed more than 100 passenger trains a day through the Central Pennsylvania area. The tower was used by the PRR, the Penn Central Railroad and Amtrak until closing in 1991. Upon closing, the Harrisburg Chapter of the National Railway Historical Society purchased the building and began the process of restoration. Following an extensive restoration project spanning more than 15 years and thousands of dollars and volunteer hours, Harris Tower opened to the public as a living history, interpretive rail museum in 2008. The centerpiece of the exhibit is the tower's Interlocking Machine and Model Board, both of which are fully operable. Visitors to Harris Tower can actually operate the levers of the Interlocking Machine and observe the illuminated model board and follow the simulated train movements, exactly as it was done decades ago. The Interlocking Machine and Model Board have been linked to a computer simulation that is programmed with the actual Pennsylvania Railroad train schedules from the early 1940's. It is then up to the visitor to throw the proper levers to route the trains to their correct destinations. In this way, rather than simply viewing a static display, visitors to Harris Tower can actually operate the equipment and experience for themselves what it would have been like to work for the PRR in its heyday. And this year, come see and operate a full-size PRR position-light signal outside the Tower with your cell phone. To the best of our knowledge, **there is no other exhibit like Harris Railroad Switch Tower anywhere in the world.**

The tower lies adjacent to very active railroad lines, making Harris a perfect vantage point for youngsters and railroad buffs to view and photograph numerous Norfolk Southern and Amtrak trains each day from a safe location, regardless of the weather. Admission is free, but donations to benefit the Chapter's educational programs and on-going preservation initiatives are welcome. Souvenir T-shirts, coffee mugs, railroad prints and other items are sold at the tower to benefit the chapter. From the train show at the Scottish Rite Entertainment Complex, return to Division Street and turn right. Proceed to N. Seventh Street and turn right. Continue on N. Seventh to the next traffic light at Maclay St. and turn left. Proceed to next light and turn right on N. Cameron (Burger King on the right). Continue approximately one mile to Market Street and turn right. Immediately after the next overhead bridge (railroad), turn right on Fifth St., then right at the light on Walnut. Harris Tower is directly ahead; the parking lot is just past the Tower on the right. When you are ready to leave, turn right from the parking lot to exit. For a schedule of times when Harris is open during 2026 or for additional information or for group visits visit [www.harristower.org](http://www.harristower.org) or contact the Harrisburg Chapter of the NRHS at 717-232-6221 or by e-mail at [HarrisTower@verizon.net](mailto:HarrisTower@verizon.net).

Just three blocks from Harris Tower is the **Harrisburg Power Directors Office**. This facility is located **on the second floor of the Harrisburg Transportation Center (the Amtrak Station) at 4th & Chestnut Streets**. It once controlled the overhead catenary used by electric locomotives from Harrisburg eastward to near Philadelphia, from the Enola Freight Yard (across the river) to near the PA/MD state line, the Pennsy's famed A&S Low Grade Line and other electrified lines. The Harrisburg NRHS obtained a lease for the facility in May of 2022 and is in the process of restoring it as an educational exhibit. While this is a work in progress, it will also be open to the public in addition to Harris Tower and we invite you to stop by and visit!

Here is the easy walk **from Harris Tower**:

- Proceed west on Walnut Street toward downtown for one block to Fifth Street.
- Turn left on Fifth Street and proceed for one block. The train station is straight ahead.
- The **entrance to the Power Directors Office is the last door at the far end of the building**. There is a sign on the door. Enter there and take the stairs to the second floor.
- An elevator is available at the opposite end of the train station, behind the fireplace in the main lobby. Take the elevator to the second floor, turn right and follow the corridor to the end.

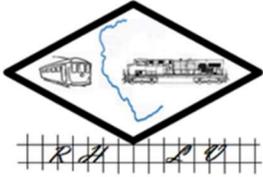
**We hope to see you at Harris Tower *and* the Power Directors Office on March 14, 2026!**

**The Railroad Explorer VI – Saturday, April 18, 2026**

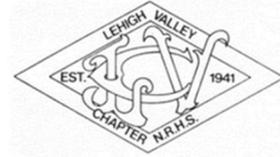
Two groups...

**Railroad Historians of the Lehigh Valley**

...one mission!



and the  
**Lehigh Valley Chapter, NRHS**  
www.lehighlines.org



-ANNOUNCES-

**The RAILROAD EXPLORER VI**  
**A Railfan R.D.C. Branchline Excursion**  
**SATURDAY, APRIL 18, 2026**

Ride the Reading & Northern's RDCs starting at The Nesquehoning Regional Railroad Station. Travel past Lake Hauto and over the Hometown High Bridge on the Reading Division Main Line. Branching off at Carbon Junction experience rare mileage along the Hazleton Branch to Oneida Junction. More rare mileage awaits on the return trip exploring the Delano Running Track and the Morea Running Track all the way to the end of the line at Skytop! This scenic journey will include several photo stops and run-bys as well as a tour of the Nesquehoning Campus upon return.

*\* The Railroad reserves the right to substitute motive power.*

**Boarding begins at 8:30. Train Departs Nesquehoning promptly at 9:00**

Nesquehoning GPS Address is: 1 Iron Horse Way, Nesquehoning, PA 18240

- A route map will be provided -

**Your choice of Turkey, Italian, or Ham Hoagie \***

**Please list your choices on the Ticket order form, below.**

SNACKS, SODA, & WATER WILL BE AVAILABLE ALL DAY AT AN ADDITIONAL COST - SOLD BY THE RAILROAD



**All are welcome, membership not required!**

**FARE: \$ 99.00/per Rider**

*Includes train charter over rare mileage, limited seating, photo-stops, run-bys, and lunch.*

**PLEASE RESERVE BEFORE APRIL 1, 2026**

Information or questions– KGJR1554@earthlink.net

Mail checks to: Kermit Geary Jr, 1266 Riverview Drive, Walnutport PA 18088

Make checks payable to: Lehigh Valley Chapter- N.R.H.S.

**\* ALL Tickets will be held for pickup the day of the Trip . \***



clip

RIDER NAME(S)	1.	2.	3.
*FOOD CHOICE	* Hoagie	* Hoagie	* Hoagie

ADDRESS: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

AMOUNT ENCLOSED: \$ \_\_\_\_\_ .00 TELEPHONE: ( \_\_\_\_\_ ) \_\_\_\_\_ EMAIL: \_\_\_\_\_