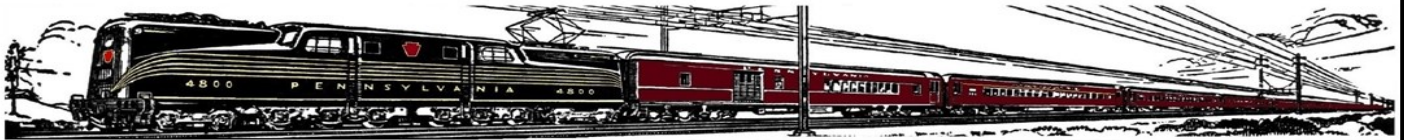


**LANCASTER
DISPATCHER**

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 10

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

OCTOBER 2021

Parlor Car
Club Car

The John Wilkes


Dining Car
Coaches

ALL FIRST-CLASS AIR-CONDITIONED
STREAMLINER SERVICE to

ALLENTOWN

LEHIGH VALLEY TRAINS USE
PENNSYLVANIA STATION
in the heart of
NEW YORK CITY

A color illustration of a Lehigh Valley Streamliner train, a streamlined diesel locomotive with red and black stripes, pulling a passenger train. The train is moving through a city street with buildings in the background. The locomotive has "LEHIGH VALLEY" and "3000" written on its side.

LEHIGH VALLEY
ROUTE OF THE BLACK DIAMOND  **RAILROAD**

The John Wilkes. (named after a prominent British journalist and statesman, NOT the gentleman who killed Abraham Lincoln!) The John Wilkes premiered in 1939 and (as all other railroads boasted at the time) was the most comfortable and elegant way to travel. The train was unveiled just in time to bring people to the 1939 World's Fair in New York City. Luxurious accommodations, wonderful food in the dining car. The Lehigh Valley terminated all passenger service in April 1961, due to declining passenger traffic due to competition from airplanes and the family car.

VIEW FROM THE CAB

Central of New Jersey No. 1000, the first commercial diesel locomotive, has received a cosmetic restoration at the B&O Railroad Museum



Trains Newswire August 16, 2021

BALTIMORE, Md. – The B&O Railroad Museum has completed a cosmetic restoration of Central of New Jersey No. 1000, the world’s first commercial diesel-electric locomotive. The existing paint scheme from the 1950s was maintained, which was an olive green with the famed Statue of Liberty emblem in gold.

Amtrak promoting proposed Lehigh Valley-NYC passenger rail to commuters, students and tourists

By Sarah Cassi | For lehighvalleylive.com August 19, 2021

Amtrak has released some new details from its plan to add and expand passenger rail across America, and the Lehigh Valley proposal is focusing on commuters, students and tourists. The Allentown-New York City route is being lobbied as a “safer, more efficient, and more sustainable way to travel to jobs in New York City and the surrounding area,” according to the Amtrak Connects US website. Amtrak’s 2035 Vision, released back in March, is a \$75 billion proposal that would add 39 new passenger rail routes and expand 25 existing routes over the next 15 years. Amtrak looked at pairing cities in the Census Bureau’s 75 most populous metropolitan statistical areas, and then based the train service levels with travel data, the existence of existing rail lines, and city-pairings within a few hundred miles of each other.

The two daily round trips on the Allentown-NYC route, with estimated travel times of 2 hours and 45 minutes, would include proposed stops in the three Lehigh Valley cities, as well as a new stop listed as Somerville, New Jersey, then on to Newark Airport, Newark and Penn Station in New York. The route would use Amtrak rails from New York to Newark, then pick up New Jersey’s Transit Raritan Valley Line, and finally tie into the Norfolk Southern line to reach the Lehigh Valley.

Norfolk Southern is the dominant freight rail carrier in the Lehigh Valley. Its main line runs from Newark, New Jersey, to Harrisburg, and passes through Lehigh and Northampton counties. A secondary main line runs north from Allentown to the Scranton area.

Amtrak’s new plan has noted it will focus on enforcing laws that allow passenger rail the right to access host railroad networks and preference for passenger rail over freight. In a previously released statement, Norfolk Southern said the company has a long history of working with Amtrak and “we can find common ground and mutually beneficial plans.”

