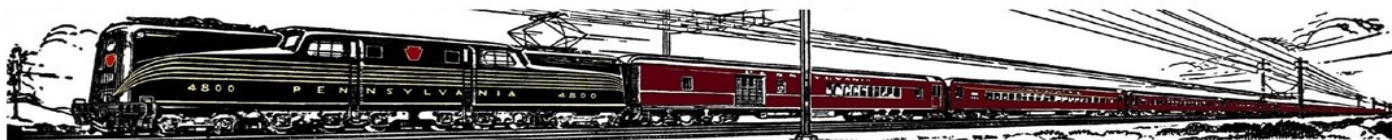


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 54 NUMBER 1 DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG JANUARY - FEBRUARY 2022

Taking a Phone Call AS HE ROLLS ALONG!



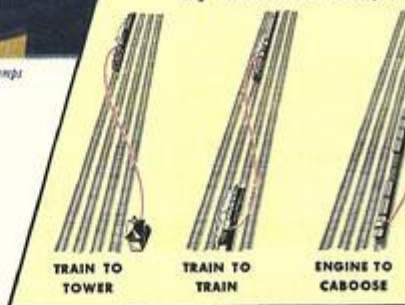
Buy United States War Bonds and Stamps

A railroad engineer in his locomotive cab answering a telephone call from the engineer of another train . . . or from the towerman in a railroad signal tower . . . or from the freight conductor in a distant caboose—while his train rolls along.

Not only has that become reality on the Pennsylvania Railroad—but installations are now being made on the main line on a big scale.

This train telephone system is a creation of Pennsylvania Railroad research, worked out in conjunction with the Union Switch and Signal Company. Tested and proved, it adds still further to established signaling, communicating and safety devices which make American railroads the safest transportation in the world!

ALL LINKED TOGETHER
by Induction Telephone



PENNSYLVANIA RAILROAD

Serving the Nation

★ 22,700 entered the Armed Forces ★ 802 have given their lives for their Country

VIEW FROM THE CAB

Horseshoe Curve Diesel receives new paint

By Dan Cupper | November 6, 2021 Trains News Wire

A repainting of the Pennsylvania Railroad GP9 diesel locomotive on display at Horseshoe Curve National Historic Landmark near Altoona, Pa., headlines several developments at the historic site where Norfolk Southern's former-PRR Pittsburgh Line climbs the Allegheny Mountains.

A final detail — applying yellow safety paint to the handrails — took place this week on the project, which started earlier this fall. The carbody now wears a correct shade of PRR's DGLE, or Dark Green Locomotive Enamel — often referred to both officially and unofficially as Brunswick Green.

The project was accomplished for less than \$5,000 and with about 120 hours of volunteer labor, according to Joe De-Francesco, executive director of the Railroaders Memorial Museum of Altoona, which administers the landmark.

Opened in 1992, the site as it now stands consists of a small museum, gift shop, and trackside viewing park. Earlier, more casual versions of the park have existed since the 19th century.



GP 9 during repainting



...and, the finished product!

A moment in history....

Pennsylvania Railroad Broad Street Station
On January 17, 1950.

Photo Credit: Bill Lawson

The station was closed in 1952 and razed in 1953. The last departure of a scheduled train was train 431 to Washington on 27 April 1952; the last train was the farewell special that evening. The land once occupied by the station and its access tracks is now the commercial heart of the city, known as Penn Center, including buildings such as the 54-story Mellon Bank Center. Today all that remains of the building is a historic marker on 15th Street commemorating the site.



VIEW FROM THE CAB (continued)

Western Maryland Scenic 1309 receives FRA approval. The last Baldwin built for domestic service in 1949 becomes the world's largest operating Mallet on the 17-mile mountain railroad.

Trains Newswire, November 19, 2021 By Jim Wrenn

RIDGELEY, W. Va. — The Federal Railroad Administration Thursday approved Western Maryland Scenic Railroad 2-6-6-2 No. 1309 for service. The locomotive will immediately begin its testing and break in period, leading up to its operation on Polar Express trains next month and regular service and special events next winter and spring. When it begins regular operations, No. 1309 will be the only articulated rod engine in action in the eastern U.S., and the largest steam power in the East.



