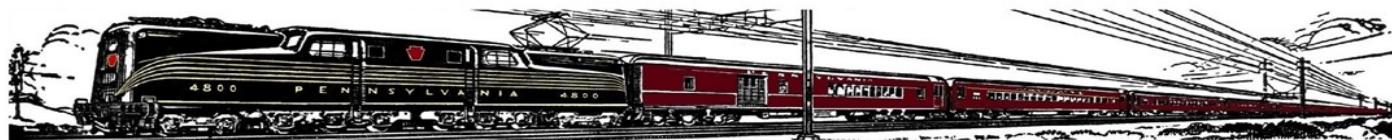


LANCASTER DISPATCHER

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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JUNE 2021



Photo by Oliver Le Queinec

Suburban Station was constructed to replace Broad Street Station and its “Chinese Wall” of approaches that divided Center City. As part of the Pennsylvania Railroad’s plan to replace Broad Street Station (and redevelop the station site and its approaches), Broad Street Suburban Station was built as an underground terminal for electric commuter trains and opened in 1930. The “Amtrak Philadelphia Suburban Station” (Penn Center) was located 1 mile east of the 30th Street Station. Amtrak Keystone Service to Suburban Station ended around 1988. Since then, the station has been served by SEPTA.

In 1984 it was rebuilt as a through station to allow the trains of the former Reading and Pennsylvania railroads to operate as an integrated system by SEPTA. (PhillyHistory.org)

Amtrak tickets to and from Philadelphia are honored for a transfer between 30th Street station (Upper Level platforms) and Penn Center—Suburban Station via the frequent commuter rail service offered by SEPTA.



VIEW FROM THE CAB “NEWS FROM THE RAILROAD WIRES”

Amtrak selects Siemens to build replacements for Amfleet I cars, other aging equipment

Trains News Wire Digest for April 21-22, 2021

Amtrak has selected Siemens to build a fleet of 83 intercity trainsets for use on the Northeast Corridor, Palmetto, and various state-supported services. The selection of Siemens as the “preferred bidder” — which is currently building cars for use on state-supported trains on Chicago-based Midwest services and in California — comes after a competitive procurement process that began in January 2019. The new equipment, which will feature dual power in some cases, as well as other amenities, will replace the current Amfleet I and Metroliner cab cars, as well as the Amtrak Cascades fleet. Amtrak is negotiating with Siemens on the contract for construction and long-term service — including technical support, spares, and material supply — and is targeting summer 2021 to execute a contract. “This new state-of-the-art equipment will not only provide Amtrak customers with an enjoyable and efficient travel experience, it will also enable us to improve safety, increase passenger capacity, and reduce carbon emissions,” Amtrak CEO Bill Flynn said in a [press release](#). An Amtrak spokeswoman said the company had no additional details on the order to share at this time.

SEPTA budget, bolstered by federal aid, would restore most service

Trains News Wire Digest for April 23-24, 2021

The Southeastern Pennsylvania Transportation Authority would gradually restore service, while enacting a hiring freeze and making other cuts, under a proposed operating budget announced Friday. [The Philadelphia Inquirer reports](#) the \$1.5 billion budget incur-

prorates \$368 million in federal COVID-19 relief money. It calls for restoration of 96% of pre-pandemic service for buses, subways, trolleys, and the Norristown High Speed rail line, with 80% of Regional Rail service restored by fall. Currently, the first group of services is operating at about 85% of pre-pandemic levels, with Regional Rail at about 64%. The agency will announce its capital budget next week.

Trains News Wire Digest for May 8–10, 2021

Reading & Northern plans to upgrade new line for 40-mph operation, will look to begin passenger excursions

Reading & Northern owner Andy Muller plans to spend \$4 million to \$5 million to upgrade the 19.5-mile line he is purchasing from Carbon County, Pa., with the goal of raising track speed from the current 25-mph limit to 40 mph. [The Lehigh Valley News reports](#) Muller told the county’s board of commissioners crews will install 70,000 feet of rail, and will also improve pedestrian crossings in the town of Jim Thorpe. He is also looking to begin weekend passenger excursions from Wilkes-Barre to Jim Thorpe, using cars he recently purchased from a bankruptcy sale for former Iowa Pacific equipment in Colorado.

