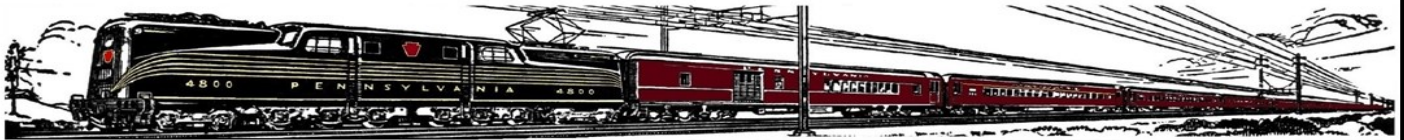


LANCASTER DISPATCHER

1935-2026

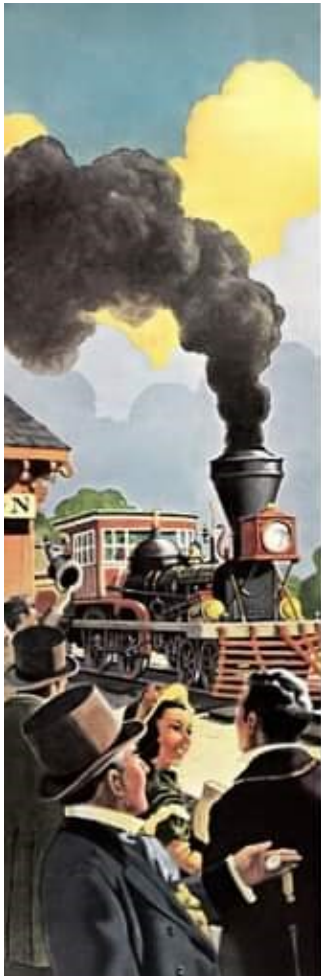


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 59 NUMBER 6

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JUNE 2026



CHECKS that have come every year for 100 years



SINCE its founding 100 years ago, the Pennsylvania Railroad has paid to its employees, stockholders and bondholders approximately twelve and a half billion dollars.

Never once near that century has it failed to meet a financial obligation when due.

To its employees the Pennsylvania has paid in wages a sum exceeding ten billion dollars.

To its stockholders, it has paid a cash return in every year since 1847—a total of a billion and a quarter dollars.

To bondholders—individuals, and insurance companies, savings banks, trust companies, representing the savings of many millions of individuals—it has paid in interest more than a billion dollars.

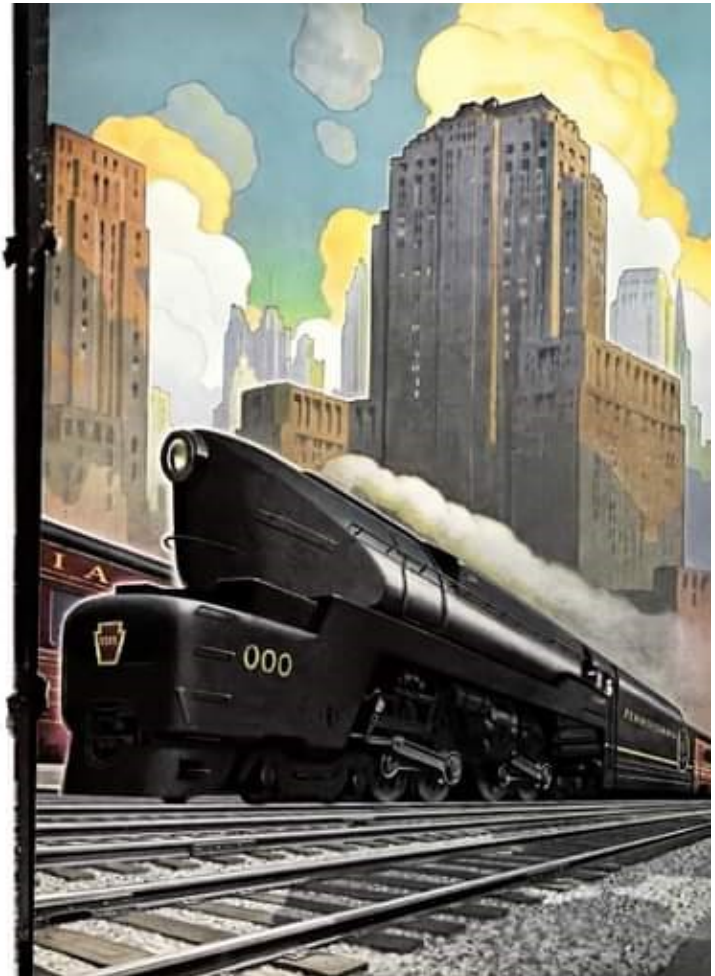
From the beginning, the Pennsylvania has been a railroad built by the people for the people. The money so constant to its shareholders comes from the fares and freight rates paid by the people of all walks of life in the form of subscriptions to shares of \$50 each, payable in ten \$5 installments. Today, with 15,357,754 shares outstanding, the average holding is only 67 1/2 shares, and of the 214,969 stockholders of the railroad 196,139—or more than 90%—are women.