Toaster, California style, Ex-Amtrak AEM7 will be used for catenary testing

Trains Newswire, December 15, 2021

Days after Amtrak wrapped one of its ACS64 locomotives in the paint scheme once worn by its AEM7s, Bay Area commuter operator Caltrain has unveiled a repainted AEM7 in a variant of the red, black, and white scheme worn by its MP36 diesels. The ex-Amtrak unit will be used to test the Caltrain catenary system, in advance of the arrival of its Stadler-built EMU trainsets, as it prepares to switch from diesel to electrified operation between San Francisco and San Jose. In a Facebook post unveiling the locomotive, Caltrain thanks rail contractor Herzog for sponsoring the repainting. The catenary system is slated to be completely installed by summer 2022.



Effort to save 1870s Pennsylvania station receives \$75,000 grant. Mertztown, Pa., station is believed to be last standing structure built for East Pennsylvania Railroad Co.

Trains Newswire, December 17, 2021

MERTZTOWN, Pa. — The Longswamp Township Historical Society has received a \$75,000 grant for its project to relocate a circa-1875 railroad station in Mertztown.

The funds from the Berks County Redevelopment Agency will go toward the Save Our Station-Mertztown Train Station Restoration Project. To date, more than \$195,000 has been raised for the project, with an estimated cost of \$310,000, that will move the station to the Longswamp Township Park for use as a museum and historical library.

Historical society President Marie Maly said in a press release that the organization has “good reason to believe the Mertztown train station is the last-standing, original remnant of the East Pennsylvania [Railroad Co.], making the station a worthy candidate for preservation.” The society acquired the station from Atlas Minerals & Chemicals in May 2019. Mertztown is about 12 miles southwest of Allentown, Pa.



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

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

January 22, 1913 PRR contracts with Taxi-service Company of Philadelphia and Quaker City Cab Company to provide taxi service at all PRR terminals in Philadelphia including Market Street ferry station; replaces PRR's own cab service.

January 1 - 2, 1918 Director General McAdoo orders coal to be given preference through PRR New York tunnels to eliminate backlog of 750 cars; will relieve coal famine in New York and New England; heavy ice in Hudson River blocks use of piers and float bridges. PRR resumes hauling coal trains for Brooklyn and Queens through the Hudson and East River tunnels at night to meet coal shortage; 100 cars in trains of 10 cars each begin running just after midnight to Sunnyside Yard; 1,402 cars carried over next two months.

January 29, 1923 PRR tests Brill gas-electric car on Flemington Branch.

February 8 - 9, 1923 Gasoline railcar replaces steam train on Berwick Branch; first assignment in Eastern Region. Gasoline railcar assigned to all passenger service on Flemington Branch

January, 1928 PRR announces it has contracted for 530 steel passenger cars; by end of 1927 will have only 200 wooden passenger cars for emergency service. (NYT - NB Atlantic City MU service continued with wooden cars) .

January 16, 1933 A.C. electrification completed between New Brunswick and Trenton, permitting first long-distance electric service between New York and Philadelphia; 11,000-volt a.c. catenary replaces 650-volt third rail between Sunnyside and Manhattan Transfer; d.c. retained between Sunnyside and Bergen tunnel portal for LIRR and wire trains; first electric train No. 207 leaves New York 9:00 AM behind P5a No.4757.

February 14, 1933 By midnight this date, 44 trains each way between New York and Wilmington are electric powered.

January 15, 1938 Regular electric passenger service begins between Paoli and Harrisburg with one round trip; first train is westbound Metropolitan arriving at 12:16 PM; GG1 No. 4859 was attached at Broad Street Station;

February 6, 1943 Elizabeth Johns, first "trainwoman" on Philadelphia Terminal Division begins working the Paoli Local; two others also assigned, with 27 more in training.

