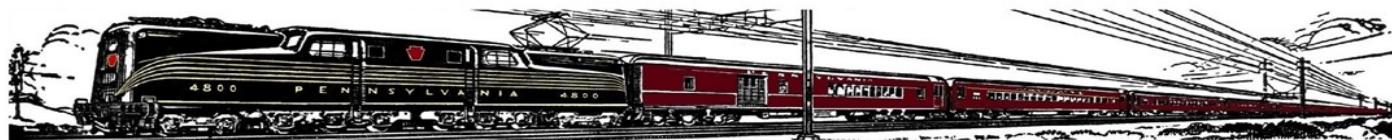


**LANCASTER  
DISPATCHER**

1935-2021

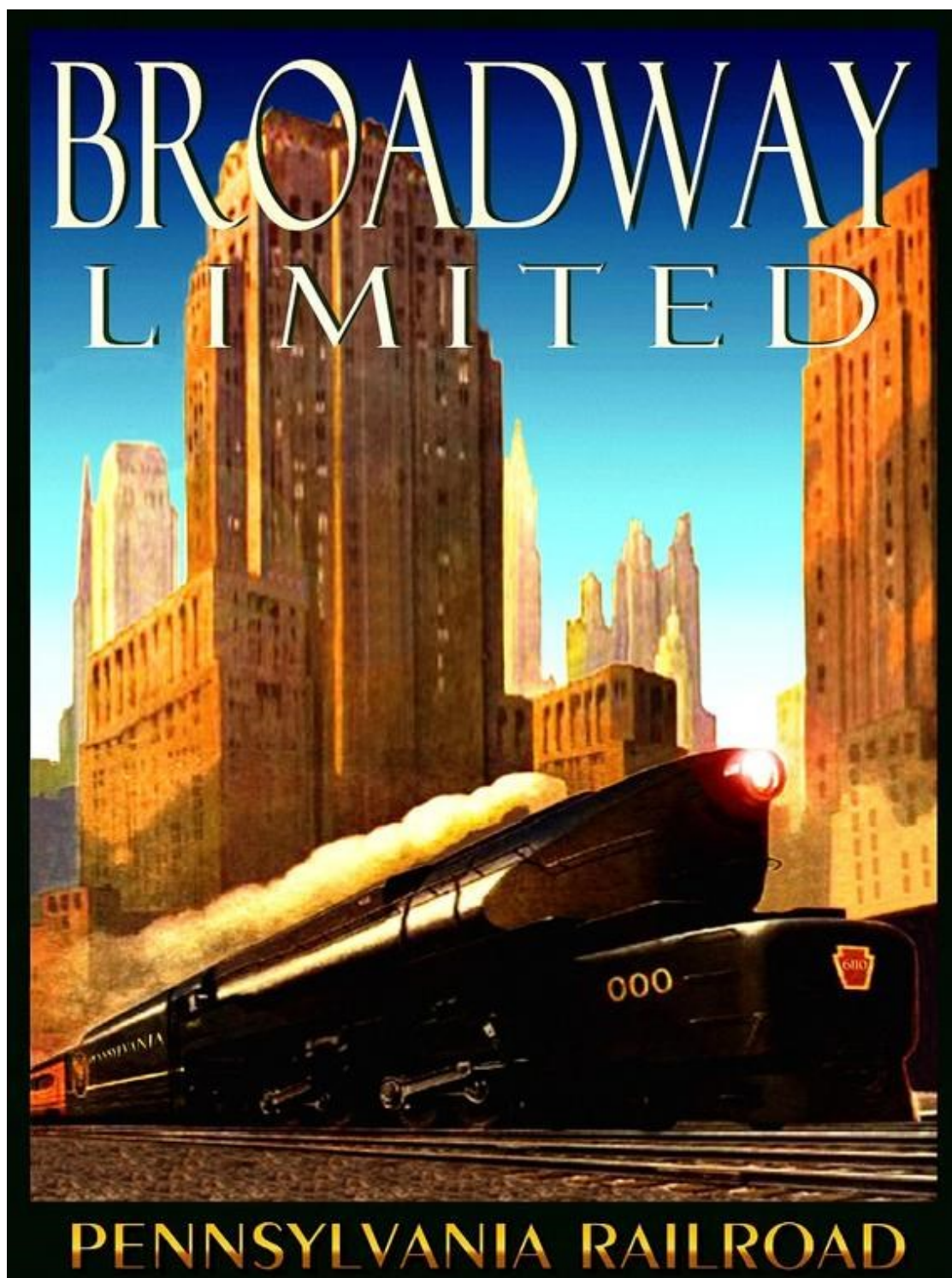


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 4

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APRIL 2021





**VIEW FROM THE CAB**  
**"NEWS FROM THE RAILROAD WIRES"**



**SEPTA Intends to Spend \$40M in Federal COVID-19 Relief on Proposed King of Prussia Line**

Feb 23, 2021 Courtesy SEPTA by Thomas Fitzgerald

SEPTA is proposing to spend about \$40 million in federal economic relief funds, mostly earmarked to help transit agencies operate buses and trains during the pandemic, on design and engineering work to advance the King of Prussia rail project. Some Philadelphia transit advocates express worry that the budgetary move will make it harder to maintain levels of service needed to prevent overcrowding on city buses, potentially endangering passengers and operators. "This money is intended to run transit through the crisis," said Nat Lownes, of the Philly Transit Riders Union. "The maneuver is not illegal, but it looks shifty when they could be spending money on keeping more buses running."

Overcrowding is an "immediate threat," he said. SEPTA officials said the move would not reduce service. The agency's board of directors will vote on whether to reallocate the money, which has been approved by the Federal Transit Administration and recommended by management.

"This reallocation of funds should have no effect on our ability to transport our riders safely," said Richard Burnfield, deputy general manager for SEPTA. He said service levels are adjusted as ridership bounces back from the lows of last spring, and city bus routes are operating on pre-pandemic weekday schedules, with enough buses on the streets to allow passengers to maintain social distancing.

Normally, SEPTA leases track owned by Amtrak to operate some of its rail lines, with the money coming from the capital budget. In the CARES aid legislation, the federal government paid Amtrak \$21.7 million directly toward SEPTA's yearly lease bill, leaving it a balance of just over \$39 million.