Thus, not only has the Pennsylvania Railroad served the American people through continuously improving transportation at low cost—but through wages, dividends and interest (plus huge purchases of materials in the area served)—it has contributed vitally to the prosperity of communities and to the welfare and economic security of many thousands of American citizens.

**PENNSYLVANIA
RAILROAD**



ONE HUNDRED YEARS OF TRANSPORTATION PROGRESS





Railway News Flash

June, 2026

By Steve Ferrell

Gathered from press releases and revised for this publication

Amtrak unveiled a replica of the Liberty Bell at Philadelphia 30th Street Station. The replica is part of Bells Across PA, a statewide public art exhibition that is in partnership with America250PA and Mural Arts Philadelphia. It will remain on display through the end of 2006.

Fast moving wildfires caused the suspension of Amtrak Florida service south of Jacksonville, Florida. The disruptions beginning on May 17th are the result of large brush fires in that area. The Auto trains that departed on April 19th were halted and turned around and returned to their original stations. The Silver Meteor was between Jacksonville and Miami, but bus transportation was provided for the passengers. The southbound Floridian was terminated at Savannah, Georgia and the northbound Floridian was cancelled between Miami and Savannah. Alternative transportation was not provided.

On May 6th, six riders on the Amtrak Piedmont service suffered minor injuries when the train collided with a truck trailer at a grade crossing in Cary, North Carolina.

A third Amtrak Airo trainset (built by Siemens) arrived in Philadelphia for testing. Five more are scheduled to be built for Amtrak's Cascades service.

Plans were unveiled for the \$402 million upgrade of New Haven Connecticut's busy station. The Connecticut Department of Transportation released the details of the plan that would lengthen the station's four platforms and cover them with an arched central atrium style train shed. Construction is scheduled to start in 2029.

Metro North announced that their branch line to Waterbury will be closed beginning in July 2027. This is part of their project to rebuild all six stations on the line. The work includes shifting the track to align with new and longer platforms. Buses will substitute for the trains during the ten-month length of the project.

There is progress on the pedestrian bridge being built on the north side of the Lancaster Amtrak Station. The bridge will allow commuters to connect from the new Keller Avenue 250-space parking lot and the station. This will improve the limited parking situation, which has been a problem at Lancaster Station.

From Dan Cupper at Trains Pro: An ownership dispute could split East Broad Top's line. A legal battle over the northernmost four miles of the EBT will determine whether the narrow-gauge line will be split in two. Arguments were made by those wanting to sell 4.7 miles of the dual-gauge yard and main track for \$2 million. They plan to sell that portion of the line to a newly created freight short line owned by Stephen D. Lane. Opposing the sale is the nonprofit EBT foundation. More to come.

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

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

June 27, 1917 PRR Board authorizes purchase of property for station improvements at Harrisburg.

June 10, 1922 Post Office Dept. contracts for annex in rear of 8th Avenue General Post Office over PRR tracks.

June 1, 1927 Through, summer-only sleeping car line inaugurated between Pittsburgh and Montauk; first run-through from PRR points to LIRR.