February 16, 1948 PRR relieves Philadelphia commuter congestion by operating all Wilmington trains with locomotives from Old Broad Street between 4:30 and 6:00 PM; releases 7,000 seats in MU's for reassignment to Paoli, Norristown, and West Chester lines; since 1937, ridership on Paoli Line has increased 216%, Wilmington 217%, West Chester 206%, Norristown 219% vs. 135% on LIRR; PRR plans to modernize 50 MU cars.

January 1, 1953 "Broad Street Station Building" officially renamed "Suburban Station Building."

January 15, 1953 Brakes fail on the Federal Express entering Washington Union Station; GG1 No. 4876 and front of the first car crash into the Concourse, demolishing the trainmaster's office, and dropping into the basement; 41 injured; an angle cock has vibrated shut, disabling the air brakes on 13 of the 16 cars.

January 25, 1958 Last run of local commuter service on main line between Paoli and Parkesburg.

January, 1963 New York's City Planning Commission approves zoning variance permitting Madison Square Garden to occupy part of the Penn Station site and clearing the way for the station's demolition.

February 1, 1968 Pennsylvania Railroad Company absorbs New York Central effective 12:01 AM; renamed Pennsylvania New York Central Transportation Company; exchange rate of 1 share of NYC stock for each 1.33 shares of PRR; PRR names 14 directors, NYC 11 directors; at 12:04, name "Penn Central" is unveiled on Perlman's business car parked in Suburban Station.

Pokin' around Hoboken**By Steve Ferrell**

Hoboken Terminal has it all! First, the New Jersey Transit terminal with 18 stub end tracks and then the Hudson-Bergen Light Rail lines with two stub end tracks on the south side of the NJT tracks. Also within the complex are ferry slips that serve several destinations in Manhattan, the PATH Station with subway service to 33rd Street and the World Trade Center in Manhattan, plus a terminal too! A lot of transportation activity at this vintage hub!

Hoboken Terminal was opened by the Delaware, Lackawanna Railroad in February, 1907. Trains arrive at the terminal by travelling under the Bergen Hill using parallel tunnels opened in 1907 and 1908. The facility was renovated in 2009, with the famous clock tower being totally rebuilt.

On a cloudy morning, ten "Ride with Me Steve" riders boarded our train at several various locations: Middletown, Lancaster, Parkesburg, Downingtown, Exton and Philadelphia. We all met on the second car of Amtrak's Keystone 642. Due to the great conversations time passed quickly and we soon arrived at Newark.

At Newark we boarded a train for Secaucus Junction. Here we met up with our eleventh rider who was already on this train, coming up from the Woodbridge area. At Secaucus, we transferred (we had to go up to the main concourse and then down to the lowest level) to our southbound train for Hoboken. We were now about an hour ahead of schedule, so I added an extra leg to the southern terminus of the Hudson-Bergen line to our itinerary.

Leaving Secaucus, we rode on former Erie Railroad tracks southbound and through one of the two tunnels under Bergen Hill. Coming out of the tunnel, we entered the extensive yards at Hoboken. I pointed out where the Hudson Bergen tracks went under the commuter rail tracks and then paralleled them for a while and rumbled into the terminal.

After arriving at Hoboken, we photographed our diesel locomotive from the platform and then walked toward the passenger waiting room. The riders were impressed by the Clock Tower outside and the beautifully restored interior of the passenger concourse. We walked around and then toured the ferry terminal located adjacent to the waiting area. Afterwards, we walked around for a nice outside view of the terminal. On a pier to the South, we noticed an unusual sculpture of a head of a woman (very large) giving a quiet sign to Manhattan was just completed and scheduled to be dedicated in a few weeks.