SEPTA wants to use some of its remaining CARES money for the track leases, freeing up about \$40 million in its capital budget to finance the next phase of design and engineering for the King of Prussia project. That work will take two years, at which time the proposed four-mile extension of the Norristown High Speed Line will be eligible for federal construction grants. Burnfield said the reallocation is "consistent" with the CARES law, which authorized and paid for transit agencies to lease track.

SEPTA Extension (continued).

"The timing just happened to line up nicely" to enable the agency to avoid a delay in progress of the King of Prussia project, Burnfield said. SEPTA also has an operating cushion of more than \$250 million in unspent CARES money.

The King of Prussia extension has long been sought by SEPTA and regional planners because it would link one of the fastest-growing areas in the state with the Norristown Transportation Center and the 69th Street Transportation Center in Upper Darby, offering connections to Center City.



Proposed King Of Prussia Transportation Center

WESTERN MARYLAND SCENIC RAILROAD WOES

March, 2021 From Cumberland Times-News, Greg Larry, staff writer, via Western Maryland NRHS

WMSR 1309 engine not yet ready to run. Allegany County officials are demanding a financial audit of the Western Maryland Scenic Railroad to examine the books of the tourist attraction. Two WMSR directors, Delegate Mike McKay, along with Frostburg Mayor Bob Flanigan, provided an update on the scenic railroad at Thursday's meeting of the Allegany County Board of Commissioners on January 21. It was also learned that fans of the highly anticipated debut of Engine No. 1309 Maryland Thunder will have to wait as the steam locomotive is still not operational despite millions of dollars and six years of restoration work. WMSR officials said the massive Baldwin steam en-

