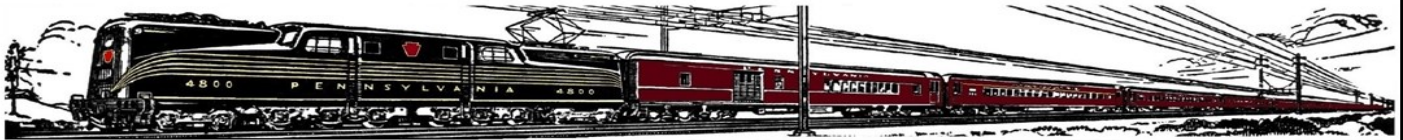


LANCASTER DISPATCHER

1935-2023



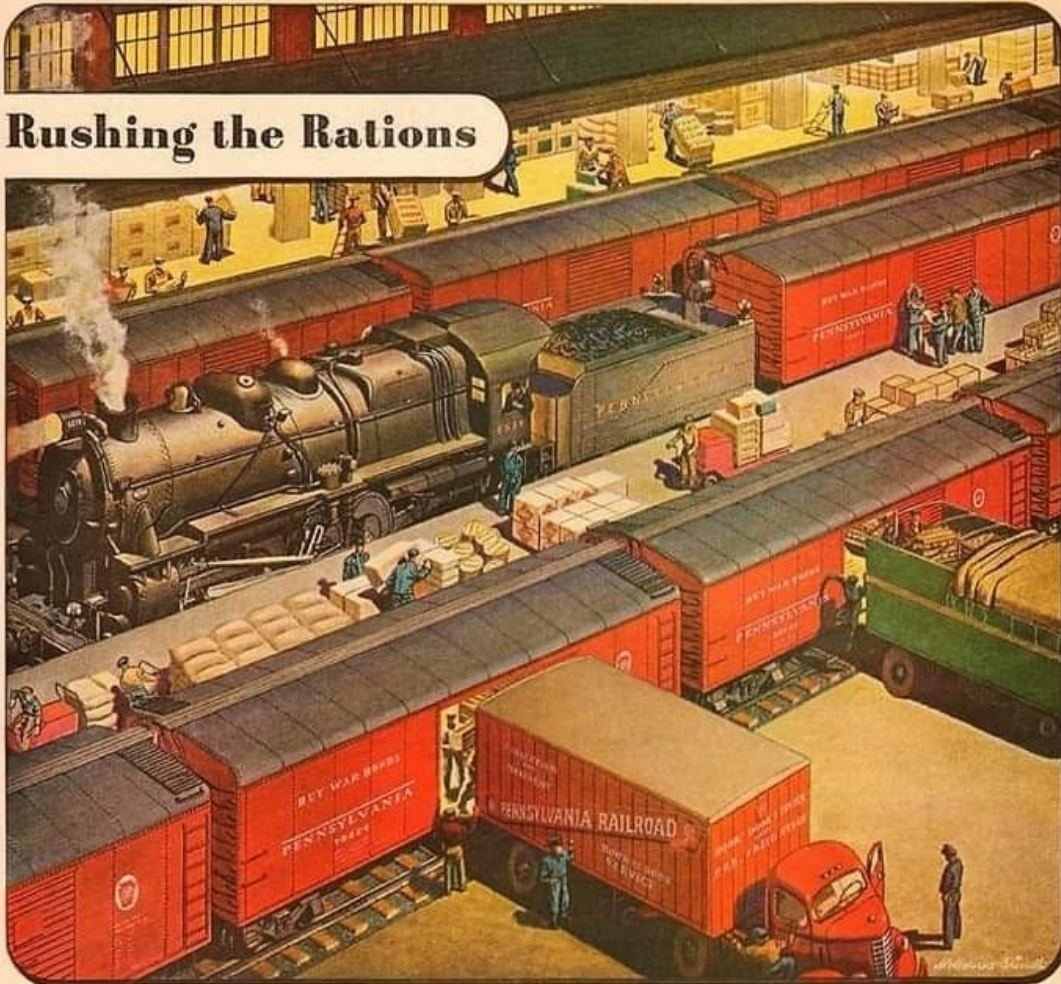
LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 11

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

NOVEMBER 2023

Rushing the Rations



IT is early morning. Stars still hang in the sky. Folks are deep in slumber. But at the many great freight terminals of the Pennsylvania Railroad all is hustle and activity . . . *the rations are rolling in!*

Fresh meats from great packing centers . . . crisp vegetables and juicy fruits from lands where the warm sun shines . . . butter from creameries . . . cases of canned goods from canneries . . . the foods so essential to wartime energy and health.