Pennsylvania Trolley Museum breaks ground on new welcome center

The Pennsylvania Trolley Museum in Washington, Pa., has broken ground for a new 21,000-square-foot Welcome and Education Center, part of its On Track for the Future campaign to expand the museum’s east campus to increase programs and events. The new structure, expected to be complete in about a year, will house the visitors’ center, interactive exhibits, classrooms and event room, a ticket office, offices, and store for the museum, which has 50 trolley cars on display. The On Track campaign has raised more than \$14 million to date, including a \$5 million grant from the Allegheny Foundation and \$2.5 million from Pennsylvania’s Redevelopment Assistance Capital Program. The museum continues to work to raise an additional \$1 million for the new center

East Broad Top to resume operations June 11

Trains News Wire Digest [By Dan Cupper](#) | April 30, 2021

Diesel will power first regular trips on Pennsylvania narrow gauge line since 2011

ROCKHILL FURNACE, Pa. — Regularly scheduled passenger service at the East Broad Top Railroad is set to resume June 11, the first time the railroad has operated regularly since 2011, according to the nonprofit EBT Foundation Inc., owner of the historic narrow gauge line in central Pennsylvania.

One-hour, diesel-powered excursions will take place on alternate three-day weekends in June and July, with a series of special events throughout the end of the year. Trains will be powered by locomotive No. M-7, a 1964 center-cab General Electric switching locomotive formerly owned by Algoma Steel, Inc. In the meantime, restoration work continues on two of EBT's six original Baldwin Locomotive Works 2-8-2 steam locomotives, Nos. 14 (1912) and 16 (1916).

The summer schedule, as announced thus far, is as follows: Trains will depart the railroad's Rockhill Furnace, Pa., station at 11 a.m., 1 p.m., and 3 p.m. on June 11-13, June 25-27, July 9-11, and July 23-25. Fares are \$20 for adults, \$18 for children age 11 and under. Passengers can also charter a caboose for \$200 for a party of eight.

"We have tried not to overpromise in the reopening of the railroad, and this is a milepost on the way to that reopening," said foundation Chairman Henry Posner, adding with a laugh, "which is a bit awkward in view of the fact that the EBT never had [actual] mileposts."

The railroad also will be offering one-hour guided tours of its Rockhill Furnace shop complex (\$15 adult, \$10 child), which includes a circa-1900 machine shop and its eight-stall roundhouse. Weather and other conditions permitting, the railroad is also considering offering track-speeder rides on a short portion of line that has recently been cleared for that purpose south of Rockhill Furnace.

Also for the first time, passengers can jointly purchase tickets for EBT and the adjacent Rockhill Trolley Museum, an electric heritage railway that uses part of the EBT's former Shade Gap Branch.

In addition, the railroad has cleared an area for visitor parking on the north side of its Rockhill Furnace station and headquarters building. Since 1960, passengers have parked on the south side of the station around the shops, yard, and roundhouse/turntable complex. The foundation wants to shift parking away from that area to protect the historic look and feel of the site.

As for work on rolling stock, EBT Chief Mechanical Officer Dave Domitrovich reports progress is being made on

installing a new tube sheet and new-old (old EBT stock left over from the 1950s) flexible staybolts on the backhead of engine No. 16. As previously reported, No. 16 is the first of the steam engines that is scheduled to go back into service. Work is continuing on its tender, the frame being painted, new oak decking installed, and reprofiling of the tires taking place.

A new tender tank, fabricated by Curry Rail Services of Hollidaysburg, Pa., is a duplicate of the old one, which was worn out due to acid content in the coal stored in it during its inactive years after 1956. Original parts, such as ladders, will be riveted onto the new tank, exactly following original EBT practice.

Of engine No. 14, Domitrovich said, "it's easier to make a new set of drivers versus renewing the old ones, as it needs all new tires and crankpins," and that is in the plans.

On caboose No. 27, new metal and oak components have been installed to replace rotting and rusted pieces on its end platforms. Coach No. 8, an 1880s-era car whose refurbishment has been under way for months, is close to being ready, Domitrovich said.

EBT Photo credit: Dan Cupper



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MAY

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

June 15, 1913 Joint PRR-LV Newark Bay Bridge on Greenville line destroyed by fire; believed caused by sparks from LV locomotive around 12:30 AM; an eastbound PRR freight is crossing the draw when fire breaks out; engine and five cars cut off and reach Bayonne shore; cabin car cut off by crew and pushed clear; one car of sheep, one of cattle and 35 of potatoes consumed before bridge collapses. (NYT)

June 1, 1918 Under war conditions PRR has 8,767 female employees on Lines East, up from about 1,494 on May 1, 1917 and 6,936 on Apr. 1, 1918; over half are clerks and stenographers. (Mutual)

June 17, 1923 PRR inaugurates Chicago-Atlantic City drawing room/compartments sleepers on The Pennsylvania Limited.

June 25, 1928 Juniata Shops completes first Class A6 diesel switcher #3905, after delay in obtaining Bessemer Engine Company engines.



(photo courtesy of J. C. La Rue, Jr.)

