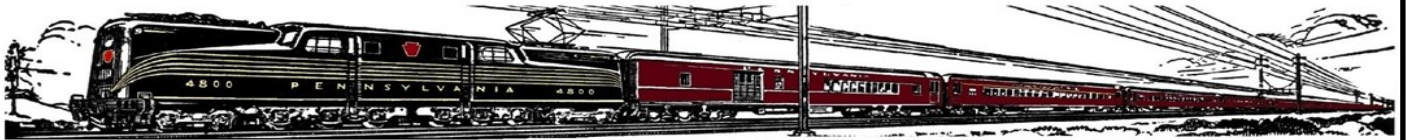


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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OCTOBER 2022





Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

SEPTA:

On September 6th at 930pm a SEPTA train collided with an SUV on the tracks in New Britain, Bucks County. This is on the Lansdale/Doylestown line. No one on the southbound train was injured. This is due to improvements being made to the Tasker-Morris Subway Station on the SEPTA Broad Street Line.

September 9th – A major two-year project is underway to renovate station platforms along SEPTA Airport with improved platforms, lighting and passenger waiting areas.

September 21, SEPTA today reached a key milestone in the Trolley Modernization Program with the release of design concepts for the new trolley stations. SEPTA is offering the public a number of opportunities to share their feedback. Trolley Modernization is a once-in-a-generation opportunity to transform the nation's largest trolley network. Along with trolley modernization, SEPTA is advancing several transformative initiatives including Bus Revolution, Reimagining Regional Rail and the Wayfinding Master Plan.

Other rail news:

Strasburg Railroad has hired former regional manager of New Jersey-based Krapf Bus Companies, Jim Hager as its new General Manager. Hager has more than twenty years' experience in railroad operations. He served most recently as trainmaster at Black River Rail Systems in Ringoes, New Jersey, a short line railroad. Hager will oversee the company's passenger, mechanical and freight businesses.

Strasburg Rail Road has scheduled 611 locomotive activities for October and November. September 30th to October 2 will be at-the-throttle experiences. October 7 through October 9 will be stationary cab tours. November 9-10 is a photo charter directed by Pete Lerro. Additionally, excursion rides will be offered from November 11-13.

A proposal to create an overnight train service from Montreal to Boston is being discussed in Canada. Most of the route would use existing freight tracks in Canada and New England. The trip would take fifteen hours, three times the drive-time for the same trip by car. The consist would include sleepers and dining cars. It is being promoted by Foundation Trains de Nuit.

September 15th – CSX has hired former Ford Motor Company executive Joseph Hinrichs as its new Chief Executive Officer. He will succeed Jim Foote on September 26th. He stated that he will continue to focus on CSX's growth, technology and improving the company's culture.

New Jersey Transit and BetMGM unveiled a three-year, \$3,000,000 sponsorship that renames the Meadowlands Rail Line as the BetMGM Meadowlands Rail Line and will add additional non-farebox revenue.

Amtrak:

September 15th - A national railroad strike was averted with a tentative agreement announced by freight railroads and their unions. Amtrak (which had canceled all long distance and several local State supported operations) and other railroads are working hard to return to normal service.

In August, Amtrak introduced new Café' menus featuring reduced prices for select items on Northeast Corridor and Long-Distance trains. Amtrak is offering more high-quality and fresh items on their breakfast, lunch and dinner café car menus.

The new Northeast Corridor Tunnels connecting New Jersey to New York's Penn Station will not be completed before 2035, three years after the previous target date. The cost will be at least two-billion dollars more. Additionally, rehabilitation of the existing tunnels that were damaged by Hurricane Sandy would not be completed until 2038!

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

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

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

October 1, 1918 Number of women employed on U.S. railroads peaks at 101,785.

October, 1923 PRR offers \$1,000 in prizes to employees for best essay on "The Benefits of Employee Ownership of Stock and Securities of the Pennsylvania Railroad through the Employees Provident & Loan Association." (sic).

October 1, 1928 PRR assumes direct operation of LIRR; LIRR combined with New Jersey General Division (New York-Liddonfield) to form a quasiregion called "New York Zone." Philadelphia Terminal General Division created consisting of Philadelphia Terminal Division and Camden Terminal Division; 49th Street, Philadelphia-West Chester ceded from Maryland Division to Philadelphia Terminal Division.

October 27, 1933 PRR announces temporary withdrawal of all P5a's to correct unspecified mechanical defects (in the axles); almost all units sent to Wilmington Shops for heavier axles; to be returned to service at the rate of about four per day; all returned to service by mid-December; most passenger trains revert to steam operation in interim.

