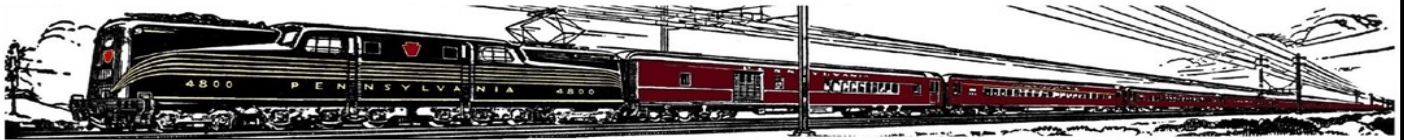


# LANCASTER DISPATCHER

1935-2024



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 57 NUMBER 6

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

JUNE 2024



A rainy day in Trenton, N.J. Photo taken in December of 1956. Fred Schneider photo.



## Correction, May Cover Description

The Usher preparing the Bulletin Board is Ray Jones. Very early in my PRR career, I had the pleasure of working with Ray at 30th Street Station in Philadelphia as an Extra Usher. He taught me much about Station operations and how to prepare an elaborate Bulletin Board.

I take exception to the Baltimore-Penn Station location. The times are arrivals/departures at 30th Street as is the style of setting up the Board. Ray worked the 4:30 pm to 1:00 am shift as evidenced by the train times on the bottom of the Board. From 12:44 to 5:22 was the current day to very early morning next-day. From 8:10 to 9:15 was the rush hour next-day. 8:10 was the Morning Congressional to Washington; 9:15 was The Colonial to New York and Boston. As far as I know, Ray Jones never worked at Penn Station-Baltimore (different Seniority District) and retired from 30th Street Station.

Ed Mayover



## Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

From Dan Cupper: The Friends of the East Broad Top Railroad on May 1st , kicked off registration for their first teenage-volunteer training program. The event to be held on Saturday, June 15th , and is designed to recruit and engage the next generation of preservationists for this historic central Pennsylvania narrow-gauge short line railroad. Any remaining openings will be opened to the public, but all the trainees must be members of the Friends or join before the session for liability reasons. The participants must be 13-17 years old, or 18 years old if still in high school.

Amtrak's Harrisburg line track renewal project moved to its second phase on April 29th . As a result, additional minor schedule changes will be implemented on some Keystone trains Pennsylvanian train schedules will not be changed.

New Jersey Transit and Amtrak have announced that the Portal North Bridge has reached 50% completion. The new bridge is a fixed span that eliminates the need to open and close and thus improves rail service along the busiest rail corridor in the nation.

At the PRRT&HS convention last week, two Lancaster chapter members enjoyed a ride on the East Broad Top and having Harry Posner (Chairman of the Board and part owner) come around and introduce himself to all the many riders. Unfortunately, the steam locomotive #16 is being repaired. To make up for that, the EBT took us on an extended shop tour including their round house and where the #16 is being repaired. They hope to have it operating this fall. We spent the other half of the day riding trolleys at the Rockville Trolley Museum next door with an extended shop and car barn tour. On the final day of the convention, we had a barbeque dinner and open house at Altoona Railroader's Memorial Museum where we saw the progress of their K4s restoration. As a surprise to the convention, Joe DiFrancisco the GM unveiled the shining newly painted K4s tender. Harry Posner was the keynote speaker.

The NRHS has awarded preservation grants to twenty-eight deserving organizations and their projects. No Pennsylvania organized received any funding this year.

Amtrak has announced that the Amtrak Adirondack will not operate between Saratoga Springs, NY and Montreal, Canada from May 20th to June 29th . This is some of the busiest season for passenger traffic and Amtrak is NOT providing any alternate transportation. Explanation hasn't been provided by Amtrak on its website or the New York Department of Transportation's Rail Division, which funds operating support for the Adirondak.

Union Pacific released their schedule for the Westward Bound Tour of the Big Boy No. 4014's steam locomotive to Roseville, CA and back. It begins June 30 th through July 26th of this year. The activities include an excursion from Roseville to Sparks, NV on July 14th and 19th whistle stops. The Westward Bound tour originates from Cheyenne, WY.