June 26, 1933 New Haven electric locomotives begin operating into Penn Station instead of changing to DD1's at "S.S. 2" in Sunnyside; original plan calls for New Haven locomotives to run through to Manhattan Transfer, but PRR's Philadelphia electrification is finished first and New Haven locomotives are not powerful enough to start stalled trains on tunnel grades; engine change takes place in Penn Station. (CE)

June 8, 1938 PRR Board authorizes the construction of 20 GG1's, 1,000 70-ton gondola cars and 6 120-ton well-hole flat cars and 2 200-ton special flat cars at Altoona;

June 15, 1943 Last GG1, No. 4938, outshopped at Altoona (c/n 4462).

June 17, 1948 First PRR Baldwin "Sharknose" 2,000 HP passenger diesels in 6,000 HP A-BA unit configuration placed in service; used on passenger trains between Harrisburg and Chicago/St. Louis; the sharknose design is often misattributed to Raymond Loewy based on its similarity to the T1, but it is designed by Hadley, Ryder & Pedersen. (Kirkland)

June 28, 1953 PRR cuts off-peak fares on all Philadelphia commuter lines; increases service to Media by 50%, to Paoli by 10%, and to Bryn Mawr by 26%, including establishment of Bryn Mawr locals and Bryn Mawr-Paoli express service; service to West Chester cut 12 round trips of Media-West Chester shuttle train of 1-3 cars; Media local service increased to half-hourly. (PR, CCHS)

June 13, 1958 VP in Charge of Finance David Bevan notes 1958 is the worst year in PRR history; says the deficit will exceed the \$4 million loss of 1946. Recession causes PRR business to fall off 21% below average of last 3 years in first 6 months of 1958; PRR loss year-to-date increases to \$2 million. (AR)

June 28, 1963 Last run of passenger trains between Trenton and Camden on the old Camden & Amboy route with oil-electric car No. 4666; is also last run of a oil-electric railcar on PRR system; last passenger trains on the line between Pavonia and Trenton. (A-sheet, WJRails)

June 6, 1968 "Pennsylvania Station-30th Street" officially renamed "Penn Central Station-30th Street"; stations at Baltimore, Buffalo, Detroit and Pittsburgh also renamed "Penn Central Station." (PR, PCPost)

June, 1973 Penn Central and SEPTA reach understanding by which SEPTA will acquire all Philadelphia commuter equipment and lease it back to PC, which will run the trains as a contractor.

June 6, 1978 30th Street Station placed on National Register of Historic Places. (Kyriakodis)

Manhattan Transfer, a very busy location in the Meadowlands of New Jersey
By Stephen Ferrell

Manhattan Transfer! That name brings to mind an iconic 1970's jazz-pop singing group or one of the busiest stations along the Pennsylvania Railroad's line to Manhattan! For 27 years, from 2010 to 1937, Manhattan Transfer served as the location where trains going into Penn Station Manhattan were switched from steam locomotive power to electric power. Trains departing westbound from Penn Station were hauled to Manhattan Transfer by electric motive power and then switched to steam.

During the late 1800's the Pennsylvania Railroad realized that they were at a disadvantage with their chief competitor in the New York City market: The New York Central. The NYC was able to enter the city, but the PRR could only get to the west bank of the Hudson River (also known as the New River) at Exchange Place. At this terminal their passengers had to switch to a ferry to take them into Manhattan. Additionally, the Long Island Railroad (purchased by the Pennsylvania Railroad at the turn of the century) terminated on the east bank of the East River, also requiring ferry service to enter into Manhattan.

In the 1870s and 1880s several bridge and tunnel projects were planned and a tunnel project for the Hudson and Manhattan Railroad began in 1874. With technology still not sufficient, this project was halted for financial and safety reasons. It is interesting to note that the Hudson and Manhattan tunnels south of the future PRR tunnels opened two years earlier in 1908. In 1906, Pennsylvania Railroad agreed to operate joint service with the Hudson and Manhattan Railroad.

After the development of better tunnel construction techniques, the Pennsylvania Railroad decided to build a pair of tunnels into Manhattan from the West and four tunnels to serve Long Island and an extensive (Sunnyside) yard. After PRR President Alexander Cassatt returned from Paris and examined their successful use of third rail electric locomotives it was decided that this type of power would be ideal for entering and exiting Manhattan. Electric locomotives eliminated the dangerous and unhealthy problems of using steam locomotives in tunnels and underground.

