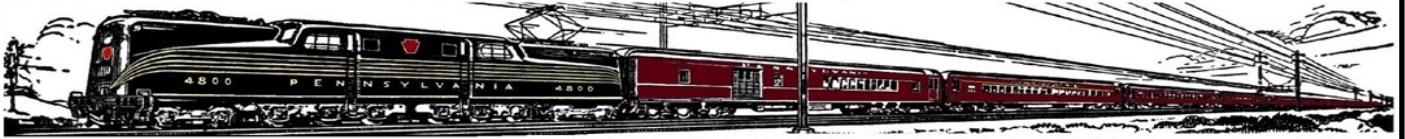


# LANCASTER DISPATCHER

1935-2024



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 57 NUMBER 5

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

MAY 2024



Posting Arrivals in Baltimore Penn Station, 1970 — Photo by Fred Schneider.



## Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

Amtrak is investing \$53 million to construct a Unified Operations Center in Wilmington, Delaware. The railroad selected Wohlsen Construction Company as the contractor. The center will operate 24/7 and manage the Mid-Atlantic Division which encompasses all train movements in the Washington, Philadelphia and Harrisburg corridor. Additionally, the center will house Amtrak's national operations center, which manages Amtrak's fleet and onboard assignments. Plus, the national center coordinates the company's response to service disruptions.

A major renewal of the line between Lancaster and Harrisburg has begun on March 15<sup>th</sup>. Amtrak is investing \$122 million to improve the tracks on the Harrisburg Line. This work will improve ride quality and comfort and increase service reliability on the Keystone line. During the project, busses will replace trains between Lancaster and Harrisburg from 8am to 4pm Mondays through Thursdays. There will be various schedule adjustments at other times. The Amtrak Pennsylvanian will still provide midday service through the project area and will feature additional seating capacity.

The popular Tracks Raw Bar and Grill is returning to the Long Island Railroad, but not where riders may expect. The restaurant and bar will open an additional location at the Grand Central Madison Long Island Rail Road Terminal below Grand Central. The original Tracks location at the Long Island Rail Road concourse of Penn Station was closed in 2019 due to renovations and all retail outlets were closed. It then reopened at 220 West 31<sup>st</sup> Street across the street from Penn Station and Madison Square Garden. The new location is expected to open this fall. In a related news release, the Metropolitan Transit Authority is looking for a developer for the rest of the Grand Central Madison retail business.

The Federal Railroad Administration on April 2<sup>nd</sup>, issued a new rule that now requires a two-person crew on trains which the agency believes will enhance the safety of freight trains, especially the longer (some over two or three mile long) freight consists. The Association of American Railroads (an industry group) blasted this rule as unnecessary. Many see this move as adding a big measure of safety to freight train operations.

Traffic on northbound Interstate 95 was closed on Monday, April 1<sup>st</sup> when an oversize truck struck a Conrail railroad bridge also used by New Jersey Transit. This caused the shutting down of the New Jersey Transit's Atlantic City Line. For the time being, while repairs are being made. New Jersey Transit will use busses between Philadelphia's 30<sup>th</sup> Street station and Cherry Hill, NJ., where riders can connect to the Atlantic City train line. Alternatively, the PATCO line between Philadelphia and Lindenwold, NJ honored all tickets from New Jersey Transit and allow riders from 30<sup>th</sup> Street to connect to the Atlantic City train service at Lindenwold, NJ. Service was restored seven days later.

SEPTA has canceled the contract with CRRC for their new generation bi-level commuter cars. The contract with the U.S. Affiliate of Chinese Railcar manufacturer CRRC for 45 bi-level commuter cars is more than four years behind schedule with no cars having been delivered. The Chinese company had severely underbid Bombardier and the initial production of these cars (including other commuter railroads orders) was fraught with wiring, watertight car bodies, brake-test failures and many more problems.

