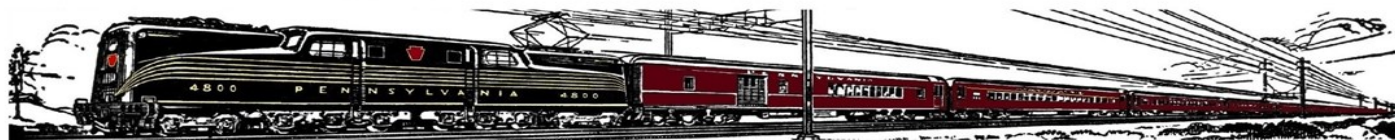


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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By the mid 1930's the Army-Navy game had become an American tradition, usually contested on the Saturday after Thanksgiving, at Municipal Stadium, in Philadelphia. The Pennsylvania Railroad saw this event, with the close proximity of the stadium to its railroad, and the large number of traveling game attendees, as an opportunity to advertise to these potential customers the best the railroad had to offer.

In 1936, after many months of planning, the PRR offered, for the first time, special trains serving the Philadelphia game from New York City and Washington, DC. Unlike regularly scheduled trains, these specials brought passengers right up to the gates of the stadium and were parked just outside for easy return after the game.

Operating these game-day specials was and probably will remain the most concentrated and complex single day operation in passenger railroad history and it was done every year for almost 35 years. The Pennsy went all out for Army-Navy Day. Planning sessions were held throughout the year, cars were repaired and cleaned, locomotives were washed and polished, wreck crews were deployed, and scores of extra personnel were assigned to make sure that the operation went smoothly.

There were 38 trains scheduled for the 1936 game and by 1941, a record high 42 trains arrived at the game. During the war years of 1942, 43 & 44, the game was not played in Philadelphia and when it returned in 1945, 8 trains were on the schedule. In 1946, with the country returning to more normal activities, 37 trains were needed. Over the next three decades, as the use of trains declined, the number of trains were reduced with 29 in 1954, 27 in 1958, 18 in 1962 and 4 in 1975, being representative of the waning use.

From the beginning, Army-Navy Day was an all GG1 occasion with as many as 42 arriving at the gates of Municipal Stadium. In its hey day the Greenwich Yard was filled with over 400 pieces of passenger equipment including: coaches, Pullman cars, private cars and diners. The GG1s led every special until the last time they were used in 1975.

Of special interest is what happened each year in the Greenwich Yard. Cleared of all freight activity the yard was prepared for the arrival of the GG1 led special trains. Some sections of the yard did not have catenary and the practice for parking trains in these areas was to allow the GG1 to coast past the "A.C. Motor Stop" sign hanging from the overhead. During the game, switchers would haul the GG1s out and place them on the front of the trains.

Painting by the iconic Grif Teller Story Source: Richard Dudley, www.steamlocomotive.com



Railway News Flash

By Steve Ferrell

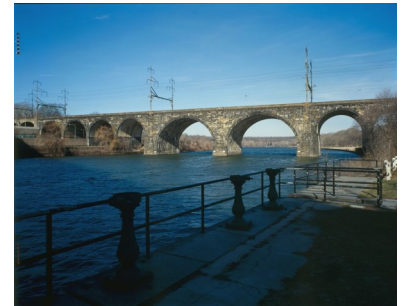
Gathered from press releases and
revised for this publication

