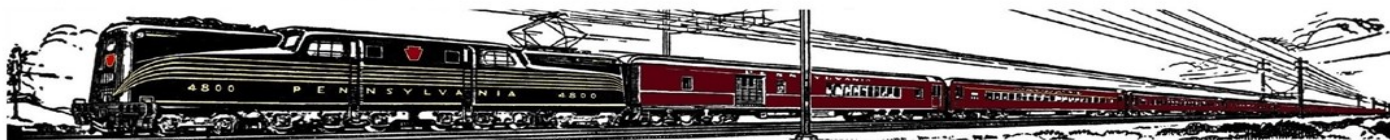


LANCASTER DISPATCHER

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 12

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DECEMBER 2021



HOLIDAY HOMECOMING . . .

There's nothing quite so pleasant as coming home again . . . Especially when it's "home for Christmas" . . . and when you take the train!

This is the happy season when Pennsylvania Railroad's great fleets of trains between East and West, North and South, assume a particularly festive air.

By Pullman, by coach, joyous families are going to visit the folks at home—carefree, comfortable, relaxed as they speed on their way.

For your holiday travels Pennsylvania Railroad offers a wide choice of daily trains . . . conveniently scheduled to fit your plans.

PENNSYLVANIA RAILROAD

VIEW FROM THE CAB

Norfolk Southern to buy renewable energy in Pennsylvania Progressive Railroading October 7, 2021

All electricity purchased by NS in its regions served by the Penelec and Met-Ed utilities will be generated from renewable sources, including wind, solar, geothermal, biomass or hydroelectric.



Norfolk Southern Corp. yesterday announced that it will purchase 100% renewable energy to power the company's operations in the Altoona and Reading, Pennsylvania, regions through agreements with Penelec and Met-Ed utilities. All electricity purchased by NS in its regions served by the Penelec and Met-Ed utilities will be generated from renewable sources, including wind, solar, geothermal, biomass or hydroelectric. Specifically, these agreements will offset emissions produced from the electricity used to power NS offices and facilities in the regions, known as Scope 2 greenhouse gas emissions. As a result, Norfolk Southern will use renewable energy sources for approximately 28% of its electricity consumption in Pennsylvania.

"This is a first of its kind partnership for our company, but shows we are committed to sustainability when we purchase the energy that powers our facilities. Where there's an opportunity, we want to do the right thing for our company, the environment, and the local communities where we operate," said Panos Kokkinos, NS director of facilities services, in a press release.

The agreements will help NS achieve its goal of renewable sources comprising 30% of its total energy usage across the 22-state network by 2030. The Class I identified in its 2021 ESG report that it nearly doubled renewable energy usage to 18% in deregulated markets as of May 1.

These clean energy purchases will be spread over one three-year and one four-year contract, amounting to nearly 59,000 megawatt-hours — enough to power approximately 5,900 average American homes for one year, NS officials said.

Owner of landmark bed and breakfast passes away; was former railroader, had Harvard PhD

October 13, 2021

Thomas A. Davis, proprietor and innkeeper of The Station Inn Bed & Breakfast in Cresson, Pa., passed away Oct. 5, 2021, at the age of 90. He was best known as the owner of the world-famous Inn, which was located along Norfolk Southern's ex-PRR main line, 9 miles west of Horseshoe Curve at the summit of the Allegheny mountains.

Born and raised in Baltimore, Md., Tom caught the railroad bug early: Tom's father, a B&O dining car steward, enabled frequent train rides to Harpers Ferry, W.Va. Tom worked the Western Maryland brakemen's list out of Baltimore's Port Covington while enrolled in Towson State College, and ultimately earned a Harvard PhD in Education in the 1970s while firing diesel passenger jobs on the New Haven, and while braking on the Boston & Maine out of Lawrence, Mass.

