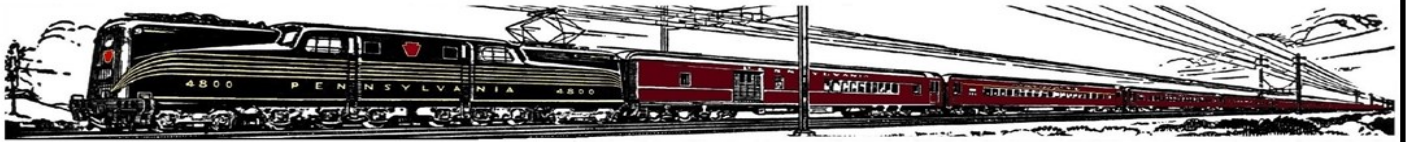


LANCASTER DISPATCHER

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 7

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

JULY 2021



BROADWAY LIMITED
(All-Room Train)
THE GENERAL
New York-Philadelphia-Chicago
•
"SPIRIT OF ST. LOUIS"
New York-Philadelphia-St. Louis
•
LIBERTY LIMITED
Washington-Baltimore-Chicago
•
THE PITTSBURGHER
(All-Room Train)
New York-Pittsburgh
•
THE GOLDEN TRIANGLE
Pittsburgh-Chicago
•
Many types of Pullman private accommodations. Luxury Coaches, Modern Section Sleepers on all but Broadway Limited and The Pittsburgher—all-room trains.

Pennsylvania Railroad

The Pennsylvania Railroad began naming trains around 1920, to compete with other railroads. This advertising poster was done in an art-deco style of the early "Roaring Twenties" era.



VIEW FROM THE CAB “NEWS FROM THE RAILROAD WIRES”

Major construction complete on New York’s East Side Access project

Trains Newswire May 28, 2021

Test trains will begin operation this summer, with Long Island Rail Road service to Grand Central Terminal to start in 2022

NEW YORK — The Metropolitan Transportation Authority has completed major construction on East Side Access, the \$11 billion project bringing the Long Island Rail Road to a new station beneath Grand Central Terminal, and test trains will begin running this summer.

New York Gov. Andrew M. Cuomo announced the completion of construction work on project which will cut commute times from Queens by as much as 40 minutes per day.

Construction began in 2006 for a project originally estimated to cost \$3.5 billion with a completion date of 2011. Janno Lieber, president of MTA Construction and Development, said Thursday the project will be completed next year.

The 350,000-square-foot LIRR passenger concourse will include 25 retail storefronts, WiFi and cell service, and digital signage with real-time train information. It will double the LIRR capacity into Manhattan, allowing up to 24 trains per hour.

FRA, FTA release key documents on Gateway tunnel project

Trains News Wire Digest for May 28, 2021

The Federal Railroad Administration and Federal Transit Administration have issued the Final Environmental Impact Statement and Record of Decision on the Gateway tunnel project under the Hudson River, which clears the way for the project to receive federal

funding. “This is a big step for the Northeast, and for the entire country, as these tunnels connect so many people, jobs, and businesses,” Transportation Secretary Pete Buttigieg said in a press release. “... Now we need to make sure to provide the funding America needs to deliver world-leading infrastructure in this region and in every part of the country.” The \$11.6 billion project — which will build new Northeast Corridor tunnels connecting New Jersey and New York’s Penn Station — is a joint effort of NJ Transit, the Port Authority of New York and New Jersey, Amtrak, and the Gateway Development Commission. The FRA began the environmental review in May 2016; its completion will allow the U.S. Army Corps of Engineers to issue a permit for the project, which is expected later this year.

