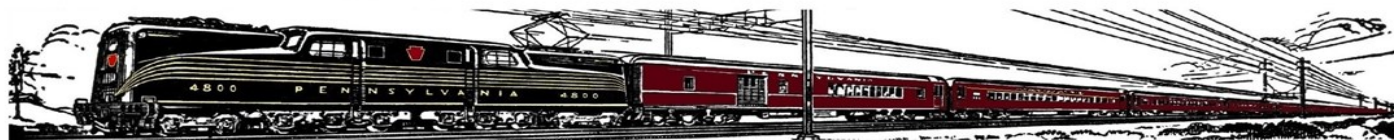


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 55 NUMBER 3

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

MARCH 2022



Pennsylvania Railroad GG-1's in pinstripe paint scheme. From a 1954 postcard.



VIEW FROM THE CAB

From Train News wires

The Reading Railroad Heritage Museum in Hamburg received a \$100,000 grant from the Commonwealth. The funding will be used to put track into the Museum's new rail car protection building, build a restroom to be located outside the museum building and provide materials for the construction of a replica signal tower in which to display the Race Street interlocking machine. A Museum spokesperson noted the grant is the single largest donation they ever received since opening in 2008.



It was a very busy year-end for Daily Express moving historic rail equipment throughout the Mid-Atlantic region. October 12 found a box car being moved to the Red Caboose Motel in Strasburg. On December 15, Daily Express moved one of the PRR position light signals that was a home interlocking signal at CP Lewis in Lewistown to the Railroad Museum of PA at Strasburg where it will be restored and displayed at some point.

New Downingtown Station

By Bill Rettew Daily Local News, February 2, 2022

DOWNTOWN — The borough is getting a new train station, after planning it for more than a decade. PennDOT plans call for construction of a new station at about a quarter mile south of Lancaster Avenue on Brandywine Avenue/US 322 to start mid-2025 and last for three years.

The new station will replace the West Lancaster Avenue station located less than half a mile to the west. The proposed station will feature platforms, canopies, elevators, stair towers, railroad and pedestrian bridges, retaining walls and almost 1,000 parking spaces in four lots.

Downingtown Mayor Phil Dague said that the existing station is “out of date and not up to modern standards.” The new station will be fully ADA accessible. It was not feasible to make the existing station ADA accessible. The current station is also located on a slight curve of the track.

“Currently the project is in preliminary engineering, which includes environmental clearances, property/right of way acquisition and site clearing (currently demolishing buildings on portion of the site)” reads a release from Jan Huzvar, deputy communications director for PennDOT. “This is an extensive project that includes utility relocation, Amtrak rail work, and replacement of the bridge over Brandywine Avenue (US 322) as well as construction of the station and parking.”

Federal Transit Administration and state funding will finance the project, with \$20 million already approved for design and right-of-way related work. Huzvar said Monday that the project is on budget.

In addition to construction of a replacement railroad bridge that will span US Route 322, plans call for installation of a pedestrian bridge to ford the nearby Brandywine Creek.

The new pedestrian bridge will safely connect the downtown to 13.9 acre Johnstown Park, the southern terminus of the Brandywine Trail.

Vehicular access from both Boot Road and US 322 will be available. A loop drop-off area will sit in the northwest corner. There will be 125 paid short-term parking spaces, a bike rack and a passenger shelter.

Commuters will be able to travel 72 track miles to Harrisburg in approximately 65 minutes and 32 miles to Philadelphia in about 40 minutes.

Rebuilt Reading & Northern 4-8-4 to debut on freight trains

Trains News Wire By Scott A. Hartley January 27, 2022

PORT CLINTON, Pa. — Reading & Northern 4-8-4 No. 2102 will mark its return to service following a six-year, \$1.45 million rebuild by pulling freight, according to railroad owner and CEO Andrew M. Muller Jr. Muller told *Trains* News Wire that he expects the engine to break in on R&N freight trains in mid-March. Four “Iron Horse Ramble” passenger excursions between Reading and Jim Thorpe, Pa., in May, July, August, and September have been announced and advertised in the March issue of *Trains* Magazine.

