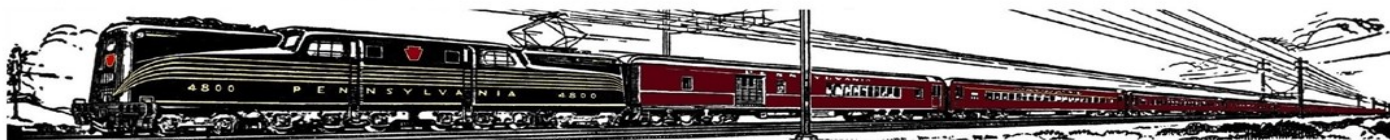


**LANCASTER
DISPATCHER**

1935-2023



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 1

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG JANUARY—FEBRUARY 2023

HAPPY NEW YEAR!



Howard Fogg Painting. See article, page 9



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

Amtrak is moving forward to replace the 116-year-old Susquehanna River Rail Bridge to increase efficiency on the Northeast Corridor. Two new bridges will replace the existing bridge and overhead catenary, signal and security systems will be upgraded. The cost will be \$1.5 billion.

Septa has been awarded a grant to study trolley modernization by assessing opportunities for developing the 2.9-mile corridor between the Darby Transportation Center and Yeadon Loop end of trolley lines 11 & 13.

Dec 2: Six cars of a Norfolk Southern train derailed on the Rockville Bridge crossing the Susquehanna River. One railcar was sent over the bridge onto a road below. No injuries were reported.

A new officially approved private tour operator, “Walks” is now offering 90-minute Grand Central Terminal tours after a two-year hiatus of official tours.

New York’s MTA system is planning to spend more than one-billion on accessibility projects at NY Subway Stations and on the Long Island Railroad.

The FRA has granted a safety waiver aiding the opening of the Long Island Railroad (LIRR) Terminal under Grand Central. This move should allow the new terminal connecting the LIRR to Grand Central to open up in December. The required hazard detector to prevent Amtrak trains from taking the wrong route (they do not travel into Grand Central). This equipment will eventually be installed.

The West Chester Borough Council is calling for using the “Pop Up Metro” concept instead of conventional rail service to connect the borough to downtown Philadelphia. Using battery powered cars that operate on existing tracks the service would connect West Chester and Wawa. The cost would be \$16 million, versus \$380 million for conventional service.

A New Jersey Transit report calls for replacing the “Princeton Dinky” with light rail or busses. The line is famous as the shortest commuter line in the country.

Wilmington Delaware’s rail station was closed for more than an hour on November 3rd, after a police patrol K-9 unit found a bag of explosives in the station. After the explosives were removed by the bomb squad, regular service was resumed with some delays.

Steamtown’s heating system developed mechanical issues on November 20th, forcing the park to close several major buildings on the site. Updates on these repairs are available on the Steamtown Facebook page.

New York Governor Hochul and other officials held a groundbreaking ceremony on December 9th, for the Penn Station Access project. This will allow trains from the Metro-North’s New Haven Line to serve Penn Station and add four new stations in the Bronx. The project will use Amtrak’s Hell Gate line. The line is expected to open in 2027 and cost \$3.18 billion.

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

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

February 14, 1914 Committee appointed to analyze freight congestion in Philadelphia terminals in the fall of 1913 recommends a single large freight yard between 40th and 56th Streets in West Philadelphia/Overbrook.

January 25, 1919 Pennsylvania Terminal Real Estate Company opens Hotel Pennsylvania across 7th Avenue from Penn Station in New York; McKim, Mead & White, architects; at 2,200 rooms, is largest hotel in the world until 1927; underground passage connects directly with 7th Avenue Subway and Penn Station; operation leased to E.M. Statler organization.

January 19, 1924 PRR announces plan for underground station for electric suburban trains near Broad Street with direct connections to subways in Broad, Market, Chestnut, Walnut and Arch Streets .

January 9, 1929 PRR, Public Service and City of Newark sign \$25 million Newark Improvements agreement calling for new PRR station with facilities for Hudson & Manhattan and City Subway (trolley); Hudson & Manhattan to be extended to South Street.