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

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

May, 1915 PRR begins test runs of MP54 MU cars between Overbrook and Bryn Mawr to train crews; also sets up one MU car each at Broad Street Station and West Philadelphia Shops for training purposes; road tests reveal that hangers separating the power and contact wires are too brittle, and several hundred break; replacement delayed by war-induced shortage of copper, causing PRR to miss June 1 date for implementing revenue service.

May 26, 1920 PRR informs ICC it has opened a new perishables terminal at Meadows Yard to reduce dockside congestion at New York.

May 21, 1925 LIRR begins electric service between Jamaica and Babylon on the Montauk Branch and opens rebuilding of Central Extension between Bethpage Jct. and Babylon; steam trains for points east of Babylon rerouted via Mincola, Bethpage Jct. and Belmont Junction.

May 9, 1930 Designer Norman Bel Geddes (1893-1958), who has won fame as a stage set and store window designer, writes to Pres. Atterbury with a proposal to modernize the Broadway Limited to make it stand out from other trains; Geddes will become famous as a proponent of streamlining and as the designer of General Motors' "Futurama" at the 1939 New York World's Fair.

May 29, 1930 Tests with 40 empty and 25 loaded H21a hopper cars equipped with Timken inboard type roller bearing trucks at Trinway, Ohio, conclude.

May 2, 1935 First of 57 production models of GG1 with Loewy Brunswick Green and gold pinstripe livery placed in service; first lot of 14 (Nos. 4801—4814) are built by BLW/GE; Nos. 4815-4839 are built by BLW and finished at Juniata and Nos. 4840-4857 are built at Juniata; P5a's transferred to freight service as GG1's arrive.

May, 1940 Pres. Martin W. Clement recommends construction of a deluxe coach train similar to The Trail Blazer to operate between New York and Pittsburgh in the afternoon on a 7:40 schedule, or 18 minutes faster than the Broadway; intended to meet competition of the Pennsylvania Turnpike; by October matures into plans for The Steel King; train is the subject of the 1941 Grif Teller calendar painting, but is not placed in service before World War II.

May 12, 1945 Pullman, Inc., makes another offer to sell the Pullman Company and sleeping car fleet to the railroads' buying group; the railroads have been dilatory and have not formulated a real plan; the railroads are divided between two camps, one headed by the PRR that wants each railroad to own and operate its own cars (among other things, the PRR operates a very large number of one-railroad parlor cars), and the other by the NYC that wants to retain the current pool operation.

May 10, 1950 BLF&E begins strike at 6:00 AM over issue of second fireman on multipleunit road diesels; affects PRR north and west of Harrisburg and NYC west of Buffalo as well as Southern and Santa Fe; PRR is shut down completely west of Harrisburg for first two days; freight service is gradually resumed, but passenger service remains suspended; strike also interferes with Philadelphia commuter service.

May 16, 1950 Firemen's strike ends; won by railroads on all points; cost to PRR \$20 million. (The National Agreement signed May 17th requires fireman to be in cab of passenger trains at all times while in motion).

May 9, 1955 PRR announces a study on the future of its electrification by Gibbs & Hill, GE and Westinghouse; includes extension of electrification from South Amboy to Bay Head Jct. and Harrisburg to Altoona, new generation of MU cars and electric freight locomotives and comparison of diesel and electric operation; in an interview, Pres. Symes implies he has decided not to extend electrification, even before study begins.



Passengers!

Photos by Lancaster Chapter Member Fred Schneider III



PC Suburban Station Late Evening May 7, 1970



SEPTA / Conrail 30th Street, June 23, 1972



PC Awaiting departure Penn Center Station April 6, 1970



PC Elizabethtown WB, July 1969



PC Middletown Station  
"Ladies Day"  
Train # 601  
July, 1969





**Passengers!**

**Photos by Lancaster Chapter Member Fred Schneider III**



Purchasing tickets at Lancaster, March 30, 1978



Amtrak Broadway Limited Washington DC Section arriving at Lancaster on September 4, 1976



Above: Penn Station Baltimore Concourse 1970

Right: PC MU local to Washington D.C. at Bowie MD May 30, 1976. Photo credit: Thomas Buckingham, collection of Fred Schneider III



## Historic Gateways into Manhattan, from New Jersey

By Stephen B. Ferrell

### Part One: Weehawken and Hoboken

Until 1910, the only way for passengers from the West and South to get into Manhattan were through the Jersey City rail terminals with ferry service across the Hudson River. After arriving by rail, passengers transferred to a ferry to their final destination in New York City. This process became redundant in 1910 with the opening of the tunnels into the new Penn Station. Ferry service continued until as late as 1960 as the train/ferry mode allowed many passengers to arrive closer to their final destination in New York City.