Over the lines of the Pennsylvania Railroad

BUY UNITED STATES
WAR BONDS AND STAMPS

more food is moving than in any year within memory . . . particularly to great industrial centers and Atlantic ports, for shipment overseas.

But that is only half the story. In the face of rising costs, *the railroads today are hauling food at virtually the same low freight rates prevailing in 1939.* That helps materially to keep living costs down.

Of course, to keep this tremendous tide of food flowing in from every part of the country often means delays for passenger trains and less vital freight shipments. But these are days when "first things must come first." And food certainly is a *first*. So if your train should be a little late, please remember that vitamins for the overseas or home front may have had the right-of-way.



★ 55,641 in the Armed Forces ★ 23 have given their lives for their country



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

- On September 29th, floods battered NYC commuter and subway lines with more than 7 inches of rain. Many subway services were suspended or delayed due to flooding. Commuter travel out of Grand Central terminal was suspended due to the flooding of the third rail. Amtrak also was experiencing many delays of up to an hour.
- Amtrak's Inspector General's office issued a report today that is highly critical of the manufacturing process that has led to multiple defects with the new Acela trainsets. This has prevented Amtrak from officially accepting any of the 12 of 28 new Acela trainsets and 22 of the 28 café cars produced at Alstom's Hornell, NY facility.
- Amtrak is expanding its year-round public art program to William H. Gray 30th Street Station with work by local visual artist, Adam Crawford. The work entitled *Euphonic & Chromatic Drift* is a large-scale vinyl mural that will grace the window facades on both the east and west ends of the station.
- Amtrak has been awarded nearly 200 million from the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements competitive grant program.
- The Norfolk and Western steam locomotive #611 operated a dress rehearsal with passengers on the Buckingham Branch Railroad on September 28-30 in preparation for its fall excursions. This J-class 4-8-4 locomotive is scheduled to run the Shenandoah Valley Limited as part of the Virginia Scenic Railway (a passenger excursion operator for the Buckingham Branch Railroad). On September 29th, a VIP trip with 450 passengers was operated, with dignitaries from state and local levels of Virginia.
- The Baltimore and Ohio Railroad Museum received a 1 million dollar grant to restore its South Car Works Building and create an open community space as part of the museum's new master plan.
- On September 29th, SEPTA rolled out a contactless payment technology on its bus, trolley and subway lines. Riders will be able to tap their credit or debit cards and mobile payment apps to pay for their rides. Regional Rail will follow suit in early 2024.
- Strasburg Rail Road is operating special Le Train Cabaret trips this fall. October 27th's trip features Lancaster's Leading Ladies Mary Kate Hughes and Madison Paige Buck. The ride includes one complementary drink and light fare. Four December shows (December 6th, 7th, 13th and 14th) are Christmas Candlelight Concerts, featuring performances by the talented crew of the Strasburg Rail Road's entertainment team. Guests will be treated to a buffet of holiday hors d'oeuvres and seasonal drinks.
- The Pennsylvania Department of Transportation announced it has finalized an agreement with Norfolk Southern to expand passenger rail service in Western Pennsylvania. The new agreement supports increasing Pennsylvanian services to Pittsburgh from Harrisburg to twice-a-day. The commonwealth of Pennsylvania will invest more than 200 million in infrastructure and safety improvements that will be constructed and maintained by Norfolk Southern.
- For the first time since 1956, the East Broad Top Railroad ran steam locomotive #16 over a newly restored portion of their main line south of Rockhill Furnace. This is the first part of a plan by the EBT Foundation to reactivate 20 miles of track to Robertsdale, PA. *(as noted by Dan Cupper in Trains Magazine)*

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

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

November 15, 1909 First work car sent through New York tunnels from New Jersey to Long Island. Last incidental work in Hudson River tunnels completed.

November 20, 1919 Pennsylvania Tunnel & Terminal Railroad agrees with Gimbel Bros., Inc., New York Hotel Statler Company, Inc. and Hudson & Manhattan Railroad for pedestrian passage under sidewalk on south side of 33rd Street from Penn Station to subway and H&M stations under Herald Square.

November 1, 1929 PRR opens new seven-story freight warehouse at 31st & Chestnut Streets in West Philadelphia; replaces old facility at 30th & Market, which is removed to make way for 30th Street Station.