Heading west out of Manhattan, twin tunnels ran from the new Penn Station under the Hudson and Weehawken and under Bergen Hill, then coming out from

the hill and into the Meadowlands. Five miles after leaving Manhattan, the westbound trains arrived at the newly constructed Manhattan Transfer station. At this obscure location, the Pennsylvania Railroad constructed two 1100-foot platforms with umbrella sheds for cover. This was a four-track station with several bypass tracks and an extensive yard. With the two platforms, Hudson and Manhattan Trains (which began service here in 1911) stopped at the outer tracks while the Pennsylvania Railroad utilized the inner tracks. The surfaces of the platforms were brick and deteriorated greatly during the years of operation and became very uneven.

At Manhattan Transfer, westbound trains would arrive hauled by DD1 or later L5s electric locomotives and be quickly (it could be completed in a ten minutes or less!) switched to Steam power at the head end. Then these trains would head to their destinations. Eastbound trains arriving at Manhattan Transfer would switch from steam to Electric Power. Passengers not continuing onward to Penn Station could transfer to the Pennsylvania Railroad line to Exchange Place and take a ferry to Manhattan or to the Hudson and Manhattan (now PATH) line into the city.

The Hudson and Manhattan Railroad ordered a special fleet of MP-38 cars to use on their line from this station. All of these cars were painted in the Pennsy Tuscan red, different from the H&M's normal black painted rolling stock.

During its years of operation, Manhattan Transfer was a place to view many types of Steam Locomotives of the Pennsylvania Railroad in operation. K4, E6s and D-16 were the most common types of steam locomotives that awaited at Manhattan Transfer to take travelers onward on their westbound trip. Many railfans used to go to Manhattan Transfer just to watch the extensive operations that occurred daily at this busy place!

To identify which trains were headed where, the railroad used sign boxes suspended from the umbrella roof over the platforms. These boxes contained signs for all the "named" trains and train destinations and were pivoted down using a long pole when that particular train arrived.

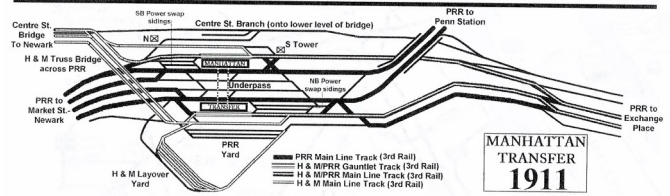
Manhattan Transfer was an isolated station. Located in the middle of the Meadowlands, there was never a road access to the station or the platforms. The sole purpose of the station was for passengers to change trains or for trains to change motive power. It was quite a busy place, with over 230 million passengers using the facility during its 27 years of operation!

Several accidents occurred at the station over the years, two caused by heavy fog obscuring signals caused multiple injuries and loss of life. A crash between two PRR trains in 1925 killed three and injured 32 people.

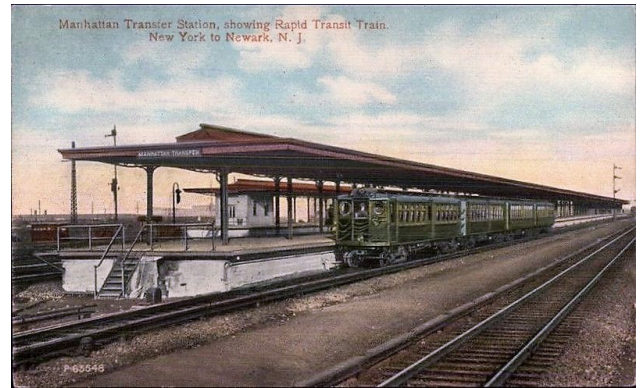
Interestingly, some passengers who were unaware of what this facility was actually got off their Manhattan bound trains when the station “Manhattan Transfer” was announced by the conductor. This led to some embarrassing situations for those passengers who had to catch another train to get to their planned destination!

In 1915, the Pennsylvania Railroad electrified the line to Paoli in Pennsylvania using overhead catenary and AC electrification. In 1928, Newark agreed to build a new Newark Penn Station that would eventually replace Newark Park Place, Newark Market Street Station and Exchange Place. By December 1932, 11,000-volt overhead catenary was in place all the way through the tunnels into New York City, eliminating the need to switch from Steam or transfer at Manhattan Transfer. The Hudson and Manhattan Railroad and the PRR line to Exchange place also switched operations to Newark Penn Station.

In June 1937, all PRR and Hudson and Manhattan operations moved from Exchange Place to the new Newark Penn Station. With this event, the station at Manhattan Transfer was closed. Travelers heading into Manhattan would be hard pressed to find any evidence of Manhattan Transfer. It is a little east of the current PATH Harrison station and the current Hudson Tower is at the west end of the area where it once existed. There are still railroad yards in the area.