Kalmbach Rail Magazines and Trains.com has been sold to Firecrown Media. Titles of Kalmbach's rail fan periodicals include: Trains, Classic Trains, Classic Toy Trains, FineScale Modeler and Model Railroader.

Amtrak has been running test trips with the new Acela II trainsets on the Harrisburg Line to test equipment on these trains and to do basic shakedown operations, not high-speed

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

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

June, 1925 PRR names an additional 29 preferred freight trains, including The Trailblazer (East St. Louis-Pittsburgh), The Choo Cow (a Buffalo-Jersey City milk train), and The Purple Emperor (Potomac Yard-Buffalo & Canada), whose name apparently comes from a Kipling children's story; management claims earlier namings have resulted in improved on-time performance.

June 24, 1925 PRR Board authorizes "Philadelphia Improvements," including new 30th Street Station, Suburban Station, and elimination of Broad Street Station and "Chinese Wall."

June, 1930 Juniata Shops builds first PRR diesel locomotive; No. 3907, Class A6b.

June 28, 1930 Conover A. Thomas, an engineer on the New York Division, retires at age 70 after 52 years of service; his grandfather began on the Camden & Amboy Railroad, and his father Charles P. Thomas was a clerk on the Trenton Division for 55 years, making 100 years of continuous service for the family; son Earl H. Thomas, a conductor, is the fourth generation PRR employee.

June 12, 1935 PRR announces inauguration of electric freight service south of Baltimore to Potomac Yard.

June 26, 1940 PRR Board authorizes construction of CTC between Perryville and Creswell on the Port Road; \$600,000 for 2 experimental Class T1 4-4-4-4 duplex high-speed passenger engines from Baldwin; \$8.037 million for 2,545 freight cars; new concrete platform and waiting room at Rahway, replacing a wooden platform and shelter; additional tracks in Ebenezer Yard; joining with the NYC and Pullman for research on rolling stock (the joint Chrysler Pullman project to improve freight car trucks for high-speed operation) and taking 25% of any company formed to hold the patents.

June, 1950 PRR completes new dieselization study; to completely dieselize would require 877 new units at a cost of \$207 million, plus \$8 million for servicing facilities; recommends against full dieselization because of law of diminishing returns in last phase; instead recommends purchase of 214 new units to be assigned primarily to Central Region and through freight trains; will practically dieselize Lake, Eastern, Panhandle, and old Monongahela Divisions.

June 24, 1950 Last run of shuttle trains between Broad Street and 30th Street Stations in Philadelphia.

June 12, 1955 Philadelphia Chapter, NRHS, runs a fan trip with 3 PRR E-7 diesels and 12 cars via the old Schuylkill Division, Philadelphia to Wilkes-Barre and return.

June 22, 1960 NJ Governor Robert B. Meyner signs commuter rail subsidy law; \$6 million for 1960-61 diverted from highway fund; PRR to receive \$1.7 million; subsidies to begin Aug. 1; plan is to receive permanent funding by interstate transfer of New York income tax paid by New Jersey commuters; PRR to get \$1.7 million per year and PRSL \$437,000.

June 13, 1965 Undersecretary of Commerce Alan S. Boyd announces the selection of 20 miles of the PRR main line between New Brunswick and Trenton (No. 3 track between "COUNTY" and "MILLHAM" Interlockings) to act as a test track for 160 MPH running; it is to be rebuilt with 140-lb. continuous welded rail and strengthened catenary wire.

June 17, 1970 Federal Reserve Bank of New York issues report on Penn Central; has grave doubts that the government could recover the \$225 million loan guarantee; predicts Penn Central could go bankrupt by Oct. 31, 1970 unless it receives over \$500 million; the report is not made public until after the bankruptcy.

June 21, 1975 After a special Board meeting, Penn Central Transportation Company files for Chapter 77 bankruptcy at 5:35 PM; largest corporate bankruptcy up to that time.