gine is still unfinished, while issues with the condition of railroad tracks also remain a problem. McKay, who recently joined the WMSR board, offered some good news when he announced that Maryland Gov. Larry Hogan had awarded the scenic railroad a \$500,000 grant through federal CARES Act funding. "We thank Gov. Hogan for that," said McKay. "The railroad is a leader in tourism for the region. We know the importance the railroad brings to the county." The Federal Railroad Administration has ordered the replacement of all railroad ties between Cumberland and Frostburg before the Western Maryland Scenic Railroad can resume excursion train trips. The FRA made the determination following an inspection, and the estimated cost for replacement of the 50,000 ties, according to the FRA, is \$2 million. "The FRA report said the defects must be repaired before we can run," John Garner, the scenic railroad's general manager, said during an interview last week. WMSR officials said some of the railroad ties are nearly fifty years old. Following a strong Polar Express train ride season in 2019, the railroad was shut down by the pandemic contagion, which resulted in a loss of its primary source of revenue, train ticket sales. Now railroad officials are faced with raising the funds to repair the ties along some fourteen miles of track. Allegany County government oversees the track right-of-way. County Commissioner Creade Brodie said he had not seen the FRA report yet and will have to review it. "There was talk of ties being replaced," said Brodie. "I didn't know the whole thing needed to be replaced. I'm not sure where they will get the money to replace them. That is a lot of money." Frostburg Mayor Bob Flanigan, who serves on the scenic railroad's board of directors, said a contractor reviewed the entire line of track, and concurred that the cost would be roughly \$2 million.



Amtrak 50th - Paint Scheme and Livery History

*Midnight Blue**Phase VI**Phase V**Dash 8 Phase III**Phase I**Day 1*

### Amtrak Announces New Paint Schemes in YouTube video

Amtrak Press Release, March 16, 2021

WASHINGTON — Amtrak will paint at least six locomotive in new and heritage paint schemes in the coming months in honor of the railroad's 50th anniversary this year. In a YouTube video launched Tuesday, March 16, an Amtrak representative discussed the history of the railroad's liveries and detailed the newest paint schemes well into the presentation.

### Behind Amtrak's New Locomotive Designs

Train Wire By Bob Johnston | March 18, 2021

WASHINGTON — "If you're planning for a 50th anniversary, you've got to look at where you came from to see how far you've gone," Amtrak's Matt Donnelly tells Trains News Wire.

Donnelly, the company's lead brand communications specialist, and Devon Parsons, Blair Slaughter, John Skalski, John Dzedzy, and Seth Geist — equipment and rolling stock engineering managers and designers — collaborated on a series of six heritage locomotive designs unveiled Tuesday.

"We realized early on in the pandemic that it would likely be nearly impossible to plan events, so we

thought locomotives are a good way to get the anniversary message out to all parts of the network," says Donnelly. "There are still locomotives roaming the system from the 40th Anniversary in many earlier paint schemes, so this is an opportunity to augment those one-off creations."



Day 1: Perhaps one of the most striking applications, the one to be featured on new ALC-42 locomotive 301 that Siemens is building for long-distance service to eventually replace GE's P42s, harks back to former Pennsylvania Railroad E-8 4316, which was hastily prepared for an Amtrak debut press event on May 1, 1971.



E8 4316 at Harrisburg, Pa., in August 1971 wearing the first Amtrak livery. (Roger Puta; Marty Bernard collection)

Although stripes have adorned virtually all passenger car treatments and many locomotives, they are difficult to execute on the new Siemens models with all the vents, grills, and doors, hence Day 1's lack of stripes. But it will only be applied to the 301.

Amtrak Announces New Paint Schemes (continued)

**Phase VI:** (See photo, page 4) ALC-42 units 300 and 302 through 308 also have no stripes with the Phase VI blue scheme that reprises a partial red nose with a white divider, "drawn directly from the DNA of Amtrak's current logo," says Donnelly.

**Midnight Blue:** This is another one-off design that is being applied to P42 No. 100 that is meant to be a tribute to the many Amtrak employees running trains overnight.

**Dash 8 Phase III:** Originally applied to Amtrak's P32-8BWH locomotives from a design originated by Amtrak's Blair Slaughter and Cesar Vergara in 1991, the adapted scheme will appear on a P42 scheduled for repainting.

**Phase I:** The red-nosed scheme, with a 50th anniversary logo, will be applied to a P42, joining P42 No. 156, which has worn the scheme since the 40th anniversary.

