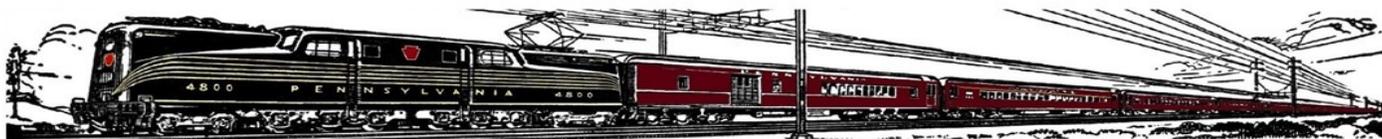


# LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 55 NUMBER 4

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APRIL 2022



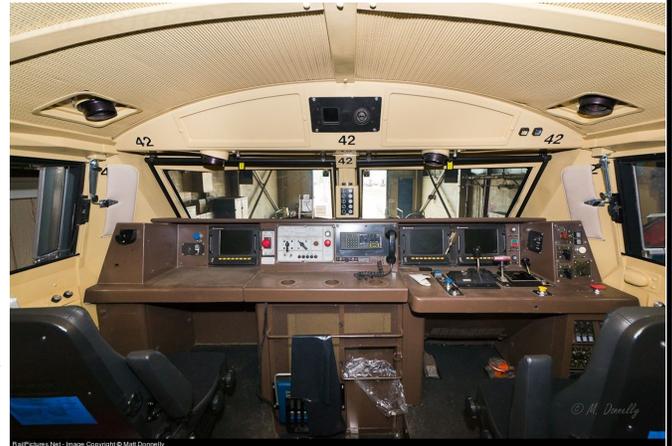
Artwork of Juniata Terminal 's E-8

## VIEW FROM THE CAB

### “Booming” LIRR and Metro-North commuters return to Manhattan in high spirits

Alex Mitchell, The New York Post, March 7, 2022

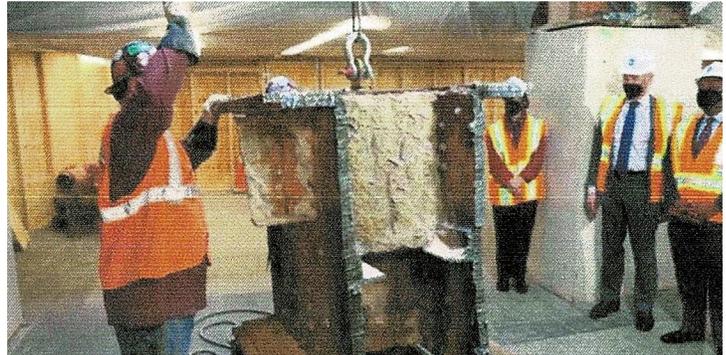
After nearly two years away, commuters are streaming back into the city. The formerly desolate metropolis is roaring back to life. Trains are full and stations are crowded. Last Monday, the LIRR saw an estimated 158,200 passengers, more than triple the number of riders the Monday prior. Metro-North Railroad also saw a whopping jump, with an 148,200 riders this past Monday compared to only 63,900 from the previous one.



### NY Penn Station "headknocker" beams being removed

Newsday, March 8, 2022

Metropolitan Transportation Authority officials on Tuesday previewed one of several forthcoming improvements at the Long Island Rail Road's cramped Manhattan home: removal of seven low-hanging steel beams that were known to leave lumps on the heads of taller LIRR riders.



MTA chairman and CEO Janno Lieber said the "head-knocker" beams long have been "the main culprit in making Penn feel so dungeonlike."

"Everyone who uses the Long Island Rail Road concourse at Penn knows them and hates them, because they prevent us from having any human-sized head height," Lieber said. "Removing the head-knockers is key to our plan to create a new Penn Station that can truly be a grand entrance to New York."

The removal of these beams is a major project milestone. Customers will soon catch a glimpse of the overhead space reclaimed for the public as part of the LIRR Concourse Project. In addition to raising the ceiling to a height of 18 feet, the project will nearly double the width of the corridor, improve lighting and air flow, and provide key accessibility upgrades to Penn Station.