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

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

March 12, 1913 PRR Board authorizes electrification from Broad Street Station to Paoli and appropriates \$3.5 million; also approves proceeding with widening of station and negotiations with city.

March 19, 1919 Congress passes Daylight Saving Act imposing what is later called Daylight Saving time effective March 31st.

March 27, 1918 PRR grants right of manufacture and installation to Position-Light Signal Company in return for \$1 per light unit royalty.

March 30, 1918 Electrified suburban service begins between Philadelphia and Chestnut Hill.

March 31, 1918 Pres. Wilson signs bill first establishing Daylight Savings Time as a (WW I) war measure; railroads continue to print timetables in standard time.

March 16, 1928 Four-train pile up at Marsh Run, Pa., south of Harrisburg; westbound Frankford Jct.-Enola freight rear-ended by second westbound freight; wreckage fouls eastbound track derailing a passing freight, which in turn sideswipes and derails a southbound Baltimore local; 20 injured.

March 12, 1933 30th Street Station lower level opens for New York-Washington trains at 12:01 AM; only two tracks and Platform 5 are in service, out of a projected 10 tracks; first train southbound is The Havana Special at 12:05 AM; first train northbound is The Southern Express at 3:33 AM; cab signals installed on "River Line" (officially, New York-Wilmington Connection) through 30th Street between "ZOO" and "ARSENAL"; first use of US&S system of operating both cab and wayside signals from same interrupted code current in rails.

March, 1938 "STATE" Tower opens at Harrisburg, electro-pneumatic plant of 112 levers replaces two old interlockings.

March 22, 1943 A Motive Power Dept. letter of this date shows that only NY&LB trains Nos. 720 The Skipper, 728, 723 and 741 change from steam to electric locomotives at South Amboy; Nos. 710-733 The Broker and No. 704 run through to Jersey City Terminal at Exchange Place under steam; all others have an engine change at "UNION" Tower in Rahway.

March 1, 1948 PRR displays a "recreation car" for The Jeffersonian at Penn Station in New York; interiors by Raymond Loewy include a children's playroom with storybook decorations, newsreel theater, pinball game, bar and lounge with zebra-hide tubular chairs.

March, 1953 Baldwin builds six AS-16 1600 HP road switchers, Nos. 6007-6012, for the PRSL, the last two in the "Green Hornet" paint scheme of green body with white lettering.

March 26, 1958 PRR President Symes presents merger analysis to PRR Board that predicts savings from Penn Central merger will reach \$100 million a year within several years.

Spring, 1963 Bryn Mawr station, once the most elaborate on the Main Line, is demolished and the property sold for shops; a small brick waiting room is built east of the old station.

March, 1968 First of 66 MP54's refurbished at Wilmington Shops in Penn Central green

March 26, 1973 Amtrak orders 15 General Electric E60CP 6,000 HP C-C electric locomotives to replace GG1's on a one-for-one basis; to be capable of 120 MPH operation; ironically, the E60CP will prove an expensive failure and be replaced by the EMD-ASEA "Swedish Meatballs."

Bound for Bayhead By Randy Lennon

Earlier this year I shared an article from the Philadelphia Inquirer with Steve. It was about NJ Transit's construction activities in the Bay Head community and the concerns of its residents. The article described the North Jersey Coast Line and the coastal communities it served and mentioned the fine restaurants and beaches in Bay Head. I suggested to Steve that it might be a destination for a future Ride with Me, Steve trip. I quickly learned that Bay Head was one of this group's favorite destinations and that it had been some time since the last trip there and Steve added to the calendar for October 14.

The route to Bay Head is historic. It was built in 1875 by New York and Long Branch Railroad and was operated by both Central Railroad of New Jersey and Pennsylvania Railroad until it became the property of Conrail in 1976. Now owned by NJ Transit, the line is electrified as far south as Long Branch, where much to the delight of our group, we transferred to diesel power to Bay Head.