(Used with permission of George Chiasson)

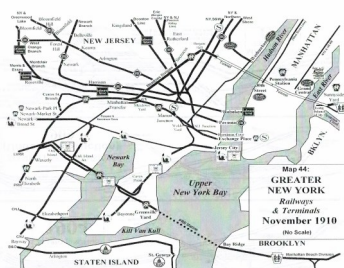


Bibliography

Chiasson, George: Track Diagram of Manhattan Transfer and Map of New York area train stations from various articles in the Pennsylvania Railroad Historical & Technical Society New England Chapter’s serial publication, the East Wind.

Cudahy, Brian J.: Rails under the Mighty Hudson: The Story of the Hudson Tubes, the Pennsy Tunnels, and Manhattan Transfer. Fordham University Press, 2002

Railroad Museum of Pennsylvania; Permission to use several of the Images of Manhattan Transfer from their archives collection.



OFFICIAL TIME TABLE
SWARTHMORE & MORTON
 TO
PHILADELPHIA
 Pennsylvania Railroad
 Effective October 27, 1963
 Eastern Standard Time
Gracious Living on the Main Line
NEW ROSEMONT PLAZA APARTMENTS
 1062 LANCASTER AVENUE, ROSEMONT, PA.
 SAFETY AND CONVENIENCE
 Fireproof Construction • 54 block from PRR Rosemont Station • Central Air Conditioning • Swimming Pool
 Indoor garage • Immediate occupancy • 1, 2, 3 bedrooms
 Office Space Available (ground floor) 2700 sq. ft.—3000 sq. ft.—8000 sq. ft.—15000 sq. ft. • Finish to suit
 Full Service • Ample Parking • Phone LA 55300
 Plans 1-14

**Time Table 05-21
 PENNSYLVANIA
 EXCURSION
 RAILROADS
 AND MUSEUMS**

For Lancaster Chapter news, see “INSIDE THE BACK PAGE”

NOTICE
 WITH EVER-CHANGING EVENT CANCELATIONS 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

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

All-day RDC excursions to Jim Thorpe on selected dates, monthly through November.



Everett Railroad
 244 Loop Road in Hollidaysburg, PA.
everettrailroad.com/
 814-696-3877.
 Various Sundays throughout 2021



Wanamaker, Kempton & Southern
 42 Community Center Dr,
 Kempton, PA 19529
www.kemptontrain.com
 610-756-6469
 Regular Train Rides
 Every Sunday through November 7th



Wilmington & Western Railroad
 2201 Newport Gap Pike,
 Wilmington, DE 19808
www.wvrr.com
 302-998-1930
 Regular Train Rides on selected weekends in June and July



East Broad Top Railroad
 421 Meadow Street
 Rockhill Furnace, PA 17249
info@eastbroadtop.com
 814-998-1930
 July 9-10-11-23-24-25



Colebrookdale Railroad
 64 S. Washington Street
 Boyertown, PA 19512
www.colebrookdalerrailroad.com
 610-367-0200
 Operating weekends through September



The Stourbridge Line
 812 Main Street
 Honesdale PA 18431
<https://www.thestourbridgeline.net>
 570-470-2697
 Trains run Sundays, Wednesdays and Saturdays through July.



New Hope Railroad
 32 West Bridge Street
 New Hope, PA 18938
www.newhoperailroad.com
 215-862-2332
 Operating on weekends through October

To the New Moynihan Hall in Manhattan, with a visit to Tracks at its new location

By Stephen Ferrell

Eight riders, all with their covid shots decided it was safe enough for a trip to see the new Amtrak Moynihan Hall in New York City. Replacing the crowded and grimy remainder of Penn Station, this hall is quite spectacular. Built within the Farley Post Office building with an impressive skylight this new station is just beautiful. Interestingly, the Farley building was built by the same architects as the original Penn Station, McKim, Mead, and White!

Our group of riders boarded our NYC Amtrak Keystone train at Middletown, Lancaster, Exton, Philadelphia and Trenton. Arriving at New York, we purposely went through the old Penn Station (still used for New Jersey Transit) on our way to Tracks Raw Bar and Grill.

Tracks was a longtime fixture in the Long Island Railroad concourse with great food and a railroad theme; recently it was closed as the LIRR concourse is going through a major renovation. Located now across from Madison Square Garden on 31st street, the venue is now also a sports bar and a soup spot. We had made reservations with Bruce; the owner and they gave us a nice large table with plenty of distancing. We all ate more than we should and had some great food. Many of us had the crab cake sandwiches and their famous clam chowder.

After our meal, we walked to the Long Island Railroad concourse and looked over the ongoing renovations. I showed the group where Tracks use to be located. Then we took the newly constructed and awe-inspiring escalators up to 34th street. Some people are nicknaming this the "Stairway to Heaven"!