Herein is a description of the terminals and the railroads which used them in the Jersey City area. This includes only the Passenger terminals, not Freight. Presently, only one is still in use: Hoboken.

**Weehawken Terminal:** Weehawken Ferry service started in 1700. It was a sail and row type ferry and later steam powered. The route operated sporadically and was purchased by the New Jersey Midland Railway in 1871. This Terminal was used by the West Shore Railroad division of the New York Central Railroad from 1884 through 1959. The New York, Ontario and Western Railway also used the facility. Five ferry slips and sixteen train tracks along with car float facilities and an extensive yard made this quite a large complex.

Trains departing this terminal tunneled under Bergen Hill under Weehawken to North Bergen. The West Shore



Train with Steam Locomotive departing Weehawken Terminal in 1940. (Note trolley on the top of Bergen Hill in the upper left.



Diesel led New York Central west shore line passenger train arriving at Weehawken Terminal.



Ferry Service into Weehawken Terminal..  
All photos courtesy of Railroad Museum of Pennsylvania Archives

Railroad paralleled the New York Central Main Line to Albany and Buffalo and also operated commuter services. The New York, Ontario and Western ran to Oswego, NY (a city on Lake Ontario with a freight port) turning west through the Catskills at Cornwall. The line also served Scranton, PA, Kingston, NY and Port Jervis, NY. The New York Central also operated the New Jersey Junction Railroad with service from the Weehawken Terminal area to the south and Jersey City. Streetcar service also used this facility.

Starting in 2006, New Jersey Transit's Hudson Bergen Light line started serving Port Imperial, located across a busy highway from the former site of this rail terminal. Today's modern terminal for New York Waterways Ferry is now its headquarters with service to points on the east and west shores of the Hudson River and to Wall Street on the East River. The current ferry terminal was used in the heroic rescue of passengers of the famous US Airways flight that made a forced landing in the Hudson River. The light rail even uses the former railroad tunnel and includes an underground station at Bergenline Avenue.

Left Photo: Port Imperial Ferry Terminal, where the Weehawken Terminal was formerly located.

Right Photo: Looking across from the Hudson River at the Manhattan Cruise Terminal with the Queen Mary in her berth. Photos by the Author





## Historic Gateways into Manhattan, from New Jersey

### Part One: Weehawken and Hoboken

**Hoboken Terminal** is a true transportation hub, with heavy commuter rail (NJT), Light Rail (Hudson Bergen Line), Subway Lines (PATH), Bus Terminal and a Ferry terminal! This busy location, serves over 50,000 people daily making this the second-busiest railroad station in New Jersey! Only Newark Penn Station is busier. With various modes of transportation, a beautiful original design plus a breathtaking restoration have made this location a great destination for any rail fan.

Hoboken Terminal has nine island platforms and one side platform that utilize a total of eighteen tracks serving eleven New Jersey Transit Commuter line operations. The lines are former Delaware Lackawanna and Western, Erie Railroad and Central Railroad operations.

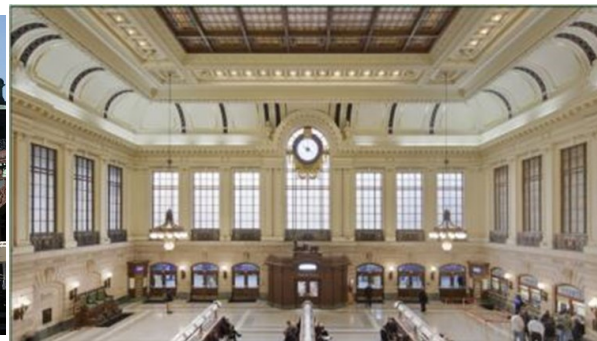
PATH (Port Authority Trans-Hudson, the former Hudson and Manhattan Railroad, or the tubes) serves Hoboken Terminal from a three-track underground station and operates two lines to New York and one to Newark. Travel to Newark requires a transfer.

