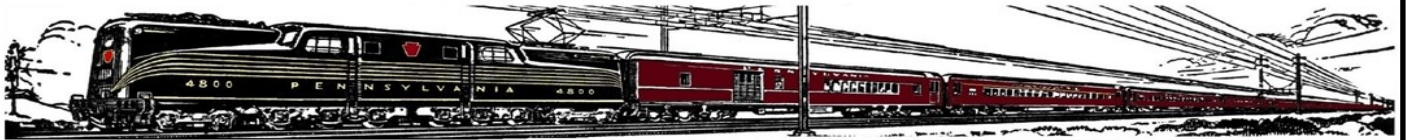


LANCASTER DISPATCHER

1935-2021

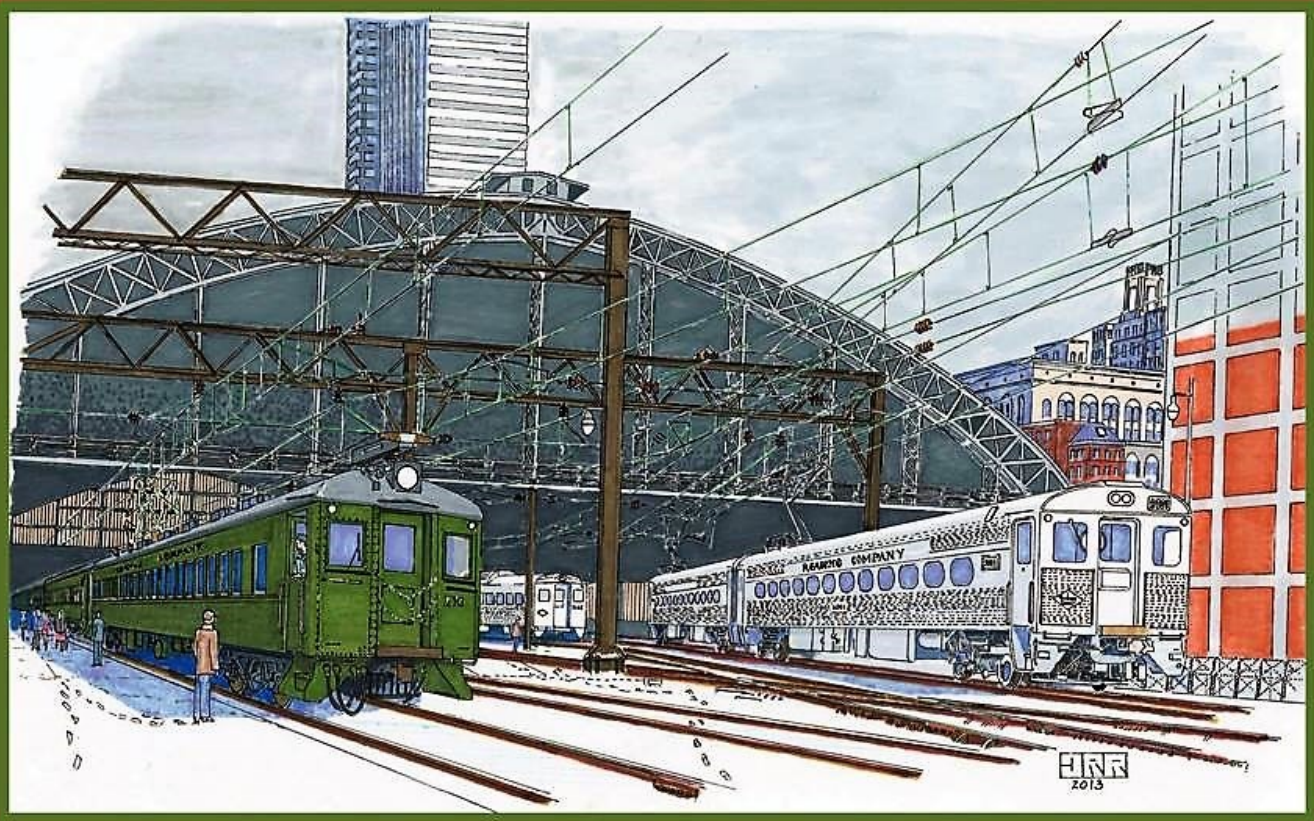


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 8

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AUGUST 2021



1931 and 1960's Reading Railroad Silverliner MU's meet up at the grand Reading Terminal in this rendition by James R. Rose, President of the Friends of the Railroad Museum of Pennsylvania.