Shortly, we began our first Hudson-Bergen Light Rail (HBLR) trip northbound to Tonnelles Avenue. We purchased our tickets and got them time stamped. There is no conductor on board, but NJT police do regular checks for proper fares. After rumbling under the NJT commuter tracks we passed through a very heavy industrialized area with little views. At 9th Avenue I pointed out the two-level station with the lower platform trackside, then an upper platform (reached by elevator) nine levels up on the top of Bergen Hill! We next stopped at the Port Imperial ferry terminal. It should be noted that on my last trip along this line there were ample Hudson River views. Now almost all views were blocked by six floor upscale condo buildings with little space in-between them.

The line then turned West and went into the ancient former West Shore Railroad's Main Line Tunnel under Bergen Hill. This took West Shore and New York Central trains from the west and north under Bergen Hill and into Weehawken terminal (which was located near the current Port Imperial Ferry Terminal). The HBLR rehabilitation included construction of a station in the middle of this tunnel with elevator service to the top of Bergen Hill! After exiting the tunnel, we pulled into the line's northern terminus: Tonnelles Avenue.

We purchased tickets for the southbound trip and boarded the next train south that would bypass Hoboken and take us to Exchange Place. On the way we got great views of the Hoboken Yards and the revitalized and now upscale Newport area of Jersey City. This is the area where for many years the Erie Railroad operated from the Pavonia Terminal. We next stopped and detrained at Exchange Place for lunch.

Pokin' around Hoboken

The group walked the long block to City Diner – a craft food and brew upscale diner. Known for its great comfort food, our meals were delicious. Some of us had lunch and some breakfast. The whole group was delighted with their meals.

We walked back to the Exchange Place terminal, but bypassed the station to go out onto the riverside area to view a statue dedicated to the Polish Soldiers killed during the 1940 Katyn Massacre by the Russians in Siberia. It was very impressive. We then walked back to the station and boarded a train to the southern terminus of the line at 8th Street in Bayonne.

We stayed on this train and it took us back to Hoboken Terminal. Now we had an extra hour in the trip, so we walked all the way out to the river in the park to the north of the Terminal. There we could look back at Hoboken Terminal and view the outside of the Ferry slips. To the left on the Manhattan side of the river (north) we could see the Intrepid Aircraft Carrier Museum and next to it a brand new and gigantic (it dwarfed the carrier) Norwegian Cruise line ship. The ship we observed was the “Norwegian Breakaway” which at the time of viewing was scheduled to start Fall season Bermuda cruises.

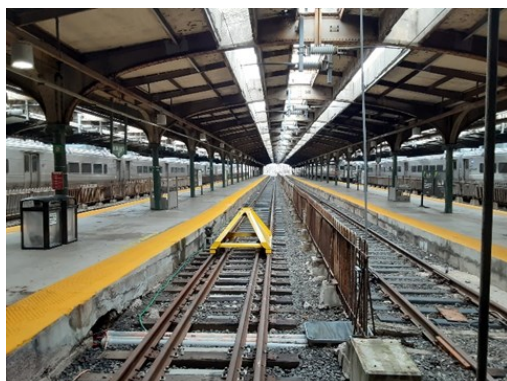
Soon the group boarded a PATH subway train for 33rd Street and 6th Avenue in Manhattan. Arriving in a speedy 15 minutes we walked the two blocks to Moynihan Station and after waiting about an hour and having bakery snacks, we boarded our Amtrak train to our home destinations.



Newark, N.J. “Solari” Board - looks and sounds like the real thing!



The “Ride with Me Steve” crew arrives in Newark Penn Station.
(Photo credits above left and right: Randy Lennon)



Photographs of Hoboken Terminal. Our arrival platform on the left. (Photos by Jim Donohue)

Pokin' around Hoboken (continued)

Left: Waiting for our Hudson Bergen Light Rail train and outside the City Diner. (Photos by Randy Lennon)



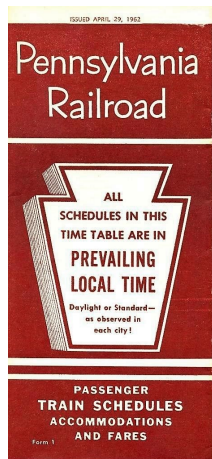
View of Manhattan and view of the Hoboken Ferry Terminal exterior. (Photos by Jim Donohue)



Left - Path train at Hoboken. (Photo by Jim Donohue)

Right - Catching our homebound train. Chapter member Doug Henry heads for the Keystone train at Penn Station. (Photo by Randy Lennon)

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 1-22 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 will be open
Wednesdays thru 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 Fridays, Saturdays and
Sundays in January and February.



