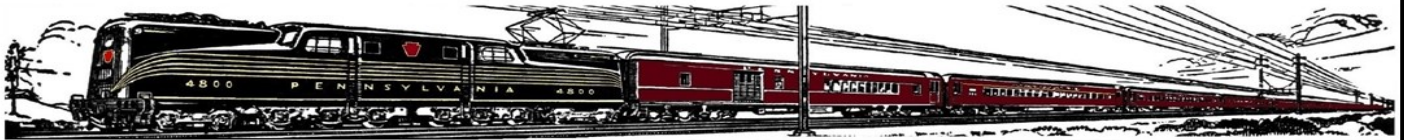


# LANCASTER DISPATCHER

1935 - 2019



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 3

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

MARCH, 2021

## CHANGING OF THE GUARD

With this issue, for the first time in over 15 years, Ed Mayover is not the editor of the Lancaster Dispatcher. As the new editor, I am both humbled and terrified! Ed has set such a high bar of quality and workmanship in producing a professional newsletter for 185 months. Reading each of his issues has always been a joy. Hopefully all of Ed's past issues will inspire me to do almost as well as he has done.

By way of introduction, I am a volunteer at the Railroad Museum of Pennsylvania and of course, a life-long railfan. My dad was a freight sales representative for the Canadian National, so it must be in my blood. My business career was in sales in the automotive aftermarket, cumulating as the executive director of the Maryland state automotive trade association. Here I produced nine newsletters annually for four years, so I do have experience in this endeavor.

I am not alone, as Ed could only be replaced by three people! Joining me are two unindicted coconspirators from the RRMPA, Steve Ferrell and Tom Fluck. Steve has agreed to be co-editor and Tom a contributing editor. Steve is the Treasurer of the Friends of the Railroad Museum and Steve, Tom and I are on the Finance Committee of the Friends. Pre-covid, we often rode on "Ride with Me Steve:" excursions via Amtrak, SEPTA and NJT. We will bring you some of these trip reports in future issues. As for Tom, he seems to be on a first name basis with most SEPTA employees and quite a few Amtrak crews as well!

The entire Chapter cannot thank Ed Mayover enough for the work he has done over these last 15 years. All of his newsletters were on-time, well-edited and full of interesting newsworthy items. We all wish Ed the best of health in his new "retirement." Thank you Ed, for an incredibly well-done job as editor of the Lancaster Dispatcher.

The Lancaster Dispatcher has been produced with software that was over 20 years old, which could not be transferred to another computer. Microsoft Publisher is now being utilized. It will enable a seamless transition to keep the newsletter in a format familiar to the membership. But please bear with us as we navigate through the various fonts and font-sizes through these first few issues of 2021.

For grateful members wishing to send Ed a card or letter of thanks, please mail it to:

Mr. Ed Mayover, 431 Christiana Mill Dr., Newark, DE 19711





### VIEW FROM THE CAB "NEWS FROM THE RAILROAD WIRES"



#### Moynihan Hall Opens

Jan, 2021, Amtrak Press Release

Amtrak, in partnership with the Empire State Development (State of New York), is creating the new home of Amtrak in New York City at Moynihan Train Hall.

The Moynihan Train Hall project expands the nation's busiest train station, Penn Station, New York into the historic James A. Farley Post Office building to relieve crowding and improve passenger comfort and security. The Farley Post Office building sits across 8th Avenue from Penn Station and was designed by the same architecture firm, McKim, Mead, and White, as the original, iconic Penn Station.