- Paul B. Duncan, a former BNSF executive is now Norfolk Southern's new Executive Vice-President in charge of Transportation and Network Operations.
- In Partnership with Amtrak, the Delaware Department of Transportation is being awarded from the U.S. Department of Labor to fund the new "Railroading 101 Program", for training workers for railroad careers.
- Long Island Railroad – The 9.8-mile bi-directional, third track project, serving communities from Floral Park to Hicksville, has been completed. The project also eight grade crossings.
- As part of an 8-million-dollar program, New Jersey Transit officials announced they are replacing the windows of its rolling stock to make them better for viewing the scenery along their lines.
- BetPARX Casino and Sportsbook is ensuring the Eagles fans get home safely this football season by providing in partnership with SEPTA free rides home from NRG Station (at Lincoln Financial Field) on the Broad Street Subway line.
- Just in time for holiday shopping, SEPTA's transit store is now online at SEPTA.org. Suitable gifts are available online for railroad and transit enthusiasts.
- On Friday, October 14th, two construction workers were killed when struck by a PATCO (Port Authority Transit Corp.) train on the Ben Franklin Bridge in Philadelphia. Delaware River Port Authority police are investigating.
- The Federal Transit Administration has announced funding of \$600 million dollars for new subway, light rail and commuter railcars. This is part of its Rail Vehicle Replacement Program which is part of the \$1.5 billion Bipartisan Infrastructure Law.
- Reading & Northern Railroad's T-1 4-8-4 steam locomotive has been repaired from a breakdown and is now again ready to pull a sold-out October 29th excursion train. During a trip on October 8th, the locomotive was sidelined after a component malfunctioned in its firebox.
- The East Broad Top Railroad notched another first during the October 7-9 annual gathering of its Friend's auxiliary group, carrying passengers on a mile of the narrow-gauge main line that has been out of service for 66 years! This section of the line is south of the 4.5-mile segment that has been used since the beginning of tourist operations in 1960.
- Hitachi Rail has released final designs for a \$70 million dollar factory to be built in Washington County MD. It will open in 2024 and begin operations by building a 256-car order for the Washington Metropolitan Area Transit Authority (the DC Metro).
- On October 14th, Western Maryland Scenic Railroad ran (powered by the railroad's 2-6-6-2 Baldwin locomotive) a dinner train to benefit the Altoona Railroader's Memorial Museum. This raised more than \$13,000 to benefit restoring the museum's PRR Class K4s.



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

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



November 2, 1913 New double-track, masonry-faced concrete arch bridge opens over Schuylkill River on Connecting Railway in Philadelphia; old bridge taken out of service for rebuilding.

November 11, 1918 Armistice ends World War I; 26,286 PRR employees had joined service, of whom 443 died; PRR subscribed \$10.1 million to Liberty Loans.

November 9, 1923 PRR announces its intention to electrify between Altoona and Conemaugh on the Pittsburgh Division; power to be generated at mine mouths.

November, 1923 Truck pick-up-and-delivery of local freight begins between Overbrook and Downingtown; provided by Scott Bros. Company under contract.

November 1, 1928 Pres. Atterbury announces \$100 million program of electrification from New York to Wilmington, Philadelphia to Atglen and the lowgrade line between Atglen and Columbia; electrification south of Washington in abeyance pending resolution of Baltimore ordinances; electrification of freight service tied to speeding up perishable freight.

November 11, 1928 Reading announces it will electrify its Philadelphia suburban lines to Lansdale, Langhorne and Chestnut Hill.

November 2, 1933 Public Works Administration (PWA) approves \$84 million loan at 4% to PRR to complete electrification and create jobs; RFC was required to charge 5.5-6% for relatively short-term loans; while PWA loans are long-term .

November 8, 1938 PRR Board authorizes the construction of 15 new dining cars and the conversion and air-conditioning of 9 D70 dining cars; construction of one experimental DD2 and one experimental L6a electric locomotive.

November 13, 1938 Last runs of passenger trains between Bordentown and Jamesburg on old Camden & Amboy route.

November 10, 1943 PRR Board authorizes \$2.9 million to resume work on Philadelphia Improvements by completing lower level of 30th Street Station.

November 11, 1953 Inbound Chestnut Hill local derails at the east end of the upper level of 30th Street Station; first MU car crumpled against the girder bridges; 33 injured.

November 1, 1958 A group of businessmen led by Henry K. Long of Lancaster purchase the Strasburg Railroad for \$18,000.

November 5, 1958 PRR discontinues complimentary wall calendars as an economy measure.

November 25, 1958 PRR Director of Research John J. Clutz issues first report on high-speed passenger service based on computer simulations and 100 MPH tests with Pioneer III MU cars and with GG1s hauling both Pioneer III test cars and Congressional cars; believes can offer economical and competitive service; favors 10-car MU sets, with capital expense to be offset by faster turnaround and eliminating firemen; genesis of later Metroliner project

Ferry Voyaging in New York City

By Steve Ferrell

It was a sunny, hot and humid day as fifteen riders boarded the Amtrak Keystone #600 train at various points bound for Manhattan. Our purpose for this trip was to explore the NYC Ferry system, travel under the Hell Gate Bridge and then around the tip of Manhattan to Hoboken. After an on-time arrival, the large group walked through the Long Island Railroad Concourse (currently being remodeled extensively) to the entrance for the 1,2,3 Subway lines under 7th Avenue.

We caught the #2 southbound train that ran express on the very smooth welded tracks and soon detrained at Wall Street Station. It was a long and hot walk to the exit and then up to the surface. One of our riders experienced severe breathing problems. After waiting a while to see if he improved, another group member volunteered to escort him home where he received medical care.