PRSL Trains in New Jersey

Photos by and from the collection of Fred Schneider III



PRSL MU Combine 5137

Photo Credit: David H. Cope, collection of Fred Schneider



PRSL Camden NJ Yard in November, 1948

Photo Credit: David H. Cope, collection of Fred Schneider



PRSL Gloucester City Camden-Millville SB in 1948

Photo Credit: David H. Cope, collection of Fred Schneider



PRR Steam Atlantic City NJ 1956

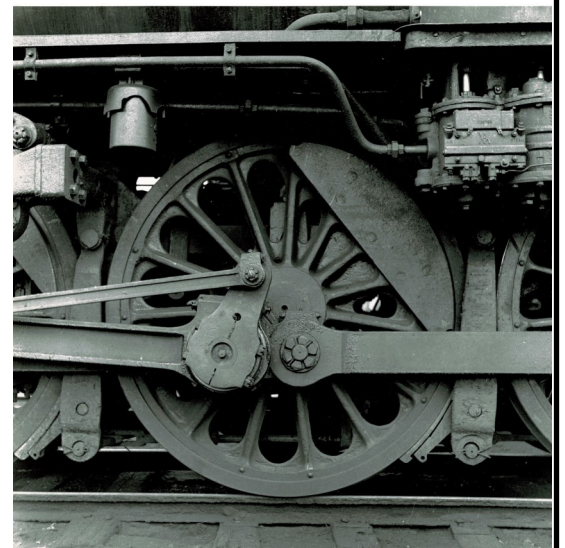
Photo Credit: Fred Schneider



Left: PRR Steam Atlantic City NJ train crew 1956

Right: PRR K4s Driving Wheel on the last week of steam on PRR in 1957 Camden NJ

Both photos: Fred Schneider



### Historic Gateways into Manhattan, from New Jersey

#### Part Two: Jersey City

By Stephen B. Ferrell

#### Pavonia:

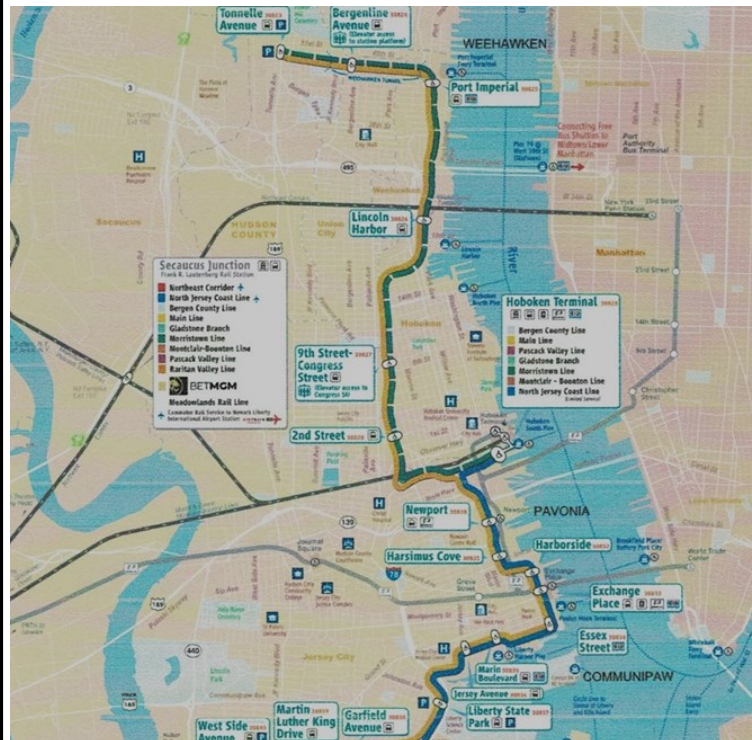
Pavonia Terminal was Erie Railroad’s facility on the west bank of the Hudson River. The terminal was closed in 1958. The New York, Susquehanna and Western also ran trains from here along with ferries and street car service. The Hudson and Manhattan tubes (now called: PATH) serviced the facility at an underground platform. The facility was razed in 1961.

Opened in 1887 and designed by George Archer, this was a brightly colored “Victorian” terminal. Three stories high, the facility was served by 12 tracks and multiple ferry slips.