New York Waterways operates service to 39<sup>th</sup> Street, Battery Park (close to the World Trade Center) and Pier 11/ Wall Street in Manhattan. The ferry terminal operates from the former ferry slip that have been modified for smaller craft. Passengers can access the ferry portion of the terminal by walking through the main waiting room.

The Hudson-Bergen Light Rail Line terminates two of its three routes here. The platforms are located south of track 18 and the terminal building.



A recent view of the ferry slips at Hoboken terminal – Photo by the author



Hoboken Terminal waiting room – Hoboken Historical Society



Recreation of famous Hoboken Terminal Clock Tower – Photo by Randy Lennon

Historically, this site has been the location of ferry service to Manhattan since colonial times. In 1811, the first steam ferries started service from here. Railroads servicing New York through Jersey City had to reach Hoboken through cuts and tunnels through the imposing Bergen Hill. The first tunnel opened in 1876 with a subsequent parallel tunnel opening in 1908. Both tunnels are still used. Delaware Lackawanna and Western opened the existing terminal in 1907. The tubes of the PATH system were extended to Hoboken terminal when it opened. Services from the terminal started in 1908. Lines serving the Terminal were electrified in 1930. The PATH system always was and still is a third rail DC operation. The Hudson Bergen line uses overhead wires, 750-volt, direct current.

The design of the Terminal was “American Industrial” by Architect Kenneth Murchison. The facility was added to the National Register of Historic Places in 1973. Dominated by a clock tower with Lackawanna labeled vertically on its sides, the terminal is quite striking. This new clock tower replaced the original that was taken down because of age and structural problems. The painstaking and thorough restoration of the facility was completed in 2011.

In 1956, the Erie Lackawanna shifted its trains to Hoboken from the dilapidated Pavonia Terminal with its service on the Northern Branch moving in 1959. Famous named long-distance trains operated from Hoboken, including the Lackawanna’s Phoebe Snow to Buffalo and the Erie’s Erie Limited and Atlantic and Pacific Expresses. The last intercity trains, the Lake Cities, were discontinued in 1970.

## Historic Gateways into Manhattan, from New Jersey

### Part One: Weehawken and Hoboken

In 1976, Conrail acquired Hoboken Terminal with ownership transferring to New Jersey Transit in 1983. Ferry Service (not the current New York Waterways service) stopped in 1967. Ferry service was reinstated in 1989 from a shed on the south side of the terminal and moved back to the historic ferry terminal in 2011.

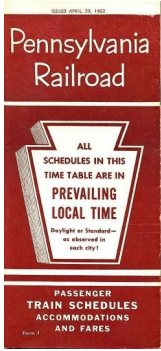
The terminal was badly damaged by Hurricane Sandy in 2012 with repairs made by 2013. A major accident later further damaged the terminal and the ceiling of the bush train shed. This deadly crash of a Pascack Valley Line train that went through a concrete bumper at the end of track 5 and over the barrier and onto the concourse. This crash took down pieces of the structure and overhead canopy. They made interim repairs in 2017 and then ordered the very rare replacement canopy glass and metal works from Italy. They were to be installed and the project completed in 2019.