The rest of the group continued the short walk to Pier 11. At the Pier, we bought our tickets (two \$2.75 tickets for the round trip). We then looked for lunch. On my last visit there were about four or five food trucks with great choices. Today there were only two (probably because of the pandemic) and most of us got a hot dog, sausage or falafel sandwich. At Pier 11, two more group members joined us. They had driven up to Staten Island and then rode the ferry over to Manhattan. Then they walked to Pier 11 to meet us.

Just missing the 11:28am departure, we caught the next ferryboat north to Throg's Neck. It was a forty-minute ride for \$2.75, a great value. Most of the group rode topside on the upper deck and we paid for this with the heat and humidity being very high and of course later the sunburn. We cruised past South Street Seaport, the lower east side, with much new and innovative (and strange) new buildings, the United Nations building and the Harlem area. Along that stretch, we went under the Brooklyn, Manhattan and Williamsburg Bridges. We then cruised along the east side of Roosevelt Island and under the Queensboro Bridge and the Roosevelt Island Tramway. We noted that the famous (was featured in a few movies) and very scenic Roosevelt Island tramway appeared not to be operating that day.

We made a few very quick stops along the way and soon sailed under the Tri-Borough Bridge then under the Hell Gate Bridge. The Hell Gate Bridge is the connection for the trains coming into New York from Boston, Springfield and other cities formerly served by the New Haven Railroad. The Pennsylvania Railroad operated through trains (jointly with the New Haven) using the Hell Gate route. Designed by Gustav Lindenthal, construction started in 1912 and was completed in 1916, with rail traffic beginning in 1917. The bridge completed the rail connection through New York city via the Bronx over the east river and into Astoria, Queens and then into Manhattan. This allowed rail traffic via the New Haven and Pennsylvania Railroad from Boston through Washington, D.C. Many branch lines to important cities diverted from these lines and through service southbound continued south to Miami, New Orleans and more cities. The bridge opened with four tracks and overhead AC electrification and today only has two tracks used by Amtrak. Plans are for Metro North to use this line for the Penn Station access project. Two side notes: This bridge has a twin bridge half the world away: The Sydney Harbor Bridge in Australia! During World War Two, the Nazi's had a plan to sabotage the bridge to disrupt traffic which was not implemented.



Amtrak Keystone #600 at Downingtown, PA – Photo by Eric Dervinis



Group after detraining under Penn Station – Photo by Eric Dervinis



After Sailing under the Tri-Borough and Hell Gate Bridge with the Manhattan Skyline in the background - Photo by Steve Ferrell

Ferry Voyaging in New York City (continued)

Hell Gate (the body of water the bridge crosses) is a tidal strait known for its converging tide-driven currents and being very difficult for boats to navigate. After sailing under the Hell Gate and Tri-Borough Bridges, we viewed Riker's Island Prison and LaGuardia Airport to the East. Planes were landing at LaGuardia every thirty seconds! We stopped at Soundview and then soon arrived at the end of this ferry line at Throg's Neck. These stops in the Bronx appeared to be very nice and attractive areas with nice parks – not what I pictured for the Bronx! At Throg's Neck, we had to exit the boat and then reboarded for the trip back to Pier 11.

The NYC Ferry System operates eight lines around the city (all costing \$2.75 to ride one way) with a line to Coney Island soon to start service. One route (to Rockaway) actually enters the Atlantic Ocean for a short while off of Coney Island before entering Rockaway Bay! The ferries are very nice and clean with comfortable seating on both decks. There is a snack bar onboard, but the one onboard our Ferry was not operating on the day we traveled. Forty minutes after departing Throg's Neck, we arrived back at Pier 11. Our two riders that came via Staten Island left the group at this time. Once disembarking our boat, we purchased tickets for our next ferry ride to Hoboken. This ferry is operated by NY Waterways and is a private company. Tickets for seniors were \$7.50. It was a quick fifteen-minute ride to Hoboken. Along the way we had views of Governor's Island, Ellis Island and the Statue of Liberty! On the New Jersey Shore, we viewed the historic and very large Colgate Clock (a local landmark), and then we arrived at the ferry slips of Hoboken Terminal (itself a National Historic Landmark).

At Hoboken, we boarded a PATH train to 33rd street in Manhattan. We then walked over two long city blocks to Moynihan Hall (part of the Penn Station Complex). Here the group divided and went to different food court eateries for a quick dinner. Soon our 510pm Amtrak Keystone #653 was called and we traveled back to our home stations. The conductor announced that our train was having some power problems that were resolved at Newark Penn Station and we arrived home only about five minutes late.