November 1, 1929 PRR announces it will build a new \$1.75 million station at Trenton, N.J., next spring; plan, similar to that at Lancaster, is early victim of Depression.

November 10, 1934 PRR places the order for the first production run of 57 Class GG1 electric locomotives; 14 to be built by GE, 18 at Altoona, and 25 by Baldwin with Westinghouse equipment to be installed at Altoona; cost over \$250,000 each, or total of \$15 million; because the GG1 is chosen for production, R1 No. 4800 and prototype GG1 No. 4899 swap numbers; the R1 is further renumbered to No. 4999 in 1940 when its old number is needed for a GG1.

November 16, 1934 Raymond Loewy presents the first concept renderings for the GG1 to VP Martin W. Clement; designs an all-welded body and distinctive gold "cat's whiskers" stripes, which Loewy claims will serve as a safety feature in the manner of modern reflective stripes, for such a "quiet" locomotive.

November 20, 1934 PRR announces that the electrification for passenger service is 80% complete, and service to Washington will begin in Jan. 1935.

November 14, 1944 Advance Golden Arrow inaugurated between New York and Chicago (westbound only) for passengers from points between New York and Paoli and points west of Pittsburgh.

November 9, 1949 PRR announces it has placed orders for 226 diesels for \$38 million; largest single PRR purchase of diesels to date; includes 45 road freight units, 5 road passenger units, and 176 switchers; with the 594 diesels the PRR already owns, the new order will make give the PRR the largest diesel fleet in America.

November 23, 1954 First PRR board meeting to be held on a train.

November 30, 1954 PRR announces that it will use an advisory committee of passengers and civic leaders "if and when" Penn Station is reconfigured for air rights development.

November 7, 1959 Steel strike ends after 116 days after Supreme Court upholds an 80-day injunction under the Taft-Hartley Act; PRR says it will recall some of 10,000 furloughed workers; strike cost PRR \$55 million in lost revenue; the long strike opens the door to cheap steel imports, beginning the long decline of the U.S. steel industry; domestic steel requires four tons of ore, coal and limestone for each ton of steel, and railroads like the PRR carry all five tons, coming and going; with imports, only one ton moves by rail; the implications for the PRR are ominous.

November 30, 1964 PRR orders 150 freight road diesels: 100 from GM, 25 GE U25B's, and 25 Alco 2,750 HP units; 40 GM, 10 GE and 10 Alco have C-C trucks.

November, 1964 No. 4458 is first of 22 E44's to be rebuilt to 5,000 HP as Class E44a.

November, 1969 Complaints about poor Penn Central freight service start increasing.

The Mutual Beneficial Association

Founded by the Pennsylvania Railroad

The Mutual Beneficial Association, Inc. (MBA) is a Fraternal Benefit Society formed to help railroad employees and their families. It currently serves not only the railroad community, but individuals and other companies either affiliated or associated with the transportation industry.

MBA was founded in 1913 and incorporated in the state of Delaware. Today, as at its founding, MBA is owned and managed by its members. It has a long-standing record of excellence and offers its members the financial stability of over 105 years of service.

As a fraternal benefit society, MBA is part of a system unique in its focus on volunteerism. Fraternalists provide financial and organizational support to help their members perform educational, religious, patriotic and benevolent activities that benefit individuals and institutions in their local communities and states.

MBA has a rich tradition of conducting programs and projects of value to both individuals and the communities with which they are associated. Because of this commitment to such worthy causes, MBA is legally recognized as a tax-exempt organization.

The Association offers competitively priced permanent and term life insurance for the entire family. MBA offers high-yielding annuities in the form of IRAs (both Traditional and Roth) and Tax-Deferred Savings programs. Both plans are no-load (have no sales charges) and have no annual service fees. They enable the member to earn a good return and defer taxes until the funds are withdrawn.



MEMBER BENEFITS

Mutual Magazine

The *Mutual Magazine* made its debut in 1915 and was widely regarded as one of the leading railroading magazines in the country. It gave a voice to the railroad employee and management. Today the *Mutual Magazine* is sent quarterly to all members of the MBA and includes current railroad news, local (lodge) news, insurance and annuity information, current events, offers for railroad memorabilia, railroad history and much more.

Scholarships

MBA offers four-year scholarships to members who are seniors in high school and plan to attend an accredited college.

Social Activities

MBA members are entitled to attend various social and charitable events of their home Local (lodge).



The Mutual Beneficial Association — Serving Generations of Railroaders and More

By Jim Donohue, as told in an interview with Stephen Santarasci, the CEO

The Mutual Beneficial Association (MBA) has an interesting and long history of service to railroaders. Their story is also a testament to adapting to changing times.