The North Jersey Coast Line suffered considerable damage by Superstorm Sandy in 2012. NJ Transit determined that it lacked resiliency to weather future storms, so they came up with a resiliency plan and were granted \$24 million from the Federal Transit Authority to construct a substation in Bay Head to replace what was lost in the storm. If the new substation was being built at the original location, residents would most likely accept the project, but that is not what is happening. Instead, NJ Transit is constructing the largest building on the Barrier Island on the edge of Twilight Lake in the wetlands. This is the concern of the residents and has led to "Save Twilight Lake from NJ Transit" signs to be found all over Bay Head.

The Journey to Bay Head began for most riders on Amtrak's Keystone Service – Train 600, with riders boarding at various stations between Middleton and Philadelphia. We detrained at Newark Penn Station where had about an hour to explore the station, grab some breakfast and meet some of New Jersey Transit Police who were gracious and posed for a group photograph



Newark NJ Penn Station Front Facade



Pictured left to right: Officer Gemma, Jim Cleveland, Tim Boland, Steve Ferrell, Bill Cluely, Jim Donohue, Randy Lennon, Tom Fluck, Officer Coyle. Surprisingly, no one was arrested!

Bound for Bayhead (continued)

The group continued the journey on NJ Transit's North Jersey Coast Line bound for Long Branch. This is the electrified portion of the line and takes us through Elizabeth and Rahway where two more riders joined us. This part of the ride was just over an hour and 20 minutes. At Long Branch it was necessary to switch trains and board the diesel-powered train for the 40 minute ride to Bay Head.

Once we arrived at Bay Head we walked along the tracks to the popular pub called The Ark. The food was delicious. Many enjoyed the New England clam chowder and a burger. Our server was gracious and took a photo of our group.

Pictured left to right – back row- Randy Lennon, Tom Fluck, Bill Cluely, Jim Cleveland

Front row- Tim Boland, Steve Ferrell, Herb Landau, Richard Estock, Jim Donohue, John Kilbride



After lunch the group walked back toward the Bay Head station, and some walked to the beach and Tom and Tim went into the ocean! For our reverse journey we were treated to heritage Erie and Lackawanna diesel locomotive. It was a great day with good weather, good food, good friends and on time train schedules! Thank you, Steve Ferrell, for your planning, coordination and humor!



A high-lite of the trip was seeing the NJT Erie-Lackawanna Heritage unit, Bombardier ALP-45DP No. 4519.

All photos: Randy Lennon

Pennsylvania Railroad Diesel Classification System

First letter: Manufacturer

A: American Locomotive Company/Alco Products Incorporated

B: Baldwin Locomotive Works/Baldwin-Lima-Hamilton Corporation

E: Electro-Motive Corporation/Electro-Motive Division of General Motors

F: Fairbanks, Morse and Company (including the so-called "Erie-built")

G: General Electric

L: Lima-Hamilton Corporation

Second letter (and optionally third letter): Service

- F: Freight
- FP: Freight-Passenger
- FS: Freight-Switcher
- H: Helper
- P: Passenger
- PS: Passenger-Shifter
- **S: Shifter**

Modification suffixes

- a: new body style or new engine
- m: equipped for multiple-unit control
- s: equipped with steam generator
- **z: converted from passenger to freight service**

Examples

A locomotive designated class BP20 would be a Baldwin passenger locomotive with 2000 horsepower. The real class BP20 locomotives were the unique-to-PRR passenger Baldwin Sharknoses.

A locomotive designated class ES12m would be a EMD switcher (shifter, if you prefer) with 1200 horsepower, equipped for multiple-unit control. The real class ES12m units were EMD SW-7 units.

A trickier designation is class ABF18. It does not hold to the above rules; A number of the Baldwin freight Sharknose locomotives were sent to Alco Products for repowering, and were subsequently reclassified ABF18. This indicated Alco/Baldwin freight units with 1800 horsepower. Who would have guessed?