January 3, 1934 PRR gives George Gibbs of Gibbs & Hill permission to proceed with the development of a 2-C+C-2 electric locomotive that will become the GG1; the engineering work is done at Baldwin's Eddystone Works with additional input from General Electric and Westinghouse.

January 18, 1934 Lancaster Railway & Locomotive Historical Society organized at Lancaster, Pa., by persons interested in photographing and documenting the contemporary railroad scene.

January 31, 1939 Class S1 6-4-4-6 duplex passenger locomotive No. 6100 leaves Altoona; streamlined by Raymond Loewy; world's largest and most powerful passenger locomotive; known as "The Big Engine" by many employees; costs \$669,780; is first steam locomotive built at Altoona since 1930; long rigid frame precludes use on certain main line curves, including Fort Wayne curve at Pittsburgh Station; used exclusively between Chicago and Crestline; proves too big in every respect, but serves as basis for later Class T1 4-4-4-4's.

January 31, 1939 Lehigh Valley Railroad holds a press preview run of its new Asa Packer Nos. 25-26 between Pennsylvania Station, Newark, N.J., and Mauch Chunk, Pa.; formally dedicated at a ceremony in Bethlehem; heavyweight consist of a combine, 2 coaches, and diner-lounge car is styled inside and out by Otto Kuhler, including an orange-and-black color scheme; 4-6-2 locomotive No. 2023 is also painted but without true streamlining; replaces streamlined gas-electric car No. 17.

January, 1944 PRR installs a public address system in Penn Station; engages School of Radio Technique and radio station WOR to train 25 men and women as announcers; find that women's higher-pitched voices carry better in large spaces when amplified.

January 1, 1949 First 2 "Wassell Units" installed in Penn Station Reservation Bureau; developed by Wassell Organization, Inc., they are consoles with 9 rotating drums holding reservation boards, operated by clerks with headphones in direct communication with ticket agents; 8 more units installed later .

January 3, 1954 Last run of passenger service between Lancaster and York.

January 4, 1959 Strasburg Railroad reopens as an excursion line.

January 9, 1959 Last run of commuter service between North Philadelphia and Trenton via Delair Bridge and Burlington.

January 9, 1964 LIRR Board authorizes enlargement of Montauk Yard because of increase in parlor and bar car traffic.

The Cynwyd “Dinky”

By Jim Donohue

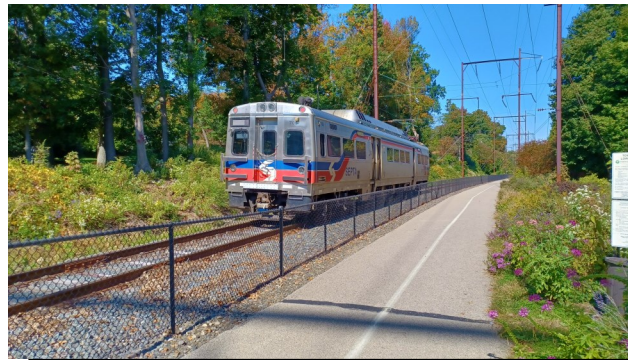
This Lancaster Dispatcher frequently features “Ride with Me Steve” railfan adventures, consisting of train rides combined with excellent dining experiences. Today we present a “RWOMS” (Ride Without Me Steve) adventure, riding not the “Princeton Dinky” but rather the Cynwyd Dinky.

Our story took place last October, on a beautiful, clear and warm fall day. It consisted of three riders, “Ride With Me Tom” Fluck who organized the trip, Randy Lennon and Dispatcher editor Jim Donohue, all Lancaster Chapter members.