The Association began in 1913. At that time, railroading was a very hazardous occupation. As unions gained strength, there was a clamor for more protection, both on-the-job and for the families of those injured or killed. Animosity between labor and management built to a fever pitch.

One enterprising conductor on the Pennsylvania Railroad approached management with an idea: create an organization that would bring some harmony to both the Railroad and its employees. At its core would be life insurance, something the Railroad did not want to offer.

And thus, the Mutual Beneficial Association was formed, available to all Pennsylvania Railroad employees. Technically, it is a Fraternal Benefit Society, as are the Knights of Columbus and many others. Fraternal benefit societies are not-for-profit membership groups that unite individuals with a common bond, provide them the ability to secure their families' financial security through a variety of life insurance and investment products. The members own the Association.

The Mutual Beneficial Association was more than just an insurance provider. From the 1930's to 1950's especially, it was highly social in nature. There were dinner dances, club picnics and many more events, often with train trips to the venue. (Remember, this is before broadcast television, so there was far less entertainment available). The Association became an integral part of people's lives – both employees and their families. Railroad management was also pleased, as it definitely reduced tension with labor due to the Association's benefits which the PRR was no longer under pressure to provide.

The Association was divided into local geographical lodges, each providing the social events for its members. There were as many as 70 lodges at the peak. Very few actually had a stand-alone building, but were operated from a member's home. That member would coordinate the events for his or her lodge and acted as a local contact for the Association.

While Pennsylvania Railroad employees began the Association, later the Pennsylvania's associated lines also came under the umbrella. Long Island Railroad and Pennsylvania-Reading-Seashore Lines employees became eligible, growing the organization both financially and in terms of social benefits.

But times change and great organizations change with them. MBA's story is remarkable both in what they faced and how they adapted. As the Pennsylvania became Penn Central, then Conrail and finally Norfolk Southern and CSX, the Association had to reinvent itself. Railroads began to offer insurance as part of negotiated contracts, so the Association weaned itself from insurance and gravitated to annuities and services for the members. Today there are ten large national benefit associations. The Mutual Beneficial Association ranks twentieth in the country, so they are still in the upper echelon of benefit associations. Whereas the Association was limited to railroads, it has changed its charter to "transportation." This allows many more areas of related businesses, such as suppliers and more, to avail themselves to the services of MBA.

In summary, The Mutual Beneficial Association has maintained a valuable and wonderful record of service to its members, even as the members (and the world) have changed.

Bound for New Brunswick

By Steve Ferrell

“Let’s go to New Brunswick, there’s a great seafood restaurant two blocks from the train station”, I said. Within a few days, eleven riders signed up for the trip to Cuzin’s Seafood Restaurant in New Brunswick, New Jersey. It was a cloudy day that was threatening rain showers when I boarded the 946am SEPTA train with fellow NRHS members George and Kay Rowell at Exton, PA. We found seats in the first car with five other Ride Me with Steve travelers that boarded at Thorndale and Downingtown. This group included Lancaster Chapter members Jim Donohue and Tom Fluck. We had the pleasure of riding in a Silverliner V car with a great forward picture window view. It was a quiet car until I boarded...

Arriving at 30th Street Station we met with three more riders that included Chapter members John Smith and Randy Lennon. Now we had all of the eleven riders together! We purchased our Trenton to New Brunswick tickets at the New Jersey Transit kiosk within 30th Street’s SEPTA concourse. Several other riders already had their tickets on a smartphone Ap.

After having coffee and donuts, we boarded the Silverliner V SEPTA Train to Trenton. Arriving after an hour ride (with some slow signals) at Trenton, we only had a short time go up to the concourse and down to the New Jersey Transit Northbound track to New York and our next train to New Brunswick.

We boarded the ten-car long New Jersey transit bi-level train and soon departed Trenton. Jim Donohue stood up and posed a trivia question: “What is the least used Amtrak station in New Jersey?” The answer was “New Brunswick”. Some people were surprised at this fact, believing it to be Princeton Junction. After traveling a little over a half hour, we detrained and walked through the classic passenger station to ground level. Here we had a short two-block walk to Cuzin’s Seafood Restaurant. We passed several other restaurants and a Rutgers University building.