Variants

Prior to this system coming into use, first a system used for steam locomotives was in use. Later it changed to a system like the above, excepting that instead of the numbers after the initial letters designating horsepower, they denoted the number of independent units comprising a "locomotive" Thus for example the Baldwin Centipede, being a single unit (actually a permanently married pair), were initially class BP1, and the passenger sharks, acquired in A-B-A configuration, were BP3. The Centipedes, by the way, fit as delivered into class BP60, but after they were run through Altoona and modified for helper service, they finished out their years as class BH50, meaning the units had been derated to 5000 horsepower.

Sources: There are a variety of websites with this information and this particular explanation had no source listed, but it matched up to others.

Grif Teller*

Griffith Harold "Grif" Teller (December 9, 1899 – April 8, 1993) is known to all Pennsylvania Railroad fans for his paintings for the Pennsylvania Railroad. His paintings have graced the cover of this Newsletter many times.

Teller was born on December 9, 1899 in Newark, New Jersey. Teller attended the Barringer High School until his junior year, when he transferred to the Fawcett School of Industrial Arts. With what started as a temporary job with the Osborne Company, an advertising and color calendar company, towards the end of World War I, Teller was hired permanently after showing the head of Osborne's Designing Department some of his paintings.

He was a long-time resident of Little Falls, New Jersey.

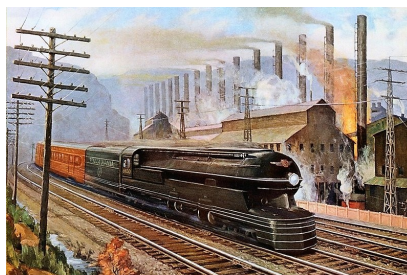
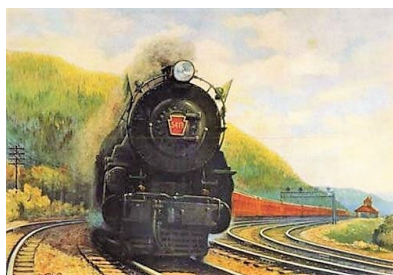
In 1927, Teller was given an assignment to paint the 1928 wall calendar scene for the Pennsylvania Railroad. The Pennsylvania returned to Teller the next year, and he eventually painted all of the calendar scenes for their calendars up to 1942. Other artists were contracted to paint the artwork for the calendar during World War II, as the Pennsylvania was favoring more patriotic scenes. Teller painted for the Pennsylvania once again after the war, starting with the 1947 calendar. The Osborne Company was sold to a competitor in 1953, eventually causing Teller to be laid off. He continued to paint for the Pennsylvania as a freelancer, until the railroad discontinued full-size wall calendars in 1959. His freelance work, which encompassed both railroad and non-railroad subjects, continued into the 1980s.

Teller's 1928 painting, *When the Broadway Meets the Dawn*, was used as the background for the "Preserve Our Heritage" special-fund license plate introduced in 1998 by PennDOT to help fund Pennsylvania Historical and Museum Commission programs, which receives \$23 of the \$55 fee for each of those license plates, which are still sold today.

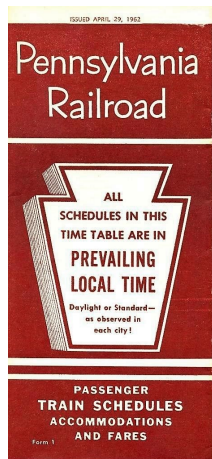


The Railroad Museum of Pennsylvania has devoted a significant display area on its second floor to the re-creation of Griff Teller's studio.

Here are some of Griff Teller's most iconic paintings. Which is your favorite?



*Source: Wikipedia



Time Table 3-22 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
Wednesday thru Saturday 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
Fri-Sat-Sun thru March 27. Daily there
after.



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

610-562-2102

Iron Horse Rambles behind RDG T-1 # 2102 on May 28,
July 2, August 13 and September 3rd.



Evertt Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Valley Flyer, March 19.