We then walked on 34th street westbound to Moynihan Hall. Entering the main train hall, were struck by its beauty. We photographed everything and looked around for a while and then went to the waiting room to await our return train. We took Amtrak's Silver Meteor (service to Miami) to Philadelphia and then catch the westbound Keystone to our home stations. The Silver Meteor coach seats had extra leg room and foot rests, making the trip even more comfortable. Soon we were home!



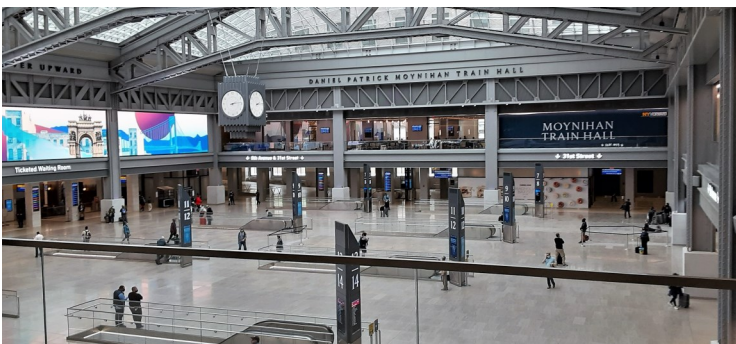
(Photo credit: John Kilbride)



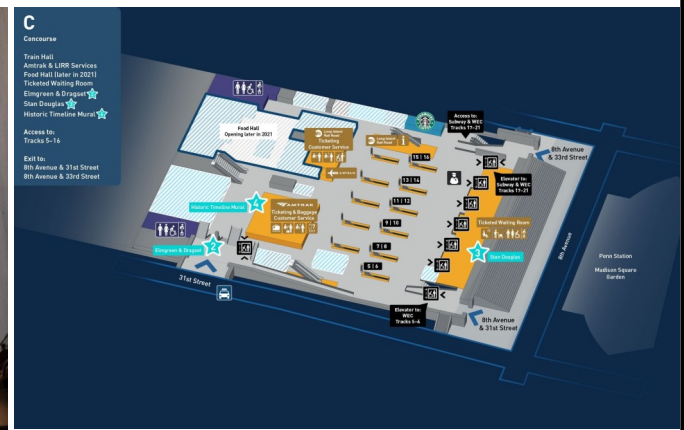
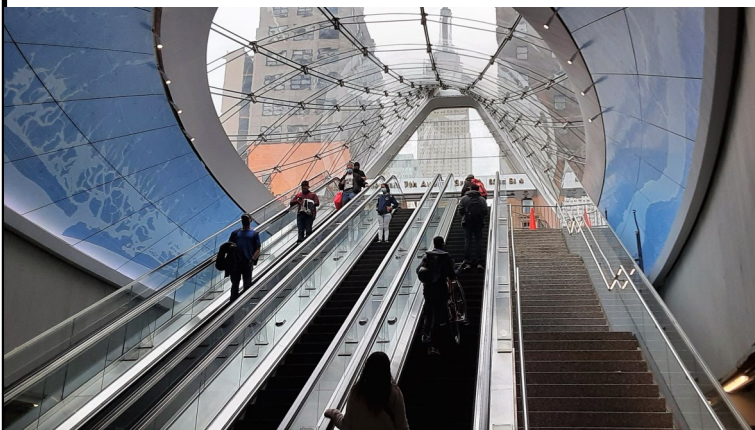
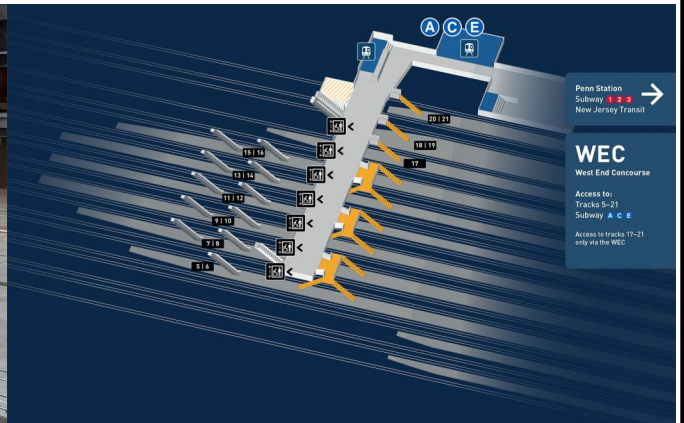
Perhaps the most impressive facet was the similarity to the original Penn Station, in a modern chrome finish.



