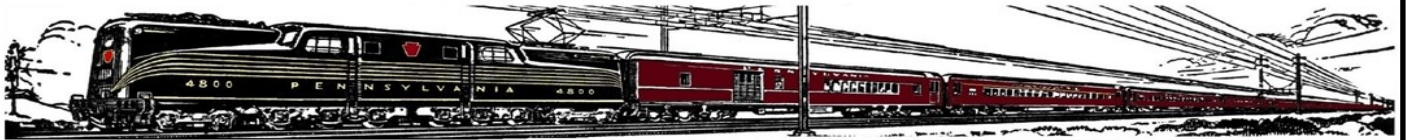


LANCASTER DISPATCHER

1935-2023



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 6

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

JUNE 2023

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Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

- A correction: In the May News Flash, I incorrectly wrote that Mahwah Station (that NJT is renovating) was on the line to Bayhead. It is on the Port Jervis Line.
- Amtrak is partnering with the Broadway play: "Harry Potter and the Cursed Child". Amtrak Guest Rewards members can earn and redeem Amtrak points on tickets to the show when registering (for free) with Audience Rewards. Additionally, four specially wrapped Amtrak locomotives will be operating on the Northeast Corridor with an eye-catching Harry Potter logo.
- Amtrak has launched the procurement phase for funding the East River Tunnel Rehabilitation Project. Preparatory work is already underway in Sunnyside Yard with construction starting in 2024 and continuing through 2027.
- Amtrak announced plans for construction of new and renovating maintenance, repair, inspection and cleaning facilities in New York City, Boston, Washington D.C. and Seattle.
- Amtrak and Illinois DOT have received federal approval for maximum speeds to be increased to 110 mph on the Chicago-St. Louis corridor. Until now, 90 mph was the maximum speed.
- New low fares now available on select trains departing from 7pm - 5am traveling between New York City, DC and stops in between. Night Owl fares offer the same great coach service you expect on Amtrak, but at a new low price. For example, senior prices one way between New York and Philadelphia are reduced to \$9, from the \$18 normal fare.
- SEPTA (Southeast Pennsylvania Transit Authority) released request for proposals to develop the next generation of the SEPTA Key card and to develop, implement and maintain its fare payment system.
- Two new escalators and one elevator have been opened in the Grand Central Madison Concourse that provide a direct connection from Long Island Railroad and Metro North operations at Grand Central Terminal in the Baltimore Room section of the concourse.
- The Long Island Railroad adopted new Schedules on May 22nd to allow for track and infrastructure renewal and upgrades in Brooklyn and the Long Island South Shore routes. These schedule changes will be in effect for three and a half months.
- Reading and Northern Railroad is operating monthly trips from Outer Station to Pottsville's Union Station. Passengers will have 5 hours at Pottsville and can explore (on their own) the Yuengling Brewery Tour, Jerry's Classic Cars and Collectibles Museum or the Schuylkill County Historical Society. Cost of the Rail trip is \$39 per person. A free trolley is available to shuttle passengers from Pottsville's Union Station to downtown. The Train departs Reading Outer Station at 10am and arrives at Pottsville at 11am. The return trip departs Pottsville at 430pm and arrives back at Reading at 530pm
- Former Reading Railroad T1 #2102 will pull Iron Horse Rambles from Reading to Jim Thorpe on July 1, August 13 and September 2nd.
- The Railroad Museum of Pennsylvania will host Reading Railroad Days from Wednesday, June 28th thru Sunday, July 2nd, then from Wednesday July 5th through Sunday July 9th.

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

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

June, 1914 Class K4s 4-6-2 passenger locomotive, designed under the supervision of PRR Chief of Motive Power J.T. Wallis, introduced; L1s and K4s have interchangeable boilers.

June, 1919 PRR builds "Mr. Big," experimental Class HC1 2-8-8-0 simple articulated locomotive at Altoona; designed by Assistant Mechanical Engineer William F. Kiesel; largest of its type ever built.

June, 1924 PRR concludes experiment in radio dispatching with members of the American Radio Relay League; uses amateur stations at Camden, Pittsburgh, Chicago and St. Louis to send messages to other stations at general divisional and divisional headquarters.