Stewartstown Railroad
21 West Pennsylvania Ave.
Stewartstown, PA

<https://stewartstownrailroadco.com> 717-746-8123

Easter Bunny trains run April 2, 3, 9, 10, 13 at
11:30, 1:15, 2:30



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
No scheduled trains at this time.



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
Easter Bunny Trains April 9, 10, 15
and 16.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
For 2022, the EBT will operate
scheduled trains five days a week,
Wednesdays through Sundays,
from May 6 through August 28 and
Fridays through Sundays in Sep-
tember and October.



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating Saturdays March 5, 12,
26 and all Sundays



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Trains operating March 9, 10, 13
and 16.



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperrailroad.com
215-862-2332
No trains scheduled at this time.

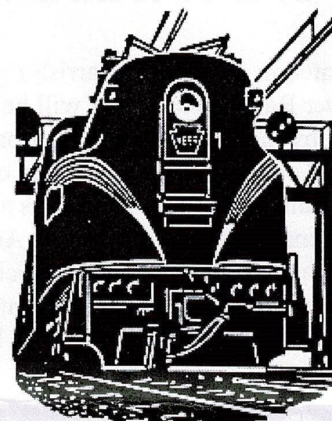
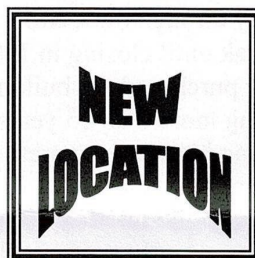
Thirty Fourth Annual Harrisburg

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

Vendor Information:

Date _____

Name _____ Types of items sold _____

Address _____

City _____ State _____ Zip _____

Phone (D) _____ (N) _____ e-mail _____

_____ (#) 8' Tables @ \$25.00 each = \$ _____

_____ (#) Additional admissions = \$ _____

Note: Each table includes two admissions.
Make check to Harrisburg Chapter, NRHS.

Total Enclosed = \$ _____ Wall space _____ Electricity _____

Information and Table Reservations: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050

Telephone: 717-343-7182 (For table confirmation, please send a stamped, self-addressed envelope.)

Website: <http://harrisburgnrhs.org>

E/mail address: irvinwepfer@msn.com

Harrisburg Chapter NRHS will not be responsible for lost, stolen or damaged items or any accidents of any kind.

NOTICE: All vendors are responsible for collecting 6% PA Sales Tax. State law requires that all vendors have a temporary or permanent PA Sales Tax License. The Chapter's Promoters License No. is 10001519.



ONE OF A KIND INTERACTIVE EXHIBIT OPEN TO THE PUBLIC

Located in downtown Harrisburg at the corner of 7th and Walnut Streets (across from The Forum), Harris Tower Railroad Museum will be open for visits on March 12, 2022. The Museum is a railroad control tower built by the Pennsylvania Railroad in 1929 to control all train movements through downtown Harrisburg, PA. Listed on the National Register of Historic Places, the tower once controlled the switches and signals that routed more than 100 passenger trains a day through the Central Pennsylvania area. The tower was used by the PRR, the Penn Central Railroad and Amtrak until closing in 1991. Upon closing, the Harrisburg Chapter of the National Railway Historical Society purchased the building and began the process of restoration. Following an extensive restoration project spanning more than 15 years and thousands of dollars and volunteer hours, Harris Tower opened to the public as a living history, interpretive rail museum in 2008. 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 illuminated model board and follow the simulated train movements, exactly as it was done decades ago. The Interlocking Machine and Model Board have been linked to a computer simulation that is programmed 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 trains to their correct destinations. In this way, rather than simply viewing a static display, visitors to Harris Tower can actually operate the equipment and experience for themselves what it would have been like to work for the Pennsylvania Railroad in its 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 Norfolk Southern and Amtrak trains each day from a safe location, regardless of the weather. Admission is free, but donations to benefit the Chapter's educational programs and on-going preservation initiatives are welcome. Souvenir T-shirts, coffee mugs, railroad prints and other items are sold at the tower to benefit the chapter. From the train show at the Scottish Rite Entertainment Complex, return to Division Street and turn right. Proceed to N. Seventh Street and turn right. Continue on N. Seventh to the next traffic light at Maclay St. and turn left. Proceed to next light and turn right on N. Cameron (Burger King on the right). Continue approximately one mile to Market Street and turn right. Immediately after the next overhead bridge (railroad), turn right on Fifth St., then right at the light on Walnut. Harris Tower is directly ahead; the parking lot is just past the Tower on the right. When you are ready to leave, turn right from the parking lot to exit. For a schedule of times when Harris is open during 2022 or for additional information or for group visits visit www.harristower.org or contact the Harrisburg Chapter of the NRHS at 717-232-6221 or by e-mail at HarrisTower@verizon.net.