Norfolk Southern locomotive conversion program continues to expand A.C. traction fleet

By Bill Stephens, Trains Newswire, June 8, 2021
Norfolk Southern continues to convert older D.C.-traction locomotives into A.C.-traction units at a pace of just over 100 locomotives per year. Some 54% of the NS road fleet is now A.C. traction, Chief Financial Officer Mark George told an investor conference today. That’s up from a third of the fleet at the end of 2018. The railroad aims to have 65% of its road locomotives feature AC traction. The D.C.-to-A.C. conversion program provides NS with a like-new locomotive for half the cost of buying a brand-new road locomotive. The A.C. units are more reliable, have reduced maintenance costs, are more efficient, and have better tractive effort than the D.C. locomotives they replace. NS continues to add energy management systems to its road fleet, as well, as a way to improve fuel efficiency. About 80% of the road fleet is equipped now, as the railroad moves toward a goal of 90%. The railroad aims to put locomotives with energy management systems on the point so that the software can reduce the fuel consumption of the entire consist. NS also is relying more on distributed power as it boosts train length and weight, George says. Just under half of NS’s road trains now operate with distributed power, a figure that will grow as train length increases. NS continues to seek ways to combine trains, blend different types of traffic, and tack new volume on to existing train starts, George says. The average NS train is just over 7,000 feet long, George says, and only 10% of its trains are 10,000 feet or longer. The railroad set quarterly records earlier this year, however, for both train length and weight as it aims to move tonnage on fewer but longer trains.

First Amtrak ALC-42 diesel locomotive set for release

Trains Newswire| June 11, 2021

SACRAMENTO, Calif. – Siemens is putting the finishing touches on Amtrak's first ALC-42 locomotive, with its departure scheduled for this weekend. The first locomotive, AMTK No. 300, will be hauled in the consist of Amtrak's *California Zephyr* departing Emeryville on June 12, a source close to the railroad tells Trains News Wire. After arriving in Chicago on Monday the unit will be set out for a media even scheduled on Tuesday at Amtrak's facility just south of downtown. The unit is then scheduled to continue east from Chicago on the *Capitol Limited* departing June 16.

Amtrak is expected to begin receiving a handful of ALC-42s soon to begin testing the locomotives, then regular deliveries are expected to start in the second half of 2021. The 75-unit order of the 4,200-hp ALC-42s should finish in 2024. The Siemens Charger locomotives are largely like the existing locomotives Siemens has produced for other customers across North America and feature the Cummins QSK95 engine and A.C. traction, though they will have larger fuel tanks and more Head End Power capacity to fit Amtrak's needs.



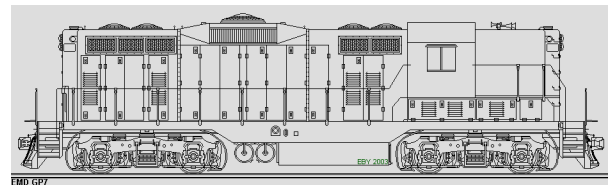
The Commuter Rail Coalition (CRC) recently added new members and elected a slate of nominees to serve as the 2021-2023 board.

Progressive Railroading, June 10, 2021

Joining the board's executive committee is Southeastern Pennsylvania Transportation Authority General Manager Leslie Richards, who will serve as board secretary. The CRC also added the Metropolitan Transportation Authority of New York and Trinity Metro of Fort Worth, Texas, as new members. The association now counts 12 private sector entities and 14 railroads among its active members. CRC member railroads move 90% of all commuter-rail riders in the United States.

The Commuter Rail Coalition is an association of commuter rail agencies, operators, and other interested parties **acting together to engage and educate stakeholders** on the value commuter railroads bring to the communities they serve.

The Commuter Rail Coalition **advocates** for commuter railroads in the US, calling attention to the many benefits of commuter rail transportation and identifying the resources needed to continue those many beneficial impacts into the future.



Shortline News

The **East Broad Top** has announced diesel-powered trains on July 9th, 10th, 11th, 23rd, 24th, and 25th. Trains depart at 11 AM, 1 PM and 3 PM. All trips are 45 minutes. Fares are \$ 20.00 for adults.

The near-by Rockhill Trolley Museum is open every weekend through October. Trolley rides are offered every day that the East Broad Top is operating.