June 1, 1929 New joint PRR/H&M station opens at Journal Square, Jersey City; upper level retained from old station, with new concourse and lengthened platforms.

June 10, 1929 First Class A6 No. 3905 with Winton gasoline engine placed in service at PRR's 4th Street Brooklyn yard.

June 6, 1939 PRR begins long series of road tests of high speed freight truck for operation over 80 MPH for AAR; trains run between Altoona and Lock Haven via Tyrone; powered by E6s No. 3002.

June 11, 1939 PRR operates second "All Around the Town" fantrip, running from Broad Street to Kensington, thence up Kensington & Tacony Branch to Tacony and on to Bustleton, returning direct to Broad Street.

June 18, 1944 Rebuilt "MG" Interlocking ("Mid-Grade") placed in service just west of Horseshoe Curve to handle heavy wartime traffic on the Hill

June 26, 1944 Hudson & Manhattan Railroad begins use of tokens instead of cash fares; cash fares and tickets are still used on PRR portion between Journal Square and Newark.

June 1, 1949 First RDC demonstrator No. 2960 leaves the Budd Company plant at Red Lion for a test on the PRR's Delmarva Division.

June 25, 1949 Chicago Railroad Fair opens for second season; PRR adds Class E7 No. 8063 inaccurately "restored" as "record-setting" Class E2 No. 7002.

June 12, 1954 PRR announces that it has sold the block between 17th & 18th Streets in Penn Center to Matthew H. McCloskey, who will build a "Transportation Center" with a 4-storey bus station and parking garage topped by an office tower (6 Penn Center) that will be the new PRR headquarters; McCloskey will also buy the Suburban Station Building above grade, which the PRR will vacate; plan was originally developed by publisher Walter H. Annenberg.

June 1, 1959 Pennsylvania Boulevard bridge over Schuylkill River opens in front of 30th Street Station.

June 11, 1964 Ground broken for PATCO high-speed transit line between Camden and Lindenwold.

June 18, 1964 PRR and Pennsylvania Power & Light Company inaugurate first 74-car unit coal train from mines at Tunnelton to Brunner Island power plant at York Haven; ceremony at Harrisburg cancelled when four cars derail en route; train is owned by PP&L and operates from mines at Tunnelton and Osceola Mills in central Pennsylvania to power plants at Brunner's Island and Martins Creek on upper Delaware River; first true unit coal train with cars owned by shipper.

Old Rivets at the Railroad Museum of Pennsylvania

By Stephen Ferrell

This article is about the significance and history of Old Rivets and the story of its history at the Railroad Museum of Pennsylvania. This is an article about its time at the Museum, with a short summary of the story of this one-of-a-kind locomotive.

The GG1s were conceived as an improved electric locomotive over the existing P5's used on the line. These locomotives had poor tracking qualities and this limited their speed to 70 mph. The railroad had planned for units that could go as fast as 90 mph. In 1933, the Pennsylvania Railroad ordered two prototypes for replacing the P5's and P5a's as their primary electric locomotive. One prototype was the R1, from a Baldwin design with motors from Westinghouse and had a rigid frame. The other was built by Baldwin with General Electric motors and based on a different wheel arrangement: 2-C+ C-2, that was articulated in the middle.

Construction and testing of each of the two locomotives were completed in 1934, with the GG1 being the successful locomotive from this competition. PRR officials thought that the Baldwin prototype would be the better one and assigned the number 4800 to that unit and the number 4890 to what would become the first GG1. Surprisingly, the GG1 won the competition but not by a wide margin. Because of its articulation, it did have better tracking and the GG1 ran at faster speeds. The two locomotives switched numbers and both went into service. Both had success on the line operating, but the GG1 was the first of many.

After this competition, the first 57 of the production locomotives was placed. These locomotives were financed by a loan from the depression's Public Works Administration. Noted designer Raymond Loewy was hired to streamline these and all the remaining production locomotives. He convinced the railroad to use welded body plates instead of rivets on these units. Due to this, the 4800 became the only riveted unit and a one-of-a-kind and earning the nickname: "Old Rivets". Ultimately, a total of 139 GG1s were produced between 1934 and 1943.

Old Rivets went on to have a successful career on the line and served most of the Pennsylvania Railroad's electrified lines. She served the PRR, Penn Central and finally Conrail. In October 1979 however, while hauling a freight train for Conrail, its main transformer burned out. Conrail withdrew Old Rivets from service and her operational days were finished.