RDG MU # 800 at RRMPA.



RDG Silverliner in its heyday.

VIEW FROM THE CAB

“NEWS FROM THE RAILROAD WIRES”

Amtrak just debuted upgraded long-distance trains that will transform rail travel in America with new seats and rooms

Thomas Pallini Business Insider.com June 29, 2021

Amtrak is investing \$28 million in upgrading its long-distance trains, known as Superliners and Viewliners. Riders can look forward to upgraded seats and rooms plus a new dining experience on six long-distance western routes.

All classes of service will see upgraded products with the investment, from coach to the sleeper suites.

The tired blue cloth seats of Amtrak's past have been replaced with more modern-looking seats with improved cushioning and upholstery. And each seat has a pitch of 50 inches, giving riders nearly double the legroom compared to a coach seat on a US airline.

Paper headrest coverings have been removed entirely from the cars, which Amtrak says reduces waste onboard the trains. Routine maintenance programs are also being implemented to ensure that seats and carpeting don't reach a state of disrepair. Seats will always look as close to brand-new as possible.

Coach passengers will also enjoy better sleeping arrangements as the new seats offer a deep recline complete with leg rest.

The next updated space is the Viewliner Car which features larger windows so riders can take in the views of the journey. The configuration of the seats remains largely the same but the seat cushions are changed. Riders can choose from a two-seat pair or a single-seat, depending on their preference and how many passengers are in a given group.

Another change that riders can be excited about is that Amtrak is returning to traditional dining on select long-distance routes. California Zephyr, Starlight, Empire Builder, Southwest Chief, Sunset Limited, and Texas Eagle trains, which see the most meals in Amtrak's network, will be the first to see the new program.



Amtrak, Maryland announce new approach for replacement of B&P Tunnel

Trains Newswire, June 21, 2021

BALTIMORE — Amtrak and the state of Maryland marked the 150th anniversary of the groundbreaking of the Baltimore & Potomac Tunnel on Friday by announcing new plans to advance replacement of the tunnel, as well as plans to name the new bore for Maryland-born abolitionist leader Frederick Douglass.

Longstanding plans to replace the aging B&P Tunnel, a major Northeast Corridor bottleneck, have called for a new underground route consisting of four single-track bores. The new plan would construct two tunnels for electrified passenger service but defer construction on two additional tunnels which could accommodate freight trains. As part of this plan, Maryland Secretary of Transportation Gregory Slater said the state department of transportation will electrify all MARC commuter train operations using the tunnel.

“This is a generational project for passenger rail in the State of Maryland and the entire Northeast Corridor,” Slater said in [an Amtrak press release](#). “MDOT is proud to partner with Amtrak on the new approach, and we are ready to work with Amtrak and the federal government to move a new B&P Tunnel forward.”

The change will eliminate diesel train emissions from a ventilation facility on the edge of a residential neighborhood above the tunnel, while also cutting two years and more than \$1 billion from the construction project.

Full project funding has yet to be obtained, however, meaning initial construction work is still at least one to two years away.



“NEWS FROM THE RAILROAD WIRES” (continued)

Cleanup continues after NS derailment in Pennsylvania

Trains Newswire June 30, 2021

NEWBERRY TOWNSHIP, Pa. — Cleanup continued Tuesday after 33 cars of a Norfolk Southern train derailed Monday afternoon mid-way between Harrisburg and York, Pa. The York Daily Record reports plastic PVC pellets spilled from one car, and hazmat teams were part of the initial response to the derailment because some of the cars involved displayed hazmat placards. No hazardous materials were spilled and no one was evacuated. A Norfolk Southern spokesman told the newspaper that the eastbound train consisted for three locomotives and about 130 cars, including 104 loaded cars. No injuries were reported. The cause is under investigation.