**Phase V anniversary:** P42 No. 46 wears a version of the current scheme with a large golden yellow 50 and the slogan "Connecting America for 50 Years."

"A key part of the reason we've been able to do this is to take advantage of pre-budgeted life cycle maintenance for locomotives that were already slated to come out of revenue service to go through a programmed overhaul," says Donnelly. "The P42's that were going to get repainted anyway will be around at least for the next four or five years."

The "Day 1" design and other new patterns are also reflected in 17 merchandise items commemorating the 50th Anniversary available online at the Amtrak store. Still under development is a Phase VII livery, shown as a "sneak peak" in the video that will be applied to the remaining ALC-42s and all rolling stock in the future.

Coming Soon: An A-B-A Set of Pennsy FAs

*Railroad and Railfan Magazine, January 25, 2021 By Eric Berger*

An A-B-A set of privately owned Alco FA-2 locomotives will be painted in Pennsylvania Railroad's freight scheme — Brunswick green with a single yellow stripe — a livery that hasn't been seen since the 1960s. And if that wasn't exciting enough for Pennsy fans, owner Bobb Losse Sr., is also installing the rooftop "Trainphone antennae," a unique feature of PRR locomotives from WWII into the early 1960s. The Alco cab units are currently at SMS Rail Services' shop in New Jersey where they are being restored to service. The first one was fired up back in October.

Though some of PRR's EMD streamliners survived into the Penn Central era, all of the Alcos, Baldwins and F-M cab units were retired and scrapped beforehand. The FA-1 series was retired in 1965 and the FA-2s met the torch in 1967. The nation's last FA units appeared doomed in the early 1970s as the final four operators began trading them into General Electric for new locomotives. But fans were happily surprised when GE converted them into HEP/control cabs for Long Island Rail Road.

Last October, Losse became the first to successfully restore one of those former LIRR units as a fully functional locomotive when the former LIRR 602 (L&N 309) moved under its own power for the first time in 50 years. Since then, the mechanical focus has shifted from restoration to maintenance and troubleshooting, which has prompted a search for more injector pumps to keep as spares for the often-challenging Alco 12-244 prime movers. Mechanical restoration of LIRR 601 (previously L&N 617) will follow, while the B-unit will remain unpowered. Built as Spokane, Portland & Seattle 866B-1, the FB-1 lost its 244 engine when it became the first B-unit converted to a Remote Control Car by Pacific Great Eastern.

Losse tells *Railfan & Railroad* that he wants the set to look as close to "as built" as is practical but has elected a few minor cosmetic variations. "I decided not to put ladders or grab irons up the nose of the unit. So we put them up the rear bulkhead like Western Maryland, Canadian National and others have done."

### All-Female Steam Crew to Help Strasburg Rail Road Mark International Women's Day

By Dan Cupper | March 5, 2021 - Trains News Wire  
Ronks, Pa. (Written in advance of the event)

Strasburg Rail Road's first-ever all-female steam engine crew will run all trips for the Pennsylvania tourist line this Saturday, March 6.

The assignment coincides with International Women's Day (March 8) and Women's History Month.

In the cab will be Andrea Biesecker as engineer and Shelley Hall as fireman.

It was Hall's suggestion to deploy an all-women engine crew.

"I was just thinking that there aren't many (railroads that) have had two in the cab with steam," she tells *Trains News Wire*. "I just wanted to show girls that just because it's mostly guys that do this job, women can do it too.

"For as long as Strasburg has been running trains (189 years) there hasn't been an all-female engine crew, so I figured it was about time that it's done once. It's really rare for two women to be in the cab of a steam locomotive."

Biesecker, who grew up in nearby Parkesburg dreaming of working at Strasburg Rail Road, says, "Being in control of all of that horsepower — steam is a whole different type of energy from internal combustion. It's a force to be reckoned with.

"Don't get me wrong, I like to fire, too, but running is pretty intense; it's an adrenaline rush when you open that throttle."

Both women came to engine service through the same route: the railroad's shop. Biesecker graduated from nearby Thaddeus Stevens College of Technology in 2009 and immediately applied for a job as a machinist. After an intense interview with "four or five vice presidents and bosses sitting across the table from me," she was hired. She worked her way into engine service, qualifying as a fireman on March 23, 2012, and as an engineer on Dec. 14, 2014. She qualified on No. 475, the same Baldwin-built 1906 former Norfolk & Western 4-8-0-type engine she will now run.