Today, one can see a Big “E” on the pillars of the Newport Path station under the area once occupied by Pavonia Terminal. The area is now quite upscale with the Newport Mall and many high-end shops, businesses and some very tall skyscrapers along the waterfront.

Above: : Under the former Erie Terminal at Pavonia-Newport PATH station – Note the letter E on the green part of the Columns – Photo by the author (picture enlarged so reader can see the “E”).



New Jersey Transit’s map of the Hudson Bergen line, showing the location of the former and one currently operating train station (Hoboken) along the West Bank of the Hudson

### Historic Gateways into Manhattan, from New Jersey (continued) Part Two: Jersey City

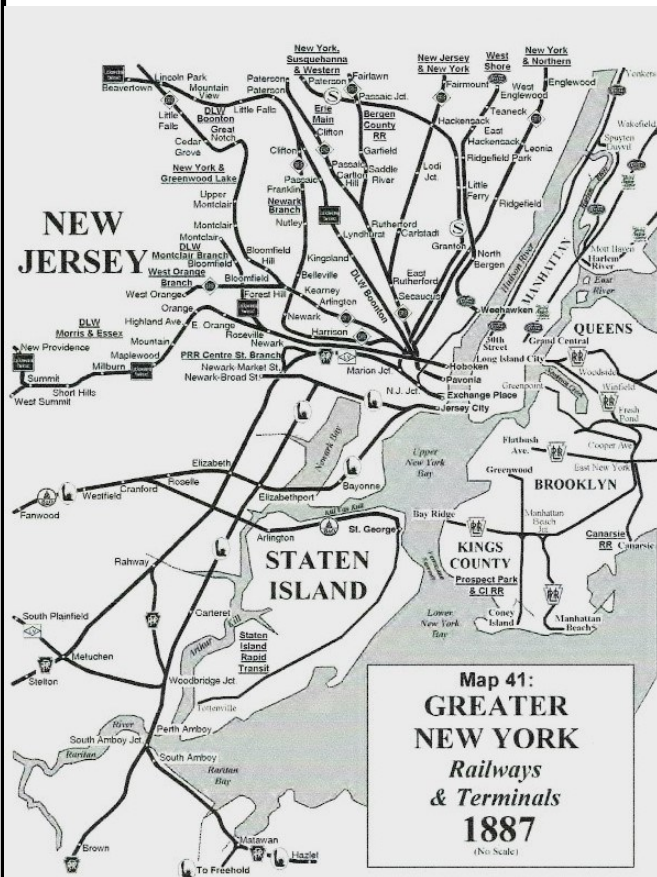
#### Exchange Place:

This was an extremely large operation and about what you would expect from the Pennsylvania Railroad. Until 1910, this was the way the “Standard Railroad of the World” reached Manhattan – train to the west bank of the Hudson and then transfer to one of many ferry routes serving various parts of the east bank to New York City.

This was quite an early structure in railroad history: Opened in 1834 and closed in 1961. Known as the Pennsylvania Railroad Station or just “Jersey City”, by 1920’s it was commonly called: Exchange Place. This was the only connection for the PRR to Manhattan until Penn Station opened in 1910. The underground part of the terminal complex is now the Exchange Place station for PATH services.

Even after the opening of Penn Station in Manhattan, Exchange Place continued to be used. However, the Hudson and Manhattan (now PATH) had built a connection to the PRR main line at Manhattan Transfer (where the Steam locomotives and the electric locomotives (DD1’s) servicing Penn station were switched). The Lehigh Valley Railroad ended service to the location in 1913, but the Pennsylvania Railroad continued to handle the LV trains from Newark and into Pennsylvania Station in Manhattan. The last ferry operated from here in 1949. PATH still uses the line through Bergen Hill to Newark. The building, which became an eyesore, was demolished in 1963.