Photos Courtesy of Lower Paxton Police Department

Wilkes-Barre's 1868 built CNJ Railroad Depot will be getting a new lease on life - literally!

Mitch Goldman, Railpictures.net

While plans for its reuse and restoration have been made and broken time after time, George Albert, the developer of the historic structure, stated on April 30th, 2021 that he set a five-month deadline to complete the project by the end of October 2021 to make the landmark station ready to be the new home of the Luzerne County tourism office. The tourism office will be on the first floor and the second floor will have private office space. Hadley Construction Inc. of Pittston was the low bidder for the \$1.2 million project.

This station was initially built for the Lehigh and Susquehanna Railroad in 1868. The two and a half story, brick building with one and one half-story wings on either side came under the Central of New Jersey Railroad's control when that line leased the L&S in 1871. The Victorian style station served passengers until 1963, and finally closed in 1972, after which the tracks were later removed and paved over. It was added to the National Register of Historic Places in 1975.



Can Amtrak be considering through service onto Long Island?

On the evening of July 7, 2021, Amtrak's Sunnyside Yard switching crew is seen retrieving the 10002 "Corridor Clipper" track geometry coach at Long Island Rail Road's Long Island City Yard with GP15D AMTK 579. This car was part of a special train that performed a round trip geometry inspection between Long Island City & Jamaica via the Main Line and Jamaica & Montauk via the Montauk Line to gather track data for potential Amtrak service in the future.



Photo Credit:
Greg Grice,
Railpictures.net

New York, Susquehanna and Western Railroad Oddity



The "Susie-Q" has 42 miles of trackage in the Commonwealth of Pennsylvania. They also operated streamlined Art Deco self-propelled passenger cars, manufactured by American Car and Foundry Company (ACF). The railroad referred to them as "MotoRailers."

There were four units, 1001 to 1004 and they ran individually or in pairs. They were built in the 1939 for commuter service and also ran excursions from New Jersey to Stroudsburg in 1940. All were diesel powered and could carry 80 passengers. The MotoRailers incorporated the latest in streamlining, had comfortable, visually attractive and air conditioned interiors, and were propelled by low compression, electrical ignition diesel power with smooth shifting, torque-converter transmissions. They were also bidirectional with a cab at each end.

July 13, 1940 in Paterson NJ. No photographer noted.

Sussex County Historian Wayne T. McCabe

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN AUGUST

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

August 10th, 1913 PRR announces rebuilding of Newark Bay Bridge in 12 and a half days; old trestle is cut off at water line and new bridge built on top of piles

August 20th 1917 DD1 being coupled to 10-car eastbound Colonial Express in Sunnyside Yard rams train, damaging first 3 cars; 11 injured; first accident on New York Connecting Railroad.

August 14th, 1922 A solid train of 196 Buicks consigned to a local dealer arrives at 52nd Street Yard, having left Flint, Mich., on Aug. 11; part of an ongoing PRR experiment of operating "solid trains," an early version of unit trains.

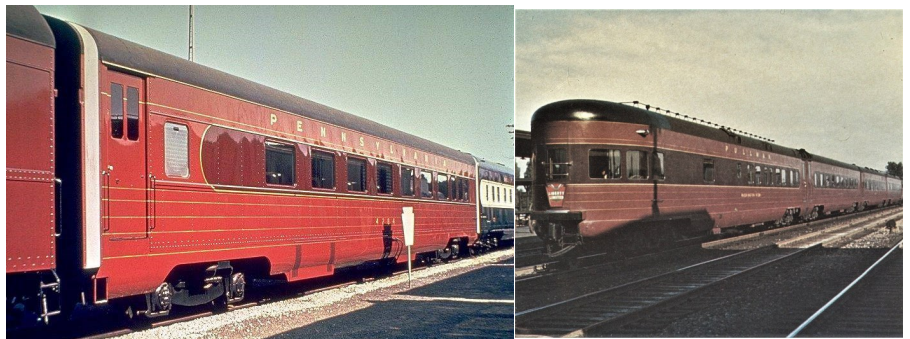
August 7th, 1927 Fire destroys 100 feet of Matawan Creek trestle on NY&LB; service restored in 16 hours.