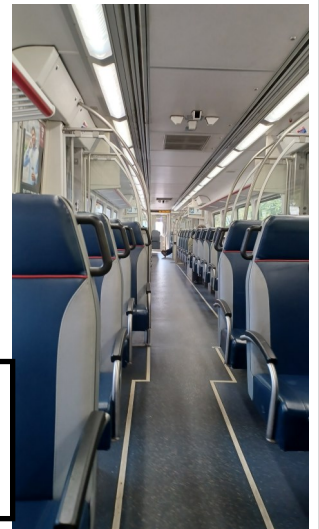
The trip got off to an off-specious start in Thorndale, as the SEPTA mu train arrived, but due to a brake problem, could not depart. Tom and Jim jumped into Tom’s car and drove 40 minutes to the Malvern station to pick up a train originating there. As we were meeting Randy in Philadelphia’s Suburban Station, with a tight connection to the Cynwyd train, we advised Randy by phone of the later arrival. This also meant we would not be eating lunch at Suburban Station. Upon arrival there, we considered grabbing something from a 7-11, but thought we could do better elsewhere.

Walking down to Suburban’s Track 7, we had to wait for our outbound crew. They came in from another run, had just 20 minutes to eat lunch themselves and opened the door to our train exactly at departure time. A quick brake test and off we went.

Because ridership on the Cynwyd line is so low, the train consisted of a solitary Silverliner 5 car. Thus, we named it the “Dinky” after the Princeton-Princeton Junction train of the same nickname on the former Pennsylvania Railroad in New Jersey. A little more information on this route: There are only six trains per day, three in the morning and three in the afternoon. No service on weekends at all! All outbound trips are 21 minutes with intermediate stops at 30th Street Station, Wynnefield Avenue, Bala and then Cynwyd. Interestingly, all inbound trains are scheduled for 22 minutes!



Above, the Cynwyd “Dinky” at it namesake station.



Right, sparse patronage. Only 7 passengers, including the three Ride Without Me Steve crew.

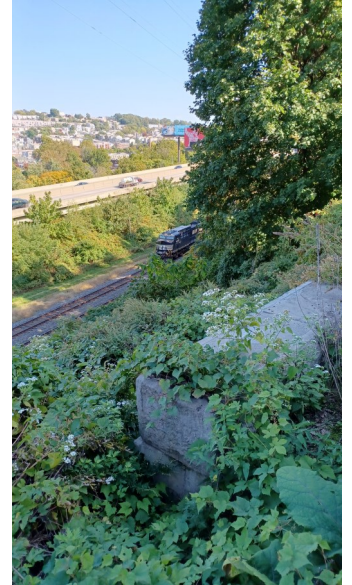
Arriving at Cynwyd, our plan was to walk the 1.8-mile Cynwyd Heritage Trail which connects the SEPTA’s Cynwyd Station to a pedestrian bridge across the Schuylkill River, ending at Manayunk. Upon detraining, we discovered that the Cynwyd station had been converted to a cute eatery named “Platform Z.” Their specialty are “bowls” of Ramen noodles and poke (pronounced “pokee”), with customer choices of fish, meat and vegetables. All delicious and all healthy! Platform Z was a surprise treat!



The Cynwyd “Dinky” (continued)

Following our lunch, we began the down-hill walk to Manayunk. We past the sites of Bala Cynwyd Park, the historic West Laurel Hill Cemetery, and Westminster Cemetery, learning about their history from trail signs along the way. The Cynwyd Heritage Trail follows the former Pennsylvania Railroad Schuylkill Valley Division that ran through Norristown, Pottstown, Reading, Hamburg, Pottsville and terminated at Wilkes-Barre. Rail Service beyond Cynwyd ended in 1986. The trail itself currently crosses the Schuylkill River and ends at Manayunk.

At Manayunk Randy boarded a Norristown train for his short ride home. Tom and I boarded an inbound train, changed at the Temple University station and picked up a through express train to Malvern and Thorndale.



Left: the humble end of the line.

Right: A Norfolk Southern freight peeks out below the trail.



Top Photo: The end of the line at Cynwyd.

Lower Photo: Cynwyd Station, now the Platform Z café.

Right: The beautiful view of the Schuylkill River and Expressway from the trail bridge.



Left: The former Reading, now SEPTA Manayunk station.

Right: the unusual entrance to the station.