### Plan to allow second 'Pennsylvanian' includes 12 new or upgraded NS interlockings

\$171 million Harrisburg-Pittsburgh program would add some mainline track

By Dan Cupper [Trainsnewswire.com](http://Trainsnewswire.com) | March 9, 2022

HARRISBURG, Pa. — Re-laying a third track on the historic Rockville Bridge over the Susquehanna River and building a new 5-mile-long main line track through the Altoona, Pa., yard are part of a proposed Norfolk Southern-Pennsylvania Department of Transportation plan to add a second Pennsylvanian daily passenger train. In addition, the plan would install three new interlockings and expand nine others on NS's 248-mile long Pittsburgh Line. The price tag to eliminate eight choke points to minimize freight-train interference with Amtrak service is estimated at \$147 million to \$171 million. It would be paid for from the \$1.2 trillion federal Infrastructure Investment and Jobs Act, signed into law by President Joe Biden on Nov. 15.

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN JANUARY

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

April 29, 1913 PRR begins using five locomotives on westbound trains between Hollidaysburg and Gallitzin via the New Portage Railroad, up to 3,100 tons per train.

April 1, 1918 USRA decides that all officials at regional level and above should be solely USRA employees and sever their connections with the railroad companies. (World War I). A total of 6,936 women employed on Lines East in 61 occupations; over 55% are stenographers, typists and clerks.

April 17, 1923 PRR, Public Service Corporation and Newark (N.J.) City officials confer on plan to extend Hudson & Manhattan Tubes from Park Place to an underground station under the apex of Military Park with direct connection to Public Service Terminal; also for a new PRR station and completing third and fourth tracks through Newark.

April 11, 1928 ATC placed in service between Paoli and Harrisburg and Glen Loch to "AK" on Trenton Cutoff.

April 9, 1933 East-west trains electrified with electric-to-steam change at Paoli, replacing change at Manhattan Transfer for trains operating via New York-Pittsburgh Subway; change is made at Broad Street Station for trains operating in and out of center city; Paoli platforms lengthened for main line trains; no long distance passenger trains are now hauled by steam east of Philadelphia.

April 15, 1938 Electric freight service begins between New York/Philadelphia and Enola via both main and low-grade lines, between Lancaster and Middletown via Columbia, between Enola and Perryville via "Port Road," between Frankford Jct. and Pavonia Yard via Delair Bridge, and between Monmouth Jct. and South Amboy; also electrify Harsimus Cove Branch, Waverly-Greenville, Meadows Yard, between Coalport Yard and "MILLHAM" Tower and engine terminal spur at "FAIR" Tower at Trenton, "ARSENAL" to Greenwich in South Philadelphia, and tracks in 52nds Street Yard in West Philadelphia and Thurlow Yard near Marcus Hook, Pa.; PRR now has about 33% of U.S. electrified mileage and 10% of world's electrified mileage; total cost of electrification since 1928 is \$176 million.

April 10, 1943 Raymond Loewy's office applies for three design patents covering the streamlined shell of the proposed "Triplex" steam turbine locomotive.

April 30, 1948 Last run of passenger train between Wawa and Oxford, Pa., by Brill railcar No. 4641 as train No. 793, ending passenger service on Octoraro Branch; leaves one local freight Wawa-Oxford and one trip per week between Nottingham and Perryville.

April 1, 1953 Demolition contractors recover the cornerstone at the southeast corner of Broad Street Station; contains newspapers, timetables, and a now-valuable set of the first commemorative stamps issued by the Post Office for the World's Columbian Exposition.

April 27, 1958 Broadway Limited remains all first class: PRR aggressively promotes its special status and posts 14% gain in ridership in 1957-58. (This was a result of NYC combining Twentieth Century Limited with Commodore Vanderbilt, adding coaches to the train and downgrading "first class" services: barber-shop, showers and valet).