New London Union Station

By Steve Ferrell

Opened in 1887 and designed by famous architect H.H. Richardson, this is a real beauty of an intermodal station with train, long distance and local bus service plus ferry service (to Fisher’s Island, Block Island, Orient Point and Montauk). There is Amtrak Thruway bus service to Foxwood’s Casino north of New London.

A parking lot and ferry loading area separate the Ferry and Train/Bus stations. The station has a beautiful historic design. The 1977 and 2002 renovations took a derelict station and made it into a real beauty. The curved track platforms allow viewing of trains approaching from either end of the station.

The station is quite busy for railfans: Freight trains, Amtrak Acela, Amtrak Northeast Corridor and Shore Line East commuter trains all use the three-track line at the station. A gated grade crossing is located close to the station on the south side of the platform area.

When these gates are down, access to the platforms for trains to New York from the Ferry terminal is blocked (so one has to plan for more connection time because of this). In 2001, Amtrak built a pair of high-level platforms to serve the new Acela high-speed service, thus adapting the 19th-century station for 21st-century usage

There is an Amtrak ticket agent and ticketing machines within the building. The station has snack machines and great pubs are located nearby on Bank Street. This curved street with lots of restaurants and bars is quite beautiful with hanging plants adorning each building. It reminds me of streets in London, England.

I have been through New London on several railfan trips, both times arriving by ferry. One trip was from the Philly area to Montauk by train and then ferry across the sound. This ferry only runs on Friday and Sunday evenings during the summer. The other time through New London was a trip from my hometown of Exton, PA to Greenport by train, bus to Orient Point and ferry to New London. This trip required an overnight Amtrak return trip to Philly.



(New London Exterior / Interior Station Photos file)


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

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

July 30, 1913 Express No. 13 rear-ends Pittsburgh Express No. 15 just west of Tyrone station; 1 killed and 153 injured; low death toll credited to steel cars.

July 19, 1917 Gibbs & Hill makes first report on Pittsburgh Union Station improvements; to be done in tandem with electrifying Pittsburgh Division and other suburban services; calls for 20 tracks with highlevel platforms on present level instead of 18 as at present; enlarged baggage space at grade level and new electrified suburban level below grade; suburban level is eventually to contain 18 tracks exiting to Fort Wayne and Pan Handle lines to south, similar to existing tracks; design is based on projection that traffic will double by 1950.

July 11, 1923 Three-speed continuous train control with cab signals placed in service between Lewistown and Sunbury on Northern Central as experiment and use of block signals and train orders discontinued; first such installation in U.S.; installed by Union Switch & Signal Company.

July, 1928 PRR tests Westinghouse system of radio communication between caboose and locomotive on a 125-car coal train between Altoona and Pitcairn.

July 10, 1933 PRR begins container car service between Erie and New York with second morning delivery.

July 15, 1933 Atlantic City Railroad (Reading subsidiary) renamed PennsylvaniaReading Seashore Lines (PRSL); PRSL becomes a separate operating unit with its own general manager; is subtracted from Atlantic Division which is reduced to Camden-Bay Head Jct. and branches, but Atlantic Division and PRSL retain common staff at divisional level; Pres. and VP are alternately from Reading or PRR each year; PRR is generally responsible for operations and finance, while Reading staffs the Secretary's and Legal Departments.

July 13, 1938 PRR contracts with Westinghouse Electric & Manufacturing Company for the electrical components for 10 GG1's

July 25, 1043

World War II peak day for traffic over Allegheny Mountain; 222 freight trains pass through Gallitzin

Tunnels; 5,184 cars eastbound and 5,961 cars westbound or 11,145 cars total, plus about 120 passenger trains.

July, 1948 PRR cancels further steam locomotive development, including V-1 turbine locomotive, and orders full dieselization. PRR receives first of two American Locomotive Company (ALCO) FA-1/FB1 A-B-B-A 6,000 HP freight diesel locomotives.

July 29, 1948 Baldwin Locomotive Works announces that it has agreed to sell 500,000 shares to Westinghouse Electric Corporation, which becomes its largest stockholder, raising \$7 million in working capital in an attempt to improve its diesel product line

July 2, 1953 B&O Transportation Museum opens at Mount Clare Shops in Baltimore; basic collection consists of actual historical pieces and working replicas collected or created for various world's fairs and the Fair of the Iron Horse.