Biesecker and Hall are the only women qualified as engine-service employees among the 24 qualified engineers and 32 firemen on Strasburg's roster. In all, the railroad employs 59 full-time and 101 part-time peo-

ple, of which nine full-timers and 26 part-timers are women

Celebrated since 1911, International Women's Day is, according to its website, a global event to honor "the social, economic, cultural, and political achievements of women" and to mark "a call to action for accelerating women's equality."

Of that goal, Biesecker notes, "I'm proud to be alive in an era where merit and advancement are based on skill and not gender. In a male-dominated industry, I have worked hard to prove myself as an equal to others in the railroad industry."



Photo Credit: Engineer Andrea Biesecker (left) and fireman Shelley Hall will form the Strasburg Rail Road's first all-female steam engine crew for runs Saturday marking International Women's Day. Christopher Pollock photograph via Strasburg Rail Road

### Rail Again Received the Highest Mark from the American Society of Civil Engineers.

Association of American Railroads, March 9, 2021  
Once again, the American Society of Civil Engineers' (ASCE) gave railroads the highest grade — a B — in their 2021 Infrastructure Report Card with America's infrastructure as a whole receiving a C-. The report cited sustained private investment as the primary reason freight rail maintained a strong network. ASCE noted, "Over the last 40 years, private railroads have spent over \$700 billion to develop the current network; this includes \$24.9 billion in 2018 at an average of over \$260,000 per mile."



## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN APRIL

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

April 1, 1917 Hell Gate Bridge opens for revenue passenger service;



April 4, 1927. First Pullman 14-single-room sleepers begin operating on PRR overnight trains between New York and Washington; offer greater privacy than traditional berths.

April 24, 1932. Broadway Limited and Twentieth Century Limited running time cut from 20 to 18 hours with \$10 extra fare; PRR and NYC drop extra fares on all long distance trains except Broadway and Twentieth Century; the old system was to a surcharge of \$1.20 for every hour under 28, with a proportional amount to be refunded for the number of hours the train was late.

April 4, 1937 In the wake of last month's fan trip to Eddystone and Wilmington, the New York Times runs a feature on the emerging subculture of railroad fans and their "strange hobby."

April 5, 1937. PRR begins one-week test of EMC 900 HP Model NW switcher No. 647 at Chicago

April 17, 1942. PRR orders Cape Charles ferry Virginia Lee painted battleship gray for camouflage against U-boats; other Cape Charles vessels are painted from Tuscan Red to gray as they come in for maintenance.

April 12, 1947. PRR places first Baldwin Centipedes, No. 5823A1-5823A2, in freight service on Philadelphia Division

April 13, 1947. Philadelphia Chapter of NRHS holds the first "Off the Beaten Track" excursion since war; 182-mile circle trip runs Lamokin-West Chester-Frazer Trenton Cut-off-Monmouth Jct.-Jamesburg-Kinkora-Fort Dix-Delair.

April 27, 1952. Broad Street Station closes; last regular train, No. 431 for Washington, leaves at 1:10 AM, after which the station is cleared of all equipment; all long-distance trains rerouted to originate and terminate at 30th Street; Greyhound bus terminal is moved to north side of 30th Street Station; "Broad Street Suburban Station: renamed "Suburban Station"; one track added to Suburban Station, making 10 tracks numbered 3-12; tracks 1 & 2 from the original design are never built; plan to add the two additional tracks for Clockers and Atlantic City trains is dropped as GG1's are unable to pull up the 2.2% grade to 30th Street.