All photos by Jim Donohue

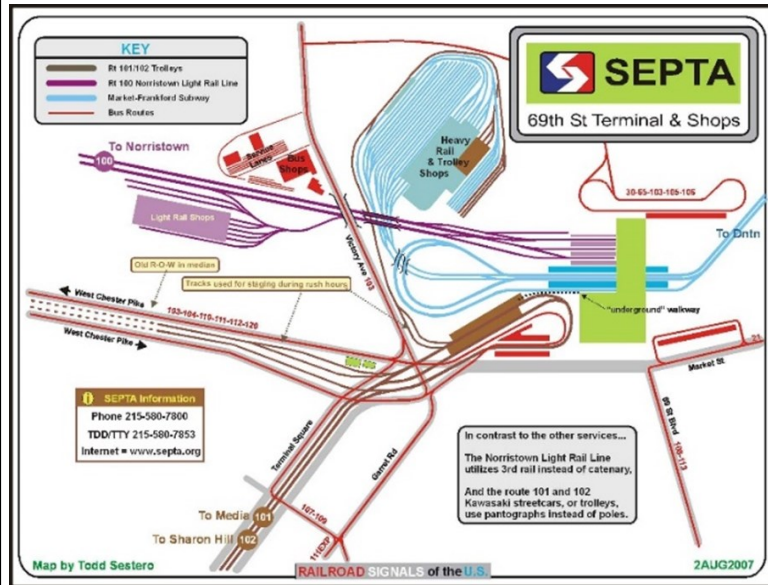


The Magnificent Maps by Todd Sestero

By Steve Ferrell

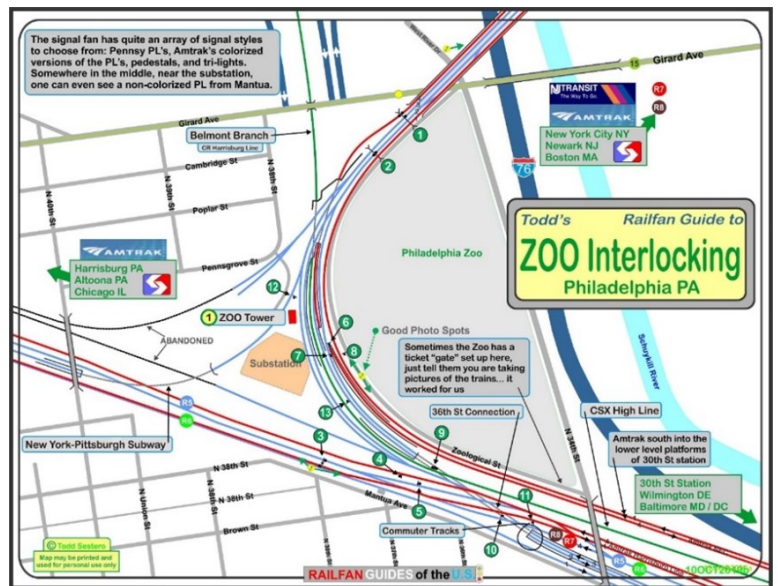
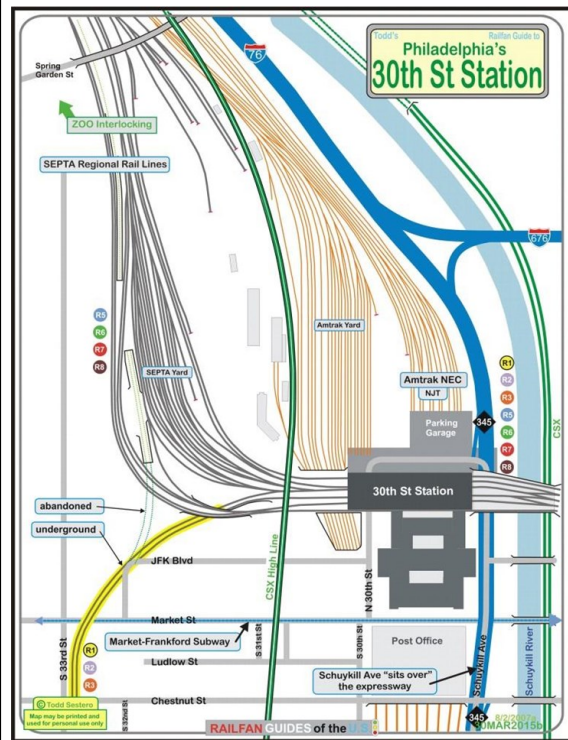
Maps and railfansguides.us, used with permission from Todd Sestero

