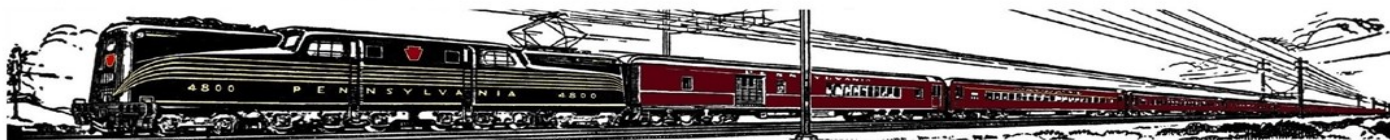


# LANCASTER DISPATCHER

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 11

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

NOVEMBER 2021



## Pennsylvania Railroad Brunswick Green

The color used by the Pennsylvania Railroad for locomotives was often called *Brunswick Green*, but officially was termed *dark green locomotive enamel* (DGLE). This was a shade of green so dark as to be almost black, but which turned greener with age and weathering as the copper compounds further oxidized.

To make DGLE they added a small quantity of chrome yellow to a LOT of black paint. The color depended on the brand, base and pigment at the time of application.

The locomotives normally looks rather black....but at certain times of the day, depending on the sunlight, you can definitely see the green tint..

Photographed at the Railroad Museum of Pennsylvania by Jim Donohue.

## VIEW FROM THE CAB News From the Railroad News Wires

### Philly-To-Reading Commuter Rail Vision Taking Shape

Marlene Lang, Patch.com September 15, 2021

PHOENIXVILLE, PA — A massive new passenger rail proposal that would link New York City with Philadelphia and the Route 422 corridor in southeastern Pennsylvania out to Reading is taking shape. Gov. Tom Wolf is working with Amtrak officials to help realize the project, which has gone through countless iterations over the past several decades.



Officials are hopeful the rail, which would make three daily round trips between Reading, Philadelphia, and New York, would be a boon to the regional economy and improve growing traffic concerns on the Route 422 corridor.

Eight of the proposed 16 stops on the route are in southeastern Pennsylvania. From New York's Penn Station, the route would progress through several stations in North Jersey to Trenton, then proceed to existing stations at Cornwall Heights in Bucks County, North Philadelphia, and 30th Street Station, before hitting new stops in Norristown, King of Prussia, Phoenixville, Pottstown, and Reading.

Amtrak made the proposal to bring back rail service long before the recent conference. In a statement of its vision, Amtrak said it was ready to invest in the proposed new stations. "Reading and Philadelphia are only 60 miles apart but the destinations have not been connected by passenger rail service since 1981," Amtrak noted in support of its proposal. "

### Amtrak aims to add routes, frequencies; raise speeds in Pennsylvania

By Dan Cupper Trains News Wire September 20, 2021

Amtrak plans to add three short-haul routes in Pennsylvania and double both Keystone Service and *Pennsylvanian* train frequencies, Amtrak President Stephen Gardner told Gov. Tom Wolf and other public officials in a recent online roundtable talk about the company's ConnectsUS 15-year regional corridor vision.

The three routes are:

- New York City-Scranton, Pa., 136 miles via the former Delaware, Lackawanna & Western/Erie Lackawanna main line, now New Jersey Transit and Delaware-Lackawanna;
- New York City-Allentown, Pa., 99 miles via Norfolk Southern's Lehigh Line (former Jersey Central-Lehigh Valley routes) and NJT; and
- New York City-Philadelphia-Reading, Pa., 155 miles via Amtrak's Northeast Corridor, CSX Transportation's Trenton Subdivision, and NS's Harrisburg Line (both of the latter are former Reading Co. routes).

Proposed are three daily round-trips on the Scranton and Reading lines and two daily round-trips on the Allentown run. Under a best-case scenario and if President Joe Biden's \$1.2 trillion federal infrastructure bill passes the U.S. House of Representatives, Gardner said, the earliest of these new routes could be running in three years.