Entering Cuzin’s, the hostess sat us at our reserved table for eleven. We looked over the appetizing menu. I had the 1 ½ lb. Lobster along with Tom. Several had oysters, both raw and fried. Another found the New England Clam chowder incredibly delicious! Several had the key lime that we agreed was indeed the best we ever had. If you are ever in New Brunswick, I would definitely recommend Cuzin’s. We paid the check and walked uphill back to the station. New Brunswick is great for railfanning. Within about a half an hour of waiting for our NJT train we observed two Amtrak Northeast Corridor trains and two Acela trains zooming by at over 120 mph!

Soon our train arrived and we boarded the single level comet coach consist. We traveled at over 100 miles an hour back to Trenton. The group had to hustle to make the switch to our SEPTA trains. We departed for 30th Street and then switched to our homebound trains.



**Bound for New Brunswick
“Ride With Me Steve’s” September, 2023 Trip**



NJT (ex-PRR) New Brunswick Train Station at street level
Photo credit: Eric Devinis



Station at track level—this is the north-bound (or east-bound in PRR schedule system). Photo credit: Steve Ferrell



NJT ALP-46 # 4608 pushing a New York bound local.
Photo credit: Eric Devinis



The Ride With Me Steve gang happily posing on NJT ride, Trenton to New Brunswick, knowing a great lunch awaits.
Photo credit: Eric Devinis



Left: Tom Fluck is extremely happy with his lobster lunch. (The lobster was not)!

By a unanimous vote of RWMS riders on the way home, a trip to Cuzin’s will now be an annual event!



Pennsylvania Railroad's Versatile P70

By Steve Ferrell

For a family vacation to the New York World's Fair 1964, we rode in a consist of MP54's from Swarthmore station to 30th Street and soon boarded a New York Bound Pennsylvania Railroad consist, led by a GG1! We sat in a comfortable and well maintained P70 coach. I literally sank into the plush push-back seats. After departing the station, the conductor came to punch our tickets and made nice small talk with all the children on board – many also going to the World's Fair. Then came a snack cart being wheeled down the aisle, and we purchased peanut butter and jelly sandwiches and chocolate milk. This was my first experience on a long-distance train and I loved it!

With the finishing of the New Penn Station in Manhattan in 1908, the Pennsylvania Railroad (PRR) needed an all steel coach for safe operations within the Hudson River tunnels. Existing wooden coaches could telescope and not safely absorb a collision within the tunnel.

The first P70 was outshopped in 1907. Construction of these coaches continued through 1929, with rebuilding continuing into the 1960's. At that time, even the newer models of the P70 were 35 years old or more! We could compare this to the current Amfleet coaches on Amtrak which are still comfortable, but are indeed also around 35 years old.

The original P70's had 88 seats, but were altered in 1926 to seat 80. They were called P-70's as the passenger compartment (less vestibule space) measured 70 feet and the P stood for "Passenger Coach". After 1933, many of the units had air conditioning installed, using ice. Starting in 1937 with a test and continuing in 1940, mechanical air conditioning was added to many units.

New type coaches started operating on the PRR in 1939 and in increasing numbers in 1946. These units replaced the P70's on premier trains in the system.

I checked with many rail experts and they agree that it was probably a P70 that my family rode on the way to the 1964 World's Fair. I do remember the soft plush reclining seats and the nice air conditioning plus very smooth ride. Oddly, I have no memories of the return trip. Perhaps I slept. Altogether this was a great first intercity ride for this budding railfan.

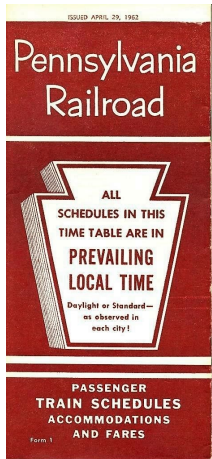


Older P70 – Image courtesy of the Railroad Museum of Pennsylvania



A consist of P-70 coaches behind a GG1 – image courtesy of the Railroad





**Time Table 11-23
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
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
Now operating daily, through Novem-
ber 12th.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnr-passenger.com

610-562-2102

All-day excursions to Jim Thorpe every Saturday and
Sunday in November.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Santa Express trains on Nov.
24th, 25th and 26th.



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

<https://stewartstownrailroadco.com>

Fall Foliage Express on November 4th.
Santa Claus Express on November 25th.



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Train Rides not scheduled in No-
vember.



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
Ice Princess Express Nov. 4th, 5th,
11th & 12th. Santa Claus Express
November 24th, 25th and 26th.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Train rides on November 24th, 25th
and 26th.



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating Fridays, Saturdays and
Sundays in November.