(Photo credit: RRMPA Archives and Face Book Page)

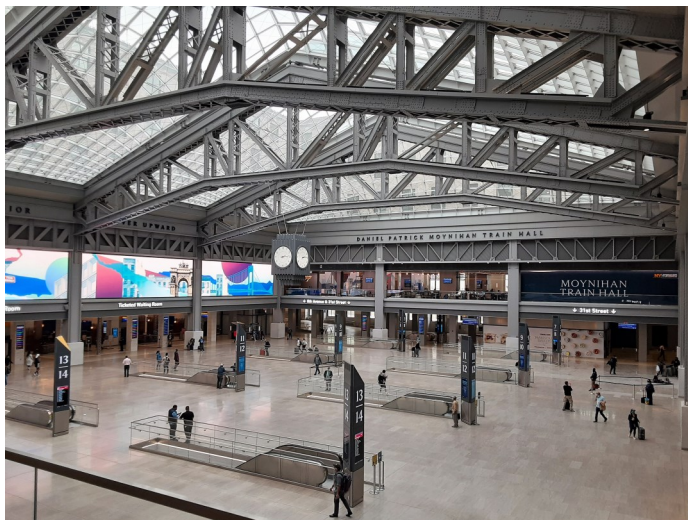


Moynihan Hall—April 14th, 2021



“Stairway to Heaven” Entrance on 7th Avenue to Long Island Railroad Concourse

Moynihan Hall “Maps” provided by Amtrak



Floor view of the arrival /departure area.

No crowds during covid pandemic, but plenty of room when train travel returns to normal.

CHAPTER MEETING MINUTES
May 17, 2021

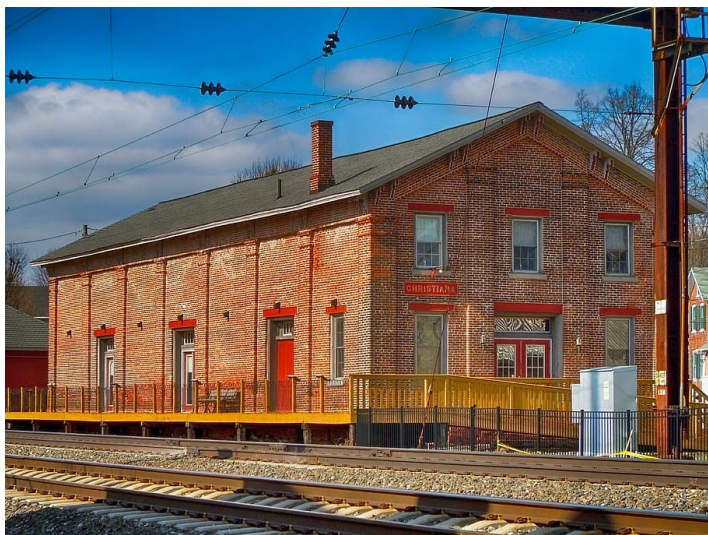
(continued from page 11)

COLUMBIA RAILROAD DAY: Steve Himpsl reported the Columbia Historic Preservation Society had the Railroad day on Saturday, May 1, 2021. The chapter had a sales table set up and made \$163.50. (Strasburg Railroad tickets-sold 10 tickets-\$80.00, Donations-\$38.50-Railroadiana-\$45.00). The chapter thanks Steve for handling the preparations and sales table at Columbia Railroad Day.

ANNOUNCEMENTS: The chapter received a letter from the operators of the Rockhill Trolley Museum. They had a problem with their smoke detection system and need to update the system to protect the museum trolley car collection. Glenn Kendig made a motion to send a donation of \$100.00 to the Rockhill Trolley Museum. Steve Himpsl seconded the motion. Glenn & Cindy Kendig, Jane & Richard Rutledge will not be at June's chapter membership meeting. They are both celebrating 51 years of marriage with a trip. The trip was planned for May of last year to celebrate their 50 years, but due to Covid it was cancelled. They will be riding a lot of trains.

ADJOURNMENT: The chapter membership meeting was adjourned at 8:10p.m. Tonight's program is slides from Warren Habecker from 1982-1985.

Respectfully submitted by Donetta M. Eberly Secretary



July Membership Notice

There is no Chapter Meeting in July

However, the Chapter will ride aboard The Harrisburg, Lincoln & Lancaster Railroad at 1:00 PM.

Enjoy a one-of-a-kind 1.2-mile round-trip narrated train excursion through the center of Stone Gables Estate on the Harrisburg, Lincoln & Lancaster Railroad, traversing the original 1838 railroad bed on which President Lincoln's funeral train traveled on April 22, 1865. Featured is a replica of an 1868 steam locomotive, pulling replicas of an 1848 Pioneer Coach and a mid-1860's Combine Coach. The train will pull into a 235-foot-long, 1860's-style Engine House where guests will disembark to enjoy a narrated tour of the Lincoln Funeral Train Museum and a narrated walk-through of the only replica of the 1865 presidential private car, "United States," which was used as Lincoln's Funeral Car. The entrance to Stone Gables Estate is: 1 Hollinger Lane, Elizabethtown, PA 17022.