April 3, 1963 PRR begins converting fifty 21-roomette sleepers in the ... Inn series to 76-seat coaches for Northeast Corridor trains; new cars are Class P85L; Nos. 1500-1547 have 64 coach seats and 12-seat smoking lounges; Nos. 1548 & 1549 have 64 coach seats and a 6-seat snack bar lounge; cars provide much needed lightweight, air-conditioned equipment for the Northeast Corridor, but the seat spacing does not match that of the old roomette windows; will also refurbish 24 reclining seat coaches, 12 dining cars and 50 mail and express cars.



Broad Street Station  
Circa, 1901  
Photo credit: Free Library of  
Philadelphia

**Brooklyn Bound!**  
**Touring the New York Transit Museum, with lunch at Dallas Barbeque...**  
**By Stephen Ferrell**

It was a sunny morning when three Ride with me Steve members met on the platform of Exton Station to catch the 754am Amtrak # 600 Keystone service train. Pulling into the station right on time, we boarded to find six of our riders that had boarded the train at Middletown, Lancaster or Downingtown. We had a nice group for what promised to be a great trip!

When the conductor scanned my ticket, he said I had a ticket for the wrong day and would have to leave the train at the next stop!!! I realized that like previous trips, one of my group members had set up this practical joke and went along with it for a while – until everyone started laughing!

Stopping at Philadelphia's 30<sup>th</sup> Street Station, two more riders boarded the train. One was a newbie, our store manager at the Railroad Museum of Pennsylvania. We now had eleven riders for this trip.

Our train stopped just before Newark to assist another train that was disabled. Later when discussing this event later that evening with our return train conductor, she surmised that they needed a power cable as one of theirs might have severed and our locomotive had a spare cable. Our morning train conductor kept us well informed and we only stopped for a few minutes and arrived at Penn Station on time!

We detrained at Penn Station and walked through the concourse to the Long Island Railroad Concourse and to the 1,2,3 line 34<sup>th</sup> Street Subway station. We took a while to get our metro cards (confusing for many non-New Yorkers) and boarded the next southbound train for Brooklyn. We had plenty of room to sit on the subway and the motorman had a heavy hand and we quickly arrived at Borough Hall Station in Brooklyn.

We decided to have lunch prior to touring the museum. (We had to pre-purchase time stamped tickets and had an arrival time of 1pm.). We walked about a half mile to Dallas Barbeque, which is a popular restaurant with locations in Brooklyn, Queens and Manhattan. Our waiter Eric, was quite a character and a former deli worker. He suggested some items on the menu that they were known for, and took our drink orders. Many ordered their famous Margarita's and they were both very strong and very good tasting!

Soon our food arrived and it was fantastic. I had the chicken and ribs combo with both items cooked perfectly and falling off their bones, both with tasty barbeque sauce. The meals came with a large piece of freshly baked cornbread. Several riders ordered different entrees from mine and found them also very good. Throughout the meal our waiter Eric kept up a very entertaining banter of jokes and conversation.

**Brooklyn Bound!**  
**Touring the New York Transit Museum, with lunch at Dallas Barbeque...**  
**(continued)**

After lunch, we walked the short two blocks to the New York Transit Museum. We were required to show our covid-19 vaccination cards and driver's licenses to the employee at the (Subway) entrance, we proceeded down to the mezzanine level of this former actual subway station. The station is still operational with the third-rail powered up and used on weekends excursion trips using their vintage subway cars.

The mezzanine level contained a very long (a long city block) exhibit gallery displaying the history of public transportation in New York City. Eventually, the group descended to the lower level to view and tour the collection of vintage rail cars on display. This was the actual subway station platform. The newbies to the museum were amazed at this display. Each side of the platform was lined with about twelve vintage subway cars with built dates ranging from 1902 to about 1990. They were all open for walking through! The platform itself had many engineering exhibits of pumps, railroad coach trucks and motors. One rider was amazed at the pump car used for clearing water out of flooded subway tunnels.