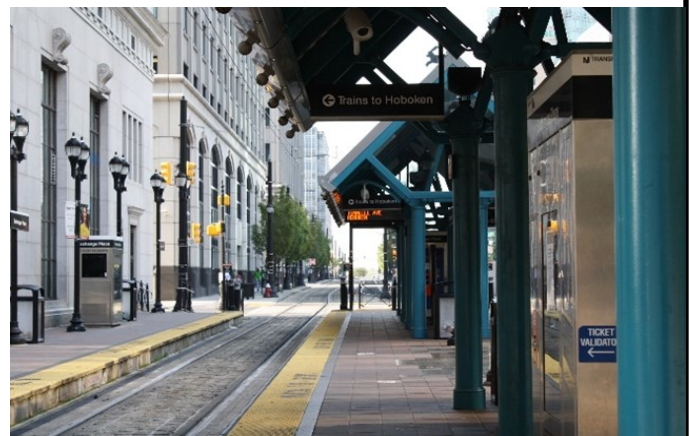
Today, like Pavonia there are still stops here for both PATH trains and the Hudson-Bergen Light rail service. NYC Waterways offers ferry service from their Paulus Hook terminal. The area is becoming more and more upscale and developed, with many skyscrapers rivaling Manhattan’s skyline!



1887 Map from *The East Wind*, Special Issue Number 1.



MP54 train entering Exchange place yard. Photo courtesy of the Railroad Museum of Pennsylvania archives.



Today’s Hudson Bergen Light Rail line at Exchange Place. Former Pennsylvania Railroad Exchange place terminal was located one block to the right. Today, the Exchange Place Path Terminal is located under where the former PRR terminal stood. – Photo by author

## Historic Gateways into Manhattan, from New Jersey (continued)

### Part Two: Jersey City

#### Communipaw:

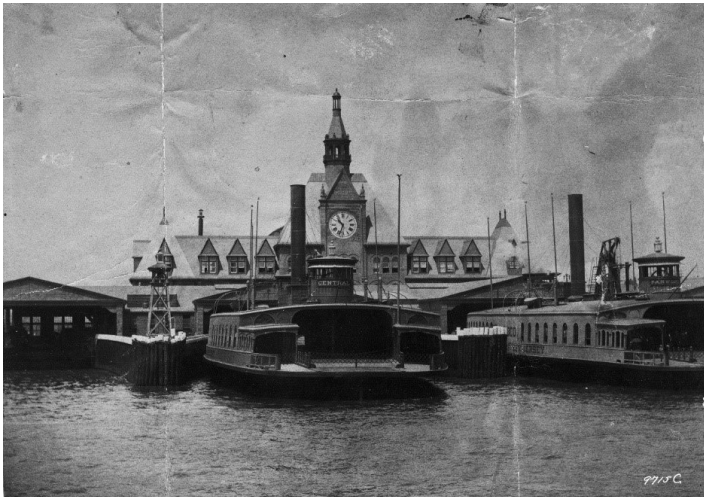
This was the New York terminus of the Central Railroad of New Jersey (CNJ) with ferry connections to Manhattan. The Reading Railroad and the Baltimore and Ohio Railroad plus the Lehigh Valley Railroad also operated their New York City bound trains to this facility. Built in 1889, service stopped in 1967. This building is one of two remaining five Jersey City area terminals still standing.

Like the DL&W's Hoboken Terminal, Communipaw's train sheds were designed by Lincoln Bush. The terminal building, designed in the "Richardson Romanesque" style the facility contained more than a dozen platforms and a quite a few ferry slips. Many famous named trains operated to the terminal: The Blue Comet, Crusader, Royal Blue to name a few. In April 1967 the opening of the Aldene connection allowed direct service to the former CNJ lines from both Hoboken and Manhattan's Penn Station the Communipaw facility was closed. When the CNJ facilities closed in the 1970's the terminal was abandoned.

In the last two decades multiple ferry lines now connect Weehawken, Hoboken and Jersey City with Manhattan. Another Ferry company provides very low-cost city supported subways on the East River and beyond.