There will be limited seating. Price per seat is \$16.50. There will be an order form in the June newsletter. If you do not receive the newsletter, contact Tom Shenk if you are interested in ordering tickets.



"I KNOW A STORY"

In this issue, chapter member Steve Ferrell shares his story of "Moynihan Hall Trip Report." Do you have an interesting railroad or railfan narrative to share? If so, e-mail it to Jim Donohue at jtd1117@gmail.com.

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

JUNE 12, 2019 - SATURDAY, - 9:00 AM—2:00 PM GARAGE/YARD SALE - CHRISTIANA FREIGHT STATION
 JUNE 21, 2021 - MONDAY, 7:30 :PM - CHRISTIANA FREIGHT STATION
 JULY 24, 2021 - SATURDAY, 1:00 PM - HARRISBURG, LINCOLN AND LANCASTER R.R. EXCURSION
 AUGUST, TBA, CHAPTER MEETING ON THE STRASBURG RAILROAD

CHAPTER MEETING MINUTES

May 17, 2021

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, May 17, 2021. In the absence of President Tom Shenk the meeting was called to order at 7:30p.m. by First Vice President Harold Shaak with 24 member's present. First Vice President Harold Shaak led those assembled in the Pledge of Allegiance.

MINUTES: First Vice President Harold Shaak asked for a motion to approve the April chapter Membership Meeting Minutes. Paul Baringer approved the motion and Steve Himplsl seconded the motion. The April membership minutes were approved as printed in the Lancaster Dispatcher.

TREASURER'S REPORT: Richard Rutledge gave the treasurer's reports for the month of April.

CHAPLAIN REPORT: In Chaplain David Stambaugh absence Doris Geesey reported chapter member Daryl Girton from York passed away. Steve Himplsl reported Jay Strubel is at Conestoga View Nursing home. Nelson Strubel is having recurring knee issues and is in rehabilitation center.

DONATIONS: Steve Himplsl announced Janice Russell donated nine boxes of assorted magazines from Evan's collection dating back to the 1960's. Steve will go over the boxes and see what the chapter will keep and what we might be able to sell.

CHRISTIANA FREIGHT STATION CLEANUP DAYS: Glenn Kendig thanked everyone who helped on Saturday, April 24 at the Christiana Freight Station clean-up day. The SATURDAY, MAY 22 clean-up day at the Christiana Freight Station has been CANCELLED. The chapter will plan another clean-up day in the fall.

UPCOMING DATES: Harold Shaak reported the next chapter membership meeting will be on Monday, June 21, 2021. The chapter is looking for a speaker or program for this chapter membership meeting. Cindy Kendig announced a fundraiser for

the chapter. It will be a garage/yard sale held on SATURDAY, JUNE 12 at the Christiana Freight Station starting at 9:00a.m.-2:00p.m.

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 to reserve your space. If you think you need to come down to set up on Friday June (11th) for the sale contact Cindy or Steve. You are responsible for setting up your space and taking everything with you when the sale is over. Steve Himplsl will be advertising the sale in some of the local papers. Steve is calling it instead of garage/yard sale a Railroadiana sale. The chapter will be selling railroad related items (magazines, duplicate books etc.). The chapter will NOT have the chapter membership meeting for Monday, August 16. August is when we ride the Strasburg Railroad. More information on what date we will be riding the train for the August chapter meeting.

TRAIN EXCURSION: There will NOT be a Monday JULY 19, chapter membership meeting. There will be a special "Away" Meeting on SATURDAY, JULY 24th 2021. The chapter will ride the Harrisburg, Lincoln & Lancaster Railroad leaving at 1:00p.m.

Passengers will ride the train through the Stone Gables Estate, Elizabethtown. There will be limited seating. Price per seat is \$16.50. There will be an order form in the June newsletter. If you do not receive the newsletter, contact Tom Shenk if you are interested in ordering tickets.

(Continued on page 10)



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HISTORIAN:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
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LANCASTER DISPATCHER CO-EDITORS

CO-EDITOR:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
CONTRIBUTING EDITOR:	TOM FLUCK	610-873-1784	BEDBUGROW@MAC.COM

CHAPTER MEMBERSHIP MEETING
LANCASTER CHAPTER, INC., N.R.H.S.
CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

**JUNE 21, 2021 - MONDAY, 7:30 PM - CHRISTIANA
 FREIGHT STATION STARTING AT 7:30 PM**

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



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CHRISTIANA, PA 17509-1416