Special ceremony attended by 5,000 and broadcast over radio closes Broad Street Station 21 hours after last regular train leaves; last train consists of GG1 No. 4800, 7 coaches for last trip riders, a sleeper for the crew, a coach for recreation, 7 Pullmans for the Philadelphia Orchestra, the baggage car Patti for musical instruments, and the parlor-observation Queen Mary with a special keystone drumhead, which leaves from Track 13; 600 "last trip" riders go only as far as 30th Street or North Philadelphia, where the Queen Mary is cut out; the 7 coaches are cut out at Trenton, and the rest of the train proceeds up the Bel-Del and is turned over to the DL&W end-route to Syracuse; last trip tickets costing 25 cents go on sale at 7:30 PM; first in line is John H. Strock of the Philadelphia Chapter of the NRHS, who has been waiting since 10:00 AM and buys 105 tickets for members; tickets sell out in 11 minutes, and another 100 are allowed on the train, with another 3,684 sold only as souvenirs; ceremonies are held behind the train gates beginning at 9:18 PM, the orchestra, under its famed conductor, Eugene Ormandy, playing a short concert of "The Star Spangled Banner," "Finlandia," and "The Stars and Stripes Forever"; the orchestra and riders board the train; at 9:55, Ormandy climbs aboard the rear platform of the Queen Mary, and accompanying the orchestra, leads the crowd in singing "Auld Lang Syne;" at 9:57, the train pulls out slowly, the musicians still playing.

**East Broad Top Winter Spectacular Trip Report**

February 20, 2021 Tom Fluck, Contributing Editor

I had not yet been to the East Broad Top Railroad, so on Saturday, February 13th, I visited the East Broad Top website to see what was going on. Their Winter Spectacular event scheduled for Saturday, February 20th. With the only remaining ticket available to ride, I spent the \$22.40 for the caboose (cabin car) ride. On the 20th, I drove 161 miles to the EBT. Arriving at 9:10am I had time to explore the grounds before my 10:30 caboose ride. At the station was a local church group offering hot eats. I enjoyed a coffee and a whoopee pie before my ride. The crowd was modest, and all were in good spirits, regardless of the windy winter weather.

Soon after, I boarded the caboose for the ride and sat in the cupola on the way out!

The caboose was pulled by the M-1, the historic narrow-gauge gas-electric doodle-bug!

On the return, the train dropped us off at the neighboring Rockhill Trolley Museum.

For \$10.00, I could ride the historic trolley cars all day long! I rode in five of their trolley cars.

But first, I was hungry, so I purchased bean soup and homemade fudge from the church group.

Then I was ready to ride the trollies. I rode on a Brill car, a Wason car, two cars from the St. Louis Car Co. and a more modern trolley from San Diego.

During that time a fellow volunteer from the Railroad Museum of Pennsylvania spotted me...Wayne!

Nice to see a familiar face, but not surprising!

After a rewarding three-and-a-half-hour visit, it was time to drive home.



All pictures courtesy of East Broad Top Railroad's Facebook page.



OFFICIAL TIME TABLE



**SWARTHMORE & MORTON TO PHILADELPHIA**

Pennsylvania Railroad

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Eastern Standard Time

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Form 1-14

**Time Table 04-21  
PENNSYLVANIA  
EXCURSION  
RAILROADS  
AND MUSEUMS**

For Lancaster Chapter news,  
see "INSIDE THE BACK PAGE"

**NOTICE**

WITH EVER-CHANGING EVENT CANCELLATIONS DUE TO THE CORONAVIRUS, THE 'TIMETABLE' SECTION OF THE NEWSLETTER HAS LIMITED SCHEDULE INFORMATION.



Railroad Museum of Pennsylvania  
300 Gap Road, Rt.741  
Strasburg PA 17579  
www.rrmuseumpa.org  
717-687-8628

Effective beginning April 30, 2021 and until further notice, the Railroad Museum of Pennsylvania will be open Fridays and Saturdays from 10:00 a.m. to 4:00 p.m., and Sundays from 12:00 p.m. to 4:00. Face Mask and Social Distancing Required. Limited Capacity.



Strasburg Railroad.  
301 Gap Road, Ronks, PA 17572  
www.strasburgrailroad.com  
866-725-9666

Now open daily. Advance ticket purchase required.