Amtrak notes there are no flights between the Lehigh Valley and New York, and “few other alternatives.” The alternatives include coach bus services. Allentown is also becoming a destination for people in the New York metropolitan area, according to the rail service. It talks about the revitalization of the Queen City’s downtown and the subsequent “tourism boom,” as well as its proximity to large amusement parks. Finally, Amtrak highlighted connecting higher education on the proposed Lehigh Valley line, both the colleges and universities in New York and those around the Lehigh Valley.

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

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

Oct, 22, 1913 PRR Board orders construction of Pennsylvania & Newark bridge over Delaware River below Trenton

October 1, 1918 PRR now has 7,270 locomotives developing 11.5 million HP.
Number of women employed on U.S. railroads peaks at 101,785.

October 12, 1922 Arno Zillger, Chief Engineer of E-D Manufacturing Company of Philadelphia demonstrates radio reception without an external aerial on Broadway Limited westbound between New York and Chicago; PRR is interested in radio as a communication system between the locomotives and cabin cars of freight trains

October 26, 1927 PRR Board appropriates \$225,000 for one experimental axle-drive electric locomotive; resolution rescinded Nov. 14, 1928.

October, 1932 General Railway Signal Company installs CTC at Dayton Union Station covering three miles through Dayton; replaces five towers at East 2nd Street, Wayne Avenue, Jefferson Street, Miami City Jct., and end of double track at Wolf Creek.

October 3, 1937 PRR operates second "Mountains & Mines" trip as part of its "Off the Beaten Track" series; Philadelphia to Scranton via Bel-Del and DL&W, returning via Wilkes-Barre, Hazleton and Reading.

October 6, 1942 First PRR Baldwin diesel, 660 HP switcher No. 5637, placed in service at Baltimore.

October 8, 1947 Pres. M.W. Clement reports to Board that the purchase of eight pairs of 2,000 HP diesels (A-A unit pairs) will cover all pusher service on the Western Slope; Board approves purchase, as will complete dieselization of all trouble spots on the system.

October 6, 1952 PRR announces that it will assign special "Supervisors of Service" to oversee all aspects of the Broadway, Cincinnati Limited, Red Arrow, Liberty Limited, General-Trail Blazer, "Spirit of St. Louis", and Pittsburgher; are to ride their trains at least twice a week.

October 20, 1957 PRR operates "Farewell to Steam" excursion with K4s No. 612 from New York to Sea Girt via NY&LB and returning via Freehold and Jamesburg. Also, last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.

October 10, 1962 PT&T Board approves contract with Madison Square Garden Center, Inc., covering lease of air rights over Penn Station.

October 12, 1963 New York, Susquehanna & Western Railroad petitions for inclusion in Penn Central merger.

October 15, 1962 ICC resumes hearings on Penn Central merger.

October 29, 1962 SEPACT* establishes named commuter trains on Chestnut Hill Line: Carpenter Express and Queen Lane Express (eastbound) and Penn Center Express (westbound).

October 29, 1967 Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of The Afternoon Congressional reduced from 3:35 to 3:20; fastest time with conventional equipment; GG1's No. 4483-4938 are equipped with 100 MPH gears and Nos. 4864-4882 with 90 MPH gears.

* Now named SEPTA

SEPTA 2016 Photo Essay

By Kevin Painter

The Southeastern Pennsylvania Transportation Authority (SEPTA) announced on July 3rd 2016 that roughly one-third of its Regional Rail line fleet would be out of service. The decision to temporarily sideline all 120 of its Silverliner V rail cars due to the discovery of a structural defect with the equalizer beams on the truck assembly. The cars removal prompted a modified Regional Rail schedule, which was initiated July 5. By the middle of the month the Authority had leased equipment from New Jersey Transit, Maryland Area Regional Commuter and Amtrak to help out with the mess. Sarge and I made the trip to Norristown from Blandon PA on August 9th to photograph the loaners. Old reliable Silverliner IV #450 leads train #219 into the DeKalb St. station to take us to Center City.