Train Board at the New Jersey Transit gates of the Hoboken Terminal – photo by Jim Donohue

Coming in the June issue: Part Two: Jersey City Terminals





**Time Table 5-24  
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.



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

Excursions to Jim Thorpe on Saturday's  
and Sunday's in May



Everett Railroad  
244 Loop Road  
Hollidaysburg, PA 16648  
https://evertrailroad.com 814-696-3877  
Train Ride events on May 11th and 25th



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

https://stewartstownrailroadco.com  
May 4th, Picnic special



Wanamaker, Kempton & Southern  
42 Community Center Dr,  
Kempton, PA 19529  
www.kemptontrain.com 610-756-6469  
Regular Train Ride on May 26th



Allentown & Auburn  
232 Railroad Street  
Kutztown, PA 19530  
570-778-7531  
https://allentownandauburnrr.com/  
Mothers Day Wine Train May 12th



West Chester Railway  
230 E. Market Street  
West Chester, PA 19380  
www.wcrrailroad.com  
Mother's Day Special May 12th.  
Memorial Day Special May 26th.



Wilmington & Western Railroad  
2201 Newport Gap Pike,  
Wilmington, DE 19808  
www.wvrr.com  
302-998-1930  
Regular Train Rides May 5th and 12th.



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
info@eastbroadtop.com  
814-998-1930  
Operating all Friday's, Saturdays and  
Sundays in May. Diesel-powered only.



Colebrookdale Railroad  
64 S. Washington Street  
Boyetown, PA 19512  
www.colebrookdalerrailroad.com  
610-367-0200  
Special event rides on May 11th, 12th  
and 25th.



The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
www.thestourbridgeline.net  
570-470-2697  
Excursion trips May 4th, 5th, 11th,  
19th, 25th, 26th and 29th.



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
www.newhoperailroad.com  
215-862-2332  
Operating all Saturday's and Sunday's  
in May



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



Northern Central Railway  
117 N. Front Street  
New Freedom, PA 17349  
717-942-2370  
www.northerncentralrailway.com  
May 19th, Glen Rock Express.



Middletown & Hummelstown  
136 Brown Street  
Middletown, PA 17057  
https://www.mhrrailroad.com/  
May 12th, Mother's Day Train.  
May 26th, Milk & Honey Express.

**ANNUAL CHAPTER "AWAY" MEETING  
AND TRAIN RIDE**

**SUNDAY, JULY 21st, 2024**

**In lieu of a July formal meeting, the Lancaster NRHS Chapter invites our members to a visit to the Wilmington and Western Railroad.**

**Members will drive / carpool to the Greenbank Station in Wilmington and meet at the train station. Greenbank Station is just one hour, 15 minutes from Lancaster City.**

**Wilmington and Western Railroad  
Greenbank Station  
2201 Newport Gap Pike  
(Route 41 North)  
Wilmington, DE 19808**

**The schedule and fares are as follows:**

**2:30 pm Train Ride \$ 20.00 (1 Hour)**

**Tom Shenk is arranging to purchase tickets. Please use this page as an order form and mail your request to Tom.**

**Member Name:** \_\_\_\_\_

**Guest Names:** \_\_\_\_\_

\_\_\_\_\_

**Street Address:** \_\_\_\_\_

**State, Zip Code:** \_\_\_\_\_

**Number of Train Ride tickets requested:** \_\_\_\_\_ @ \$20.00 = \$ \_\_\_\_\_

**Total amount enclosed with order:** \$ \_\_\_\_\_

**Make check payable to: Lancaster Chapter, N.R.H.S.**

**Mail your ticket request and remittance to:**

**Mr. Tom Shenk  
11 Marquis Court  
Lititz, PA 17543**

**In order to make reservations at The Wilmington and Western for the entire Chapter group, please reserve as early as possible.**



## "INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

**MAY 20, 2024 - MONDAY, 7:30 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE  
10 RAILROAD AVENUE, CHRISTIANA, PA 17509**

**MEMBER NOTE: Christiana Freight House Clean-Up date changed. New Date: June 8th, 2024 at 9:00 AM**

**CHAPTER MEETING MINUTES**

The Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, April 15th 2024. Tom Shenk called the meeting to order at 7:32 pm and lead the Salute to the Flag. 24 attended.

**CHAPLINS REPORT:**

No news to report.