Old Rivets outside in the RRMPA yard -
Photo courtesy of Craig Benner

Old Rivets at the Railroad Museum of Pennsylvania (continued)

Conrail decided either scrapping the 4800 when it was retired or would sell it for \$30,000. Realizing that this was a historic one-of-a-kind locomotive, the Lancaster Chapter of the National Railway Historical Society arranged fundraising and financing to buy Old Rivets. It was turned over to The Lancaster Chapter on February 26th 1980 at the Amtrak Wilmington shops at a small ceremony.

Photo, right: Conrail turns over ownership of Old Rivets GG1 4800 to the Lancaster chapter at the Amtrak shops at Wilmington, Delaware. First Vice President Nelson Bowers is speaking. Photo by Ken Murry



The plan after purchase was to restore 4800 to its original PRR livery for static display. It would remain the property of the NRHS but be loaned to the Railroad Museum of Pennsylvania. On March 10th, 1980, Old Rivets painted in Conrail blue was hooked up to the Strasburg Steam engine #32 and pulled from Leaman Place to Strasburg. The same day, curator of the Railroad Museum, George M. Hart and Lancaster Chapter President, Eugene Brehm signed the loan-in-agreement. The agreement would run from March 10, 1980 to March 9, 1985.

At the April 21st, 1980 Lancaster Chapter meeting it was agreed to consider raising \$50,000 to pay for the cosmetic restoration of the 4800. Fundraising began on this project. Strasburg Rail Road would do the restoration work and an outside contractor would do the sandblasting work.

By summer of 1982, enough contributions had been raised to begin restoration. On August 16th of that year I.K. Stoltzfus and Sons started the sandblasting the locomotive, doing the job in only one day! It was quickly moved into the shop and given a yellow primer coat. Then the body work and painting could be completed. *Several chapter and other NRHS volunteers assisted during this project including our current Lancaster Chapter Board member: Steve Himpsl, and members George Himpsl and George Hibbs.* Strasburg Rail Road Shops went so far as to replace missing rivets on the 4800 with “bolts” which made them look like rivets!

The restoration proceeded smoothly and the gold Imron paint for the stripes, numbers and lettering was applied on October 2nd, 1982. Old Rivets was rolled out of the Strasburg Rail Road shop on October 20th down the yard by



GG1 4800 (in its Conrail colors) arriving at Strasburg Rail Road's yard – image courtesy of The Railroad Museum of Pennsylvania

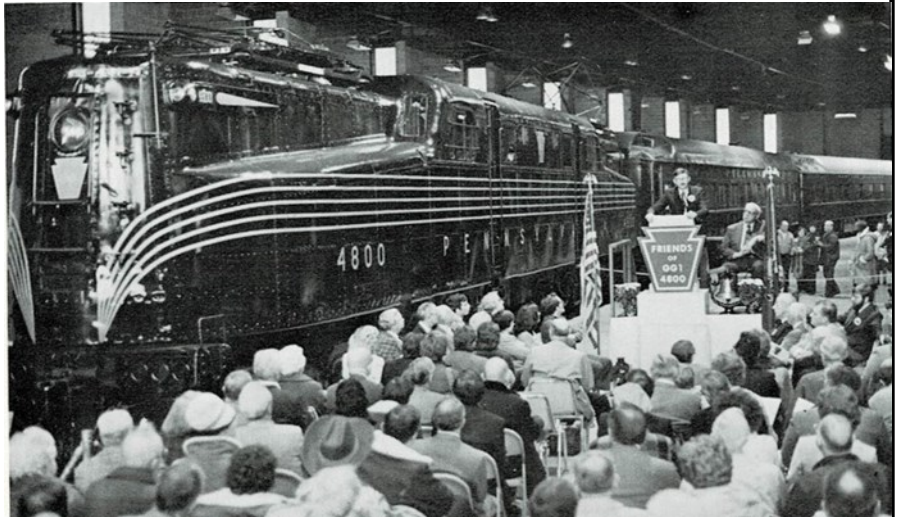


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Old Rivets at the Railroad Museum of Pennsylvania (continued)

Strasburg #33 locomotive and then taken to Leaman place so that various Strasburg Steam locomotives could be involved. Number 1223 moved 4800 down on the clear on the interchange track so that engine number 90 could lead Old Rivets and 1223 back to Strasburg. When it arrived, Engine #33 moved the 4800 into Railroad Museum of Pennsylvania's Rolling Stock Hall.