October 15, 1938 NRHS holds its first two-day national convention in Philadelphia; program includes two trips on the Reading and a tour of the PRR's 46th Street Engine House .

October 13, 1943 PRR Board authorizes widening the 33rd Street entrance to the LIRR Concourse at Penn Station and refinishing the north wall of the LIRR Concourse from the IRT to the Pennsylvania Drug Company.

October 27, 1948 PRR Board authorizes purchase of 15 6,000 HP freight diesel cab units, 2 4,000 HP passenger cab units, 50 1,000 HP switchers, 50 660 HP switchers, and 20 380 HP switchers; conversion of 50 P54 coaches to MU cars; construction of diesel facilities at Enola, Conemaugh, Pendleton Shops, Spruce Street (Columbus), 29th Street Shop (Columbus), Scully, Grand Rapids, Mingo Jct., and Kinsman Street (Cleveland).

October 20, 1953 PRR hires first African American brakeman; agrees to eliminate whites-only rule in hiring conductors.

October 22, 1958 PRR Board declares a 25-cent dividend to maintain history of 111-year continuous dividend; reports loss of \$6.9 million in Jan.-Sep. 1958 vs. \$19.6 million profit in Jan.-Sep. 1957.

October 26, 1958 City of Philadelphia begins subsidizing commuter service on Chestnut Hill Branches of PRR and Reading as "Operation Northwest"; City appropriates \$320,000 for one year of increased service at lower fare; establishes free transfers between bus and trolley lines and rail stations; ridership increases 16% in first six months and 36.5% in first year.

October 1, 1963 Stuart T. Saunders (1909-1987), formerly of the Norfolk & Western, succeeds James M. Symes as third (and last) PRR Chairman; in a photo-op, Symes presents Saunders with a switch key as a symbol of the transfer of power.

October 30, 1968 NJDOT christens first of 35 "Jersey Arrow" MU cars (Nos. 100-134), named in a DOT contest, at Trenton prior to commuter run on train No. 3814 to New York; operates at up to 110 MPH; 17 minutes cut from Trenton-Newark running time; cars built by St. Louis Car Company; similar to Philadelphia "Silverliners" but with high-level center doors; fixed 3-2 seating; 21 delivered by end of year; cars were named in NJDOT contest.

October 12, 1973 Amtrak orders first new equipment, 57 "Amfleet" cars from Budd, based on the "Metroliner" design; also 70 additional SDP40F's and 11 E60CP's

Old Saybrook Sojourn - a Ride with Me Steve Adventure By Steve Ferrell

Another long Ride with me Steve trip to good eats! At 745am, my Amtrak Keystone #600 arrived at Exton. I found the seven riders who boarded west of me in the second car. Another rider (Tom) had boarded SEPTA at Downingtown and had passed through Exton about 5 minutes prior to my boarding. After Paoli, we passed his slower commuter train.

Our Amtrak schedule allowed only a 33-minute connection time with train #172 to Old Saybrook at 30th Street Station. Tom's train was due in 10-15 minutes later and I was worried that it was a too short connection time. Sure enough, at Zoo Tower Amtrak was having low hydraulic pressure problems with the switches and we encountered about a 15-minute delay. At this point, Tom was two trains behind us!

We made it into 30th street with five minutes to spare before we had to line up for the busy Amtrak Northeast Corridor train #172. (This is a popular train, operating from Washington DC to Boston) Still, no Tom as his train was still at the Zoo tower area awaiting clearance into 30th Street.

At 30th Street we met two more riders that had come down on the West Trenton Line. Minutes later, we were allowed down the steps to the boarding platform below. We called Tom and his train was next to be cleared into the station, but it didn't look good.

Our train arrived on time and we boarded the second car and found nice seats near each other as the train emptied out significantly at Philly. We departed and got a call while passing North Philadelphia Station from Tom that he had finally arrived at 30th Street. Tom tried to arrange a way to meet up with us (perhaps using an Acela) but it wasn't possible. He got a refund and went back home.

The Trip to Old Saybrook was uneventful. At Metro Park another rider joined us and we were up to eleven riders. We traveled up the busy Northeast Corridor to New York. After about a ten-minute dwell at Penn Station we departed and traveled in the East River tunnel and came up to ground level in Queens. Traveling through the busy Sunnyside Yard complex, we had impressive views of the Manhattan skyline. We then traveled over the Hell Gate Bridge with great views of the East River and Long Island Sound.