July 31, 1953 "WAWA" Tower removed from service

July 7, 1958 Hudson & Manhattan designates one car of rush-hour New York-Newark trains as women-only; trains use new air-conditioned equipment.

July 14, 1956 PRR places 6 Budd "Pioneer III" MU cars in suburban service on Paoli and Media lines; PRR Class MP85; cars are later designated "Silverliner I's" by SEPTA; operate as one 6-car train to Paoli during rush hour and as three 2-car trains during day.

July 2, 1963 PSIC holds press run of new Budd "Silverliner" MU cars; on 97-degree day, guests travel to Chestnut Hill on an MP54 car attached to a regular train, then ride back in a two-car air-conditioned "Silverliner."

July, 1968 Penn Central finally installs a central motive power control board to keep track of all locomotives at the Philadelphia headquarters; NYC had a central control room at New York, but PRR had been decentralized; in the interim since the merger, PC temporarily loses track of 34 locomotives.

July 1, 1973 ICC assumes jurisdiction over Amtrak. Penn Central has 6,257 miles of line under slow orders.

July 23, 1973 Penn Central announces net loss of \$100 million for first half of 1973.

Ride With Me...Cinco de Mayo

Tom Fluck

Ever since I viewed a TV documentary about the building of the Brooklyn Bridge, I wanted to visit the Roebling Museum, located in Roebling NJ, conveniently located along side of the New Jersey Transit's light rail River Line. So another 'Ride With Me Tom' trip was in order!

Roebling is famous for the building of the Brooklyn Bridge, George Washington Bridge, the Golden Gate Bridge as well as many others!

With the encouragement and help from Steve Ferrell this Rail Fan trip came to be.

I boarded a SEPTA train from my home station (Thorndale) bound for Philadelphia's 30th Street station. At 30th Street station, I met with other riders. Riders from Middletown (Jim Cleveland), Lancaster (Jim Donohue and Doug Henry) and Exton (Steve Ferrell) rode AMTRAK to PHL.

At 30th Street station, we gathered and were joined by Barbara and Dave Lewis who arrived via SEPTA's Trenton line. The plan was to ride the NJ Atlantic City train to the Pennsauken Transit Center. This was a diesel GP-40 push-pull train! From there we transferred to the River Line.

The River Line is a diesel Bomber light rail train running from Camden to Trenton. (The River Line fleet comprises 20 articulated Swiss-built Stadler GTW 2/6 DMU (diesel multiple unit) cars. Bombardier actually operates the line for NJT).

We rode to the Roebling station where we were met by Pierre Lacombe. Pierre is a volunteer at the Roebling Museum who agreed to give us a private tour of the museum even though the museum was closed due to the pandemic. Thanks to Jim Donohue for his foresight in scheduling to make this possible! Pierre led our group to the museum and told us all about the Roebling factory and town. At the museum, we had an introductory video followed by a tour led by Pierre. After a rewarding visit (Thanks, Pierre!) we walked back to the River Line station and met John Kilbride, who was waiting for us for the next phase of our Rail Adventure!

John had planned to take the group to Princeton, to ride the Dinky. When Pierre learned about this phase of our adventure, he decided to ride along...Great!

We all rode the River Line to Trenton. There we purchased NJ Transit tickets for the NJ NE Corridor train to Princeton Junction with a transfer to Princeton.

Once we got to Princeton, John Kilbride led a tour of the Princeton campus, specifically of where the Dinky currently terminates, and where it had originally ended. A walk to the historic Princeton milepost (#3) was the highlight of the tour.

After that we had enough time for a brief lunch at the Princeton WAWA (and train station) before taking the Dinky back to Princeton Junction for some train watching, then the group went back to Trenton.

At Trenton the group broke up, and travelled back to their respective origins.

A good time had by all, in spite of some rainy weather, which did not dampen our enthusiasm!