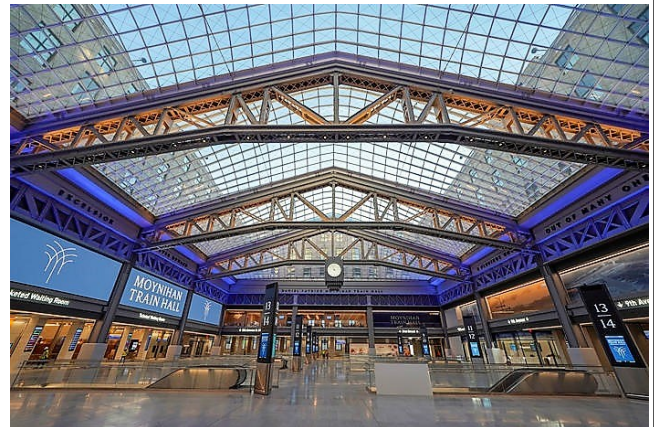
The Moynihan Train Hall will offer enhanced passenger facilities for Amtrak's Northeast Corridor (NEC) and long-distance travelers, including accessibility for passengers with disabilities, all within a grand Train Hall featuring a sky lit atrium approximately the size of the Grand Central Terminal's Main Hall. In concert with the forthcoming renovation of Penn Station, to better serve commuter rail passengers and Amtrak's intercity passenger arrivals, expansion of Amtrak's passenger services into the new Moynihan Train Hall will relieve existing station crowding and improve passenger comfort and security.

#### *Moynihan Train Hall Construction Phasing*

The Moynihan Train Hall is being constructed in two phases. Phase I, now complete, totally reimagined the "West End Concourse," providing new stairs and eleva-

and escalators connecting to a modern new entrance across 8th Avenue from Penn Station. Phase II, is creating the Moynihan Train Hall, a world-class intercity and commuter passenger boarding concourse for Amtrak and MTA Long Island Rail Road passengers. The facility, combining the grandeur of the original Penn Station with state-of-the-art technologies and customer amenities, will provide more spacious boarding conditions for Amtrak's intercity passengers and MTA Long Island Rail Road commuter rail passengers.

Accommodations will include a dramatically larger boarding concourse that bathes in sunlight from the 92-foot-high skylights; combined ticketing and baggage services; a new, upgraded Metropolitan Lounge (formerly ClubAcela); a new reserved customer waiting room with restrooms accessible only to ticketed customers, and premium retail and food shops. The Moynihan Train Hall opened to the public on January 1, 2021



### **Achievement with Full Implementation of Positive Train Control**

Dec. 29, 2020 Federal Railroad Administration Washington D.C.—The U.S. Department of Transportation's Federal Railroad Administration (FRA) announced today that Positive Train Control (PTC) technology is in operation on all 57,536 required freight and passenger railroad route miles prior to the statutory deadline of December 31, 2020 set by Congress. In addition, as required, FRA has certified that each host railroad's PTC system complies with the technical requirements for PTC systems. Furthermore, railroads have reported that the interoperability has been achieved between each applicable host and tenant railroad that operates on PTC-governed main lines.

### **CSX Derailment in Pennsylvania Sends Cars into Pond**

Dec. 23, 2020, Trains News Wire - Fourteen cars of a CSX train derailed Tuesday afternoon in Hamiltonbad Township, PA, with six ending in about 40 feet of water in a retention pool at a trackside factory, the York Daily Record reports. No injuries were reported. WPMT-TV reports the accident occurred about 12:25 p.m., and quotes CSX officials as saying seven of the cars were empty and none contained hazardous materials. The railroad said it was developing a recovery plan to remove the cars from the pond, and that the cause is under investigation.

### **Amtrak Keystone Service Trimmed As 4 Of 5 Passengers Stop Riding**

HARRISBURG, PA — Beginning Jan. 4, more than a dozen Keystone Service trains will stop running on weekdays between Harrisburg and Philadelphia, as demand has dropped in the coronavirus pandemic to one-fifth of pre-pandemic levels. "Across the entire Amtrak network, we are still seeing ridership at about 20 percent of what it normally was prior to COVID," said Amtrak communications manager Beth K. Toll today. Amtrak also said tickets will need to be reserved ahead of time to allow for social distancing. Amtrak made the announcement this morning in coordination with the Pennsylvania Department of Transportation (PennDOT), saying the changes are "in order to adapt to changing demand." Effective Jan. 4, on weekdays, trains 607, 643, 609, 649, 655, 619, 642, 644, 648, 656, 618, 658, and 622 are suspended and will not operate, Amtrak announced. On weekends, trains 671, 662, and 612 are also suspended and will not operate. The updated Keystone Service schedule includes seven weekday roundtrips operating and six roundtrips on weekends. Three round trips will also operate through to New York each day, increasing from two. Pennsylvanian service from Pittsburgh to Philadelphia to New York was previously fully restored in June and includes one daily roundtrip operating normally between New York, Philadelphia and Pittsburgh. All trains will be reserved to allow for physical distancing.