Soon, we had to work our way back to Penn Station, so before rounding everyone up I made sure they had a chance to view the actually operating subway tower (control room with switch levers). Almost all of my riders wished I had scheduled more time at this museum! Ascending to the Mezzanine level, we shopped at the museum store for about fifteen minutes before making our way to the Borough Hall station and the subway back to Penn Station.

Some of the group stopped for drinks, snacks and chatting at the Kabooz Restaurant in the Penn Station concourse and then walked over to Moynihan Hall (adjacent to Penn Station) and met the rest of the group. After waiting about half an hour, our 510pm Keystone #653 train was called and we boarded, found seats and relaxed. I mostly slept during the return trip and so did some others.

Arriving home, I soon was asleep again after this fun trip!



The "Ride with Me Steve" crew at the Dallas Barbeque in Brooklyn.

Photo Credits: Randy Lennon and Jane Ferrell

**Brooklyn Bound!  
Touring the New York Transit Museum, with lunch at Dallas Barbeque...  
(continued)**



The still operational subway station is the ideal showcase of the well-preserved NYC cars.

Photo Credit John Kilbride



Railroad Museum of Pennsylvania store manager Allison Silverman assumed ticket booth responsibility at the Transit Museum.

Photo credit: Randy Lennon



Waiting for a train...or resting from the sumptuous Dallas Barbecue lunch.

Photo credit: Randy Lennon



Checking out the current MetroCard system that replaced tokens and turnstiles.

Photo credit: Randy Lennon

**It's Electric, the shocking story of the Railroad Museums Electric Locomotives: 9 pieces  
By Steve Ferrell**

**The DD1**



The DD1 (married pair) is of particular importance to myself. My great uncle was a motorman on this type starting in 1910. I have no exact family information and this is what my father had told me. Note the side rods that look like the driver rods of a steam locomotive. These locomotives did not have traction motors on the trucks but the wheels were connected to the electric motors' commutator via these rods.

The only pair of these locomotives left in existence, one of a kind! Built in 1911 at Pennsylvania Railroad's Juniata Shops in Altoona with electrical equipment from Westinghouse. Top Speed: 85mph. Commonly reached 70mph on their passenger train runs in and out of Penn Station. These were in New York (where steam locomotives were banned because of their smoke) .

**GG1 #4800, "Old Rivets"**

The first of its kind and a historic landmark. First of a long line of these iconic PRR Electric Locomotives. It is the result of a desire to have a reliable, fast and powerful electric locomotive. The 4800 is the only GG1 with a riveted body. All units built (by various shops) afterward had a welded body, streamlined by Raymond Loewy – a famous industrial designer. The GG1 was the longest serving of any locomotive class whether it be steam, electric or Diesel.



**The AEM7**

Over the years I have travelled on trains pulled by this extremely reliable locomotive. Used on the Northeast Corridor and on the Keystone services for Amtrak it seemed to be everywhere for over a span of 30 years.

Built in 1979 by Electro-Motive Division of General Motors, based on a design originally constructed by ASEA of Sweden. After about 35 years of service, they were retired. The # 915 arrived at the museum in 2015.



**The E44**

Used for freight and known for its incredible power.

It was built in 1963 by General Electric in Erie, PA. The class delivered an amazing 5000 horsepower through its pair of three-axle trucks. Because of its boxy car-body the crews often called the E44's the "Bricks." This example is the last electric locomotive built for the Pennsylvania Railroad was turned over to the Railroad Museum of Pennsylvania in 1991.



**The B1**

The B1 was in electrified train yards to switch train cars and make up trains for service on the line. Known for its reliability and toughness.

This B-1 Was built in 1934 by the Pennsylvania Railroad in Altoona Pennsylvania, using electric components from Westinghouse. Retired in 1972, this unit spent most of its life as a switcher in New York's Sunnyside Yard.

Fun Fact: The B1's had the nickname "Rats" by the crews watching the way they shuffled around the railyards switching cars.