**TREASURES REPORT:**

Treasurer Richard Rutledge presented the traditional monthly report for March. Richard noted that he received 13 donations so far towards the Roof Replacement Fund that was started last September. More donations are needed! Richard continues to do an outstanding job keeping the Chapters CD's and other accounts up to date and profitable... Thank you as always Richard!

**OTHER REPORTS:**

Glenn Kendig has called for estimates to replace the Freight Station Roof. The cost of which will determine the selection of roofing material. The cost is expected to top \$ 20,000.00 or more, so donations from all are needed!

Glenn also is calling out for help on Saturday June 8th for the annual chapter clean-up day. Arrive at the Freight Station at 9am if you can help.

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

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

Helen Shaak announced that 2024 dues are still being accepted.

Steve Himpfle is working with the RRMPA gift shop to sell more GG-1 builders plates. This brings in revenue to our Chapter. Steve is also planning on ordering Polo style shirts with the Chapter logo; e-mail Steve if interested.

**UPCOMING EVENTS:**

June 8th, Christiana Freight House Clean-up 9:00 AM

July 21st, Chapter Meeting and Ride at the Wilmington and Western RR.

August 18th, Annual Chapter Railroad Ride at The Strasburg Railroad and Chapter meeting.

September 14th, Christiana Borough Heritage Day celebration. **CHAPTER MEMBER HELP WANTED!**

**ADJOURNMENT:**

Tom Shenk adjourned the meeting at 8:11pm.

After the meeting Steve Ferrell had power point presentation of his recent cruise and RR adventure to Alaska which was enjoyed by many.

Respectfully submitted by Tom Fluck, Secretary

**ROOF REPLACEMENT FUND DONATIONS**

Thank you to our contributors to date!

Glenn Kendig  
Tom Fluck  
Jim Donohue  
Richard Rutledge  
Eugene Graber  
Joseph Heffron  
Doug Henry  
Donetta Eberly  
Paul Baringer  
Steve Ferrell  
David Stambaugh

Friends of the Railroad Museum of Pennsylvania

**Please send your check (made out to Lancaster Chapter, NRHS, marked "Roof Replacement Fund") to:  
Mr. Richard Rutledge, 2935 Woodshead Terrace York, PA 17403-9752**

LANCASTER CHAPTER BOARD OF DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	717-917-0644	CINDYKENDIG@GMAIL.COM
SECRETARY:	TOM FLUCK	610-873-1784	BEDBUGROW@MAC.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRJ611@COMCAST.NET
EDITOR:	JIM DONOHUE	717-445-0394	JTD1117@GMAIL.COM
HISTORIAN:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
1ST DIR AT LARGE:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
2ND DIR AT LARGE:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	THOMAS STECKLER	610-593-2594	THOMAZ@COMCAST.NET
CHAPLIN:	DAVID STAMBAUGH	717-683-3053	DAVIDESS3@ATT.NET
DONATIONS:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
RENTALS:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM

LANCASTER DISPATCHER CO-EDITORS

CO-EDITOR:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
COPY EDITOR:	JANE FERRELL		

NEXT CHAPTER MEETING

**LANCASTER CHAPTER, INC., N.R.H.S.**  
**MAY 20, 2024 - MONDAY, 7:30 PM**  
**CHAPTER MEETING**  
**CHRISTIANA FREIGHT HOUSE**  
**10 RAILROAD AVENUE**  
**CHRISTIANA, PA 17509**

LANCASTER CHAPTER, INC.  
 NATIONAL RAILWAY  
 HISTORICAL SOCIETY  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416  
 PHONE: 717-917-5137  
 CHAPTER WEBSITE: WWW.NRHS1.ORG



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS, AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$ 20; FAMILY MEMBERSHIP : \$2; STUDENT: \$10; YOUTH: \$5. IF YOU DESIRE A MAILED NEWSLETTER: \$12. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITORS, STAFF OR CONTRIBUTORS AND ARE NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

**PLEASE DELIVER PROMPTLY**  
**FIRST CLASS MAIL**

*Forwarding and Address Correction Requested*

LANCASTER CHAPTER, INC., N.R.H.S.  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416