## NS Precision Scheduling Railroading — A Commentary

*SubChat.com Posted by Kevin Painter Jan 31, 2021*

I haven't been out to shoot the Norfolk Southern action in Berks County (PA) for a few months so when I found out the gray Monongahela GE was going to be passing through, Saturday was the day. I ended up getting a lesson in some NS Precision Scheduled Railroading drama.

All was quiet at Spring Street Yard Office in Reading. Four GP38-2s in good light is a nice start.

Around 9:30AM a monster 19G passes through CP BELT and enters the yard to do some setout & pick up work.

Remember that symbol for later in this post.

A single ES44AC handles an eastbound MT trash train at CP WEST LAUREL. This kind of one-locomotive assignment was common before PSR was implemented and appears to be making somewhat of a comeback.

I drove west a few miles to CP WYOMISSING and find that a GP38-3 on MOW train 912 will not load after notch 4.

The crew is trying to figure out the issue with #5827 but having little success. The engine was rebuilt from Southern GP50 #7057 14 years ago (almost to the day!) at Altoona and has had problems almost since the release from the shop. I would find out later it is considered "cursed" by some crew members in the area.

The bigger deal is the train has blocked the busy interlocking so after a discussion with the crew, the Harrisburg East dispatcher decides to have the train slowly back onto the Reading Yard route to clear the plant. The conductor walks back to protect the rear of the train and the engineer inches along until the head end passes the signal. "Give enough room for 2 engines to come get 'cha without fouling the route".

A crew will be called at Allentown(!) and a slug set will come to the rescue....eventually. They need to clear a cantilever bridge in the distance plus about maybe 200 feet minimum. It is now almost 11AM.

Traffic starts to roll shortly after the cripple gets out of the way. Eastbound double stack 20K is first.

Then come two WB stack trains. The first one is crawling up the 1 percent grade at about 15/20 MPH. Two tired GE Dash 9s just aren't going to cut it, especially if something goes wrong like getting stopped at the bottom of the hill because of a breakdown in front of you.

This next train is running "wrong main" to pass the slow stack. This crew is lucky...they have three tired Dash 9s. BTW, that crane down there at the end of the railfan lot is pulling down more trees and brush. NS has been clearing a lot of the real estate along their trackage in this area.

I then stop for lunch & then wait for the gray Heritage GE at Sinking Spring. Two other foamers show up and around 2PM train 211, bound for Inman Yard (Atlanta) shows up. The bumpy third track here is the former Reading and Columbia Branch, now the East Penn Railroad cut back to roughly 15 miles from here. On my way home I pass CP BELT and a traffic bottleneck. A fresh from Ft. Worth GE AC44C6M crawls by a freight that is trying to get into the yard. Depending on how I look at the color of the 4306 it actually appears, dare I say it, BRUNSWICK GREEN!

The engine was built as C44-9W #9137 in 1998. It is not yet listed as having been released for service. The yard is plugged because that 19G that I saw earlier is unable to move because the dead MOW train has not been rescued yet. Why? Because the rescue power is blocked from getting out of the yard by the train trying to get *in*. The 19G is now over 200 cars & stretches the full length of Reading Yard. It has been in the city over SIX HOURS. The head end is at the CP CENTER signal waiting for the MOW fiasco to get solved. That drama has been a roughly 7 hour ordeal. So I head home around 4 and find trains backing up on the Reading Line because of all this. A short 15T waits at CP BLANDON.

And behind that the trash waits at the approach signals east of the Walnuttown Rd. grade crossing. I read last week that the NS response to the recent increase in traffic will be to lengthen trains, not add them. If what I witnessed Saturday is any indication of what is going to happen, this decision is going to cause a meltdown in service.