June 11, 1927 E6s No. 460 hauls two-car Lindbergh Special from Washington to New York in 3:07 carrying International Newsreel Corp. film of Lindbergh's reception at Washington; eclipses previous record of 3:40 set by Coolidge inauguration newsreel special on Mar. 4, 1925; by developing film on train, is shown in New York theaters before that of two rival newsreel companies that were sent by air but could not be developed until reaching New York.

June 30, 1932 Chief of Motive Power F.W. Hankins orders the General Superintendent of Motive Power, Central Region, to select a Class K4s from the Panhandle Division to be equipped with roller bearings on engine truck, driving wheels and trailer truck.

June 15, 1937 Demolition of Manhattan Transfer Station begins while still in service.

June 16, 1937 PRR begins tests of K4s No. 5341 on Altoona Test Plant as speeds over 85 MPH for anticipated 100 MPH running; tests show high fuel loss through stack, pressure losses in steam piping, draft loss through the flues and heavy rail blows, convincing staff that a new type of locomotive is needed for high-speed passenger service.

June 20, 1937 Hudson & Manhattan trains begin operating into PRR's new Newark station, and Park Place Station abandoned at 3:00 AM; "PB" Interlocking and H&M track between "HUDSON" Interlocking and Park Place taken out of service; new H&M Harrison station opens; Manhattan Transfer station closed; "N" Interlocking closed and "HUDSON" Interlocking reconfigured; Public Service's Newark (trolley) Subway extended from Market Street to loop station in basement of Penn Station; Lehigh Valley begins stopping trains at PRR station and abandons own station at Meeker Avenue except for commuter trains; projected extension of H&M to an enlarged station at South Street abandoned after City proves unable to acquire necessary property; the two tracks built west of the PRR as far as South Street are used for car storage.

June 12, 1942 PB&W Board authorizes electrification of the Port Road from Perryville to the junction with the Atglen & Susquehanna Branch; of Thurlow Yard, and of Tracks No. 5 & 6 in the southbound receiving yard at Potomac Yard; new yards at Bay View; expansion of the coach yard and engine terminal at Washington; and reconstruction of the Long Bridge.

June 1942 Inductive train telephone system developed by Union Switch & Signal Company placed in service as an experiment on Bel-Del Branch between Trenton and Phillipsburg, N.J.; includes single wayside station at Frenchtown and 10 equipped locomotives and cabin cars.

June 3, 1947 General Motors' Train of Tomorrow, introducing Vista-dome cars, leaves Chicago on nationwide tour; although it moves over a few PRR lines when absolutely necessary, PRR officially boycotts the program as domes exceed PRR clearance, particularly in the New York tunnels, and officials don't want to promote equipment that can only be used by competitors.

June 1947 PRR receives first freight diesels from EMD.

June 1, 1952 Three round trips between Lancaster and York, Pa., replaced by buses.