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

MARCH 20, 2022 - SUNDAY, 3:00 PM (BOARD MEETING AT 2:00 PM) AT CHRISTIANA FREIGHT STATION

Guest Speaker: Scott L. Mingus, Sr.
Scott Mingus Enterprises, Civil War Books
"The Lincoln Funeral Train in Pennsylvania"

Abraham Lincoln's Funeral Train passed through Pennsylvania from April 21—23, 1863 and returned a few days later through Erie on its way to Ohio. Scott will discuss the trip from Baltimore to York and on to Harrisburg, as well as the trip from Harrisburg to Philadelphia.

Scott Mingus has written numerous books on the combined subjects of railroads in Pennsylvania and their roles during the Civil War. He is a retired scientist and executive in the global pulp & paper industry. The Ohio native graduated from the Paper Science & Engineering program at Miami University. He was part of the research team that developed the first commercially successful self-adhesive U.S. postage stamps and he was a pioneer in bar code labels. He has written 28 Civil War and Underground Railroad books and numerous articles for *Gettysburg Magazine* and other historical journals. He has appeared on C-SPAN, C-SPAN3, PCN, and other TV networks. Mingus writes a blog on the Civil War history of York County, PA, where he lives (www.yorkblog.com/cannonball). He also has written six scenario books for miniature wargaming. A great-great-grandfather was a 15-year-old musician and rifleman in the 51st Ohio in the Western Theater, and a great-grandfather was in the 183rd Ohio during the 1865 Carolinas Campaign. Other family members fought at Antietam and Gettysburg in the 7th West Virginia of the Army of the Potomac.

Since there was no meeting in January or February, there are no minutes in this issue.

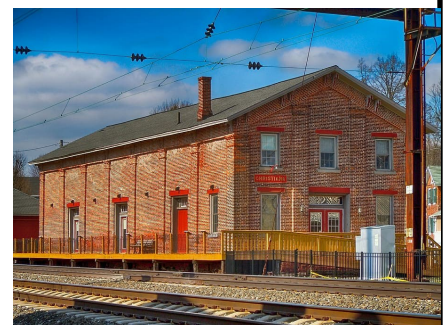
NRHS Annual Convention

The 2022 National Convention is planned for Monday, May 15th through Friday, May 20th in Buena Park in Southern California.

Planned events include: Advisory Council, Board of Directors, NRHS Fund and Annual Membership meetings, visits to Balboa Park in San Diego, the Southern California Railroad Museum in Perris, the Nethercutt Museum in Sylmar. Information on the host hotel will be released when arrangements have been finalized. Further information will be available in a couple months.

"I remember a story that gondolas carrying scrap metal to the scrap yards started to get in short supply. After some investigation, they found that the scrap yard was cutting up the gondolas also!"

Terry B. Carlson, Facebook Group: If You Work(ed) on the Railroad



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CHAPTER MEMBERSHIP MEETING

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

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

MARCH 20, 2022 - SUNDAY, 3:00 PM

CHRISTIANA FREIGHT STATION

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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PLEASE DELIVER PROMPTLY

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Forwarding and Address Correction Requested

CHRISTIANA, PA 17509-1416

10 RAILROAD AVENUE

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