### SEPTA St. Davids Sign Update

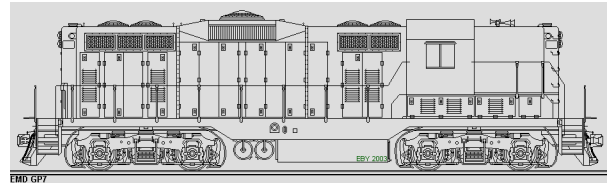
From The Radnor Historical Society, Jan. 25, 2021  
St. Davids train station on the @SEPTA Paoli-Thorndale line has been unfairly overlooked since its Victorian-era depot was demolished more than 50 years ago. In an effort sponsored by the Radnor Historical Society, they took the opportunity to borrow one of the original Pennsylvania Railroad signs from which new castings were made using generous donations from many neighbors of the station. Four new signs were made and painted in authentic colors (though we opted against the expense of using real gold leaf for the letters!). On January 25th SEPTA installed two of the signs on the outbound platform shelter, and soon two more will be installed on the inbound shelter. And don't worry... SEPTA assures us that these shelters are on their repainting schedule!

SEPTA has expressed interest in installing more of these signs up and down the Main Line, but in order to make them they need originals to use as patterns. If anyone knows the whereabouts of original signs (keystone or not) from Main Line stations that might be available for the creation of new castings, please advise Greg Prichard <[greg@gregprichard.com](mailto:greg@gregprichard.com)>

### SEPTA to restore service on Chestnut Hill West line in

March January 29, 2021 Trains Industry Newsletter  
SEPTA will resume operation on its Chestnut Hill West Regional Rail line in March with a "restricted service schedule." The Philadelphia Inquirer reports the service — suspended last spring when Regional Rail operations were reduced because of the COVID-19 pandemic — will resume March 7. SEPTA General Manager Leslie S. Richards said there will be "several trains" operating between 6:30 a.m. and 7 p.m. While other commuter lines saw some resumption of service, the Chestnut Hill West line remained shut down because of Amtrak construction that would have made service "unreliable," a SEPTA official told the newspaper. Specifics of the new schedule have yet to be determined.

## Pennsylvania Short Line News



### The Columbia & Reading Railway Company

(CORY), is located in Columbia, PA at Manor and 4th Streets. On January 20th CORY was getting ready to ship one locomotive, MARC Unit #57 (was Maryland Department of Transportation (MTA)). It is a GP40 WH-2 recently stenciled with a company logo of PN LX on the sides of the cab. The other three units still displaying the original MPEX stenciling will also be shipped in the future. An employee at CORY says they were bought by a rebuilding/leasing company in Virginia. All four units previously have been stored on a siding near the route 462 crossing in Columbia for at least 10 years.  
Reported by Stephen L Himplsl.

### Counties to establish commission on Philadelphia-Reading Passenger Service

Trains Industry Newsletter, February 5, 2021

Berks County (Pa.) commissioners have agreed to join a Tri-County Rail Commission seeking the restoration of passenger service between Philadelphia and Reading, along with Chester and Montgomery counties. [PennLive.com reports](#) the committee would be work to determine the next steps in the project, which has advanced after a 2020 study by the group Berks Alliance laid out the case for restoring passenger service along the route. The county commissioners expect to name their three representatives on the rail commission in the next few weeks.

The End of the Line: On January 30, 2021, scrapping began in York, PA, on York Railway (YRC) 1754 and Maryland & Pennsylvania (MPA) 1502 and 1504. The trio had been out of service for years. YRC 1754 was a EMD GP9 built in 1956 as B&O 6490. No. 1502 was an EMD CF7 built in 1950 as ATSF 311, an F7A. No. 1504 was built in 1951 as ATSF 261L, an F7A. Rebuilt as ATSF 2425, a CF7, it later came to the Ma & Pa as No. 1504.

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MARCH

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

March 13, 1912. Twentieth Century Limited wrecked at Hyde Park, N.Y.; blamed on thawing roadbed; New York Public Service Commission advises both NYC&HR and PRR to reduce speed of their 18-hour trains.