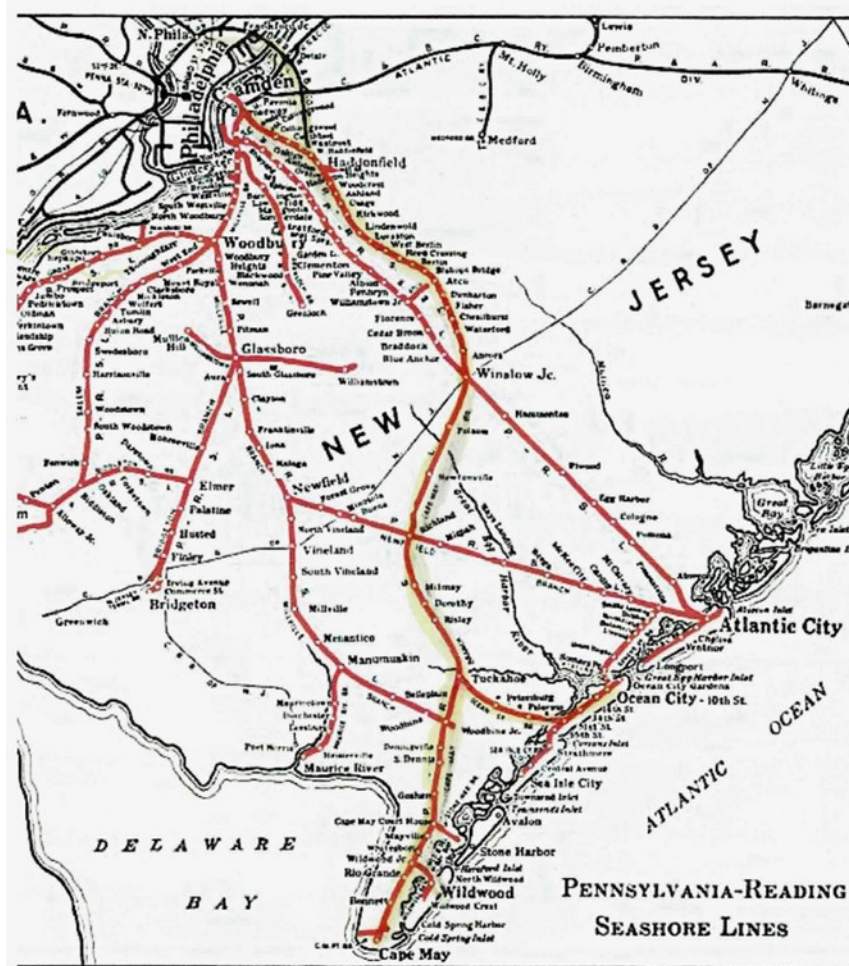
June 11, 1952 First PRR diesel arrives in West Chester on Thorndale-West Chester local freight.

June 15, 1952 Broadway Limited celebrates 50th anniversary at Penn Station and Union Station; at New York, guests include four of original passengers and three of crew of 1902 inaugural Pennsylvania Special who are feted in the dining car by VP James M. Symes; at Chicago, eastbound Broadway breaks a large golden banner outside the station; veteran engineers from 1902 are given cab rides as far as Fort Wayne, where another celebration is held.

Vacationing by train to South Jersey
Taking the PRSL to Ocean City, Wildwood and Cape May

By Steve Ferrell,

...with images courtesy of the Archives of the Railroad Museum of Pennsylvania



A great deal has been written about the Pennsylvania-Reading Shore Line (PRSL) service to Atlantic City. Rail service south of Atlantic City during the 1950's had tapered off as most people drove down to the shore. The 1950's operations were a plethora of different motive power – Steam and Diesel locomotives and Budd RDC (Rail Diesel Cars) were used. Steam ended in 1956 and Diesel and RDC cars continued until the end of service in the 1981 for Ocean City and Cape May and 1972 for Wildwood.

I first viewed PRSL operations and RDC cars at 10th Street Station in 1972, while entering Ocean City to visit my grandparents, who retired to this shore town for the fresh ocean air.

Right: RDC car at 10th Street Station in Ocean City, where I first saw PRSL operations in the early 1970's.



Vacationing by train to South Jersey (continued)

Traveling to the South Jersey shore resorts (south of Atlantic City), travelers could board trains at Philadelphia's Broad Street Station (until it closed in 1950) or 30th Street Station in Philly then head northeast and depart the Northeast Corridor at Frankford Junction and cross the Delair bridge into New Jersey, and head southeast to Winslow Junction. Trains to the shore also originated from Camden. There were parallel lines heading serving the shore serving different towns, and they met at Winslow Junction. The line to the north was the former West Jersey and Seashore line later owned by the Pennsylvania Railroad. The line to the south was the former Atlantic City Railroad, owned by the Reading Company. These companies were merged in 1934 into the Pennsylvania-Reading Seashore Line.

At Winslow junction, these two PRSL lines joined up and the New Jersey Central line from Jersey City connected to the Atlantic City line with their luxury "Blue Comet" service in the 1930's and 1940's.

Right: Winslow Junction where three lines come together. CNJ line is the high line.



After Winslow Junction, the line to Ocean City and south departed to the southeast from the line to Atlantic City. The railroad then arrived at Tuckahoe where a lot of interesting rail activity happened.