Pennsauken Transit Center



River Line Roebling Station



River Line at Trenton

(Photo Credits: Jim Donohue)

Shaving the Slinky
By Steve Ferrell



We had just come from the wonderful Roebling museum and had a great tour and learned that they even manufactured the famous “Slinky”. We from the River Line to New Jersey Transit through Trenton and now arrived at Princeton Junction. It was here that our tour guide corrected my two errors. We weren’t Shaving the Slinky, but indeed Saving the Dinky...

The Dinky is a spur line that runs about 2.5 miles from Princeton Junction to Princeton University. The line has been truncated over the years from a 3-mile route. It began in 1865. The line started in 1865 and now faces extinction as they may substitute bussing or a tramway. After Steam Operations, the dinky itself used to be a single electric MU coach – originally an MP54 and now a Silverliner IV coach. Nowadays they use two to protect the operation from one breaking down.

I can see why folks want to protect the line, it is amazing and breathtaking at points. Surely a sight to remember for all time!

I will attempt to describe the many highlights of the “Route of the Dinky”!

We detrained from New Jersey Transit’s Northeast Corridor train that operates to New York City at Princeton Junction. Here many trains either stop or zoom by, including Amtrak Northeast Corridor and Acela trains. The group had to go through a tunnel under the four-track line to get to the other side and then to the angled separate Dinky platform.

Soon the Dinky pulled in, we boarded and departed Princeton Junction. Soon, much too soon, we arrived at Princeton University. Here our guide, John Kilbride, took us on a tour. First, we went to the top of a nearby parking garage for an overview and an historical and geographic prospective and then walked about a half a mile to the original milepost 3-mile marker.



Milepost “0” or “3” depending on direction.

Soon, we returned to the station, located at a WA-WA convenience store. Everyone had lunch and dined outside, awaiting the next Eastbound “Dinky.”



“Ride with Me” railfans (lef-to-right) Steve Ferrell, Roebling Museum guide Pierre Lacombe, Barbara and Dave Lewis, Jim Donohue Tom Fluck, Doug Henry and Jim Cleveland. Photo credit: John Kilbirde.



The Original Princeton “Dinky.”

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
 View 1-8

**Time Table 05-21
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
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.rbmrr-passenger.com 610-562-
2102

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



Middletown & Hummelstown
136 Brown St, Middletown, PA
17057
https://www.mhrrailroad.com/
717-944-4435

Open most weekends in July and August



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Regular Train Rides
Every Sunday May 2nd 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 May, June and July



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



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating weekends in May and
June



The Stourbridge Line
812 Main Street
Honesdale PA 18431
https://www.thestourbridgeline.net
570-470-2697
Trains run Wednesdays and Satur-
days May and June. Some Sunday
trains are scheduled.



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating on very select dates in
May, June and July



N&W 611 at the Strasburg RR
through October 3rd

Special Away meeting for July
Saturday, July 24 – 1:00pm Train Excursion
The Harrisburg, Lincoln & Lancaster Railroad



Stone Gables Estate is home to the Harrisburg, Lincoln & Lancaster Railroad which features a replica of an 1868 steam locomotive, pulling replicas of a mid-1860's combine car, an 1848 Pioneer Coach, and the 1865 presidential private car, "United States," which was used as Lincoln's Funeral Car.

Passengers get an opportunity to ride the train through the center of the 275-acre Stone Gables Estate, passing an original hand-cut and stacked stone wall through the woodlands with 250 to 350-year-old "witness" trees along the rail line. The line was chartered in 1835 as the Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad. Construction for this line was completed in 1838. It was sold in 1860 to the Pennsylvania Railroad. The tracks were removed in 1903 when the new Pennsylvania Railroad mainline opened through Elizabethtown

We have limited seating – Order your seats today
Give to Helen Shaak at the May-June meetings or mail to Tom Shenk
Cost \$16.50 per person – we are booked on 1pm train