I stumbled into the great work of Todd while researching a trip for my Ride with Me Steve rail riding group. I was looking for maps and Google took me to a great map on his railfansguides.com website. Here I found many train watching sights and maps associated with the area.



A few of my favorite maps:

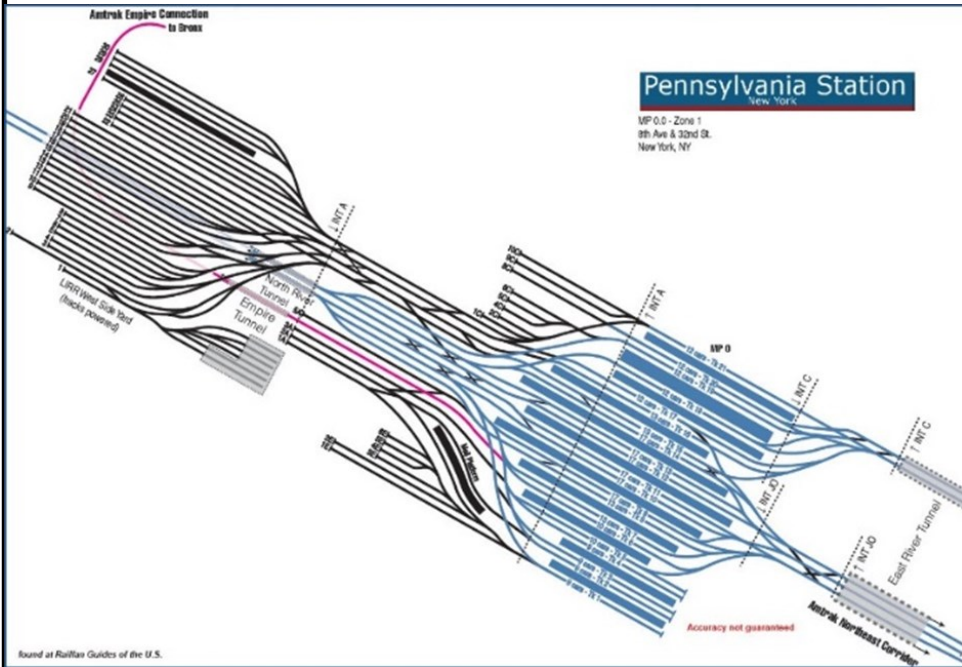
This is a Map of 69th Street Terminal in Upper Darby, PA. On the border of Philadelphia, it serves the Market-Frankford Subway-Elevated line, Norristown High Speed Line Septa Route 100 (formerly the Philadelphia and Western, two Interurban trolley lines and multiple Septa bus routes. I spent many days traveling to 69th street with my parents or grandparents as a child between 1955 and 1965.



Above is a great map of the area around my favorite Tower: Zoo Tower. Nowadays the Amtrak Northeast Corridor line is controlled by Amtrak's control center in Wilmington, Delaware

I used this map for my article on Philadelphia's 30th Street Station.

The Magnificent Maps by Todd Sestero continued)



This drawing was done by Todd for my article called “under Penn Station”. I had wondered before writing the article how the empire trains moved over from their usual track 7 to get over to the north side of the yard. Looking at this map, I realized that the Empire Tunnel entrance was close to tracks six and seven and proceeded to turn north under the Long Island Railroad yard and above the Hudson Tunnels.



Todd uses Corel Draw for creating his maps. The first thing he does is bring up either Google Maps or Bing Maps of the area to get started and use them as a template. He uses TechSmith’s Snag-It software to grab the maps and begin to draw his unique map.