March 9, 1917 New York Connecting Railroad and Hell Gate Bridge dedicated by Samuel Rea and designer Gustav Lindenthal in special ceremony; special train brings PRR officers and directors from Philadelphia; bridge connects PRR and New Haven lines and permits through service to New England points; longest steel arch bridge in the world up to that time (1,017 ft.); only one of four tracks open; operated by steam until electrified in 1918.



March 30, 1922 PRR places orders with five builders for 190 P70 coaches, 35 PB70 combines, and 25 baggage-mail cars; 20 dining cars are being built at Altoona, and the LIRR has ordered 50 cars.



March 4, 1925 Record run between Washington and New York, 3:40, by International News Reel Company extra consisting of baggage car and Pullman carrying films of President Coolidge's inauguration; film is developed in route and shown in Broadway theaters at 4:12; Pathé and Fox send their films by plane, but they have to be developed after arrival.

March, 1927 PRR begins moving into new office building (General Office Annex) at 15 North 32nd Street in West Philadelphia; headquarters remains in Broad Street Station, but most other offices in the city are vacated in favor of the new structure.

March 23, 1932 PRR announces fifth consecutive year of increasing freight train speeds; freight now moves 47% faster than eight years ago.

March 21, 1942 Raymond Loewy-designed USO lounge opens in Penn Station on the lower level of the Concourse in former light well space floored over in 1929.

March 6, 1947 LIRR exhibits first of 10 new double deck MU cars; cars prove unpopular because of cramped face-to-face seating; also difficult to clean.

March 17, 1957 The Congressional (18 cars each) and The Senator (14 cars each) re-equipped with 64 lightweight streamlined cars from the Budd Company;

March 9, 1962 PRR and NYC file merger application with ICC.

## Railfanning During the Pandemic

By Steve Ferrell

"Hey Steve! You want to meet tomorrow morning at Exton train station to watch some trains?", said Tom Fluck's email. I thought for a minute and replied that I would join him at 8:45am. He said to bring my camera – so I think he wanted to write an article. Little did I know... At 8:40am, I pulled into the westbound side of the Exton train station parking lot. There were about 6 passenger trains (SEPTA and Amtrak combined) and one freight train scheduled to go through or stop at the station within the next 90 minutes.

Walking up to the high-level westbound platform I found Tom under the heated open shelter. He had turned the heat on (manual pushbutton) already. Soon, Jim Benko arrived with coffee. We all had masks (except for when drinking coffee). As the first westbound train was approaching at 8:55am, Jim Donohue arrived on the platform. He had driven down from his home near Morgantown, PA, using the turnpike to get to Exton. We were glad to see him and it was unexpected on my part.

Soon, the Westbound Septa #3501 approached the station. It was made up of 4 of the older Silverliner IV cars with only a few passengers in each coach. Only one person boarded at Exton. As it pulled out, the eastbound Amtrak #644 ran through the station (it doesn't stop at Exton). Interestingly, it had an ACS-64 locomotive at both the lead and the back instead of a cab car on one end. Perhaps the cab car normally used for this was out for repair?

Our next train was the scheduled 9:26am Amtrak #641 and then would be the Norfolk Southern freight train. Both Tom and Jim Benko had scanners and we heard activity at Frazier, where the NS freight train was being held for the westbound Amtrak to pass. It was coming off the Trenton Bypass onto the Main Line and had to wait for clearance. Soon we heard on the scanner that they had "lost the Amtrak #641!!!". How could they lose a train? Since they had time, they dispatched the NS freight and within five minutes it was approaching the station with two diesel locomotives, 11 freight cars and a caboose! It was an old and rusty caboose, but nonetheless a rare site these days! After the freight passed through, I called Amtrak information (Julie) and found out that the Amtrak #641 was running an hour and a half late! At 9:46am, the eastbound SEPTA #1514 arrived. About five or six passengers boarded at Exton! It was a consist of four Silverliner IV cars, like our first SEPTA of the morning.