Another view of Hell Gate looking south toward Manhattan— photo by Ira Silverman



Passing under the Brooklyn Bridge – Photo by Doug Henry



Southbound Acela heading up the Hell Gate Bridge – Photo by Doug Henry



Statue of Liberty – Photo by Ira Silverman

Ferry Voyaging in New York City (continued)



Around the tip of Manhattan with a view of the Staten Island Ferry Terminal – Photo by Steve Ferrell



Approaching Hoboken Terminal and the ferry slips – Photo by Doug Henry



**Docking at Hoboken Terminal's ferry slip with NYC Skyline on the right
Photo by Ira Silverman**



**Getting off the Ferry at Hoboken –
Photo by Eric Dervinis**



**Heading to the Path Terminal within Hoboken Terminal –
Photo by Eric Dervinis**



**Our youngest rider with his granddad!
Randy Lennon photographs Jonah Park aboard the ferry.**

Photo by Ira Silverman



Two happy riders – Bill Cole and Jim Cleveland

Photo by Eric Dervinis

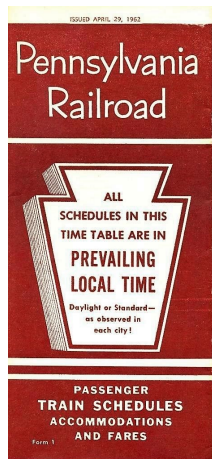
Upper – Lower Pullman Berths Explained

A man had informed the Pullman agent that he wanted a sleeping car berth. “Upper or lower?” asked the agent. “What’s the difference?” asked the man.

“A difference of 60 cents in this case. The lower is higher than the upper. The higher price is for the lower. If you want it lower you’ll have to go higher. We sell the upper lower than the lower. Most people 'don't like the upper, although it is lower on account of being higher. When you occupy an upper you have to get up to go to bed and get down when you get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher, it will be lower—”

But the poor man had fainted.





Time Table 11-22 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
Operating Daily.



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

All-day RDC excursions to Jim Thorpe on selected dates
in November.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
**Santa Express, steam-powered
excursions November 25, 26, 27.**



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

<https://stewartstownrailroadco.com>

Fall Foliage Train Ride - November 5-6.
Santa Claus Express - November 26-27



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
**"Bow Wow Express" - November
6th**



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
**Excursion Train Rides on Novem-
ber 5-6, 12-13, and 25, 25 27**



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
**Trains scheduled for November 25,
26, 27.**



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
**Trains operate all Fridays, Satur-
days and Sundays in November**



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
**Trains running Nov. 5-6, 12-13, 20,
25-27.**



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating on Nov. 5-6.



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**

This Month in our Chapter's History

2009 – The Chapter had their annual banquet at the Paul Revere Tavern with Dennis P. McIlhany, author of “Horseshoe Curve: Sabotage and Subversion in the Railroad City” as guest speaker.

2010 – The Annual Banquet was at the Eden Resort Inn. The guest speaker was Dennis P. McIlhany, author “The Wreck of the Red Arrow – An American Train Tragedy”.

At the November Meeting, our speaker was Frank Tatnall with a program entitled “The Pennsylvania Railroad in the Harrisburg, PA area, with a sprinkling of the Reading Railroad”.

From November 4th through November 7th, the Lancaster Chapter hosted the 75th anniversary fall national conference of the NRHS at the Best Western Eden Resort.

2011 –The annual banquet was held at the Shady Maple Smorgasbord. The speaker was Steve Barry, Editor of Railroad and Railfan Magazine.

2012-This year's annual banquet was held at the Historic Revere Tavern in Paradise. The Speaker was Roger D. Thorne from the Tredyffrin Eastown Historical Society who spoke about “When Nazi Prisoners Passed through Paoli”.

2013 - The annual banquet was held this year at Shady Maple Smorgasbord. The speaker was Steve Barry, editor of Railroad and Railfan Magazine.

2014-The annual banquet was held at the Historic Revere Tavern. The guest speaker was Lee Rainey with a program titled: “An Overview and Brief History of the East Broad Top Railroad”.
On November 1st, a Vendor and Craft Show was held at the Christiana Freight Station.

2015-Railroad and Railfan editor Steve Barry was our annual banquet speaker. The event was held at the Shady Maple Smorgasbord.

At the November Board Meeting, Tom Shenk reported that the Chapter has a verbal agreement with Amtrak that the Christiana Passenger Station is part of our lease for the Christiana Freight Station (our clubhouse). It was noted that the station needs a new roof at the cost of \$2500. The chapter approved getting the roof repaired.