RRPictureArchives.NET Image Copyright Kevin Painter

After stopping for a legendary roast beef sandwich at Tommy DiNics in Reading Terminal Market we set up outside the tunnel leading to Suburban Station to wait for the evening rush to begin. Our first leased set is on Express Train #1295 to Newark DE, leaving Philly at 3:55PM with 5 MARC coaches and 1 MARC cab car behind an Amtrak Sprinter. SEPTA maintained all the MARC rolling stock while on the property:



RRPictureArchives.NET Image Copyright Kevin Painter



RRPictureArchives.NET Image Copyright Kevin Painter



Next up is the deadhead move for train #1297 to Delaware. I put this outing online complete with the schedule and a fellow railfan made the trip down from the Bronx to join us. Noo Yawk Joe remarked how neat it was to hear the pneumatic switches doing their thing:



#1581 to Bryn Mawr leaves at 4:25PM. The train consisted of the *Keystone Service* protection set of 4 Amfleet coaches, 1 ex-Metroliner coach turned cab car and an ACS64 normally kept (and serviced) at the Race St yard:



Train #1763 to Trenton was assigned the New Jersey Transit set of 1 ALP46A locomotive, 1 Comet IV cab car, 6 Comet II coaches & 1 Comet V cab car. The express is scheduled to leave Suburban at 4:35PM. This assignment allowed NJT to do the maintenance & cleaning at Morrisville



Express #1297 to Newark consisted of 6 MARC coaches & SEPTA cab car #2410 pulled by Sprinter #610. Apparently all the leased equipment was confined to the ex-Pennsylvania side of the system:



RRPictureArchives.NET Image Copyright Kevin Painter



RRPictureArchives.NET Image Copyright Kevin Painter

Of course AFTER all the leasers left the sun came back out:



RRPictureArchives.NET Image Copyright Kevin Painter

The Amfleet set slowly passes through the upper level of 30th Street Station as deadhead train #1581 from Bryn Mawr. It will leave Suburban Station as #1583 (again terminating at Bryn Mawr) at 5:50PM but we don't have time to shoot the departure:



RRPictureArchives.NET Image Copyright Kevin Painter

A snapshot of the lease charges as reported by the July 12th 2016 online publication *Progressive Railroading* :

"Amtrak has loaned the agency two locomotives and five coaches at a cost of \$16,375 per week, while NJ Transit is loaning one locomotive and eight coaches at a cost of \$15,570 per week. In addition, SEPTA is borrowing five Maryland Area Regional Commuter trains (?) for \$19,462 a week, agency officials said in an email".

I shot 3 different Amtrak Sprinters and 11 MARC coaches and a cab car when we were present so apparently the leases with Amtrak & MARC were a fluid situation. Regardless, I could not find any information on when the leased equipment was returned, how many cars and motors were involved or what the final cost was to SEPTA.

All photo credits: Kevin Painter

To Reading Terminal Market, Lindenwold plus Norristown (continued)

note: PATCO (which opened in 1969) was one of the first transit systems to use automatic train operations. PATCO uses 750-volt third rail electricity for power.

The group went down the steps and through a tunnel to the NJT Atlantic City Platform. After purchasing tickets, we waited for our eastbound train and talked with our PATCO guide. Soon our train arrived: A GP40 in the lead with four comet coaches trailing. Departing Lindenwold, we traveled through the New Jersey suburbs (of Philadelphia) , over the Delaware River on the Delair Bridge and into 30th Street Station.

At 30th Street, three of our group members left the group to return home. The remaining eight riders caught the next train to Norristown. This was a nice ride with hilly suburban and Schuylkill River views.



Arriving at Norristown transit center we bid goodbye to the rider who boarded in Norristown. The remaining seven then transferred to the elevated Norristown High Speed line terminal. Here we caught the next interurban trolley (a two car consist of Asea Brown Boveri N-5 cars with third rail power) southbound. This line is the former P & W Line that had at one time service to Strafford and in conjunction with the Lehigh Valley Transit service to Allentown.

At Radnor (the line is all or mostly all flag-stop) we pushed the button for our station stop. We then walked the .4-mile uphill walk to the Radnor Regional Rail Station. We waited for our train to Exton and Thorndale on the Paoli-Thorndale line. Before our train arrived, an Amtrak Keystone Service train blew through the station on the track next to our platform!



We boarded the train and all made it to our home stations, tired but happy to have had another enjoyable trip and to have picked up two new riders to our group!

AUTHORS NOTE: Ride with Me Steve is an open rail-riding group always looking for more riders. If you would like to join in on the fun, just email me at stfarrel@aol.com.