Tom and his wife Nancy relocated frequently for a variety of professional education assignments, ultimately moving to Nutley, N.J., where he served as a guidance counselor, teacher, and assistant superintendent of schools. Tom became an active volunteer for the Black River & Western Railroad in Ringoes, N.J., where he ran and fired ex-Great Western Alco 2-8-0 No. 60 and ex-Florida East Coast 4-6-2 #148. Tom became legendary at BR&W for his steam locomotive expertise, his friendly and calm generosity with his vast railroad knowledge, and for his trademark shenanigans, which kept everyone in stitches.

Following Nancy's passing, Tom spent a summer scouring for the right location, purchasing what would become The Station Inn in 1993. Railfans worldwide came to know the inn thanks to prominent advertising and busy main line traffic. Tom loved to bring people together, doing so for over 25 years around the inn's breakfast table, out on the front porch, or down at the ornate basement bar, telling railroading tales and sharing his deep knowledge over railroading and beyond.

Tom's family plans to sell the Inn with the intention that it continue as a premier destination for railfans. Tom's legacy will live on through the countless guests who will continue to enjoy their front-row seat on Norfolk Southern, through the many other trackside B&Bs inspired by Tom's visionary idea, and through the huge network of family, friends, and railroaders who all came to know and love Tom's signature smile, stories, travels, and antics. He will be greatly missed by so many. — *J. Alex Lang, Dave Abeles, and Frank Capalbo*

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

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

December 31, 1912 Gibbs & Hill issue report on PRR electrification; recommend 11,000 volt AC for lower installation and operating costs; recommend catenary as more reliable in snow and ice than third rail but recommend retaining third rail at New York and for LIRR; assume that Paoli line will be only first step in extensive system not limited to suburban zone, for which AC is more suitable.

December, 1917 Enlargement of B&P Tunnel at Baltimore completed; floor lowered 2-6" to accommodate larger locomotives and cars.

December 21, 1922 Pres. Rea tells New York Mayor Hylan and Board of Transit Commissioners that LIRR traffic is growing too fast to be handled at Penn Station; urges construction of subway under 34th Street from Long Island City to 9th Avenue with a new rapid transit line to Jamaica to take the business from western Queens.

December 14, 1927 PRR Board appropriates \$13.4 million for 600 new passenger cars and \$635,000 for 13 gas-electric cars. PRR orders six gas-electric cars from J.G. Brill Company.

December 8, 1932 Electric passenger service begins between Exchange Place, Jersey City, and New Brunswick with 3 round trips; first train leaves New Brunswick at 6:12 AM. Electrified tracks at Wilmington Shops energized and placed in service; Wilmington becomes main shop for electric locomotives and cars.

December 14, 1937 PRR stages public demonstration of shortwave radio communication between caboose and locomotive between Philadelphia and Harrisburg; equipment provided by RCA.

December, 1937 Juniata Shops turns out No. 4858, first of the second lot of 11 Class GG1 electrics.

During 1942: Eastern Region headquarters moved from Broad Street to 30th Street Station. Raymond Loewy designs new stations for Ridley Park, Pa., and Edgewood, Md., on Northeast Corridor line.

December 10, 1947 PRR begins train telephone service on Broadway Limited between New York and Harrisburg.

December 11, 1952 First blast furnace lit at United States Steel Corporation's Fairless Works on the Delaware River near Morrisville, Pa.; served by PRR-Reading line from east end of Morrisville Yard.

December 30, 1957 Press discovers that PRR has leased 175 new locomotives from EMD and 50 from ALCO instead of purchasing through equipment trusts; PRR refuses to disclose further information.

December 1, 1962 Pres. Kennedy rides PRR special from Army-Navy Game to Washington, his second and last presidential train trip; he arrives at the game by helicopter; PRR operates six 15-car trains from New York, four 15-car trains from Washington, two MU extras from Paoli, one from Trenton and one from Wilmington; two trains run from West Point via National Jct. in Jersey City.