The dedication ceremony for Old Rivets at the museum was held on November 20, 1982. Nelson Bowers was the Master of Ceremonies and Patti Bowers broke a bottle of champagne to christen Old Rivets. The total bill for the restoration was \$2000 for the sandblasting, and \$14402.70 to the Strasburg Railroad for the rest of the project for a grand total of: \$16,402.70.



On April 23, 1983 at a ceremony in Rolling Stock Hall at the Railroad Museum, Old Rivets was officially designated a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. This was a big event with WGAL Channel 8 television coverage. Then on Sunday, May 1st 1983, a GG1 Day was held at the Museum. Recognition ceremonies were held for the three GG1s on display: 4800 (Old Rivets), 4935 (Blackjack, currently in the Rolling Stock Hall) and 4859 (now on display at Harrisburg's Transportation center).

In 1986, the Pennsylvania Historical and Museum Commission (PHMC) decided that any piece of rolling stock that they did not own should not be under cover in Rolling Stock Hall, consequently Old Rivets was moved out to the yard. At the time it still looked pristine in its original livery paint. It should be noted that at this time, Rolling Stock Hall at the Museum was half the size that it is now.

In 2000, the Lancaster Chapter President, Glenn Kendig, signed the gift agreement that donated Old Rivets to the Museum. In a 1998 letter prior to the donation, Curator George Deeming indicated that the staff would relish restoring and displaying the 4800 in the restoration shop which was just being constructed. He also stated that the PHMC had to own equipment before they could do any restoration work. Unfortunately, this never happened after the donation was complete.

After the Museum Yard renewal project began in 2002, the EPA got involved with the Pennsylvania Historical Museum Commission and addressed quite a few pieces that had PCB problems (Polychlorinated Biphenyls). These toxins were found in the transformers of electric locomotives at the time and needed to be remediated. PCBs were found in all three GG1's that the Museum administrated: Old Rivets, Blackjack and the GG1 4955 now at Harrisburg. Additionally, the E44, B-1 Electric and the MP54 had PCB's also needed remediation. The MP54 was scrapped as it was beyond hope for a cosmetic restoration. In the example of the 4800, the transformer had apparently cracked and PCBs had leaked out.

Old Rivets at the Railroad Museum of Pennsylvania (continued)

During the remediation, the exterior paint job completed in 1982 was stripped and only a primer coat was applied. In the mid-2000's (exact date unconfirmed), Charorrdi and Sons of Mechanicsburg completed the remediation and testing for the Museum and the Museum Commission. The total cleanup cost for the PHMC was estimated at \$600,000. During 2002, museum director David Dunn, along with archivist Kurt Bell and curator Bradly Smith wrote a grant for the funding of restoring Old Rivets to the Save America's Treasures foundation. Unfortunately, the Museum was not awarded this grant.

As for future plans, the Board of the Railroad Museum has discussed stabilizing the 4800 and placing it under a pavilion outside along with three other pieces (including the DD1 joined pair). The Friend's Board and Museum Administrators are currently in talks with the State about building the pavilion. The Friend's of the Railroad Museum would build the pavilion on State property. After completion of construction, the state would own the property and we have agreed that the Friends would maintain it for the state. Again, the Friend's and the PHMC are still in the discussion stage, prior to approval to go ahead with the plan. The board also has discussed establishing a fundraising plan for stabilizing (not restoring) the 4800 in the future and possibly including the DD1s.



“Old Rivets” and “Blackjack”, two GG1s in the Museum yard – image courtesy of The Railroad Museum of Pennsylvania



Old Rivets operated all over Pennsylvania Railroad's electrified lines

Bibliography

- Kurt Bell (email correspondence) former Archivist at the Railroad Museum of Pennsylvania, current State Archives Archivist.*
- Steve Himpsl (Phone and personal interview) Former volunteer on the GG1 4800 restoration project. Current Board member of the NRHS Lancaster Chapter.*
- Abendschein, Frederick and Cupper, Dan. Career of a Champion- The Story of the First GG1. Published by the Lancaster Chapter of the National Railway Historical Society. 1984*
- Davis, Dick, Lancaster Chapter, National Railway Historical Society – the First 65 Years – 1933-1998. (Not formally published, for members only)*

Ride With Me Steve Rides Again!