August 9th, 1932 LIRR places prototype double-decker MU car on display at Penn Station; built at Altoona; seats 120 vs. 76 in regular car

August 9th 1937 PRR purchases EMC SW1 demonstrator No. 680, its first off-the-shelf diesel locomotive; renumbered No. 3908, Class AA5; assigned to yard serving GM auto plant at Linden, N.J.

August 20th, 1942 Altoona Shops completes first conversion of X32 box car to P78 troop coach; total of 14 built.

August 5th, 1947 PRR officially retires Raymond Loewy's "Fleet of Modernism" two-tone paint scheme for passenger cars; change is made as individual cars are brought in for repainting, so some are not repainted until at least 1950 .



August 10th, 1952 World War II memorial in 30th Street Station dedicated by Gen. Omar Bradley; statue of the Archangel Michael lifting a fallen soldier sculpted by Walter Hancock; base inscribed with the names of all 1,307 PRR employees lost in the war.

August, 1962 PRR receives first of seven General Electric Company U25B diesel locomotives; purchased by U.S. Government in return for PRR land taken for Kinzua Dam.



From the Facebook Group, *If You Work(ed) on the Railroad*

“Questions for older railroaders: Did you ever find hobos on your train and did you kick them off?”

322 responses were given. Here is a random sample of those responses:

“Used to give them part of my lunch.” Harold Baker.

“While inspecting the second unit of my consist, I ran into one that looked like Ozzy Osbourne!” Dodd Johnson.

“I usually shared a sandwich and directed them to the train destination they were looking for in Chicago. Once ran into a professor from out east who traveled the rails all summer long during his vacation. Strangely, I met up with him in the late fall when he was trying to get back home. I arranged for him to ride one of our Hot Shot trailer trains in the cab going to New York.” William Kruspe.

“I found a man sitting in a car on a set-out, ten miles from a major city. He was trying to get home after having been laid off of a job and had no money to travel. He was out of water, food and very grateful for a chance to get somewhere he could get help.” Dixon Tiffany.

“If they were respectful towards me, then I tried to help them to get where they wanted to go. If not, it was RR police time.” Don Richardson.

“Rule # 1. Don’t mess with us...we don’t mess with you. Rule # 2 They can ride anywhere they want...except for the locos and/or the caboose.” Pat Marino.

“Saw lots of hobos. Never put any off, but put several on the caboose with me and gave them a sandwich.” Pat Wells.

“I treated them like human beings and told them not to touch anything, turned on the heat or ac and made sure they had water. Sometimes shared my lunch with them and told them to stay on to the next big terminal. I would give the outbound crew a heads-up.” Tom Jones.

“I shared my food and water. On Conrail’s Danville sub near Kentland, IN where it crosses the TP&W tracks, there was a Hobo Junction along the Iroquois River that was pretty active during the warmer weather. Occasionally I’d drop off a case of bottled drinking water, paper towels toilet paper and fuses. Never had a problem.” Bill Poole.

“We fed them more often than not.” Mike Crose.

“I saw many riders in my 41 years. I was always decent to all, giving cold water bottles or even have them ride the second or third unit. Many had stories to tell and never a bad one!” Joel McCarty.

“Running at night in Texas on the UP, a ground relay kept tripping from a trailing engine. The alarm would come on, then quit. It did this several times. The back door opened and a guy comes walking in. Asks ‘do you want me to isolate that engine with the ground relay issue?’ I asked if he knew how and he said ‘yes’ and he did!” Jerrell Carroll.

“Saw a black man step up on the rear locomotive. Went back to have a talk. He told me his name was Danny and he wanted to go to Atlanta. Shared my lunch with him. Told him to stay away from the windows. Got to Corbin, looked back at the second unit and could only see a hand waving at me and I still can.” Bobby Jenkins.