December 3, 1967 PRR begins testing "Metroliners" Nos. 801 & 803; on a braking test from 35 MPH on wet rail, all wheels are slid flat.

December 9, 1967 United Aircraft Corporation "TurboTrain" hits 161.8 MPH on its first test from Morrisville. (It was delivered to PRR on December 5th).

December 17, 1967 "Metroliners" Nos. 800 & 802 and a 5-car train of old MP54 MU cars are tested at relative passing speeds ranging from 80 to 175 MPH; a total of 21 windows are sucked out of the MP54's by the slip stream, and 5 of the outer windows of the "Metroliners" are broken by flying glass.

Riding one of the last Interurbans & Tales of the Liberty Liner**By Steve Ferrell****Part two: Tales of the Liberty Liner**

A very interesting consist operated by the P&W Interurban line was the four-car articulated consists called "Liberty Liners". These two units started out on the Chicago, North Shore & Milwaukee Railroad between Chicago and Milwaukee and were called "Electroliners". There were two sets of these streamlined four-car units, constructed by the St. Louis Car Company in 1941. One car in each consist had a tavern/lounge that sat 26 very happy commuters (passengers from other cars could come back and get a drink or a snack). The sets were designed to negotiate the famous (elevated system) loop in the center of Chicago and then run at speeds of 80 miles an hour on the run to Milwaukee. Their maximum speed was 110 mph, but it was too fast for the grade crossing gates to lower in time on the line – so they never operated that fast. These were very smooth-running units. The Chicago, North Shore & Milwaukee Interurban line went out of business in 1963 and the units were stored. These units had third rail pickups for use on the loop, plus trolley poles for operations north of Chicago.

In 1964, Merritt Taylor, Jr., President of the Red Arrow Lines purchased both units and had them delivered east. The Red Arrow repainted and refurbished them, added a bar to the café car and called both Liberty Liners. They removed the trolley poles and redesigned the third rail pickups for their different system of third rail operation. High-level center doors were installed in each coach. The entire interior of the train plus the café or bar car was modernized. One consist was named the "Valley Forge" and the other unit was designated the "Independence Hall". Both units were retired in 1978. Commuters on the way home could go and get a drink at the platform even if they were not taking that particular train home - a nice way to end the work day! The bar was open for about a half hour before departure.

While impressive, comfortable and luxurious, the Liberty Liners were generally white elephants for the Red Arrow according to most experts plus my grandfather (who handled the accounting for this line). They didn't accelerate quickly, which was fine on the long line to Milwaukee that they were built for, but they backed up operations on the short 18-mile line to Norristown. They were expensive to maintain and the air conditioning worked so poorly that the Red Arrow often took them out of service during the hot months of summertime. The Red Arrow line ended up operating the units on only one roundtrip in the morning (with continental breakfast served in the lounge) and two evening rush hour bar car round trips. They ran them as expresses with only a few stops, so as not to back up the line.

Today, these units are still in existence! The Valley Forge is now at the Illinois Railroad Museum outside of Chicago and is not operational, but beautifully restored in Chicago, North Shore & Milwaukee colors. Plans are in place to operate this unit again! The Independence is now at the Rockhill Trolley Museum in Rockhill Furnace, PA, about 30 miles southeast of Altoona. This museum is adjacent to the East Broad Top Railroad, a narrow-gauge steam tourist railroad that is currently not operating and hasn't for the last few years.

The Rockhill Museum has operated their Liberty Liner in the past, but in 1996 stopped running it due to problems with the electrical control system. Recently, I spotted a press release stating that thanks to a substantial donation and the work of about a dozen volunteers, the train is in operational condition once again! The museum

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

made the ceremonial roll out and first trip for the volunteers on February 15th. I noted that they planned to run the Liberty Liner again on Member's Day in May, 2014. I immediately joined the Museum and registered with them to go to the event. I told them I wanted to bring a rail fan friend, and they replied that the more the merrier! They are truly a really nice group!