By Jim Donohue

After a winter hiatus (and Steve Ferrell's knee replacement) the arrival of spring called for the first 2023 RWMS excursion. This trip was to enter New York City via the new Grand Central Madison access on the Long Island Railroad. An uneventful Amtrak Keystone ride and a quick transfer at Moynihan Hall to the Long Island Railroad brought us out to Jamaica. In keeping with the "Change at Jamaica" tradition, we now crossed over and rode inbound to the two-month old line through the 63rd Street Tunnel and down to Grand Central Madison, as the Long Island's new Manhattan station is designated. (As implied, it exits toward Madison Avenue).

The terminal track is 15 stories (150 feet) below ground level and requires one of New York City's longest escalators to enter the main concourse. The engineering and construction that went into the new terminal is awe inspiring, especially considering how deep and totally underground lies the entire structure.

Of course, we immediately headed to the famed Oyster Bar in Grand Central, where everyone enjoyed a variety of delicious and varied seafood lunch choices. The Oyster Bar never disappoints! And the service is amazingly fast. After lunch, the group toured Grand Central's main waiting room and a few track departure points. While the terminal now exclusively serves commuter trains, it is easy to imagine the Twentieth Century Limited arriving to a gentle walk-up ramp on a red carpet.

Next, we rode the Shuttle to 42nd Street and then one stop down to 34th Street and Moynihan Hall. We toured the Hall and reviewed the new food court selections since our last trip. However, the Oyster Bar lunch provided everyone with more than adequate nourishment for our return to Pennsylvania.



The long escalator at Grand Central Madison from the Long Island Railroad to the main concourse.

Photo credit: John V. Smith



"Meet me under the clock at Grand Central."

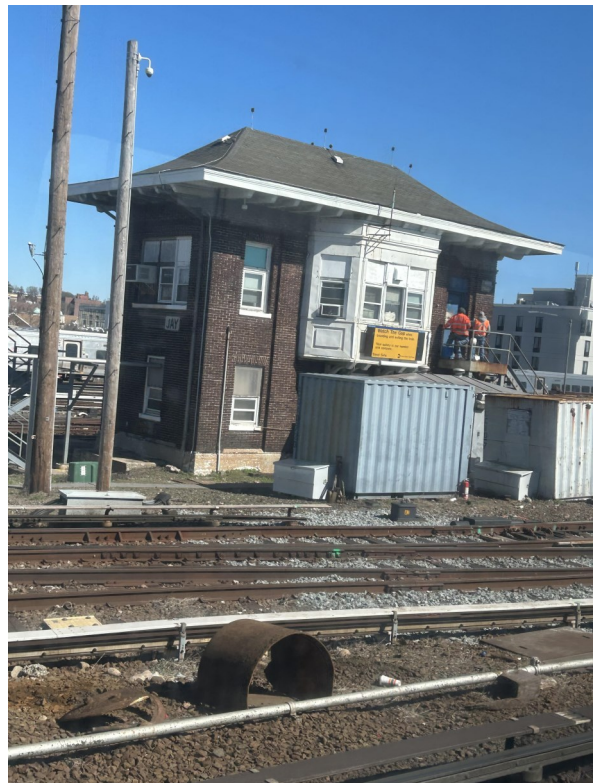
Photo Credit: Randy Lennon, photographed by a kind New Yorker passer-by.

Ride With Me Steve Rides Again!



Entering Jamaica Station on the Long Island Railroad.

Photo credit: John V. Smith



The famous "J" Tower at Jamaica, NY.

Photo credit: John V. Smith



Oyster Bar Restaurant
Grand Central Terminal

Lunch at the Oyster Bar. The highlight of the trip!

Left Photo Credit :John V. Smith Right Photo Credit: Randy Lennon, again with the kindness of a New York passerby.