“A guy was riding in the trailing locomotive. He knew to stay low and not touch anything. We stopped prior to taking the siding in Richmond, IN and I picked up McDonald’s for myself, the engineer and the hobo. Nice guy. He had ridden from Atlanta to Cincinnati. The inbound crew told us about him. He road all the way to Frankfort, IN. we yarded the train, he bedded down in the yard and the yard crew sent him west on a train bound to Decatur, IL the next day.” Jim Meacham.

“I found hobos on a train one night about 3 AM. The train went into emergency and I went back to fix the problem. A door opened on a box car and a hobo stuck his head out and asked me ‘how long are we going to be here?’ ” Earl Collins.

“During a roll-by. I saw a hobo in a box car and relayed to the train crew to be careful if they have to walk the train, as they have a passenger about midway. They told me thanks and promised to take good care of him and get him safely to his destination.” Richard W. Hamiel

“Had one on the third unit. He kept the unit running. Damn good fireman!” Jack Caratachea

“15 years ago, while running an air test, I encountered hobos and asked them where they were headed. One answered...to the Hobo Convention in Iowa.” Louie Palato.

One of My Favorite Railway Stations - New Haven Union Station

By Steve Ferrell

This is a station that for many years I just passed through. Three years ago we transferred here (a quick 3-minute rush). Last year we traveled with Hank Sommers' *Ride with Me Henry* group did a trip to this beautiful station. Designed in the Beaux-arts style by architect Cass Gilbert, it opened in 1920. One unusual feature is its stainless-steel tunnel under the tracks to the various platforms, with elevators, stairs and escalators to bring passengers up to platform level (see photos below).

There are four island platforms and nine tracks this station is usually extremely busy! Amtrak operates Northeast Corridor service trains to and from Boston and points south, Acela service and Springfield service trains. The long-distance Vermonter stops here and this the end of the line for Metro North service to and from Grand Central terminal. Additionally, Connecticut Department of Transportation operates services to Hartford, Springfield and New London (with some only going as far as Old Saybrook). Northbound services must either have or change to diesel locomotives at New Haven, so some switching activity occurs. There is also a busy Amtrak and Metro North yard near the active tracks with lots of activity to see and equipment stored. There is also local and long-distance bus service at the station

There are several food shops within the waiting area here to obtain nourishment here, making it a great choice to linger for all railfans.



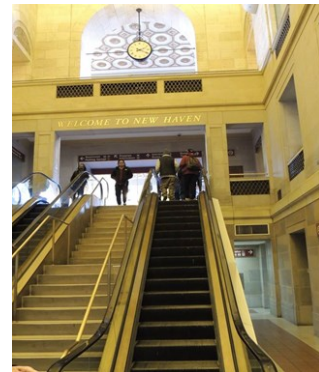
Union Avenue, New Haven Exterior. Parking lot to left.



Interior—ticket booths and waiting area

Left photo: stainless-steel Tunnel

Right photo: stairway / escalator to waiting room



Left: CDOT passenger train, diesel-powered



Right: Metro-North MU from Grand Central Terminal

All photos: Steve Ferrell

SEPTA Trip to La La Lobster Place in Yardley, PA

By Steve Ferrell

On a whim, we traveled to the community of Yardley via SEPTA to La La Lobster Place for their famous lobster rolls. Tom Fluck, Jim Donohue and Jim Benko boarded the Paoli-Thorndale eastbound train to Philly at Thorndale. My wife, Jane and I boarded at Exton. At Philly’s 30th Street Station we met Randy Lennon. We then boarded the West Trenton train for Yardley.

At Langhorne (home of the Irish Rover Station House inn that we previously visited), a new rider, Dan Murray boarded. Arriving at Yardley, we met my son Jeff and John Kilbride, who shuttled some members the .8-mile distance to La La Lobster. A few hearty souls walked.

After enjoying Lobster Rolls and Lobster bisque, some of the group walked over to view the Delaware Canal, while the rest were shuttled back to the train station to view potential CSX freight activity. On the way back we stopped at Jefferson Station to buy treats from Tiffany’s bakery to enjoy the delicious strawberry shortcake.