I am going to paraphrase PRSL New Rail expert, Bill Lee in describing these operations: "At Tuckahoe, the trains southbound from Winslow Junction would cut off cars of cars at the train and an Ocean City Branch Crew would shuttle them in and out of Ocean City. In the very early days prior to the 1950's there was a direct train to Ocean City that did not split at Tuckahoe."



Rail Diesel car at Tuckahoe in 1954



Tuckahoe, where the line split to Ocean City and lines south

Vacationing by train to South Jersey (continued)

At Wildwood Junction, the train set was separated again and some cars went into Wildwood and the rest were taken into Cape May. This was made easier when Budd RDC cars came on line, as they could be used as single cars or multiple car units and could be operated from either end of the car. As passengers to Cape May declined in later years, riders had to switch across the platform to a single car RDC to shuttle into that town, and the main train continued into Wildwood. Before the 1950s, like the Ocean City Train, there was a direct train service to Cape May that did not require splitting at Wildwood Junction.



Another view of Tuckahoe with Station



Ocean City Tuckahoe Shuttle, taking cars into Ocean City from Tuckahoe



Railroad Museum of Pennsylvania's E6 #460 departing Ocean City in 1954



A Steam locomotive hauled train at Wildwood Junction

PRSL Logo

.Vacationing by train to South Jersey (continued)**A K4 leading passenger train at Wildwood, NJ****Wildwood, last day of steam operations in 1956****RDC Cars at Wildwood Station****Steam activity at Cape May in 1955****Left: Cape May Station and yard with both Steam and RDC cars.**

Viewing PRSL activity at their South Jersey endpoints and the various junctions could be very entertaining to the rail-fan. With Steam hauled trains and RDC car trains being broken down and shuttled into Ocean City, Wildwood and Cape May, there was plenty of activity up and down the line.

.Vacationing by train to South Jersey (continued)

Table 3—PHILADELPHIA TO OCEAN CITY, SEA ISLE CITY, STONE HARBOUR

Eastern Standard time.

June 26, 1955

Except Sundays and July 4 and September 5, except as noted.