## It's Electric, the shocking story of the Railroad Museums Electric Locomotives: 9 pieces (continued)



### GG1, Number 4935 – “Blackjack”

A beautiful restoration has made this a fine centerpiece within rolling stock hall. This was the most successful electric locomotive ever built and one of my favorites. Built in 1943 by the Pennsylvania Railroad Juniata Shops in Altoona. Interior electronics were built by General Electric. Retired in 1980. This unit pulled the last run of a Railway post office car in 1977. Our example was named Blackjack by the crews because its numbers (4935) add up to “21”.

### Reading 800 Electric MU (multiple unit) car

I didn't ride these MU units much as they were exclusive to the Reading Philadelphia area commuter system and I always lived near the Pennsylvania Railroad's system. I did ride a farewell trip with my son on these venerable units in 1986. It was an all-day affair run by SEPTA on about 5 of the SEPTA system commuter lines. These units were upgraded through the years and some even were outfitted with air conditioning. Unfortunately, the units we rode in were not climate controlled. Built in 1931 by the Bethlehem Steel Company at their Wilmington, Delaware plant. The Museum's unit was retired in 1980. In 1931, Reading began regular electric train service using these multiple unit cars. The MU cars accelerated much faster and did not have the smoke associated with travel behind steam locomotives. A 10.8-mile commute from Chestnut Hill that took steam trains 40 minutes to complete took these electric powered cars only 29 minutes!



### The E60

Here is an example of an unsuccessful locomotive! Built by Amtrak to replace the venerable GG1 with a new design. The AEM7 soon replaced the E60 as the GG1 replacement. Built in 1975 by General Electric in Erie, PA. While it was a workhorse, it didn't ride well at high speed, so it was used for slower trains.

### The Metroliner Café Car

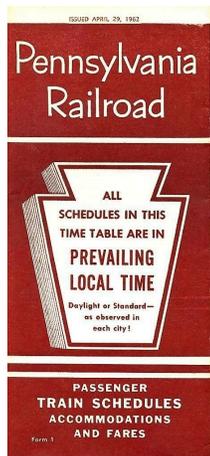
The Metroliners were created in the 1960's out of a realization that highways plus airways between Washington, Philadelphia, New York and Boston would soon become jammed with traffic. Passenger rail was viewed as a possible solution to the booming traffic bottlenecks.

Built in 1968 by Budd in Philadelphia with General Electric and Westinghouse electrical equipment and electronics, they served Penn Central and later Amtrak.

The Metroliners had some reliability issues. They were replaced in the 1980's with AEM7 locomotives that hauled trains that could maintain the same speed.

An interesting fact: currently, converted Metroliner cars are used as cab cars on the Keystone service push-pull trains.





**Time Table 4-22  
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](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  
Operating daily schedule.



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 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://everettrailroad.com>  
814-696-3877  
Easter Egg Express, excursions  
April 9th and 10th



Stewartstown Railroad  
21 West Pennsylvania Ave.  
Stewartstown, PA  
<https://stewartstownrailroadco.com>  
717-746-8123

Easter Bunny trains run April 2, 3, 9, 10, 13 at  
11:30, 1:15, 2:30



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 April 9, 10, 15,  
16 and 23.



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
[info@eastbroadtop.com](mailto: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](http://www.colebrookdalerrailroad.com)  
610-367-0200  
Operating weekends in April and  
May

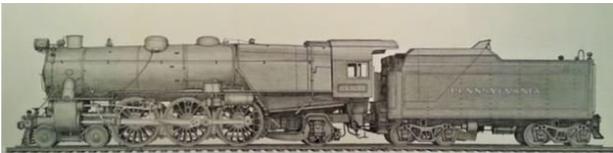


The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
<https://www.thestourbridgeline.net>  
570-470-2697  
Trains run Wednesdays and Satur-  
days. Some Sunday trains are  
scheduled.



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
[www.newhoperailroad.com](http://www.newhoperailroad.com)  
215-862-2332  
Operating on Saturdays and Sun-  
days in April.