ANNUAL CHAPTER "AWAY" MEETING

SUNDAY, JULY 16, 2023

In lieu of a July formal meeting, the Lancaster NRHS Chapter invites our members to a visit on the East Broad Top Railroad and the Rockhill Trolley Museum. Members will drive / carpool to Rockhill Furnace and meet at the train station. East Broad Top is just two hours from Lancaster city.

East Broad Top Railroad
42 Meadow Street
Rockhill Furnace, PA 17249



The schedule and fares are as follows:

1:00 pm EBT Train Ride \$ 18.00 for 1 hour Open-Air Car

Tom Shenk is arranging to purchase tickets. Please use this page as an order form and mail your ticket request to Tom.

Member Name: _____

Guest Names: _____

Street Address: _____

State, Zip Code: _____

Number of train ride tickets requested: ___ @ \$ 18.00 = \$ _____

PLEASE MAKE CHECKS PAYABLE TO:
LANCASTER CHAPTER, NRHS

Mail your ticket request and remittance to:

Mr. Tom Shenk
11 Marquis Court
Lititz, PA 17543

In order to make reservations at East Broad Top for the entire Chapter, please reserve as early as possible.

Chapter Member Additional Options:

(Note: the Chapter is not handling reservations for these two portions).

11:00 am Shop Tour \$ 16.00 (1 hour)

Trolley Rides: \$ 10.00 (45 minutes at adjacent Rockhill Museum)

To make your reservation for either of both of the above, please visit the EBT web site: <https://eastbroadtop.com>



"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

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

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

SPEAKER: DOUG HENRY "WHAT'S NEW AT THE RAILROAD MUSEUM OF PENNSYLVANIA"

MAY 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, May 15th 2023. Twenty-Four were in attendance. Harold (*Smoke*) Shaak called the meeting to order at 7:36 pm and led those assembled in the Pledge of Allegiance.

CHAPLINS REPORT:

Get well cards to members Tom Fluck and Dave Stambaugh for a speedy recovery for their illnesses. Condolences were expressed to Helen Shaak for the recent loss of her sister. It was mentioned that member Lorrie Steffy was in the hospital with fluid in her lungs.

TREASURER'S REPORT:

Treasurer Richard Rutledge gave the treasurer's report for the month of April of 2023 as well as reviewing the Chapter's annual budget.

DONATIONS:

Tom Fluck donated two Kerosene RR Lanterns (marked PRR & Reading) to the chapter. Tom also donated a new Keurig Coffee Maker with K-Cups to the Chapters banquet room. Janice Russell donated four photo albums to the chapter.

FREIGHT STATION UPDATE:

Cindy and Glenn Kendig stated that on Saturday's clean-up day a new sump pump was installed and some broken window glass was replaced, however more work needs to be done! Stay tuned for another clean-up date to be announced and come out and help!

OTHER:

Harold (*Smoke*) Shaak thanked Donetta Eberly for recording the April minutes in Toms absence. The 611 was moved to the Strasburg Railroad from the Railroad Museum of Pennsylvania grounds and is expected to run for a couple of weekends soon before moving out. Watch the Strasburg Railroad site for details! Sunday July 16, 2023 trip to East Broad Top RR: So far 14 pre-sales accepted. The chapter has a fresh supply of Strasburg RR tickets for sale. \$10.00 vs. the \$22.00 ticket window price. Contact Steve Himpls or Tom Shenk to purchase. The second Saturday in September is Christiana Festival. The chapter participates, so plan to attend!

APPROVAL OF APRIL MINUTES

Tom Fluck made a motion to accept the April minutes as published and was seconded by Dave Stambaugh. The motion was carried.

ADJOURNMENT

After the group enjoyed fresh brewed coffee and snacks, at 8:07pm, Harold (*Smoke*) Shaak made a motion to adjourn the meeting. Tom Fluck seconded the motion and the motion carried.

In Memoriam

It is with sadness that we announce that one of our 37 year members, Harold Weinhold, has passed away. Harold was one of our faithful members who helped to restore the FP7's while they were being worked on when located at Pocopson, PA.

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CHAPTER MEMBERSHIP MEETING
LANCASTER CHAPTER, INC., N.R.H.S.
JUNE 19, 2023 - MONDAY, 7:30 PM
CHAPTER MEETING
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE
CHRISTIANA, PA 17509

LANCASTER CHAPTER, INC.
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