At 10:10am, the eastbound Amtrak #646 pulled into the station. It was a normal Keystone Service consist; with a cab car, four Amfleet coaches and an ACS-64 Locomotive in the rear of this push-pull train.

We figured that nothing was due at Exton for over an hour, so we said our goodbye's. We started talking about the former freight line (with tracks removed) next to the Exton Station parking lot and the subject of the classic 1904 bridge at Whitford came up. Tom suggested that we drive



the short trip to Whitford station and check it out.

I had never been to Whitford Station, so I was amazed at the structure of the now trackless freight bridge that was formerly on the low-grade line. This line started at the Trenton (actually Morrisville) area and eventually paralleled the main line starting around Frazer. It joined the main line at Thorndale, only to depart southeast at Parkesburg. It continued until it reached the Susquehanna and merged into the Port Road line.

We checked out and photographed the bridge and station area and surprise, a SEPTA westbound train came into the station. It was #3509 and it was made up of Silverliner V (the newer cars). These are Tom's favorites, as they have the front facing window for great views of the tracks and signaling.

We made plans to take some trips as soon as safety allows. We wanted to check out the new Moynihan Train Hall in New York City which is opening to the public on January 1, 2020s. This will be a great improvement over the poorly ventilated and crowded remnant of Penn Station.

We again bid a goodbye to each other and left for our homes and lunch. It was great to get out and about during these tough times!



Tom Fluck waving to NS local freight



NS Pusher



SEPTA 3501 from 30th Street Station





**OFFICIAL TIME TABLE**  
**SWARTHMORE & MORTON**  
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**Time Table 03-21**  
**PENNSYLVANIA**  
**EXCURSION**  
**RAILROADS**  
**AND MUSEUMS**

For Lancaster Chapter news,  
 see "INSIDE THE BACK PAGE"

**NOTICE**  
 WITH EVER-CHANGING EVENT CANCELLATIONS DUE TO THE CORONAVIRUS, THE 'TIMETABLE' SECTION OF THE NEWSLETTER HAS LIMITED SCHEDULE INFORMATION.



Railroad Museum of Pennsylvania  
 300 Gap Road, Rt.741  
 Strasburg PA 17579  
[www.rrmuseumpa.org](http://www.rrmuseumpa.org)  
 717-687-8628



Strasburg Railroad.  
 301 Gap Road, Ronks, PA 17572  
[www.strasburgrailroad.com](http://www.strasburgrailroad.com)  
 866-725-9666

Thur-Fri-Sat-Sun trips in effect. Advance ticket purchase required.



Reading Blue Mountain & Northern  
 Reading Outer Station:  
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 Reading, PA 19605  
[www.rbmnr-passenger.com](http://www.rbmnr-passenger.com)  
 610-562-2102

Ride and Dine Trains twice monthly March through November



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[www.kemptontrain.com](http://www.kemptontrain.com)  
 610-756-6469



Wilmington & Western Railroad  
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 Wilmington, DE 19808  
[www.wvrr.com](http://www.wvrr.com)  
 302-998-1930



East Broad Top Railroad  
 421 Meadow Street  
 Rockhill Furnace, PA 17249  
[info@eastbroadtop.com](mailto:info@eastbroadtop.com)  
 814-998-1930  
 Service to begin in Spring, 2021



Colebrookdale Railroad  
 64 S. Washington Street  
 Boyertown, PA 19512  
[www.colebrookdalerailroad.com](http://www.colebrookdalerailroad.com)  
 610-367-0200



The Stourbridge Line  
 812 Main Street  
 Honesdale PA 18431  
<https://www.thestourbridgeline.net>  
 570-470-2697  
 Trains run Wednesdays and Saturdays in March and April



New Hope Railroad  
 32 West Bridge Street  
 New Hope, PA 18938  
[www.newhoperailroad.com](http://www.newhoperailroad.com)  
 215-862-2332

**GREETINGS FROM YOUR CHAPTER PRESIDENT**

Please join me in welcoming our new editor Jim Donohue. I thank Jim for volunteering. Producing the Lancaster Chapter Newsletter is no easy task, and we thank Ed Mayover for his many years of dedication in producing the newsletter. Jim will be putting his own spin on the newsletter; you will see many changes.