#### Editors Note:

Lancaster Dispatcher readers may wonder why news items such as the recent tragic Amtrak accident in Montana are not included under *View From The Cab*. As we are a Pennsylvania Chapter, news is generally limited to those items pertaining to the Commonwealth. There are numerous other sources of information regarding national news available to the members. In the case of the Amtrak accident, newspapers, television and radio extensively cov-



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

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

November 24, 1912 Pennsylvania Special renamed Broadway Limited with all-steel consist and schedule lengthened from 18:00 to 20:00; PRR advertises as "Broadway" in NY and nationally from 1912 and "Broad Way" in Phila. area after about 1920 to play down NY association of "Broadway"; Frank N. Barksdale, who devised advertising copy, confirmed that train was named because Penn Station is one block from Broadway; 20th Century Limited also extended to 20 hours because of accidents caused by high speed running.

November 25, 1917 Pres. Rea's statement rebutting charges that Penn Station is a "monument to inefficiency" and a "white elephant" is published; calls it a "monument to foresight and the necessities of New York City."

November 26, 1992 A 15-minute short film of the PRR begins a five-day run at the Stanley Theatre in Philadelphia; part of a series on "Philadelphia - The World's Greatest Workshop"; shows Girard Point, Greenwich coal piers, "A" & "B" Towers at Broad Street, the High Line, The Broadway Limited, Pres. Rea boarding a commuter train at Ardmore, and VP Atterbury talking to an engineer at Broad Street.

November, 1927 PRR has set aside a smoking car for women only on one of its New York-Philadelphia trains.

November 13, 1932 "ARSENAL" Tower placed in service governing south approach to 30th Street Station.

November 23, 1937 Memo to Chief of Motive Power F.W. Hankins notes that Raymond Loewy is developing a new exterior color scheme for both lightweight Pullmans and Budd diners; becomes distinctive two-tone red "Fleet of Modernism" scheme with Futura sans-serif lettering first used in 1938.

November 10, 1942 Eleven cars of 125-car westbound freight derail east of Downingtown at 3:08 PM; tank car of benzene takes fire, closing the main line for 9 hours.

November, 1942 PRR completes work of eliminating cross connections and installing flood doors in the Hudson River Tunnels; work includes back-filling the Weehawken Shaft.

November, 1947 Fairbanks, Morse & Co. delivers the first PRR "Erie-Built" 2,000 HP cab units; by Dec. 1948, the PRR acquires 36 A and 12 B units; they are quickly moved into freight service.

November 12, 1952 PRR board meets in Pittsburgh, first time meets outside of Philadelphia; announces \$47 million program to upgrade freight service and freight yards, including rebuilding of Conway as principal yard on PRR, new car shop at Hollidaysburg, moving scrap dock from Conway to Hollidaysburg, and faster schedules.

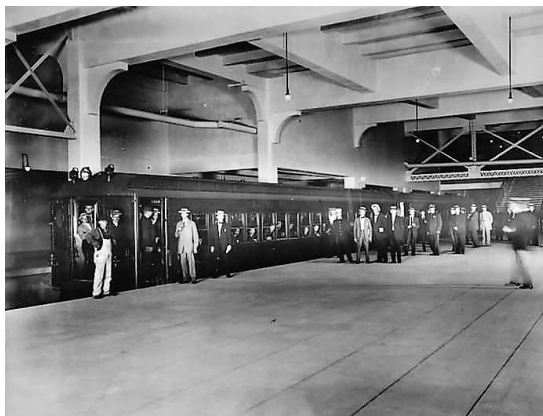
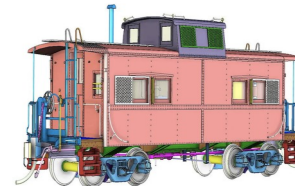
November 26, 1952 PRR Board rescinds \$250,000 contribution to Lima-Hamilton Company for proposed compressor gas-turbine locomotive .

November 1, 1957 A.E. Perlman and J.M. Symes announce that PRR and NYC are studying merger to cut their deficits; combined assets \$5.6 billion; news draws negative reaction from liberals in Washington and local governments. (

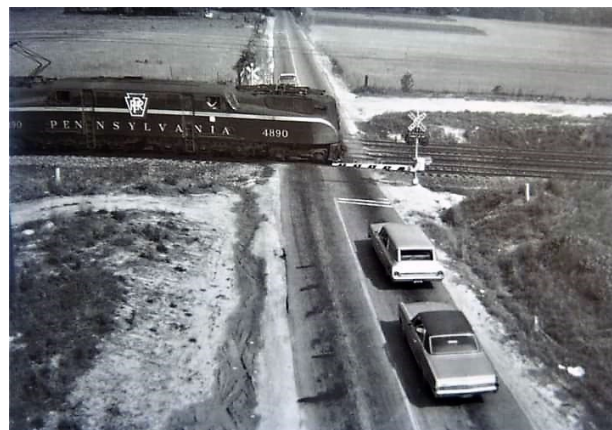
November 4, 1957 Last run of PRR steam locomotives, K4s No. 612 and No. 830, on NY&LB, one of the last strongholds of PRR steam; they are displaced by the 17th diesel unit; No. 612 then deadheaded from South Amboy to Camden.