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

610-562-2102

Ride and Dine Trains twice monthly March through November



Wanamaker, Kempton & Southern  
42 Community Center Dr,  
Kempton, PA 19529  
www.kemptontrain.com  
610-756-6469  
Operating most Sundays



Wilmington & Western Railroad  
2201 Newport Gap Pike,  
Wilmington, DE 19808  
www.wvrr.com  
302-998-1930

Special Event Rides April 2-3, 25,  
May 1, 9, 15, 22, 29, 30



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
info@eastbroadtop.com  
814-998-1930

Special Event Ride March 27th



Colebrookdale Railroad  
64 S. Washington Street  
Boyertown, PA 19512  
www.colebrookdalerailroad.com  
610-367-0200

Operating April 3-4, most week-ends in May



The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
https://www.thestourbridgeline.net  
570-470-2697

Trains run Wednesdays and Saturdays in April and May



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
www.newhoperailroad.com  
215-862-2332

Special Event Rides April 3-4, May 28th thru 31st.

## "INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

**APRIL 19, 2021** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

**APRIL 24, 2021** - SATURDAY, 9:00 AM—12:00 NOON - CHRISTIANA FREIGHT STATION CLEANUP DAY ONE

**MAY 17, 2021** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

**MAY 22, 2021** - SATURDAY, 9:00 AM—12:00 NOON - CHRISTIANA FREIGHT STATION CLEANUP DAY TWO

**JUNE 12, 2021** - SATURDAY, 9:00 AM—12:00 NOON - FREIGHT STATION GARAGE / YARD SALE

**CHAPTER MEETING MINUTES**

**Sunday, March 21, 2021**

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 21, 2021. The meeting was called to order at 3:10p.m. by President Tom Shenk with 31 member's present and 1 guest, Mary Baringer. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the October chapter Membership Meeting Minutes. Harold (Smoke) Shaak approved the motion and Steve Himplsl seconded the motion. The October membership minutes were approved as printed in the Lancaster Dispatcher.

**TREASURER'S REPORT:** Richard Rutledge gave the treasurer's reports for the months of November, December 2020, January, and February 2021. The chapter did not have any chapter meetings during these months due to the Covid-19.

**CHAPLAIN:** Nelson Strubel (50 year chapter member) was recently hospitalized for a knee replacement. Chapter members Bill Richard and our chapter chaplain David Stambaugh were also hospitalized since the last chapter meeting in October.

**INTRODUCTION OF CHAPTER'S NEW EDITOR:** Jim Donohue is the chapter's new editor, taking over for Ed Mayover. Jim has been a chapter member for 2 years. He worked for a State Trade Association in Maryland and did their newsletter. He also did a Federal Credit Union's newsletters-so he does have some experience in putting a newsletter together. Jim will have Steve Ferrell (co-editor) and Tom Fluck (contributing editor) helping put together the monthly newsletter for the chapter. Some changes Jim, Steve, and Tom are working on is to have more articles, focusing more on the Pennsylvania Railroad, and they have already changed the printing format to a larger font in the March issue of the newsletter.

**OFFICES AND OFFICERS:** Historian Tom McMaster is resigning from his position as Historian. Steve Ferrell will be taking over Tom's position. Next chapter elections held in October your secretary will be resigning and Steve Ferrell will take over her secretary position.

**MEMBERSHIP:** Helen Shaak reported the chapter has 73 regular memberships and 36 family memberships.

**DONATIONS:** Steve Himplsl announced David Mauray donated 12 Railroad Books, 5 Amtrak Safety Forms, 1 Metal Crossing Sign, 2 Railroad Plastic Rulers, 1 Signal Position Light, 1 Safety Vest, and 14 Metal Railroad Signs. Chapter member Doug Henry donated a Kodak Slide Projector and 7 Kodak Slide Trays. Tom Shenk reported the chapter received a \$5000.00 donation from the C. Bruce Irvin Estate. The chapter would like to thank the estate for this generous gift in helping preserve railroad history. Nelson Strubel announced he has album books full of slides he would like to donate to the chapter. Steve Himplsl will handle the donation. Steve Himplsl would like to thank Glenn Kendig for his help in getting some donated items ready to sell for the chapter.

**CHRISTIANA FREIGHT STATION CLEANUP DAYS:** Tom Shenk announced the chapter will have 2 cleanup days scheduled. The dates are: SATURDAY, APRIL 24, and SATURDAY, MAY 22. There are numerous jobs to be done at the Christiana Freight Station since there was not a cleanup day last year.