With the new format, we are dedicating room for chapter members to send in stories about their rail journeys. The board members will keep you updated on membership activities. One of the improvements I will make as your president is to keep the membership updated on what help the chapter needs and to improve communications with our members.

2020 was a challenging year for everyone, including our chapter. We are doing our best to keep within COVID-19 meeting guidelines. One area where we have been hit hard is chapter funding. A major part of our funding is rental income. We had very little, you could say NO, rental income. We did not raise your dues in 2021. I would like you to consider the Lancaster Chapter when making 2021 charitable contributions. We are a 401c3 corporation. Any amount helps. Donation checks should be payable to Lancaster Chapter NRHS. You may give donation checks to any board member or mail to: Lancaster Chapter NRHS, c/o Tom Shenk, 11 Marquis Court, Lititz PA 17543

I want to thank the many members who volunteer. Some help with the chapter home maintenance, fundraising, working on chapter projects and others fill board positions. For those of you that are not currently

volunteering, please consider donating some of your time. We have open board positions. We need a secretary to take meeting minutes and write up a short report for this newsletter. It is only 10 membership meetings, and at the most four board meetings a year. We also have an opening for the chapter historian. Please give me a call at 717-314-4448 if you would like to hear more about volunteer opportunities.

Thank you for your membership. See you at the March meeting.

**Your chapter President, Tom Shenk**

**DONATIONS TO THE CHAPTER**

Donation from James R. Lennon on October 25th: \$150.00 donation plus a large collection of model trains and accessories; railroad magazines, calendars, and books.

Donation from Glenn Kendig: Lionel trains and accessories.

Model trains and accessories were sold as requested by Glenn Keding and James Lennon for the benefit of the Lancaster Chapter. Proceeds of \$ 650.00 will go towards the maintenance of the Christiana station.

**CHAPTER MEETING MINUTES**

**Due to the coronavirus, no meetings were held in January or February.**

**"I KNOW A STORY"**

**In this issue, co-editor Steve Ferrell shares his story of "Railfanning During the Pandemic." Do you have an interesting railroad or railfan narrative to share? If so, e-mail it to Jim Donohue at [jtd1117@gmail.com](mailto:jtd1117@gmail.com).**

"INSIDE THE BACK PAGE"  
UPCOMING LANCASTER CHAPTER ACTIVITIES

**MARCH 14, 2021** - SUNDAY, 2:00 AM DAYLIGHT SAVINGS TIME BEGINS. TURN CLOCKS AHEAD ONE HOUR

**MARCH 21, 2021** - SUNDAY, 2:00PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING

**MARCH 21, 2021** - SUNDAY, 3:00PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

**APRIL 19, 2021** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

**MAY 17, 2021** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

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**Your 2021 Lancaster Chapter dues are past due – Renew Now**

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

**Make check payable to: LANCASTER CHAPTER NRHS**

Name: \_\_\_\_\_

Family Member: \_\_\_\_\_

Address: \_\_\_\_\_

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E-mail address for Newsletter: \_\_\_\_\_

Phone Number: (\_\_\_\_) \_\_\_\_\_

2021 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	_____
<b>Total amount of check payable to Lancaster Chapter NRHS</b>	<b>_____</b>

**DO NOT ADD YOUR NATIONAL DUES TO YOUR LANCASTER CHAPTER CHECK**

If you would like us to forward your National Dues, Please make a 2 <sup>nd</sup> 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	_____
<b>Total amount of check payable to NRHS</b>	<b>_____</b>

Questions: Contact Helen Shaak 717-484-4020 – email [hshaak@dejazzd.com](mailto:hshaak@dejazzd.com)



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**CHRISTIANA FREIGHT STATION**  
**10 RAILROAD AVENUE, CHRISTIANA, PA 17509**  
**SUNDAY, MARCH 21st, 2021 at 3:00 PM**

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