November 4, 1962 Henry Hope Reed, Jr., a features writer for the Herald Tribune, gives a guided tour of Penn Station for about 60 persons, including 15 8th grade students, under the auspices of the Municipal Art Society; Reed, a fanatical Classicist and anti-Modernist, uses the occasion to denounce Modern art and architecture and the replacement of New York's traditional streetscapes with sterile glass boxes.

Odds and Ends  
(from public Facebook pages)



Sept 8th, 1910. 1st train out of the “new” Penn Station – a LIRR train. Ron Zeil photo from Queens NY Public Library.



Pennsylvania Railroad crossing at Red Mile Road, Newark, DE in 1968. All grade crossings were removed as high-speed Metroliner service came into use.



PRR mainline doubleheader departing Front Street, Columbia, PA with enders overflowing from just finishing a water stop on June 8, 1985. William M. Moedinger photo, Kurt R. Bell collection.



Pennsylvania Railroad “Doodlebug” at Princeton Junction, NJ In May, 1962. Walter Schopp photo.

Right: Glen Signal in 1956 (left) and today (right).





### On the East Penn Railroad: Rotating Tires?



Nope — on the East Penn Railroad, this is how traction motors are changed out!

A huge construction crane lifts the locomotive while the front truck is removed.

Railroad ties are then used to brace the locomotive.

Since this Lancaster and Northern Branch is segregated from the other ESPN lines, there is no convenient location for an engine house

Photographed in Denver, PA by Jim Donohue

TOUCHDOWN

**IT CAN TAKE THE LENGTH OF  
18 FOOTBALL FIELDS  
TO STOP A TRAIN.** See Tracks? Think Train!

TOUCHDOWN

OPERATION LIFESAVER  
ASSOCIATION OF AMERICAN RAILROADS

SeeTracksThinkTrain.org

See Tracks? THINK TRAIN

**Riding one of the last Interurbans****By Steve Ferrell*****Part one: A Day on the Pig and Whistle***

The P & W (Philadelphia and Western), also called the “Pig and Whistle” played an important part in my family history. From the 1940’s through 1954, my maternal grandfather was the Treasurer of the line (according to family lore, as I could find no evidence of this in our Pennsylvania Railroad Museum archives). After the line was officially merged into the Red Arrow lines in 1954, he became an accountant for the larger company. He retired in 1965, prior to the SEPTA (Southeast Pennsylvania Transit Authority) takeover of Red Arrow.

The P & W started operations in 1907. The first line went west from a terminal near today’s 69<sup>th</sup> Street terminal to Strafford, PA. The original plan was to connect with a transcontinental railroad planned and financed by the infamous financier Jay Gould and his brother. This plan fell never materialized and the P & W opened and operated independently. The route was built to very high standards for the times and even for today. It has no grade crossings, stone ballast, block signals and uses heavy rail. Most of the line is double-tracked, with the only single track on the short stretch of the bridge over the Schuylkill River to the end of the line in Norristown. The line uses a third-rail for electric power. All the stations have high-level platforms that also speed up the boarding and detraining processes. The current line to Norristown, which diverted from the main line to Strafford at Villanova, opened in 1912. The company closed the Strafford Line in 1956. From 1912, Lehigh Valley Transit operated through trolley service from Allentown to Norristown and on and on to 69<sup>th</sup> street on the P & W line, a 55-mile route! The cars used trolley poles on the LVT line and were fitted with third rail shoes for the P & W segment. The Lehigh Valley stopped operations in 1951.