Currently, the building has been beautifully restored and incorporated into Liberty State Park. The station is on the New Jersey Register of Historic Places and the National Register too. Service on the Hudson-Bergen Light Rail system leaves passengers off one mile away from the terminal. The ferry slips (without the covered ferry terminal) and the train sheds remain (tracks have been all removed, however). It is interesting to note that the trains shed is the largest Bush-style train shed ever built, and not part of the original design. The sheds once covered 12 platforms and 20 tracks!

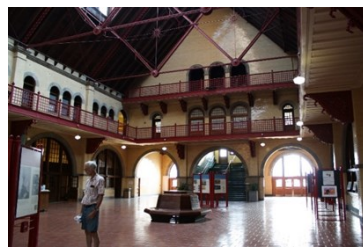
Today, one can catch ferry service to the Statue of Liberty and Ellis Island. The Morris Canal Basin is on the northwest side of the peninsula along with a marina and NYC Waterways ferry service to Manhattan. The former head house is used by the National Park service as a ticketing area for the tours to the Statue of Liberty and Ellis Island. The state park also contains the Liberty Science Center a Nature Center.



The Central Railroad of New Jersey's Ferry terminal at Communipaw – Photo courtesy of the Railroad Museum of Pennsylvania



Former boarding concourse of the Blue Comet in a recent photograph. The gates and the bush shed over the former tracks still exists, however the tracks have all been removed – Photo by author



Left: Current views of the outside and inside of the Communipaw Passenger concourse – Photo by author

## .Historic Gateways into Manhattan, from New Jersey (continued)

### Part Two: Jersey City

#### Communipaw (continued):



Reading 2124 T1 steam locomotive at Communipaw Terminal. Photo dates from the early 1960's Iron Horse Rambles—Photo courtesy of the Railroad Museum of Pennsylvania Archives



The Reading Blue Comet Observation Car with train at Communipaw Terminal – Photo courtesy of the Railroad Museum of Pennsylvania Archives (the Museum has one of the two Blue Comet cars outside.)



Demonstration run of the Alco M1000 initial diesel Locomotive at Communipaw Terminal – Photo courtesy of the Railroad Museum of Pennsylvania Archives



Sadly, all good things must come to an end! Communipaw Yard and Bush Sheds after closing – Photo courtesy of the Railroad Museum of Pennsylvania Archives

#### Sources:

Wikipedia – used for general overview only

Railroad Museum of Pennsylvania Archives of negatives, photographs and slides

George Chaisson – Pennsylvania Railroad Historical and Technical Society's East Wind quarterly newsletter. (map and general information)

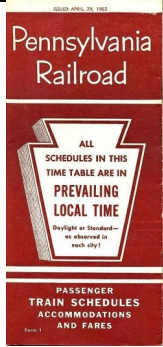
Brian J. Cudahy -Rails under the Mighty Hudson. Fordham University Press. 2002

Kenneth French – Railroads of Hoboken and Jersey City. Arcadia Publishing. 2002

Teddy Scull – Hoboken's Lackawanna Terminal. Quadrant Press, Inc. 1987

Lorraine B. Diehl - The Late Great Pennsylvania Station. Four Walls, Eight Windows. 1985





**Time Table 6-24  
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](http://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](http://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](http://www.rbmnrr-passenger.com)  
610-562-2102

Excursions to Jim Thorpe on Saturday's and Sunday's in June



Everett Railroad  
244 Loop Road  
Hollidaysburg, PA 16648  
<https://evertrailroad.com> 814-696-3877  
Train Ride events on June 9, 19, 22 and 26



Stewartstown Railroad  
21 W. Pennsylvania Ave.  
Stewartstown, PA 17363  
717-746-4998

<https://stewartstownrailroadco.com>  
Train Rides on June 1, 15 and 22



Wanamaker, Kempton & Southern  
42 Community Center Dr,  
Kempton, PA 19529  
[www.kemptontrain.com](http://www.kemptontrain.com) 610-756-6469  
Regular Train Ride on June 2, 23 and 30



Allentown & Auburn  
232 Railroad Street  
Kutztown, PA 19530  
570-778-7531  
<https://allentownandauburnrr.com/>  
Father's Day Picnic Train June 16th



West Chester Railway  
230 E. Market Street  
West Chester, PA 19380  
[www.wcrailroad.com](http://www.wcrailroad.com)  
Train Rides every Sunday in June



Wilmington & Western Railroad  
2201 Newport Gap Pike,  
Wilmington, DE 19808  
[www.wvrr.com](http://www.wvrr.com)  
302-998-1930  
Train Rides June 1, 8, 9, 15, 16, 23, 30



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
[info@eastbroadtop.com](mailto:info@eastbroadtop.com)  
814-998-1930  
Operating everyday but Monday's and Tuesday's in June. Diesel-powered only.