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

The 2022 schedule has not yet been announced.



Everett Railroad
244 Loop Road
Holidaysburg PA 16648
<https://everttrailroad.com>
814-696-3877
No trains operating in January.



Western Maryland
Scenic Railroad
13 Canal Street
Cumberland, MD 21502
<https://wmsr.com/>
301-759-4400

Trains operating every Saturday and Sunday in
January and February.



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
No trains are scheduled in January
or February, 2022.



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
The 2022 schedule has not yet been
announced.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Train service will resume in May,
2022.



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
The 2022 schedule has not yet been
announced.



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
The 2022 schedule has not yet been
announced.



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperrailroad.com
215-862-2332
Operating on January 15th and
16th, 2022.



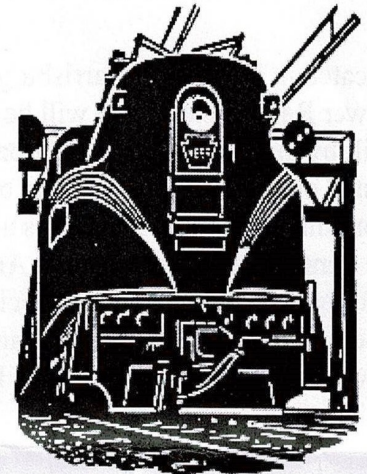
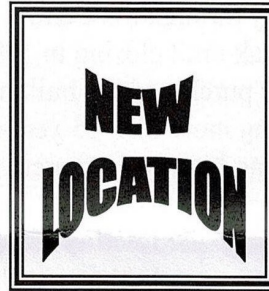
Allentown and Auburn Railroad
232 Railroad Street
Kutztown, PA 19530
<https://allentownandauburnrr.com/>
(570) 778-7531
The 2022 schedule has not yet
been announced.

Thirty Fourth Annual Harrisburg

RAILROAD SHOW & COLLECTORS MARKET

SATURDAY, MARCH 12, 2022**9 a.m. to 3 p.m.**

The Scottish Rite Harrisburg
2701 N. 3rd Street
Harrisburg, PA



Conveniently located just south of I-81 in Harrisburg, PA. From either direction, use exit 66 off I-81, then go south (down river) on Front Street 1.4 miles. Turn left on Division St., go four blocks and turn right on Fourth Street. The Complex is on the right with a large parking lot. Parking is also available in the lot on Third St. For a map, Google "Scottish Rite Harrisburg".

- Railroadiana
- Model Railroad Items
- Books, Videos
- Snack Bar
- Train Layouts
- Test Track

HARRIS TOWER WILL BE
OPEN THIS DAY. SEE
BACK FOR DETAILS

**SPONSORED BY THE HARRISBURG CHAPTER, NATIONAL RAILWAY
HISTORICAL SOCIETY, INC.** (a non-profit educational organization)

Donation at the Door: \$5.00**Children under 12: FREE**

ONE OF A KIND INTERACTIVE EXHIBIT OPEN TO THE PUBLIC

Located in downtown Harrisburg at the corner of 7th and Walnut Streets, Harris Tower Railroad Museum will be open for visits on March 12, 2022. The Museum is a railroad control tower built by the PRR in 1929 to control all train movements through downtown Harrisburg. Listed on the National Register of Historic Places, the tower once routed more than 100 passenger trains a day. It was closed in 1991, upon which the Harrisburg Chapter of the N.R.H.S. purchased and restored the building. The centerpiece of the exhibit is the tower's Interlocking Machine and Model Board, both of which are fully operable. Visitors to Harris Tower can actually operate the levers of the Interlocking Machine and observe the fully illuminated movements, exactly as was done decades ago. This is linked to a computer simulation with the actual Pennsylvania Railroad train schedules from the early 1940's. It is then up to the visitor to throw the proper levers to route the train to their correct destinations. In this way, visitors can actually experience what it have been like to work in the tower in it's heyday. To the best of our knowledge, there is no other exhibit like Harris Railroad Switch Tower anywhere in the world!