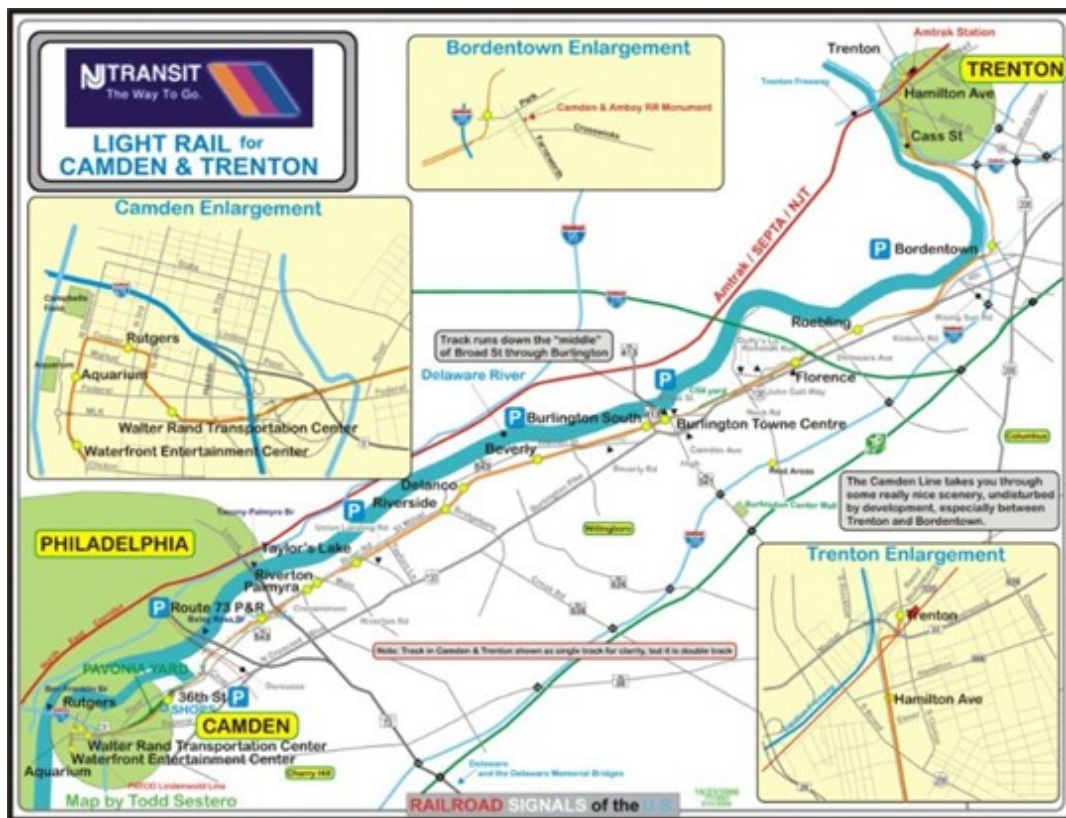
He begins by opening up Corel Draw and importing his default drawing that contains his premade elements common to his maps – he can adjust them (reword the labels) to fit his new map. That is just the beginning of a long and complex procedure. He has created new maps for me within several days that are incredibly accurate and descriptive!

This map was drawn for my PowerPoint program on the New York and Long Branch railroad and my trips to Bayhead on New Jersey Transit. Most of the available maps were either too complex or didn’t show what I wanted. This map really works for the presentation!

The Magnificent Maps by Todd Sestero (continued)

Railfanguides.us site:

This is a great site for railfans doing research or just browsing for good places to train watch. The site is indexed by state for easy location of desired rail fan destinations. I used it for browsing in the Altoona, East Broad Top, and Bound Brook Junction areas and more! For my trips on Ride with me Steve I use his maps for planning and for promoting the trip to my riders – to give them an idea of where they will be traveling. For my articles on my Ride with me Steve group trips I usually (with permission) include at least one map by Todd. I used the map below for a trip on the New Jersey Transit’s River Line (Light rail).