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Trains run on November 4th, 5th,
18th, 19th, 24th, 25th and 26th.



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating all Saturdays and Sun-
days in November, plus select week-
days.



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 2024 Dues - Renew Now

Mail to: H. L. SHAAK, JR
P O BOX 813
ADAMSTOWN PA 19501-0813

Make check payable to: LANCASTER CHAPTER NRHS

Name: _____ NRHS Member # _____

Family Member: _____

Address: _____

City/State/Zip: _____

E-mail address for Newsletter: _____

Phone Number: (____) _____

2024 Chapter dues \$20.00 – plus \$2.00 if you have a family member _____

Student Dues – ages 13 to 24 \$ 10.00 or Youth ages 05 – 12 \$5.00 _____

PAPER COPY OF NEWSLETTER - \$12.00 _____

Donation to Lancaster Chapter _____

Total amount of check payable to Lancaster Chapter NRHS \$ _____

LAST DATE FOR RENEWING 2024 MEMBERSHIP IS APRIL 30, 2024!!

**DO NOT ADD YOUR NATIONAL DUES TO YOUR LANCASTER CHAPTER CHECK!
INCLUDE YOUR NATIONAL DUES NOTIFICATION LETTER FROM NATIONAL WITH
YOUR CHECK**

If you would like us to forward your National Dues, **please make a 2nd check payable to NRHS**

National Dues \$50.00 – plus \$7.00 if you have a family member _____

Student Dues – ages 13 to 24 \$ 16.00 or Youth ages 05 – 12 \$5.00 _____

Donation to National _____

Total amount of check payable to (National) NRHS \$ _____

Questions: Contact Helen Shaak 717-484-4020 – email hshaak@dejazzd.com

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

NOVEMBER 17, 2023 - FRIDAY, 6:00 PM ANNUAL CHAPTER BANQUET
THE WILLOWS BANQUET FACILITY AT THE FIRESTONE TAVERN
1500 HISTORIC DRIVE, STRASBURG, PA17579
5:30 PM: DOORS OPEN. 6:00 PM: DINNER SERVED 7:30 PM: PROGRAM—DAN CUPPER

OCTOBER CHAPTER MEETING MINUTES

The Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, October 16th 2023.

Tom Shenk called the meeting to order at 7:35 pm and lead the Salute to the Flag. 29 attended.

CHAPLINS REPORT:

No news to report.

TREASURES REPORT:

The Treasurer Richard Rutledge presented the current and projected annual budgets as of 10/12/23. The need for fundraising was discussed once again, as the freight building is in need of repairs, including a new roof. This was followed by Richards traditional monthly reports for July and August. Glenn Kendig made a motion to accept the annual budget, and was seconded by Dave Staumbaugh.. The motion carried. Steve Himsle made a motion to accept the July and August Treasures Reports and was seconded by Glenn Kendig. The motion carried.

Other:

Glenn Kendig was to have the Chapter thank the Christaina Borough at this meeting to a Borough representative for helping to fund our rebuilding of our observation deck*, however the representative was unavailable at the last minute. Thank you to the Borough and Glenn for making tis happen!

* All are encouraged to visit the new deck!

Steve Himsle made a motion to accept the September minutes and Glenn Kendig seconded. The motion carried.

Glenn Kendig wants anybody with an idea for fund raising to come forward and share your ideas.

Helen Shaak announced that 2024 dues notice will appear in the November newsletter.

Election of Officers:

Helen Shaak announced that the slate of current officers are all willing to renew their terms, as no position is yet contended. If you wish to run for office on the board, or would like to nominate another, contact any board member. New faces and ideas are always welcome!

Adjournment:

Tom Shenk adjourned the meeting at 8:18pm.

After the meeting Glenn projected many images of the restoration of our Christiana Freight Station from 1998 and 1999. This was when the chapter restored the building to its current glory.

Glenn reportedly visited the project nearly every day of the work, and photographed much of it.

The power point like presentation showed before and after images of the building, and demonstrated all of the hard work and resources that came to be what we have today.

Another big thanks to Glenn!

Respectfully submitted by Tom Fluck, Secretary

LANCASTER CHAPTER BOARD OF DIRECTORS

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ANNUAL CHAPTER BANQUET
LANCASTER CHAPTER, INC., N.R.H.S.
NOVEMBER 17, 2023 - FRIDAY, 6:00 PM
THE WILLOWS BANQUET FACILITY
THE FIRESIDE TAVERN
STRASBURG, PA

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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