Colebrookdale Railroad  
64 S. Washington Street  
Boyertown, PA 19512  
[www.colebrookdalerrailroad.com](http://www.colebrookdalerrailroad.com)  
610-367-0200  
Train Ride Events on Saturday's and Sunday's in June



The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
[www.thestourbridgeline.net](http://www.thestourbridgeline.net)  
570-470-2697  
Train Ride Events on Saturday's and Sunday's in June



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
[www.newhoperailroad.com](http://www.newhoperailroad.com)  
215-862-2332  
Train Ride Events on June 2, 5, 8, 9, 16, 21, 22, 23, 29



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



Northern Central Railway  
117 N. Front Street  
New Freedom, PA 17349  
717-942-2370  
[www.northerncentralrailway.com](http://www.northerncentralrailway.com)  
Trains operate June 1, 2, 9, 21, 22, 30



Middletown & Hummelstown  
136 Brown Street  
Middletown, PA 17057  
<https://www.mhrailroad.com/>  
Train Ride Events June 22, 29, 30

**ANNUAL CHAPTER "AWAY" MEETING  
AND TRAIN RIDE**

**SUNDAY, JULY 21st, 2024**

**In lieu of a July formal meeting, the Lancaster NRHS Chapter invites our members to a visit to the Wilmington and Western Railroad.**

**Members will drive / carpool to the Greenbank Station in Wilmington and meet at the train station. Greenbank Station is just one hour, 15 minutes from Lancaster City.**

**Wilmington and Western Railroad  
Greenbank Station  
2201 Newport Gap Pike  
(Route 41 North)  
Wilmington, DE 19808**

**The schedule and fares are as follows:**

**2:30 pm Train Ride \$ 20.00 (1 Hour)**

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

**Member Name:** \_\_\_\_\_

**Guest Names:** \_\_\_\_\_

\_\_\_\_\_

**Street Address:** \_\_\_\_\_

**State, Zip Code:** \_\_\_\_\_

**Number of Train Ride tickets requested:** \_\_\_\_\_ @ \$20.00 = \$ \_\_\_\_\_

**Total amount enclosed with order:** \$ \_\_\_\_\_

**Make check payable to: Lancaster Chapter, N.R.H.S.**

**Mail your ticket request and remittance to:**

**Mr. Tom Shenk  
11 Marquis Court  
Lititz, PA 17543**

**In order to make reservations at The Wilmington and Western for the entire Chapter group, please reserve as early as possible.**

"INSIDE THE BACK PAGE"  
UPCOMING LANCASTER CHAPTER ACTIVITIES

**JUNE 17, 2024 - MONDAY, 7:30 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE  
 10 RAILROAD AVENUE, CHRISTIANA, PA 17509  
 BOARD MEETING AT 7:00 PM**

**CHAPTER MEETING MINUTES**

**Monday, May 20, 2024**

The Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, May 20th 2024. Tom Shenk called the meeting to order at 7:30 pm and lead the Salute to the Flag. 22 attended.

Treasurer's Report: Treasurer Richard Rutledge presented traditional monthly report for April. Richard noted that he received more member donations since last month towards the Roof Replacement Fund that was started last September, and that more will be needed to meet the chapter goal.

As a side note, Glenn has received initial roof cost estimates for review.

Richard continues to do an outstanding job keeping the Chapters CD's and other accounts up to date and profitable... Thank you, once again, Richard!

Glenn Kendig made a motion to accept the April report, was seconded by Steve Ferrell. The motion carried.