	311	311	1057	1059	329	331	331	1063	1065	339	
Philadelphia—											
Pennsylvania Sta. (90th St.)...†	7:30	8:30	11:35								
North Philadelphia...†	7:20	8:40	11:44								
Frankford Junction...†	7:20	8:40	11:49								
Camden (Broadway) (Note 1)...†	7:41	7:41	12:05	3:43	4:25	5:15	5:15	5:15	5:15	5:15	
Haddonfield...†	7:49	7:49	12:54	4:26	5:15	5:15	5:15	5:15	5:15	5:15	
Tuckahoe...†	8:38	8:38	9:53	12:59	4:29	5:18	5:18	5:18	5:18	5:18	
Petersburg...†	8:44	8:44	10:03	1:04	4:33	5:24	5:24	5:24	5:24	5:24	
Palermo...†	8:53	8:53	10:08	1:09	4:38	5:28	5:28	5:28	5:28	5:28	
Ocean City											
51st Street...†	8:57	8:57	10:12	1:18	4:41	5:37	5:37	5:37	5:37	5:37	
34th Street...†	9:00	9:00	10:15	1:21	4:49	5:40	5:40	5:40	5:40	5:40	
14th Street...†	9:03	9:03	10:18	1:24	4:52	5:43	5:43	5:43	5:43	5:43	
10th Street...†	9:06	9:06	10:21	1:27	4:55	5:46	5:46	5:46	5:46	5:46	
4th Street...†	9:09	9:09	10:25	1:31	4:58	5:49	5:49	5:49	5:49	5:49	
Gardens...†	9:11	9:11	10:28	1:34	5:00	5:51	5:51	5:51	5:51	5:51	
Ocean City (51st Street)											
Strathmere (Towamsha Ave.) arr.	9:03	9:03	10:18	1:24	4:53	5:43	5:43	5:43	5:43	5:43	
Sea Isle City (1st St. & Landis Ave.) †	9:10	9:10	10:25	1:31	5:00	5:50	5:50	5:50	5:50	5:50	
Townsend Inlet...†	9:18	9:18	10:33	1:39	5:08	5:58	5:58	5:58	5:58	5:58	
(66th St. and Roberts Ave.) †	9:20	9:20	10:35	1:41	5:10	6:00	6:00	6:00	6:00	6:00	
Tuckahoe...†	8:35	8:35	10:00	12:54	4:26	5:15	5:15	5:15	5:15	5:15	
Woodbine Junction (Woodbine) †	8:41	8:41	10:06	1:00	4:32	5:21	5:21	5:21	5:21	5:21	
Cape May Court House...†	8:55	8:55	10:10	1:14	4:46	5:35	5:35	5:35	5:35	5:35	
Cape May Court House...†	8:56	8:56	10:10	1:15	4:47	5:36	5:36	5:36	5:36	5:36	
Stone Harbor (66th Street) †	9:08	9:08	10:23	1:27	4:59	5:48	5:48	5:48	5:48	5:48	
Avalon (1st St. and 2d Ave.) †	9:21	9:21	10:35	1:40	5:12	6:01	6:01	6:01	6:01	6:01	
Avalon (6th St. and 2d Ave.) †	9:26	9:26	10:40	1:45	5:17	6:06	6:06	6:06	6:06	6:06	
Cape May Court House...†	8:55	8:55	10:10	1:14	4:46	5:35	5:35	5:35	5:35	5:35	
Whitesboro...†	8:59	8:59	10:14	1:18	4:50	5:39	5:39	5:39	5:39	5:39	
Wildwood Junction...†	9:02	9:02	10:17	1:23	4:53	5:42	5:42	5:42	5:42	5:42	
Wildwood Junction...†	9:02	9:02	10:17	1:23	4:53	5:42	5:42	5:42	5:42	5:42	
Wildwood...†	9:08	9:08	10:23	1:30	4:59	5:48	5:48	5:48	5:48	5:48	
Andrews Avenue (Wildwood) †	9:14	9:14	10:29	1:36	5:05	5:54	5:54	5:54	5:54	5:54	
Wildwood Crest...†	9:18	9:18	10:33	1:40	5:09	5:58	5:58	5:58	5:58	5:58	
Wildwood Junction...†	9:21	9:21	10:35	1:43	5:12	6:01	6:01	6:01	6:01	6:01	
Rio Grande...†	9:06	9:06	10:20	1:28	4:57	5:46	5:46	5:46	5:46	5:46	
Erma (Bennett) †	9:09	9:09	10:24	1:31	4:50	5:49	5:49	5:49	5:49	5:49	
Cape May...†	9:13	9:13	10:28	1:34	5:04	5:53	5:53	5:53	5:53	5:53	
Cape May...†	9:19	9:19	10:35	1:41	5:10	5:59	5:59	5:59	5:59	5:59	

EXPLANATION OF SIGNS.

† Stops Saturday only; passengers change at Haddonfield.

• No checked baggage handled on this train.

• Daily, except Saturday and Sunday.

• Stops Saturday only.

• Friday only.

July 1955 Official Guide PRSL timetable. Service was adjusted for summer traffic with more trains operating

Thanks to Bill Lee and Dave Homer of the West Jersey Chapter of the NRHS for advice and consultation.

Thanks to Keli Ganey for sending me the images used in the article.

Thanks to the Railroad Museum of Pennsylvania Archives and Library for additional information and the map and 1955 schedule of the PRSL.

Gettysburg Spring Adventure

By Jim Donohue

On Sunday, May 17th, the Lancaster Chapter hosted a bus tour to Gettysburg, PA. Leaving Lancaster early in the morning, the tour began at the Gettysburg National Military Museum and Visitor Center. A short film narrated by Morgan Freeman explained the sequence of the battle and its devastating consequences. The visitors then viewed the 42' by 377' circular Cyclorama depicting the final assault on July 3rd, 1863, accentuating "Pickett's Charge" by artist Paul Philippoteaux.