After about a three hour drive we arrived at the Museum at 11am, we took our first trip of the day in their beautifully restored Johnstown trolley, a unit from the 1920's. Their line was about 1 ½ miles long each way through densely forested areas. They said they have some trouble with bears getting on the tracks! I heard that rattlesnakes and copperheads can be a concern in this area. A good portion of the line is dual gauge, allowing both trolley and narrow gauge running (such as the East Broad Top rolling stock). This track was once a branch of the neighboring East Broad Top narrow-gauge railroad. At the end of the line there was a low-level platform with a two-track stub-end station in between. We got out to look around and a Brill track brushing unit pulled in behind us, then a minute later a former Philadelphia PCC car pulled in on the adjacent track. We decided to ride back in this nicely restored PCC trolley. Since it was only a single-ended car, we had to back up the whole way with a pilot-conductor sitting in the rear seat giving hand signals to the motorman.

After returning to station, we noticed they started serving the free lunch offered to members and friends. We enjoyed tasty pulled pork sandwiches, potato salad, baked beans and coleslaw. They also served hamburgers and hot dogs. After lunch, we walked a little of the line and noticed a commotion next to the car barn. They were bringing the Liberty Liner out from the car barn onto the main track! It slowly rumbled toward the main station, with a conductor manually switching it onto the main line. The first thing that struck us was how big this unit was! We observed they had to bring a portable and temporary high-level loading platform with stairs to the door so we could board, as it only had the high-level middle doors. They also had a trolley pole (re-installed?) instead of the third rail pickup for electrical power as Rock Hill only has overhead wires.

We boarded and noticed that much of the interior still needed extensive repair work. We sat in the bar car which was beautifully restored, but the bar itself was not operational. They said they wanted to get this car operational in the future. We slowly left the station and traveled down the line. I noticed that the acceleration was smooth, but slow. The Liberty Liner made a groaning noise as it moved and the lights dipped down as we accelerated, which is probably normal for a 73-year-old train. The staff said when this train was operated on the line that their power bill increased dramatically and it put a strain on the entire electrical system. The train stopped mid-trip for an undisclosed mechanical problem, but the problem was resolved quickly. At the end of the roundtrip, we detrained to take pictures. We drove home after the event greatly impressed with this museum and the volunteers who run it.



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



Coach seating on the Liberty Liner, note SEPTA decals on the left and right walls



Café-Bar Car on the Liberty Liner



Restored Johnstown Trolley at the Rockhill Trolley Museum



Another trolley being switched at the end of the line platform (which serves two tracks)

All photos: Stephen Ferrell

The Kielbasa Caper

By Stephen B. Ferrell



Every six months or so, Nick Zmijewski, the former Railroad Museum of Pennsylvania's Collections Manager, returns to his hometown of Cranford New Jersey and visits Pulaski Meats in neighboring Linden, NJ. Bringing back Kielbasa for the museum staff and volunteers has been a regular treat resulting from these excursions.

I brought together some of my fellow riders from my Ride with Me Steve rail riding group to go up to Linden to get old-world eastern-European style kielbasa, pirogues and more! The freezer bags wouldn't stop the garlic smell of the products from permeating the coaches on our return train trip!

Initially expecting only 4 or 5 participants, our ridership soon grew to 15! I wanted to get Jeff Bliemeister, our then museum director (now director of the Auto Museum in Hershey) into the rail riding experience, and we picked up another new rider, Jim Cleveland - who would ride with him from Harrisburg. In addition, many of the Ride with Me Henry railfan group would come down from New York State and meet us at Linden, NJ.