Now for my trip: On a bright and sunny Saturday morning in December, I drove from my home in Exton, PA, down to my friend, Don’s house in Drexel Hill, PA. We walked half a mile to the SEPTA Route 101 trolley stop at Aronimink Station. After waiting about ten minutes, our trolley arrived at the station. We boarded a bright red “Heritage” trolley. This car had an authentic paint scheme that commemorated the old pre-SEPTA Red Arrow Lines and the Philadelphia & West Chester Trolley Line (their original trolley route and also considered an interurban line). After a short ride, we arrived at 69<sup>th</sup> Street Terminal.

69<sup>th</sup> street is a busy intermodal terminal that includes city and suburban busses, subway-elevated, trolley and the P & W interurban line to Norristown. The terminal has retail shops and a large ticketing and waiting area, plus additional waiting areas on the bus and trolley platforms. There was once a 500-seat movie theater housed within the complex, which now houses a pharmacy in that former space.

Trolleys and busses (after discharging their passengers) proceed up and over one of the concourse piers to complete a loop to the departing area. After exploring the terminal and reminiscing we went back up the stairs to board our P & W train. This line has a separate waiting and boarding area, apart from the other lines.

Boarding the trolley, we observed that it was a relatively modern, double ended-vehicle. The line uses a fleet of 26 Asea Brown Boveri Type N-5 MU cars. These units were ordered in the late 1980’s and delivered in the early 1990’s.



### Riding one of the last Interurbans & Tales of the Liberty Liner (continued)

We planned to ride the whole eighteen-mile line to the Norristown Transit Center, then after exploring that terminal to return to 69<sup>th</sup> Street in segments.

We departed and I noted that the line appeared to be pretty fast, and the ride was quite smooth. After departure, Don observed that almost every stop is a signal stop, where you have to push a button (by each row of seats) for the operator to stop. Also, most of the stations along the line were flag stops, where commuters had to push a button to light a signal to the operator to stop the train to pick them up. This signal system allows the trains to skip unnecessary stops and really speed up the trip. We arrived at Norristown rather quickly, only taking 28 minutes.

The bridge into Norristown Transportation Center intermodal terminal is and always was a single track and presents a great view of the Schuylkill River far below. We slowly pulled into the two-tracked, center platform, stub-ended terminal the upper level. We took an escalator down to the ground level. This level is the commuter railroad station for the SEPTA Norristown rail line. Across the street is a multilevel parking garage with a large multi-bay intercity bus terminal. Shortly after viewing a few commuter trains and bus departures, Don and I then went back up to catch our return trolley to 69<sup>th</sup> Street.



Trolley car arriving at 69<sup>th</sup> Street Station, before going up and over the turnaround loop

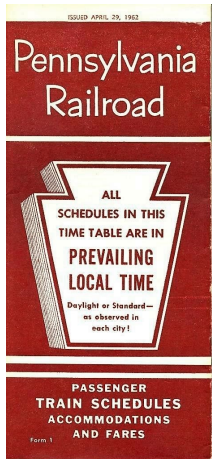


Platform at 69<sup>th</sup> street for the Norristown High Speed Line, former P&W (Pig & Whistle)



Leaving 69<sup>th</sup> Street with the Market-Frankfort Subway-Elevated loop tracks below

All photo credits: Steve Ferrell



**Time Table 11-21  
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 is open  
Wednesday thru Saturday from 10:00 a.m. to 4:00  
p.m., and Sunday from 12:00 p.m. to 4:00.**



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.rbmnr-passenger.com 610-562-2102

**All-day RDC excursions to Jim Thorpe on selected  
dates, monthly through November. Nov. 20th:  
Pottsville tour—Yuengling Brewery Tour**



Everett Railroad  
244 Loop Road  
Hollidaysburg, PA, 16648  
https://everettrailroad.com/  
814-696-3877

**Santa Express, steam-  
powered excursions every  
Friday, Saturday and Sun-  
day from November 26th  
thru December 19th.**



Wanamaker, Kempton & South-  
ern  
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 select-  
ed weekends in November and  
December.**



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
info@eastbroadtop.com  
814-998-1930

**Diesel-powered trains Nov. 26,  
27, 28, Dec. 3-4-5, 10-11-12.**



**Colebrookdale Railroad**  
64 S. Washington Street  
Boyertown, PA 19512  
www.colebrookdalerrailroad.com  
**610-367-0200**  
**Operating daily November and  
December (some exceptions).**



The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
https://www.thestourbridgeline.net  
570-470-2697