A park guide then joined the bus tour and led us through the scenes of the battle. The tour was two hours long and had several sight stops along the way.

Exiting the Park, members were dropped off in downtown Gettysburg for lunch options at numerous local restaurants.

Everyone then reconvened at the Gettysburg Railway Station for the 90 minute ride. Besides passing Gettysburg College, the train actually transversed the Battlefield, as well as forested areas outside downtown.

The last stop was the Mountain Gate Restaurant in near-by Thurmont, MD for a buffet dinner.



The ornate entrance to the Gettysburg Railway station.



Interior views of the Chapter's "private" coach. As noted, the seats were very plush.!



Left: the beautiful Gettysburg Railway Station.

Right: operating in push-pull fashion, locomotive 1863, a GP15-1. At the opposite end was a GP40FH-2.



The Gettysburg Railway – a Time Line

1858: The original Gettysburg Railroad Company opened a 17-mile line connecting Gettysburg to Hanover Junction.

Post-Civil War: The line changed hands multiple times, eventually becoming part of the Western Maryland Railway and Reading Company Networks after 1917.

1870: After becoming the Susquehanna, Gettysburg & Potomac Railway, the tracks between Gettysburg and Hanover Junction, became part of the Hanover Junction, Hanover and Gettysburg Railroad.

1884: Gettysburg and Harrisburg Railway is established and completed

1886: The line becomes The Baltimore and Harrisburg Railway

1917: Western Maryland Railway. During this period, the Reading Railroad leased the line as the "Gettysburg Branch." Both railroads ran through Gettysburg.

1942: The final passenger train departed.

1973: The Western Maryland Railway became a part of the Chessie System, which later became CSX Transportation in 1980. The Reading continued to operate the branch.

1976: Reading was left out of early Conrail and the line taken over by PA Department of Transportation

1996-2001: The Delaware Valley Railroad Company, a subsidiary of RailAmerica, acquired the property and operated the tracks as the Gettysburg Railway, running both local freight and the Gettysburg Scenic Rail Tours.

2001: Pioneer Railcorp purchases the line and renames it the Gettysburg and Northern Railroad.

2022: Patriot Rail purchased Pioneer Lines and with it, the Gettysburg and Northern Railroad.



The Gettysburg Railway owns 3 1950-era Budd-built passenger cars. Ex-Ringling Brothers Barnum and Bailey circus cars, originally built for the PRR and SAL. There are three coaches and one concession car (left).



GP38-2, lettered as LTEX #3833 provides the freight service for the GET. This is a former NS and SOU unit, now in the Patriot Rail blue color scheme.



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

Monday, June 15th -- 7:00 PM -- Chapter Meeting at Christiana Freight Station.

**Presentation: "Chasing the Bicentennial Freedom Train (AFT)"
by Gerald Futej; NRHS member since 1974 and Railfan Photographer**

Sunday, July 19th -- Chapter Away Meeting at Manheim Train Station See below ↓

1:00 PM to 4:00 PM Manheim Station Open House – trolley, model trains and caboose

2:00 PM to 3:00 PM Manheim Historical Society program

3:30 PM to 4:00 PM Lancaster Chapter, NRHS Meeting

Sunday, August 16th -- 4:00 PM Strasburg Rail Road Annual Chapter train ride and meeting.
Train (last open car) . Tickets \$ 10.00

Sunday, September 20th -- 3:00 PM Chapter Picnic - **Please bring a covered dish to share and
your place settings and eating utensils.**

2:00 PM -- Board Meeting

Sunday, September 20th -- 1:00 PM to 4:00 PM Manheim Historical Society, Manheim Station,
celebrating 100th anniversary of the Trolley Car. The Trolley was initially
purchased by the Lancaster Chapter to save it from being scrapped.

Chapter Away Meeting at Manheim Train Station

Sunday, July 19th, 2026



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NEXT CHAPTER MEETING

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

JUNE 15, 2026 - MONDAY, 7:00 PM

CHAPTER MEETING

CHRISTIANA FREIGHT HOUSE

10 RAILROAD AVENUE

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

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