Howard Fogg

Howard Fogg was born in Brooklyn, New York, on April 7, 1917. Raised in Wilmette, Illinois, his love of railroading came from his father, a VP of the Litchfield & Madison Railroad. He enrolled in the Chicago Academy of Fine Arts, intending to pursue a career in political cartooning.

Drafted into the Army in 1941, Howard transferred to the Army Air Corps and received his commission as a 2nd Lieutenant with pilot's wings in November, 1942. On April 10, 1943 he married Margot Dethier, daughter of the Belgian classical violinist Edouard Dethier, and that October Howard sailed for England, assigned to the 359th Fighter Group, USAAF Station 133 in East Wretham. As chronicled in the book *Fogg in the Cockpit*, he flew 76 combat missions in P-47 Thunderbolts and P-51 Mustangs and was awarded the Air Medal with three clusters and the Distinguished Flying Cross with one cluster.

After his Honorable Discharge in August, 1945, family friend and famed pollster Elmo Roper introduced Howard to Duncan Fraser, President of the American Locomotive Company (ALCO). Fraser hired Howard as company artist in March, 1946. That September, at an ALCO gala at the Waldorf Astoria Hotel in New York, Howard met Lucius Beebe, a journalist with the New York Herald-Tribune. Beebe planned to write a series of railroad books, and in 1947 his book, *Mixed Train Daily*, was the first of many to use a Fogg painting on the cover. Over the next 40 years, many other distinguished railroad authors also commissioned art from him.

Another attendee at the ALCO event, John W. Barriger III, would prove to be even more influential in the development of Howard's career. Barriger, then President of the Monon Railroad, was renowned for his ability to turn around failing railroads. Barriger and Fogg established both a business relationship and a lifelong friendship. Barriger commissioned seventeen paintings while President of the Monon and continued to order paintings as he moved to the Pittsburgh & Lake Erie, the Rock Island, and other railroads. With an ever increasing number of commissions from railroads, authors, individuals and industrial firms, Fogg ended his formal agreement with ALCO in 1957, although he continued to receive commissions from them for a number of years.

In 1955, Howard, Margot, and their three sons moved to Boulder, Colorado. Howard and Ed Trumble became close friends, and over the years he created more than 70 paintings for Trumble's Leanin' Tree Publishing line of greeting cards.

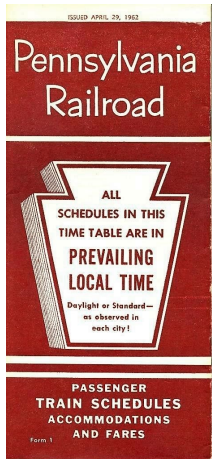
Howard produced four LP records of steam locomotives using recordings he made between 1955 and 1960, releasing them on his own imprint *Howard Fogg Recordings*. They were later reissued by another Boulder company, Owl Records, run by local conservationist Oakleigh Thorne.

Over the decades magazines featured Fogg and his work. Limited edition prints were issued. Calendars and post-cards as well as catalogues used his artwork. Books were written about him and his work, including *Fogg and Steam* by Frank Clodfelter, *Howard Fogg and the Diesel Image* by John J. Scala, *The Railroad Artistry of Howard Fogg* by Ronald C. Hill and Al Chione, and *Fogg in the Cockpit* by Richard and Janet Fogg.

Whereas his earlier work was almost exclusively in watercolor and primarily for corporations, in later years he worked in both watercolor and oil, with individuals becoming a significant source of commissions. As his fame and reputation grew he had a waiting list measured in years, and he continued to paint until his death in 1996. Per his request his sons scattered his ashes along the Union Pacific railroad tracks on Sherman Hill in Wyoming.

Howard Fogg is often referred to as the dean of American railroad artists. He said of himself that he wasn't an artist who painted trains, but a railroader with a paintbrush, and his love of trains is reflected in his work. Many of the artists that preceded him used exaggerated colors and proportions to emphasize the power and drama of a locomotive. Fogg broke with that tradition and became known for his startling accuracy and realism. He would ensure that every detail was correct, yet his work lost none of the drama and excitement of his predecessors.