**Trains running November 6, 13  
and 16.**



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
www.newhoperailroad.com  
215-862-2332

**Operating all Saturdays and  
Sundays in November, plus  
daily as of November 21st thru  
December 31st.**



### Lancaster Chapter 2022 Dues - Renew Now

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

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

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

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

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

City/State/Zip: \_\_\_\_\_

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

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

2022 Chapter dues \$20.00 – plus \$2.00 if you have a family member \_\_\_\_\_

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

PAPER COPY OF NEWSLETTER - \$12.00 \_\_\_\_\_

Donation to Lancaster Chapter \_\_\_\_\_

**Total amount of check payable to Lancaster Chapter NRHS** \$ \_\_\_\_\_

**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 \_\_\_\_\_

**Total amount of check payable to NRHS** \$ \_\_\_\_\_

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

## "INSIDE THE BACK PAGES"

**UPCOMING LANCASTER CHAPTER ACTIVITIES****NOV. 19, 2021 - FRIDAY, ANNUAL CHAPTER BANQUET**

ENCK'S's BANQUET & CONFERENCE CENTER AT KREIDER FARMS,  
1461 LANCASTER ROAD (ROUTE 72), MANHEIM, PA 17545

5:30 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 TOWER

(Banquet ticket order form can be found on page 10 of the October Lancaster Dispatcher)

**DECEMBER. 2, 2021 - THURSDAY, CHRISTMAS DECORATING AT CHRISTIANA FREIGHT STATION**

7:00 PM

**DECEMBER 11, 2021 - SATURDAY - LIGHT-UP CHRISTIANA DAY - 3:00 PM TO 8:00 PM.**

THE CHRISTIANA LIONS CLUB WILL HAVE SANTA FOR AREA  
CHILDREN AND EVENING HAY RIDES TO SEE LOCAL LIGHT  
DISPLAYS. EVERYONE IS INVITED.

**DECEMBER 12, 2021 - SUNDAY, CHRISTMAS OPEN HOUSE AT CHRISTIANA FREIGHT STATION**

1:00 PM - 5:00 PM PUBLIC OPEN HOUSE

**DECEMBER 20, 2021 - MONDAY. MONTHLY CHAPTER MEETING**

7:30 PM - BRING A DESERT TO SHARE

**JANUARY 17, 2022 MONDAY - DECORATION CLEAN UP AT CHRISTIANA FREIGHT STATION**

7:30 PM

**FEBRUARY, 2022 - NO CHAPTER MEETING WILL BE HELD****October Chapter Meeting Minutes (continued)**

**ANNOUNCEMENTS:** Helen Shaak reminded everyone if you did not renew your dues, its time. Please note only the chapter dues get sent to Helen Shaak and the National dues get sent to National (two separate checks). Harold (Smoke) Shaak attended the National Board Meeting and the next convention was to be in Fullerton CA. but now is changed to Knoxberry Farm. Steve Himpl announced the 611 engine will be at the Strasburg Railroad museum. The engine will stay at the museum till sometime in 2022.

**ADJOURNMENT:** The chapter membership meeting was adjourned at 8:45p.m.

**Donations to Chapter:**

William Richard: 4 DVDs  
Jay and Nelson Strubel: 3 Albums of train photos, 81  
VHS railroad tapes, 1 railroad book and 8 railroad  
calendars

**Thank you, Donetta Eberly!**

For your faithful and professional service as secretary, the Lancaster Chapter owes you a great deal of gratitude. Your work has been very much appreciated. Best wishes in your "retirement" as Chapter secretary.



## "INSIDE THE BACK PAGES"

## CHAPTER MEETING MINUTES

Monday October 18, 2021

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday October 18, 2021. The meeting was called to order at 7:45p.m. by President Tom Shenk with 24 member's present. President Tom Shenk led those assembled in the Pledge of Allegiance. Chapter member Fred Kurtz was in attendance at tonight's meeting after a long absence.

**MINUTES:** President Tom Shenk asked for a motion to approve the September chapter Membership Meeting Minutes. Glenn Kendig approved the motion and Fred Kurtz seconded the motion. The September membership minutes were approved as printed in the Lancaster Dispatcher.