**To Reading Terminal Market, Lindenwold plus Norristown
(Using Septa Regional Rail, PATCO, New Jersey Transit and the Norristown High Speed Line)**

By Steve Ferrell

This trip was originally scheduled to get two new riders their SEPTA senior rail passes. A week prior while trying to schedule their appointment at SEPTA headquarters, I discovered that they had a three week wait for appointments! Since we had planned a short trip to Lindenwold on the PATH High Speed Line, we decided to go ahead and take a trip to get the newbies feet wet.

Coming into the city from various starting points (Thorndale, Exton, Norristown, Woodbourne and Yardley) the group of eleven riders met in front of Tiffany's Bakery at Jefferson Station in Philadelphia. After meeting up and introducing the new riders to the group we walked over to Reading Terminal Market and split up to get our favorite food for lunch. Six of us went to Malloy's Irish pub and others went to The Original Turkey place for a full Thanksgiving turkey sandwich (turkey, stuffing, cranberry sauce) and still others got an authentic Philly cheesesteak.

After our lunch, we toured the market. I got a decadent ice cream cone at Bassett's and we checked out Termini's Bakery with their famous Cannoli's. Tom, one of our veteran riders pointed out one of his favorites is the Oyster Bar; It sure looked good! We will save that visit for another time.



We returned to Tiffany's to regroup and walk underground to the PATCO station at 8th and Market. After purchasing tickets, the group walked down to the platform and boarded the waiting train. Our consist was made up of Budd/Canadian Vickers Built and Alstom refurbished. After departing, we soon emerged from the subway tunnel and crossed the Ben Franklin Bridge, with great views of the river to the south. At Camden, the line operated as subway again until leaving city limits. Coming up to ground level, the line kept up a nice 65mph speed. We were mostly elevated through the trip, although several times we seemed to be in a cut.



a

Arriving at Lindenwold (this is a very short ride), we had an hour wait before our New Jersey Transit line train would arrive to return the group to Philly. While on the elevated PATCO platform, a retired dispatcher approached us and became interested in our group. He spent the next half an hour talking about the history and technical aspects of the Lindenwold Line. He demonstrated how they couple trains together for rush hour service. Interesting to

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 1-14

**Time Table 10-21
 PENNSYLVANIA
 EXCURSION
 RAILROADS
 AND MUSEUMS**

For Lancaster Chapter news,
 see “INSIDE THE BACK
 PAGE”

NOTICE
 WITH EVER-CHANGING EVENT CANCEL-
 LATIONS 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 will be open
 Wednesdays through Saturdays from 10:00 a.m. to 4:00
 p.m., and Sundays from 12:00 p.m. to 4:00. Face mask
 and social distancing required. Limited capacity.**



Strasburg Railroad.
 301 Gap Road, Ronks, PA 17572
 www.strasburgrailroad.com
 866-725-9666
Now open daily.



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

**Steam and F-unit diesel fall excursions ll-day every
 weekend in October. RDC excursions on November
 weekends.**



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 selected
 weekends in October and Novem-
 ber.**



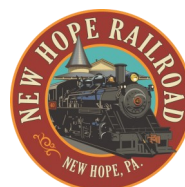
East Broad Top Railroad
 421 Meadow Street
 Rockhill Furnace, PA 17249
 info@eastbroadtop.com
 814-998-1930
**Diesel-powered trips every Friday,
 Saturday and Sunday through Oc-
 tober 24th.**



Colebrookdale Railroad
 64 S. Washington Street
 Boyertown, PA 19512
 www.colebrookdalerrailroad.com
610-367-0200
**Operating nearly everyday in Octo-
 ber. Check website for details.**



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



New Hope Railroad
 32 West Bridge Street
 New Hope, PA 18938
 www.newhoperailroad.com
 215-862-2332
**Operating Fridays, Saturdays and
 Sundays in October.**

**LANCASTER CHAPTER, INC., N.R.H.S.
 ANNUAL BANQUET
 FRIDAY EVENING, NOVEMBER 19, 2021
 ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS
 1461 LANCASTER ROAD - ROUTE 72, MANHEIM, PA 17545**

JOIN US AT ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. THIS YEAR, EVERYONE WILL RECEIVE A GIFT. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