The tower lies adjacent to very active railroad lines, making Harris a perfect vantage point for youngsters and railroad buffs to view and photograph numerous Amtrak and Norfolk Southern trains from a safe location, regardless of weather. Admission is free, but donations are accepted to benefit the Chapter's educational programs and on-going preservation initiatives. Souvenirs and other items are sold at the Museum as well. The tower is just a few minutes from the train show.

The Lancaster Chapter's Model Railroad

Located on the second floor of the Christiana freight station, the Lancaster Chapter's annual Christmas train layout is a delight to hundreds of visitors annually. Entirely maintained by Glenn Kendig, the O-scale trains are controlled almost entirely by state-of-the-art electronics—right from Glenn's phone. Hence, both a freight and passenger train operate on the same oval, with Glenn maintaining a safe distance between the two trains. Here are photos from this year's layout.



An Amtrak E-60 brings its passengers into the city train station. The sound from the bell and horn is clear, loud and remarkable! Remote control of the switch tracks allow the freight to continue on the "main line."



A friend of Glenn's loaned his model of the "J" Tower (left) while the model of the Christiana passenger station, a familiar landmark to all visitors, is seen on the right.



The station area in its entirety.



The freight train with its Baldwin-Lima-Hamilton switcher in its demonstrator company paint scheme.



The Union Pacific Big Boy and Challenger never appeared in Lancaster County, but with Glenn's blue light effect, make a stunning appearance.



The layout is a labor of love for Glenn, but he enjoys watching children and adults alike smiling and watching the trains make their loop around the mainline. Our freight house becomes the perfect attraction for everyone to get into the right Holiday spirit and for older visitors to re-live their childhood.

Thank you, Glenn Kendig, for bringing the enjoyment of trains to so many visitors!

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

HOLIDAY CLEAN-UP OF THE LANCASTER CHAPTER, N.R.H.S. CHRISTIANA FREIGHT STATION WILL BE HELD ON MONDAY, JANUARY 17th 2022, STARTING AT 7:30 PM

NEXT SCHEDULED MEETING: SUNDAY, MARCH 20th 3:00 PM. - CHRISTIAN FREIGHT STATION. THIS WILL BE THE FIRST REGULARLY SCHEDULED MEETING OF 2022. THE BOARD MEETING WILL BE AT 2:00 PM

CHAPTER CHRISTMAS PARTY



Thank You!

A very special thank you to Donetta Eberly for her years of service to the Chapter as secretary. This is the first official issue without her "by-line," recording the minutes of the previous meeting. Donetta's minutes, all very important documents for the Chapter, were first of all, always highly accurate. Likewise they were prompt and precise records of our meetings. It was no small task to produce these after each meeting and insure their accuracy. Donetta always delivered her excellent work without any fanfare. We want to assure Donetta that hers was not a thankless job and that it was very much appreciated by all members. Thank you Donetta and enjoy your new "retirement!" You hereby have the day after the Chapter meetings off from now on!



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MEMBERSHIP MEETING NOTICE

THE HOLIDAY CLEAN-UP OF THE LANCASTER CHAPTER, N.R.H.S. CHRISTIANA FREIGHT STATION WILL BE HELD ON MONDAY, JANUARY 17th 2022, STARTING AT 7:30 PM. NO PROGRAM OR SPEAKER - JUST MOPS AND BROOMS!
NO OTHER MEETING IN JANUARY OR FEBRUARY.
NEXT MEETING: SUNDAY, MARCH 20TH, 2022 3:00 PM
BOARD MEETING AT 2:00 PM

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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