Continuing into Connecticut, we had nice views on our right of the coast line at many points along the trip. I also enjoy viewing the activity and rolling stock at the various busy stations (Stamford, Bridgeport, New Haven) and the many interesting lines that branch off of this former New Haven Railroad Main Line. We noted the New Canaan, Danbury and Waterbury branches and saw their consists before they departed on those lines.

Our first nice shoreline/inlet view at Greenwich Ct. – Photo by Steve Ferrell



Our Amtrak Northeast Corridor train #172 arriving at 30th Street (Photo by Eric Dervinis)



Old Saybrook Sojourn (continued)



Westport, CT - Photo by Steve Ferrell

South Norwalk, CT – Photo by Steve Ferrell

At Bridgeport, we observed the cross-sound ferry loading for its next trip to Port Jefferson. We had taken that trip quite a few times. I pointed out the extremely long and raised platforms at the station and that with Amtrak, Acela and Metro-North traffic, it was great for railfanning.



Bridgeport, CT Ferry Terminal with the ferry loading
(across parking lot from the elevated train station)
Photo by Steve Ferrell



Busy yard at New Haven, CT – Photo by Steve Ferrell

At New Haven, we talked about how attractive the station's head house was. Another discussion that we had was that prior to 1999 the Northeast Corridor from New Haven to Boston was not electrified and required about a 15-minute switch to a diesel locomotive up front.

We passed a lot of great views of the shoreline, but unfortunately, much was blocked by thick foliage. Soon we arrived at Old Saybrook's attractive station. We walked the two to three blocks to our destination restaurant: the **Monkey Farm**. We found that it was not air conditioned, but sat on the porch where there was a good breeze on this 90+ degree day!

After having nice meals (the lobster rolls were great!) we had to decide whether to walk four blocks to the limited river view (the Long Island shoreline was about a mile or so away!) or get ice cream at the Ben and Jerry's across the street. Ice cream won out! I had chocolate therapy, and so did my yellow shirt after it dripped!

Old Saybrook Soujourn (continued)

Soon we walked back to the station and waited for our return train. Our return Amtrak train #137 bound for Washington arrived about 10 minutes late and we boarded. Unfortunately, it was very crowded and we all had to find single seats that afforded limited views. At New Haven, the train emptied a little and we re-grouped. We traveled over Hell Gate and noticed the NYC Ferry going to Soundview sailing under the bridge. That gave me an idea for our next Ride with Me Steve trip!

The ride to Philly was uneventful and soon we were detraining at 30th Street Station. We now had about a two-hour wait until our Keystone train Westbound. For their summer schedule, Amtrak wasn't running the 815pm Keystone which would have been our desired connection and gotten us home two hours earlier.

Our riders who came down on SEPTA's West Trenton line departed for their train that was leaving soon. The remaining seven riders killed time by getting snacks and drinks (all the restaurants within 30th Street Station were closed by 8pm). At 1005pm, we departed westbound on the Amtrak Keystone # 657 and were home much later than desired. All in all, it was a very enjoyable trip.



The Monkey Farm Cafe - Picture by Eric Dervinis



The group waiting for our return Amtrak #137 train to Philly at Old Saybrook – Photo by Doug Henry



The Monkey Farm Cafe - Picture by Eric Dervinis.
Left to right: Herb Landau, Joe Berkheimer, Steve Ferrell, Jim Cleveland, Tim Boland and Dan Murray



Our homebound train Amtrak #137 approaching Old Saybrook – photo by Steve Ferrell



The Monkey Farm Café - Picture by Steve Ferrell
– Left to right: Dan Murray, Bill Cole, Doug Henry, Jim Donohue, (hidden: Richard Estock) and Eric Dervinis

The Saga of the Silverliner V By Steve Ferrell



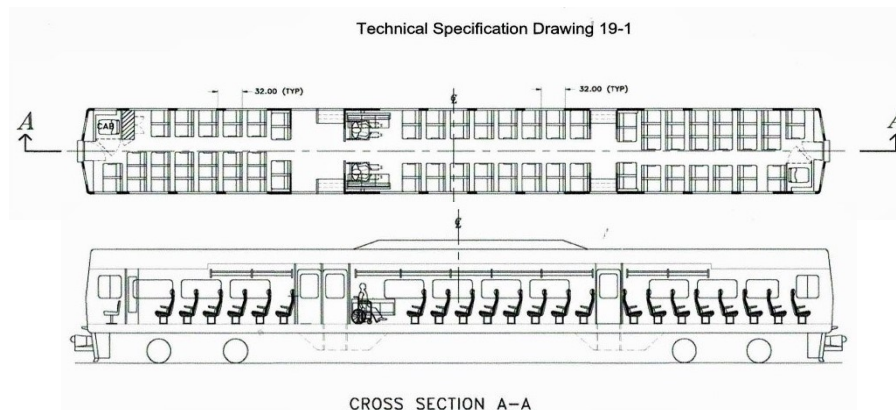
My friend Tom always loves to sit in the front of a Silverliner 5, for the incredible forward views. Alas, SEPTA (Southeast Pennsylvania Transportation Authority) train crews usually block out the best seats in the very front of the lead car. Reasons for this abound from security for the engineer, a place to store the conductors supplies and safety of the engineer (if he has to leave the cab in an emergency).