**TREASURER'S REPORT:** Treasurer Richard Rutledge gave the treasurer's report for the month of September. Steve Himpsl made the motion to approve the treasurer's report for future audit. Glenn Kendig seconded the motion.

**CHAPTER BUDGET:** Treasurer Richard Rutledge went over the chapter budget with the chapter membership. Nelson Strubel made a motion to approve the chapter budget. Janice Russell seconded the motion. The chapter membership voted unanimously to accept the chapter budget for the 2021-2022 year.

**CHAPLAIN:** In Chaplain Dave Stambaugh absence, Cindy Kendig announced Marlyn Geesey has a lesion on his throat. Marlyn will have surgery next week.

**NOMINATING COMMITTEE:** Helen Shaak announced the following offices and officers for the 2021-2022 year. President-Tom Shenk; First Vice President-Harold(Smoke) Shaak; Second Vice President-Glenn Kendig; Secretary-Tom Fluck; Treasurer-Richard Rutledge; Editor-Jim Donohue; Historian-Steve Ferrell;Chaplain-David Stambaugh; 1st Director at Large-Cindy Kendig; 2<sup>nd</sup> Director at Large-Steve Himpsl; National Representative-Thomas Steckler. The election was open to the floor. Tom Fluck will be taking the position of secretary, Donetta Eberly did not want to run for the secretary position. Helen Shaak makes the motion to accept the offices and officers as they were read and to close the elections. Nelson Strubel seconded the motion. Chapter secretary cast the ballot and the offices and officers stand as announced by Helen Shaak.

**UPCOMING DATES:** The annual chapter BANQUET will be held Friday, November, 19<sup>th</sup> at the Kreider Banquet Hall in Manheim. The speaker for the Banquet is John Smith President of the Harrisburg Chapter. John will present a program on the "Harris Tower."All ticket orders must be received by Saturday November 6. Cindy Kendig announced Thursday, December 2 will be decorating the Freight Station and Christmas tree at 7:00p.m.

The Christiana Freight Station Christmas open house will be Saturday, December 11<sup>th</sup> and Sunday, December 12<sup>th</sup>. The open house will be a joint event with the Lions Club. There will be Hay rides through Christiana to see the Christmas lights and displays; and Santa will stop in for a visit on Saturday, December 11. Glenn Kendig will be donating one of his train sets at the open house. Tickets will be available on December 11, and December 12.

The chapter will have their annual Christmas party chapter meeting on Monday, December 20. Everyone bring your favorite cookies or desserts to share. Tom also announced the chapter will NOT have meetings for the months of January and February. January's meeting will be for taking down the tree and decorations at the Christiana Freight Station. Cindy Kendig announced she does not take any rentals for January and February due to the chance of bad weather. The chapter's first meeting of the New Year will be in March.

**DONATIONS:** Steve Himpsl announced William Richard donated 4-Railroad DVD's, 1-Railroad Booklet, and 19-Railroad Archive Papers. Jay and Nelson Strubel donated 3-Railroad Photo Albums, 81-Railroad VHS Tapes, 1-Railroad Book, 8-Railroad Calendars.

**CHAPTER BY-LAWS:** The by-law committee of: Jim Donohue, Tom Shenk, Harold Shaak, Glenn Kendig, Steve Himpsl, and Kyle Mowday had a meeting before the chapter membership meeting to update the chapter by-laws. The by-laws have not been updated since 2003. Items discussed were: number of board meetings, number of chapter meetings, duties of some of the offices and officers on the Board.

(continued , page 10)

**LANCASTER CHAPTER BOARD OF DIRECTORS**

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
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2ND VICE PRESIDENT:	GLENN KENDIG	717-917-0644	CINDYKENDIG@GMAIL.COM
SECRETARY:	DONETTA EBERLY	717-949-4381	SPECKEBERLY@YAHOO.COM
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1ST DIR AT LARGE:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
2ND DIR AT LARGE:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
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CONTRIBUTING EDITOR:	TOM FLUCK	610-873-1784	BEDBUGROW@MAC.COM

**ANNUAL CHAPTER BANQUET**

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

**NOVEMBER 19, 2021 - MONDAY, 6:00PM - 9:00 PM**

**ENCK'S BANQUET & CONFERENCE CENTER**

**AT KREIDER FARMS**

**1461 LANCASTER ROAD (RT. 72)**

**MANHEIM, PA 17545**

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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**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