### K-4 # 1361 Restoration



*Come-on Baby, Light my Fire*

The Railroaders Memorial Museum intends to return K4 1361 to its early 1950s appearance—when it was in operation during its final years of commuter service. This artifact, the official steam locomotive of the Commonwealth of Pennsylvania, shall return to operation as a roving, immersive experience. It will serve as a useful educational tool and a valuable economic stimulant, not only for Blair County, but for other Commonwealth communities.



#### 2022 Campaign Restoration of #1361

The PRR K-4s #1361 restoration has been long sought, with numerous attempts to bring this legendary steam locomotive back to operation. As such, the Altoona Railroaders Museum (Altoona, PA) has recently restructured its board of directors and has brought on new staff, as well as partnered with new leaders in the railroad industry. This new team is dedicated to completing the restoration of #1361 to operating condition.



K-4 # 1361, now being restored in Altoona, trades places with a GG-1 at South Amboy, NJ.

Photo by permission of Joe Marks. Original photographer unknown.

"INSIDE THE BACK PAGE"  
UPCOMING LANCASTER CHAPTER ACTIVITIES

**APRIL 18, 2022** - MONDAY, 7:30 PM—9:00 PM - CHAPTER MEMBERSHIP MEETING  
CHRISTIANA FREIGHT STATION

**CHAPTER MEETING MINUTES**

**March 20, 2022**

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Sunday March 20th, 2022.

Thirty-Two were in attendance.

President Tom Shenk called the meeting to order at 3:00 pm and led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the October and November Membership Meeting Minutes. Steve Himpsl approved the motion and Harold Shaak seconded the motion. Membership Meeting Minutes were approved as printed in the Lancaster Dispatcher.

**TREASURES REPORT:** The Treasurer Richard Rutledge gave the treasurers report for the months of January and February 2022. Harold Shaak made the motion to approve the treasurers report and Jim Donohue seconded the motion.

**BY LAWS:** Steve Ferrell will head up the updating of the Chapter By Laws. The updated By Laws will be published in two issues of the Lancaster Dispatcher for membership approval, and voted on at Novembers Membership Meeting. Membership approval is required by our current By-Laws, to update the By Laws.

**DONATIONS:** Steve Himpsl announced the following donations to the chapter:

Two K-Line 0/027 gauge Freight Cars were donated by Richard Klumpp.

Tom Halterman donated 21 Railroad Rule books and manuals, 155 Railroad magazines, 41 Railroad books and 768 Time Tables and schedules.

Twenty-One Railroad books were donated by Dean Reonieri.

Terry Frantz donated a PRR kerosene Railroad lantern.

**SOME UP COMING DATES:** May 7th- Columbia Railroad days, Columbia PA.

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

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

**STATION BUILDING REPAIRS:** A motion was made by Steve Himpsl to allow Glen Kendig to get estimates for station deck repairs. The motion was seconded by Tom Fluck, and was approved.

**MEMBERSHIP:** Helen Shaak announced that we have 66 individual members and 31 family members in good standing for a membership of 97.

**OTHER:** Jim Donohue made a motion to donate \$100.00 each to the East Broad Top railroad and the K-4 restoration project. Doug Henry seconded the motion and the motion was approved. The board approved gift card in the amount of \$100.00 to Ed Mayover and Donetta Eberly. 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!

**ADJOURNMENT:** The meeting was adjourned at 3:35 pm.

After a brief refreshment break the membership enjoyed todays speaker, Scott L. Mingus Sr. all about the Lincoln Funeral Train.

Respectfully submitted by Tom Fluck, Secretary



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**CHAPTER MEMBERSHIP MEETING**  
**LANCASTER CHAPTER, INC., N.R.H.S.**

**CHRISTIANA FREIGHT STATION**  
**10 RAILROAD AVENUE, CHRISTIANA, PA 17509**  
**APRIL 18, 2022 - MONDAY, 7:30 PM -**  
**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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