Sitting one row back does indeed provide great views ahead!

Operationally, the V's EMU's (Electric Multiple-Unit) cars have had limited success. SEPTA seems to rely on the 50-year-old Silverliner IVs for the majority of their service. On my local line (Paoli-Thorndale) a ride on the V is a rare occurrence.

Construction delays plagued these rail cars. Parts were manufactured by South Korea's Hyundai-Rotem in Korea and then assembled at their South Philadelphia plant. A total of 47 double-end and 184 single-end cars were constructed during 2010-2011. Hyundai-Rotem is thought to have underbid this contract and the cars were not delivered until 2013 and appeared to have shoddy workmanship. The first working models arrived in 2010 with larger windows, LCD screens, wider doors and a top speed of 110 mph. Experts noticed shoddy welds at the car ends and engines that had trouble starting up again after idling more than fifteen minutes. In the winter of 2014, some doors stopped opening, trapping passengers inside the cars.



The Saga of the Silverliner V (continued)

In 2016, SEPTA announced that all 120 of its Silverliner V Regional Rail cars were being removed from service due to a “serious structural defect of cracks” in the car’s trucks. Crew members noticed that a car was tilting badly! SEPTA technicians found a crack in the 9-foot steel equalizer beam on the trucks. These beams transfer the weight of the car bodies onto the axles. An inspection of all cars was implemented. It was reported that this defect was caused by a design flaw that occurred during the manufacturing process. Later, eighteen cars that had already been repaired were again removed from service later in 2016 because of a clearance issue and occasional contact between old and new components. A design modification was made to the foot that supports the new equalizer beam at both ends.

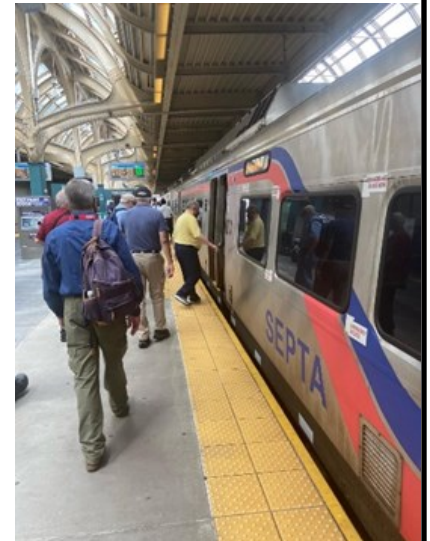
Now my observations about the Silverliner V. It rides like an ocean liner in rough seas! Perhaps worse than the venerable old MP-54’s did when they were on their last legs in the 1960’s and 1970’s! This is probably due to the cars being constructed of lighter materials than the older Silverliner IV’s. They do indeed accelerate very fast and can travel at a much higher speed than their predecessors. I have clocked them at 90 MPH on the Paoli-Thorndale and 105 MPH on the line to Wilmington (which is also Amtrak’s Northeast Corridor where their trains travel at 120mph or more).



**View of Suburban Station from
front center window of Silverliner
V**



Silverliner V at 30th Street Station



**Ride with Me Steve Group
Boarding at 30th Street Station**

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Philadelphia Magazine, City Life by Sandy Smith- Details Emerge on Septa Silverliner V defect, July 2016

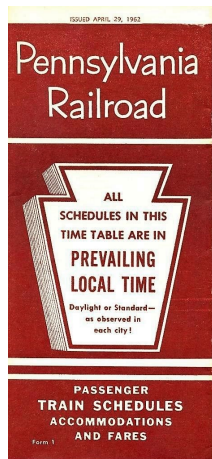
NBC Channel 10 Philadelphia online news website: July 2, 2016

Wikipedia

Ken’s Gifts for Gif below the title



Silverliner V approaching Lansdale Station



Time Table 10-22 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
Now operating daily.



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

All-day excursions to Jim Thorpe on Saturdays and
Sundays in October monthly through November.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
October excursions are sold out!