Right: The “Ride with Me Steve” crew awaiting their SEPTA West Trenton Branch train. Steve’s wife, Jane, is in the foreground.



Below: Everyone enjoying their lobster rolls, a beautiful day outside and no need for masks!

All photo credits: Steve Ferrell



Pennsylvania Railroad Oddity

PRR # 4663 Doodlebug was built by Westinghouse-Pullman in 1929. The unit was designated as an oil-electric and frequently used on the Logansport – South Bend, Indian branch. Rebuilt in 1941, it is likely that the unit was then “streamlined.” This was a one-of-a-kind rebuild; no others were so converted. It was re-engined with a Hamilton diesel in 1944.

OFFICIAL TIME TABLE
SWARTHMORE & MORTON
 TO
PHILADELPHIA
 Pennsylvania Railroad
 Effective October 27, 1963
 Eastern Standard Time

Gracious Living on the Main Line

NEW ROSEMONT PLAZA APARTMENTS
 1062 LANCASTER AVENUE, ROSEMONT, PA.
 SAFETY AND CONVENIENCE
 Fireproof Construction • 54 block from PRR Rosemont Station • Central Air Conditioning • Swimming Pool
 Indoor garage • Immediate occupancy • 1, 2, 3 bedrooms
 Office Space Available (ground floor) 2700 sq. ft.—3000 sq. ft.—8000 sq. ft.—15000 sq. ft. • Finish to suit
 Full Service • Ample Parking • Phone LA 55300
 Plans 1-4

**Time Table 08-21
 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
 717-687-8628

The Railroad Museum of Pennsylvania is now open Wednesday through Saturday, from 10:00 a.m. to 4:00 p.m. and Sunday from 12:00 p.m. to 4:00. Face mask and social distancing is still required. Limited capacity.

Strasburg Railroad.



301 Gap Road, Ronks, PA 17572
www.strasburgrailroad.com
 866-725-9666
Now open daily. Advance ticket purchase required.

Reading Blue Mountain & Northern



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

All-day RDC excursions to Jim Thorpe on selected dates, monthly through November.



Stewartstown Railroad
 21 West Pennsylvania Avenue
 Stewartstown PA
<https://stewartstownrailroadco.com/>
 717-746-4998

Operating August 21-22 and September 11-12, 2021



Wanamaker, Kempton & Southern
 42 Community Center Dr,
 Kempton, PA 19529
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
 302-998-1930
Regular Train Rides on all Saturday's and most Sundays thru December.



East Broad Top Railroad
 421 Meadow Street
 Rockhill Furnace, PA 17249
info@eastbroadtop.com
 814-998-1930
Diesel-powered trips August 12, 13, 14 and 15.



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

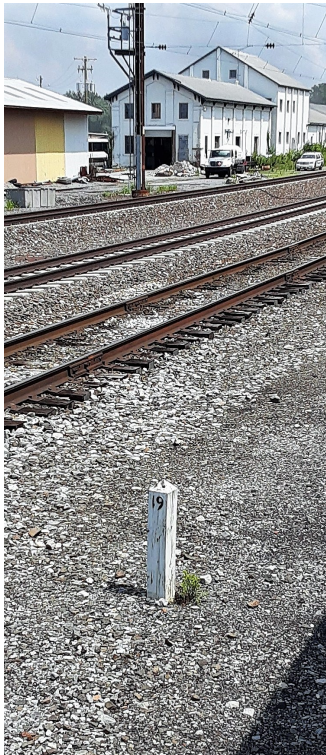


The Stourbridge Line
 812 Main Street
 Honesdale PA 18431
<https://www.thestourbridgeline.net>
 570-470-2697
Trains run Wednesdays, Fridays, Saturdays and Sunday in August.



New Hope Railroad
 32 West Bridge Street
 New Hope, PA 18938
www.newhoperailroad.com
 215-862-2332
Operating on Weekends through December.

Milepost 19 ???