It was a sunny and cool morning when a friend, fellow volunteer and I drove down to Exton station. Our Amtrak train arrived five minutes late at 704am. We met our museum director and another volunteer who had boarded in Lancaster. Our train arrived at Trenton after stops at Paoli and Philadelphia. We had to get off Amtrak here as Linden is not a regular Amtrak stop. We had an hour to wait for our New Jersey Transit connection, so we enjoyed a soda and good \$1 soft pretzel from the snack bar. We were joined here by fellow Friends of the Railroad Museum Board Members, Chuck and Eileen Coxson who arrived from Thorndale a half an hour after us.

The New York local pulled in quite early and we boarded the long train of single level comet coaches, twelve cars plus a pushing locomotive! Soon we were rolling along the Northeast Corridor. We made most stops along the way and arrived in Linden schedule. On the platform, we met two riders who traveled from Woodbridge on the North Jersey Coast Line. After walking through the underpass and up the stairs to the southbound platform, we met additional members coming into Linden from other lines.

Now a fairly large group, we walked two blocks northwest to Pulaski Meats. Entering the store, we were awed by the amount of Kielbasa, other sausages, bacon, etc. displayed from and refrigerator cases. I purchased three Kriana Kielbasa's, a pound of bacon and a package of potato and cheese Pierogis. Others bought similar items. My friend found that they had great liverwurst. Of course, sampling was encouraged by the friendly staff.

After making our purchases at the meat market, we walked back toward the station and stopped in at Linden Bagel and Deli for lunch. This was a wonderful old world eastern European style deli with great subs and bagels. The prices were very reasonable and the food was great. The subs were huge and I noticed them bringing in fresh meat from Pulaski Meats. The counter staff was very friendly and spoke both Polish and English fairly well. I enjoyed conversing with them as they made my ham and cheese sub (hoagie for Philly people). On the most recent trip, Tom Fluck had the bagel with Lox and cream cheese and it was colossal and quite good!



Plenty of Rail Fan action at Linden



Making selections at Pulaski Meats

All photo credits: Steve Ferrell

The Kielbasa Caper continued)

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After departing Linden Bagel and Deli, we walked to the train station and caught our westbound train. Hank's group got off at Princeton Junction to take the short train ride on a spur line to Princeton University. This train is called the "Dinky". John Kilbride, a museum Friends member met them on the platform as they detrained and took them on a guided tour of the Princeton area and former right of way of the line.

My Pennsylvania-bound group continued on to Trenton and had a 50-minute wait for our Amtrak Keystone west. Two of our group left us here to take SEPTA home. Shortly, our Amtrak train pulled in and we boarded. We all sort of slumbered on the way home. Three of us got off at Exton and the remaining two continued on to Harrisburg – at the end of the Keystone line.

My family enjoyed the kielbasa and really loved their pierogis, my son and his wife especially! I enjoyed the bacon for several morning breakfasts. My wife (who especially loved the Perogies and wasn't on the first trip) and I went up to Linden a few months later to get some more Pierogis, bacon and liverwurst.

I took a small group of riders (my wife Jane, Jane Vyverberg, Tom Fluck and myself) up to Linden in 2020 to get some more food, including great Kielbasa. This time I tried many until I found one type that both my wife and I liked. This trip was taken just a few days before all travel stopped because of the coronavirus pandemic!

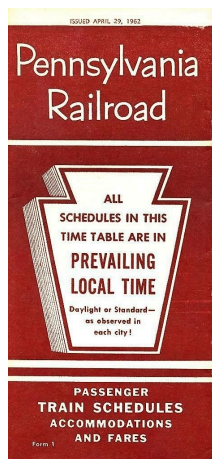


Pulaski Meats—interior



Pictured (right): Kielbasa connoisseurs Steve Ferrell, Jane Vyverberg and Tom Fluck at the Linden NJT station (formerly Pennsylvania Railroad).

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.



**Time Table 12-21
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 Wednesdays through Saturdays from 10:00 a.m. to 4:00 p.m., and Sundays from 12:00 p.m. to 4:00.



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

Trains operate Thursdays thru Sundays in December and daily Dec. 19th thru 31st.