Other:

Glenn Kendig is calling out for help on Saturday June 8th for the annual chapter clean-up day. Arrive at the Freight Station at 9am if you can help.

Steve Himpfle made a motion to accept the April minutes and Doug Henry seconded. The motion carried.

Helen Shaak announced that anyone is not receiving the Lancaster Dispatcher via e-mail, Contact Helen via e-mail, phone or U. S. Mail to assure delivery.

Steve Himpfle continues his work with the RRMPA gift shop to sell more GG-1 builder's plates. This brings in revenue to our Chapter. Thanks Steve!

Steve also continue planning on the ordering Polo style shirts with the Chapter logo, e-mail Steve if interested.

Upcoming Events:

Saturday June 1st is the Christiana Car Show. Come out and show your support.

Saturday June 8th is another chapter clean-up day. 9am at the freight house. Come out and help!

Monday June 17th- regularly scheduled meeting at our Christiana Freight House.

Sunday July 21st Chapter Meeting and Ride at the Wilmington and Western RR. Contact Tom Shenk for ticket information.

August - Annual Chapter RR Ride at Strasburg RR and Chapter meeting.

Saturday September 18th is Christiana Borough Heritage Day.

The chapter will participate as usual with the Freight House open to the public. Save the date and stay tuned for future details!

Adjournment:

Tom Shenk adjourned the meeting at 8:15pm. There was no presentation following the meeting, However, members were able to see/photo at least three Keystone trains fly by, blowing their horns!

Respectfully submitted by Tom Fluck, Secretary

**ROOF REPLACEMENT FUND DONATIONS**

Thank you to our contributors to date!

Glenn Kenda Tom Fluck Jim Donohue Richard Rutledge  
 Eugene Graber Joseph Heffron Doug Henry Donetta Eberly  
 Paul Baringer Steve Ferrell David Stambaugh Thomas McMaster  
 Friends of the Railroad Museum of Pennsylvania  
 Thomas & Rochelle Shenk Thomas and Kathy Steckler  
 Joseph G. Shannon Douglas Henry

**Please send your check (made out to Lancaster Chapter, NRHS, marked "Roof Replacement Fund") to:  
 Mr. Richard Rutledge, 2935 Woodshead Terrace York, PA 17403-9752**

**LANCASTER CHAPTER BOARD OF DIRECTORS**

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	717-917-0644	CINDYKENDIG@GMAIL.COM
SECRETARY:	TOM FLUCK	610-873-1784	BEDBUGROW@MAC.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRJ611@COMCAST.NET
EDITOR:	JIM DONOHUE	717-445-0394	JTD1117@GMAIL.COM
HISTORIAN:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
1ST DIR AT LARGE:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
2ND DIR AT LARGE:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	THOMAS STECKLER	610-593-2594	THOMAZ@COMCAST.NET
CHAPLIN:	DAVID STAMBAUGH	717-683-3053	DAVIDESS3@ATT.NET
DONATIONS:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
RENTALS:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM

**LANCASTER DISPATCHER CO-EDITORS**

CO-EDITOR:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
COPY EDITOR:	JANE FERRELL		

**NEXT CHAPTER MEETING**

**LANCASTER CHAPTER, INC., N.R.H.S.  
 JUNE 17, 2024 - MONDAY, 7:30 PM  
 CHAPTER MEETING  
 CHRISTIANA FREIGHT HOUSE  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509**

LANCASTER CHAPTER, INC.  
 NATIONAL RAILWAY  
 HISTORICAL SOCIETY  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416  
 PHONE: 717-917-5137  
 CHAPTER WEBSITE: WWW.NRHS1.ORG



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS, AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$ 20; FAMILY MEMBERSHIP : \$2; STUDENT: \$10; YOUTH: \$5. IF YOU DESIRE A MAILED NEWSLETTER: \$12. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITORS, STAFF OR CONTRIBUTORS AND ARE NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

**PLEASE DELIVER PROMPTLY  
 FIRST CLASS MAIL**

*Forwarding and Address Correction Requested*

**LANCASTER CHAPTER, INC., N.R.H.S.  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416**