2016-Steve Barry, noted railroad photographer was the speaker at our annual banquet. This was held at the Historic Revere Tavern.

2017- The Four Seasons Golf Club was the site of this year's annual chapter banquet. Our speaker was R. L. Eastwood with the program called: “Just Yesterday”. The presentation featured the photography of Joseph. M. Mannix.

2018- This year the annual banquet was catered at the Chapter clubhouse in the Christiana Freight Station. A digital presentation titled: “Looking Locally” was delivered by Chapter member Mark Hoffman. This program featured images from 2010 to 2018 and included NS New Holland Secondary, Lititz industrial track, Columbia Secondary, Amtrak's Keystone Corridor and much more.

2019- This year's banquet was at the Bird-In-Hand Restaurant. The program was provided by Linn W. Moedinger, former President of the Strasburg Rail Road. The presentation was about Strasburg's 0-6-0 Number 89 (Ex-Canadian National #911) and the Hurricane Agnes Flood of 1972.

2020- The annual banquet was canceled due to the Covid-19 pandemic.

2021- The banquet this year was held at Enck's Banquet and Conference Center at Kreider Farms. Our speaker was John Smith, President of the Harrisburg Chapter of the NRHS. He spoke about Harrisburg's rail and canal history and then the history and operation of Harris tower through the years and its status as a museum today.



Lancaster Chapter 2023 Dues - Renew Now

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

Make check payable to: LANCASTER CHAPTER NRHS

Name: _____

Family Member: _____

Address: _____

City/State/Zip: _____

E-mail address for Newsletter: _____

Phone Number: (____) _____

2023 Chapter dues \$20.00 – plus \$2.00 if you have a family member _____

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

PAPER COPY OF NEWSLETTER - \$12.00 _____

Donation to Lancaster Chapter _____

Total amount of check payable to Lancaster Chapter NRHS \$ _____

LAST DATE FOR RENEWING 2023 MEMBERSHIP IS APRIL 30, 2023!!

DO NOT ADD YOUR NATIONAL DUES TO YOUR LANCASTER CHAPTER CHECK!

If you would like us to forward your National Dues, **please make a 2nd check payable to NRHS**

National Dues \$50.00 – plus \$7.00 if you have a family member _____

Student Dues – ages 13 to 24 \$ 16.00 or Youth ages 05 – 12 \$5.00 _____

Donation to National _____

Total amount of check payable to NRHS \$ _____

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

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

NOVEMBER 18, 2022 - FRIDAY, 6:00 PM—9:00 PM - ANNUAL CHAPTER BANQUET—
DINNER AT 6:00 PM: DUTCH-WAY FAMILY RESTAURANT 365 PA ROUTE 41, GAP, PA
SPEAKER AT 7:30 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"

CHAPTER MEETING MINUTES

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, October 17th 2022. Thirty-two were in attendance. Smoke Shaak called the meeting to order at 7:30 pm and led those assembled in the Pledge of Allegiance. Nelson Struble made a motion to accept the September 2022 Chapter Minutes and Richard Bullis seconded the motion. The motion carried.

Treasurer's Report:

The Treasurer Richard Rutledge gave the treasurers report for the month of September 2022 as well as reviewing the Chapters annual budget. Dave Stanbaugh made a motion to accept the reports and Steve Ferrell seconded the motion. The motion carried.

Other:

Cindy Kendig announced that the Thursday after Thanksgiving will be decorating the Freight Station for X-Mas!

Helen Shaak announced the nominees for the 2023 board (it is not too late for YOU to run!).

Steve Himpsle announced sales of ten Strasburg RR tickets (\$100) and \$195.00 for Chapter Merchandise sales.

Also, there is a \$305.00 invoice to the RRMPA gift store for more Chapter Merchandise sales.

Donations

Gene Graber donated a working Diesel Locomotive Cab Signal with color/position aspects.

Jay Struble donated 75 Railroad VCR tapes.

Adjournment

After the group enjoyed fresh brewed coffee and snacks, at 8:20 pm, Steve Himpsle made a motion to adjourn the meeting. Tom Fluck seconded the motion and the motion carried.

Respectfully submitted by Tom Fluck, Secretary



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ANNUAL CHAPTER BANQUET

FRIDAY, NOVEMBER 18TH AT 6:00 PM

DUTCH-WAY FAMILY RESTAURANT

365 PA ROUTE 41, GAP, PA

SPEAKER AT CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

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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CHRISTIANA, PA 17509-1416

10 RAILROAD AVENUE

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