5:30 PM - DOORS OPEN

6:00 PM - DINNER SERVED

**SERVICE AWARDS AFTER THE MEAL— Robert D. Hess: 50 Year Pin
 — Multiple Members: 25 Year Pin**

**PROGRAM: John Smith, President, Harrisburg Chapter, NRHS,
 Presentation on the Harris Tower**

THE ANNUAL BANQUET COST FOR 2021 IS \$25.00 PER PERSON

**YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE
 ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2021**

NAME _____

ADRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

**MAIL TO: LANCASTER CHAPTER, N.R.H.S.
 C/O TOM SHENK
 11 MARQUIS COURT
 LITITZ, PA 17543**

TOM'S CELL - 717-314-4448

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

OCT. 18, 2021 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

NOV. 19, 2021 - FRIDAY, 9:00 AM—9:00 PM - ANNUAL CHAPTER BANQUET— ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS, 1461 LANCASTER ROAD - ROUTE 72, MANHEIM, PA 17545

NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2021-2022, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 18, 2021 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm. Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 18 meeting, or by placing your name in nomination by writing, before October 1, 2021 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416. NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meeting must give his/her consent, in writing, to be a nominee.

CHAPTER MEETING MINUTES

Sunday, September 19, 2021

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 19, 2021. The meeting was called to order at 3:05p.m. by President Tom Shenk with 30 member's present. President Tom Shenk led those assembled in the Pledge of Allegiance.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the treasurer's report for the month of August. Richard will present the chapter budget to the chapter membership at the October meeting. The budget will be voted on and approved at the October meeting by the chapter membership. Richard also announced rentals for the Christiana Freight Station are starting to pick up. Richard received a thank you letter from The Rockhill Trolley Museum for the contribution the chapter made to their Fire Alarm and Suppression System fund.

DONATIONS: Nelson Strubel is coordinating with Steve Himpstl on getting items donated from his brother Jay Strubel.

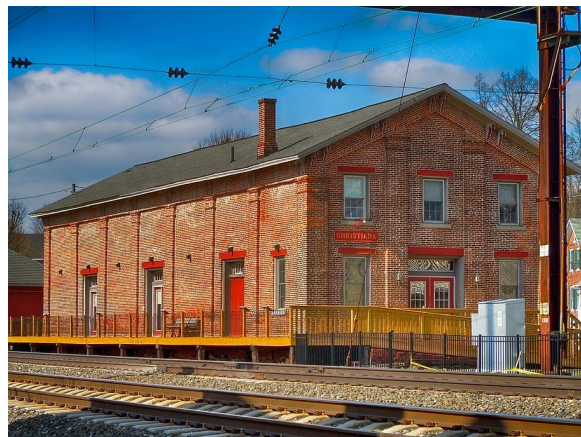
PROJECTS: Steve Himpstl reported future projects for the Christiana Freight Station are fixing the floor where the scale is, repairing or replacing parts of the decking outside.

TRIP: Steve Himpstl announced the chapter was planning a trip in 2020. The trip did not happen because of Covid-19. The chapter is going to try the trip again for the fall of 2022. The trip would be to Roanoke, Virginia to visit a museum, ride the train at Spencer, and ride the Great Smokey Mountain Railroad.

ANNOUNCEMENTS: Tom Shenk announced The Manheim Trolley will be on display Saturday and Sunday October 9th and 10th from 1:00p.m. to 4:00p.m. Unfortunately the trolley will NOT be running these dates. But the Miniature Railroad will be open.

ADJOURNMENT: The chapter membership meeting was adjourned at 3:15p.m. Chaplain David Stambaugh gave the blessing before the annual chapter picnic.

Respectfully submitted by Donetta M. Eberly Secretary



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:	DONETTA EBERLY	717-949-4381	SPECKEBERLY@YAHOO.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 HIMPSTL	717-285-4283	SHIMPSTL@AOL.COM
NATL REP & WEB:	THOMAS STECKLER	610-593-2594	THOMAZ@COMCAST.NET
CHAPLIN:	DAVID STAMBAUGH	717-292-1726	DAVIDES53@ATT.NET
DONATIONS:	STEPHEN HIMPSTL	717-285-4283	SHIMPSTL@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
CONTRIBUTING EDITOR:	TOM FLUCK	610-873-1784	BEDBUGROW@MAC.COM

CHAPTER MEMBERSHIP MEETING

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

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

OCTOBER 18, 2021 - MONDAY, 7:30 PM - CHRISTIANA

FREIGHT STATION STARTING AT 7:30 PM

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



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 PRECEDING 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