**CABOOSE:** Steve Himplsl will be working on getting estimates to see how much to upholster the seats inside the Caboose.

**UPCOMING DATES:** Tom Shenk reported the next chapter membership meeting will be on Monday, April 19, 2021. Cindy Kendig announced a fundraiser for the chapter. It will be a garage/yard sale held on SATURDAY, JUNE 12 at the Christiana Freight Sta-

**CHAPTER MEETING MINUTES (CONTINUED)**

tion. Members can sell their unwanted items and depending how much money you make for the day-you give a donation to the chapter. There will be no spaces or tables for rent. It's all by donations. If you are interested in this fundraiser contact Cindy Kendig.

TRIP: In 2019 the chapter was planning a trip for September 2020. The trip did not happen because of the Covid-19. The chapter is going to try the trip again for May 2022. The trip would be to Roanoke, Virginia to visit a museum, ride the train at Spencer, visit the Biltmore Estates in Asheville, North Carolina and ride the Great Smokey Mountain Railroad. Tom Shenk will start checking into the railroads and check if the chapter can go ahead and plan this trip.

COLUMBIA RAILROAD DAY: Steve Himpsl reported the Columbia Historic Preservation Society is having a Railroad day on Saturday, May 1, 2021 from 9:00a.m. to 4:00p.m. They are located at 4<sup>th</sup> and Manor Street in Columbia. Events planned are: Trolley Rides, lectures on the Civil War, Canals, and Underground Railroad. The chapter will have a sales table set up. Anyone who would like to help volunteer at the sales table, contact Steve Himpsl.

CHAPTER BYLAWS: Steve Ferrell will be helping to update the chapter bylaws. The chapter bylaws have not been updated for years. Doug Henry also agreed to help with the bylaws updates.

ANNOUNCEMENTS: Tom Shenk sent a letter of support for the Friends of the Railroad Museum of Pennsylvania for their restoration of the Pittsburgh & Lake Erie Caboose No.508. They were applying for the Heritage Grant.

ADJOURNMENT: The chapter membership meeting was adjourned at 3:40p.m. Today's program is a slide presentation of Syracuse, New York NRHS convention in 1998.

Respectfully submitted by Donetta M. Eberly Secretary

**IN MEMORIUM**

A donation of \$ 5,000.00 was made to the Lancaster Chapter from the estate of C. Bruce Irvin.

COLUMBIA RAILROAD DAYS May 1, 2021 from 9:00 a.m. to 4:00 p.m. Events include:

**Columbia Historic Preservation Society, 21 North 2nd St., Columbia, Pa.** On the 1st floor an O gauge layout will be operated by the Lower Susquehanna Model Railroad Club. Also on the 1st floor the NMRA Susquehanna Division will have HO displays and activities. The Columbia & Susquehanna Model Railroad Club will be on the 2nd floor operating their large permanent HO model layout.

**Columbia Crossing River Trails Center, 41 Walnut Street, Columbia, Pa.** will host historical lectures by Scott Mingus, Civil War Railroad to Gettysburg; Doug Bosley, Civil War Canals and Railroads; Bernard Kempinski, Civil War Model Railroading and Chris Vera, Rails to Freedom in Columbia. The Lancaster Chapter NRHS will have displays plus railroading sales at the center. Other outdoor activities at the center will include: Civil War era encampments, additional railroading vendors, and food trucks. The popular Trolley tours of Columbia will be operating at \$5.00 per person. Event is free.

**CHAPTER FREIGHT STATION GARAGE SALE**

Saturday, June 12th, 9 AM –12 Noon

The Chapter will sell goods and magazines that have been donated. In addition, members are free to sell merchandise by making a donation to the chapter. Each member is responsible for their own merchandise.

**"I KNOW A STORY"**

In this issue, co-editor Tom Fluck shares his story of "East Broad Top Winterfest." Do you have an interesting railroad or railfan narrative to share? If so, e-mail it to Jim Donohue at [jtd1117@gmail.com](mailto:jtd1117@gmail.com).



**LANCASTER CHAPTER BOARD OF DIRECTORS**

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