Source: Wikipedia



**Time Table 1-23
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
Train rides all weekends in January and
February 4th, 11th and 18th.



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

610-562-2102

2023 Train Schedule to be announced.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
No availability at this time.



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717

<https://stewartstownrailroadco.com>

No schedule available at this time.



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
No Availability for January or February



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
No Availability for January or February



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
No Availability for January or February



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
No Availability for January or February



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
No Availability for January or February



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating January 14th and 15th



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

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

THE NEXT ISSUE OF THE LANCASTER DISPATCHER WILL BE THE MARCH ISSUE.

2023 Chapter Meeting and Event schedule

HELP WANTED / NEEDED: ON MONDAY, JANUARY 16, 2023, WE WILL BE TAKING DOWN THE CHRISTMAS DECORATIONS AT THE FREIGHT HOUSE, STARTING AT 7: 30 PM. ALL HELP WILL BE GREATLY APPRECIATED.

MARCH 19, 2023 - SUNDAY, 3:00 PM - 5:00 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE
 2:00 PM - BOARD MEETING

APRIL 17, 2023 - MONDAY 7:30 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE

MAY 15, 2023 - MONDAY 7:30 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE

JUNE 19, 2023 - MONDAY 7:30 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE

JULY 17, 2023 - MONDAY 7:30 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE

AUGUST 20, 2023 - SUNDAY 3:30 PM - STRASBURG RAILROAD RIDE AND CHAPTER MEETING

SEPTEMBER 17, 2023 - SUNDAY- ANNUAL CHAPTER PICNIC

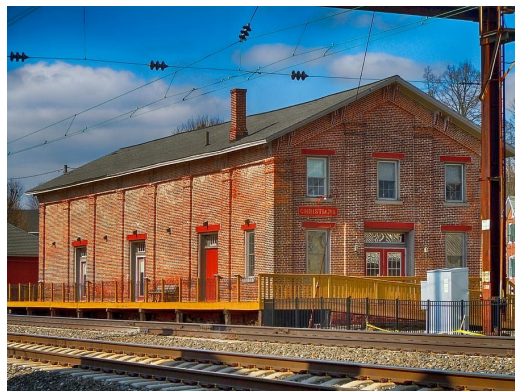
OCTOBER 16, 2023 - MONDAY 7:30 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE

NOVEMBER 17, 2023 - ANNUAL CHAPTER BANQUET - FIRESIDE INN, STRASBURG, PA

DECEMBER 18, 2023 CHAPTER CHRISTMAS PARTY AT CHRISTIANA FREIGHT HOUSE

Archer "Archie" L. Morgan, Jr., 84, of Lancaster, PA, passed away on Thursday, December 8, 2022. Born in Lancaster, PA, he was the son of the late Archer Morgan, Sr. and Helen Frances Swenk.

He was the owner of A.L. Morgan Hauling. Archie had a lifelong passion for trains and model railroading. He was a member for over 50 years of the **National Railroad Historical Society**. Archie's family has very fond memories of taking railroad excursions throughout the years. He was an active member of several model railroad clubs in Lancaster and Ephrata.



Editor's Note

As I prepared the initial issue for January-February 2023, I noted that I had made an unexplained error over the two preceding years. The 2020 issues were Volume 51. In 2022, Ed Mayover correctly had the January-February issue at Volume 52. However, (and I have no idea why or how this occurred, but its on me), I changed the remainder of the 2021 issues to Volume 53. In 2022, I numbered the January-February issue at Volume 54, but again (and inexplicably) changed the remainder of the year's issues to Volume 55. Who says you can't make the same mistake twice? Anyway, I have taken numerous precautions to begin the 2023 issues all at Volume 56. My apologies for this error.



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CHAPTER MEMBERSHIP MEETING
LANCASTER CHAPTER, INC., N.R.H.S.
MARCH 19, 2023 - SUNDAY, 3:00 PM
CHAPTER MEETING
10 RAILROAD AVENUE
CHRISTIANA, PA 17509

LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
 PHONE: 717-917-5137
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