Milepost 19 is located at the Strasburg Railroad junction with Amtrak's Harrisburg line at Leaman Place. It is also their connection with Norfolk Southern's local freights with trackage rights.

The Strasburg advertises that their road is 4.75 miles long.

Amtrak (and hence, Pennsylvania Railroad's) nearest mile marker is 56.6 (from Philadelphia). Lancaster is 68.1 and the difference between the two is 11.5 miles.

So, what is Milepost 19? Who does it belong to? Where does the "19" designation come from?

The answer and it's source is on page 11.

Norfolk and Western # 611 just a few yards away from Milepost 19 on July 9th, 2021.



Photo credits: Jim Donohue

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

AUGUST 15,, 2021 - SUNDAY, 3:30 PM STRASBURG RAILROAD TRAIN RIDE AND CHAPTER MEETING

SEPTEMBER 19, 2021 - SUNDAY, 3:00 PM ANNUAL CHAPTER PICNIC - CHRISTIANA FREIGHT STATION

Bring a dish to share. Chapter provides the main dish. Bring your own plates and silverware

SEPTEMBER 19. 2021 2:00 PM BOARD MEETING

CHAPTER MEETING MINUTES

There was no Chapter meeting for the month of July.

However on Saturday, July 24th, the Chapter rode on the Harrisburg, Lincoln and Lancaster Railroad in Elizabethtown, PA. There were 40 chapter members and guests riding on the 1:00 PM train. It was a beautiful day and everyone enjoyed riding the train and touring the "Lincoln Funeral Car."

The railroad features a replica of an 1868 steam locomotive, pulling replicas of a mid-1860's combine car, an 1848 Pioneer Coach, and the 1865 presidential private car, "United States," which was used as Lincoln's Funeral Car.

Chapter members rode the train through the center of the 275-acre Stone Gables Estate, passing an original hand-cut and stacked stone wall through the woodlands with 250 to 350-year-old "witness" trees along the rail line. The line was chartered in 1835 as the Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad. Construction for this line was completed in 1838. It was sold in 1860 to the Pennsylvania Railroad. The tracks were removed in 1903 when the new Pennsylvania Railroad mainline opened through Elizabethtown, which today is the Amtrak line running between Harrisburg and Philadelphia.

The full-size operating steam locomotive, No. 331, is an exact replica of a locomotive built in 1868 by Schenectady Locomotive Works in New York for the Central Pacific Railroad in Sacramento, California. It operates on Standard Gauge tracks used in the United States. The locomotive is a 4-4-0, which is called the "American Standard" type and was the most commonly used from the 1850's through the 1870's. While the original model burned wood, this locomotive is oil burning. Locomotives of this era were all outfitted with elaborate brass or bright work with elaborate lettering and painting.

This locomotive was completed in 2009 by Dave Kloke of Elgin, Illinois. Between 2009 and 2015, this locomotive was rented by tourist railroads around the country to operate for special events. Special trailers were built to haul it. It was purchased by Stone Gables Estate in 2018 for operation on yet-to be completed three miles of railroad, of which .62 miles of the 1838 right-of-way is reconstructed. The original Lincoln funeral train passed on this route on April 22, 1865; the Liberty Bell Train passed on this route in 1915.

Donation: On July 11th we received two framed (1950 and 1958) Grif Teller PRR Calendars from Pete Rolleri. Pete is a railfan from New Jersey who I met while Pete was taking pictures in Christiana.
Steve Himpsl



Mile Post 19 - The Strasburg Railroad used mile post markers of 1/4 mile. So mile post 19 represented 4 3/4 miles! This aided in pinpointing any problem on the railroad. Tom Fluck and Jim Donohue learned this from a Strasburg RR conductor. It took a number of trips to find someone savvy enough to have the answer.

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

CHRISTIANA FREIGHT STATION
10 RAILROAD AVENUE, CHRISTIANA, PA 17509

AUGUST 15, 2021 - SUNDAY, 3:30 PM - STRASBURG
RAILROAD RIDE AND CHAPTER MEETING

SEPTEMBER 19, 2021 ANNUAL CHAPTER PICNIC

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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