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-8123

<https://stewartstownrailroadco.com>

Pumpkin Patch Express Train Rides—Every Sat-
urday and Sunday in October



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Regular Train Rides
Every Sunday through November
7th



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wwrr.com
302-998-1930
Regular Train Rides on Fridays,
Saturdays and Sundays in October



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Excursion rides on most Fridays,
Saturdays and Sundays in October



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Excursion rides on most Fridays,
Saturdays and Sundays in October



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Trains run on Fridays in October



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating on Saturdays and Sun-
days in October



The Reading Railroad Heritage
Museum
500 S. Third Street,
Hamburg, PA 19526
<http://www.readingrailroad.org/>
610-562-5513
Saturdays 10 AM - 4 PM,
Sundays Noon - 4pm

**LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
FRIDAY EVENING, NOVEMBER 18, 2022
DUTCH-WAY FAMILY RESTAURANT
365 PA ROUTE 41, GAP, PA 17527**

JOIN US AT DUTCH-WAY FAMILY RESTAURANT FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

5:30 PM - DOORS OPEN

6:00 PM - DINNER SERVED

FOLLOWING THE DINNER, ATTENDEES WILL DRIVE THE 4-MINUTE TRIP TO THE CHRISTIANA FREIGHT STATION FOR THE EVENINGS PROGRAM.

7:30 PM PROGRAM: IRA SILVERMAN -

"TEN YEARS BEFORE AND TEN YEARS AFTER AMTRAK"

Ira's first full time job was in the planning and finance department at the Illinois Central where he actually worked with three future Amtrak presidents: Reistrup, Boyd and Gunn. In 1975 he moved to Amtrak where most of his almost 20 years were spent as Manager, then Director, of Route Marketing, a dream job that involved him in almost all aspects of the corporation.

When Amtrak was ruptured into four parts he moved to MARC which is part of the Maryland MTA. For 12 years he was Chief Transportation Officer and following a brief return to Amtrak finished his career in planning for MARC and freight. He volunteers in the archives at the Railroad Museum of Pennsylvania.

THE ANNUAL BANQUET COST FOR 2022 IS \$25.00 PER PERSON

TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING OR YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.

ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2022

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

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

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"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

CHAPTER MEMBERSHIP MEETING - MONDAY, OCTOBER 17, 2022 7:30 PM —9:00 PM
CHRISTIANA FREIGHT STATION

ANNUAL CHAPTER BANQUET

FRIDAY, NOVEMBER 18TH 6:00 PM DINNER

DUTCH-WAY FAMILY RESTAURANT

365 PA ROUTE 41, GAP, PA

7:30 PM

SPEAKER PRESENTATION - IRA SILVERMAN "TEN YEARS BEFORE AND TEN YEARS AFTER AMTRAK"

SPEAKER LOCATION: CHRISTIANA FREIGHT HOUSE
(4 MINUTES FROM DUTCH-WAY RESTAURANT)

CHAPTER MEETING MINUTES
SEPTEMBER 18th, 2022

ANNUAL CHAPTER PICNIC!

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Sunday, September 18th 2022. Twenty-eight were in attendance. Tom Shenk called the meeting to order at 2:10 pm .

TREASURES REPORT:

The Treasurer Richard Rutledge gave the treasurers report for the month of AUGUST 2022. Richard is looking into a \$500.00 grant from PECO Energy due to the covid hardships. Also, Richard is looking into updating our Accounting Software, as it is 20 years old.

OTHER:

Glen Kendig is looking into up-dating the Chapter Liability Insurance.

Steve Himpel announced that \$419.00 from the Garage Sale, \$10.00 from (Strasburg RR) ticket sales and \$525.00 from sales through the Rail Road Museum of Pennsylvania.

Adjournment

At 2:55 the business meeting closed and the membership enjoyed our Annual Picnic, featuring catered grilled chicken and many side dishes provide by the attendees!

Respectfully submitted by Tom Fluck, Secretary

Donations to the Chapter

Fred W. Schneider: Large collection railroad negatives, slides and prints.

Gene Graber: Silverliner door handle, railroad prints & posters.

Jay Strubel: 159 VHS tapes, 36 timetables, 3 books.



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CHAPTER MEMBERSHIP MEETING

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

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

OCTOBER 17, 2022 - MONDAY, 7:30 PM - CHRISTIANA

FREIGHT STATION STARTING AT 7:30 PM

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

CHRISTIANA, PA 17509-1416

PHONE: 717-917-5137

CHAPTER WEBSITE: WWW.NRHS1.ORG



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