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

All trips are sold out for December.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
**Santa Express, steam-powered
excursions December 3rd, 10th,
17th and 19th.**



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Santa Claus Express rides on December 3rd, 4th and 5th. Reservations are required.



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
Holiday trains on Fridays, Saturdays and Sundays and select weekdays.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
No scheduled trains at this time



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating daily in December



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
**Trains run Fridays, Saturdays and
Sundays, plus Dec. 27th thru 30th.**



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

Lancaster Chapter 2022 Dues - Renew Now

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

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Questions: Contact Helen Shaak 717-484-4020 – email hshaak@dejazzd.com

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

DECEMBER. 2, 2021 - THURSDAY, 7:00 PM CHRISTMAS DECORATING AT CHRISTIANA FREIGHT STATION

SATURDAY & SUNDAY, DECEMBER 11th AND 12th - NOON - 6:00 PM. CRISTIANA FREIGHT HOUSE OPEN HOUSE. THIS WILL BE A JOINT EVENT WITH THE LIONS CLUB.

DECEMBER 20, 2021 - MONDAY, 7:30 PM—9:00 PM - ANNUAL CHAPTER CHRISTMAS PARTY

ANNUAL CHAPTER BANQUET

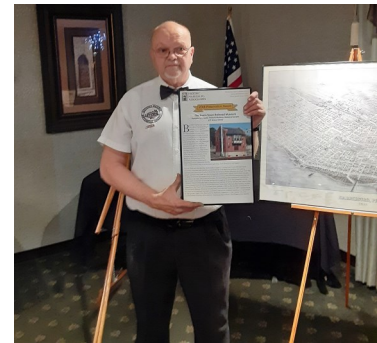
This years banquet was held on Friday, December 19th at Enck's Banquet & Conference Center at Kreider Farm in Manheim, PA. The special guest was Tony White, National Vice President. The highlight of the evening was the Service Award bestowment of his 50 Year Pin to Robert D. Hess. Likewise, Rosalee Kurtz, Joseph Shannon and Daryl Witman received their 25 Year Pin as of the year 2020. Jo-Ann Janus, Rochelle Shenk and Tom Shenk received their 25 Year Pins as of 2021. The evenings program was delivered by John Smith, the Harrisburg N.R.H.S. Chapter President, on the Harris Tower.



Robert Hess, 50 Year Pin recipient with Tony White, Smoke Shaak and Tom Shenk.



Rosalee Kurtz 25 Year Pin recipient



John Smith President, Harrisburg N.R.H.S. Chapter speaking on The Harrisburg Tower.



The entire Chapter Membership thanks the Annual Banquet Committee for their great work and a wonderful evening. THANK YOU - Steve & Linda Himpsl, Helen Shaak, William Richard and Tom Shenk—for a job well done!

Donations to the Chapter:

Pete Rolleri donated 2 framed Grif Teller RR calendars: 1939 and 1941.

Jay Strubel donated 394 various tapes, 5 DVD's and 4 railroad calendars.

Steve Himpsl picked up 8 free various sized bookcases online from Market Place..

Lancaster Chapter member Tom Fluck dropped off 9 boxes of railroad books, magazines, time tables and schedules donated to the chapter by Philadelphia Chapter member, Tom Halterman.

Miniature Train Ride at Christiana – Help Needed

We have made arrangements for a miniature train to be set up December 11th starting at noon and tearing down around 6 pm. We need volunteers to help set up, assist people on and off the train, and tear down. This can be done in 2 hour increments, or if however long you can work.

If interested all Glenn @ 717-917-0644.



A special Thank-You goes out to retired Lancaster Dispatcher editor Ed Mayover for all his years of excellent service. Members can write to Ed at:

430 Christina Mill Dr.
Newark, DE 19711-3576

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ANNUAL CHAPTER CHRISTMAS PARTY

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

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

DECEMBER 20, 2021 - MONDAY, 7:30 PM -

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

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