If it is a nice day, bring your folding chair and join us in the grove by the Train Platform. You will have a chance to photograph the 11am and Noon departures. You will be able to walk to the Herr Covered bridge and photograph the train with the bridge in the background. The 1865 Presidential Private car is on display at the turnaround point. The Shaaks & Shenks rode the first regular Saturday excursion ride of season. The folks at Stone Gables did a very nice job on the Presidential Car Barn and Mini-Museum,

Name: _____

Phone Number: _____

Number of Seats _____ x \$16.50 --- \$ _____ Make check payable to Lancaster Chapter NRHS

Mail to: Tom Shenk, 11 Marquis Ct, Lititz PA 17543

Railroad Address and Stone Gables Estate: 1 Hollinger Lane, Elizabethtown PA 17022

Directions to the Railroad:

From Lancaster - 283, Exit Elizabethtown-Hershey Rt.743, Left on 743 towards Elizabethtown, at 230 traffic light, Right on 230, North Market Street, Hollinger Lane will be on your left in a few hundred feet, follow signs on Hollinger Lane to Train Ramp

"INSIDE THE BACK PAGE"

CHAPTER EVENTS AND OTHER ITEMS OF INTEREST**Chapter Garage / Yard Sale at Christiana Freight Station**

On Saturday, June 12th, the Lancaster Chapter held a member / community yard sale at the freight station. While attendance was spotty, about 10 vendors, including the chapter itself, had tables of railroad material, both models and artifacts. Some local residents had general merchandise.

A number of Chapter members spent the morning observing the four Amtrak *Keystone Service* trains that passed by.

**KEY LOCK & LANTERN 48/49th ANNUAL CONVENTION - 2021 TRANSPORTATION HISTORY EXPOSITION**

Rail & Industrial History Exhibits – Programs
Memorabilia Show & Sale - Train Excursion Aug 13-15, 2021 at the Hotel Anthracite in downtown Carbondale Pennsylvania
Friday, Aug 13 - Stourbridge Line Train Excursion in Honesdale, PA.

Saturday, Aug 14 - Transportation Memorabilia Show/Sale & Exhibits 9:00am-3:00pm at the Hotel Anthracite in Carbondale. Banquet & Transportation History Lectures - Saturday at 5:00pm
All Transportation History Buffs & Collectors are Invited to Attend.

Registration for the Saturday Exposition & Sale is \$10 at the Door.

For all other Events, Register at www.klnl.org. Visit the Key, Lock & Lantern Website at www.klnl.org

**"I KNOW A STORY"**

In this issue, chapter members Steve Ferrell and Tom Fluck shares their stories of "the Robeling Museum—Princeton Dinky 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

JULY 24, 2021 - SATURDAY, 1:00 PM - HARRISBURG, LINCOLN AND LANCASTER RAILROAD TRIP AND MEETING

(MEMBERS CAN ARRIVE AT 11:00 AM)

AUGUST 15TH - 3:30 PM - STRASBURG RAILROAD TRIP AND MEETING - TICKETS \$ 5.00 EACH, AVAILABLE ON THE PLATFORM STARTING AT 2:30 PM. SEE TOM SHENK OR STEVE HIMPSL

SEPTEMBER 19th - 3:00 PM ANNUAL CHAPTER PICNIC

CHAPTER MEETING MINUTES
Monday, June 21, 2021

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, June 21, 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 13 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 May chapter Membership Meeting Minutes. Steve Himpsl approved the motion and Lorrie Steffy seconded the motion. The May membership minutes were approved as printed in the Lancaster Dispatcher.

TREASURER'S REPORT: In the absence of treasurer Richard Rutledge, Helen Shaak gave the treasurer's reports for the month of May.

CHAPLAIN REPORT: In Chaplain David Stambaugh absence Doris Geesey read the poem "The Butterfly" written by Kay Kauffman. Doris reported chapter member Jay Strubel is at Conestoga View Nursing home. Nelson Strubel was having knee issues and was in a rehabilitation center for a few days. Nelson is now back home.

DONATIONS: Steve Himpsl announced Janice Russell donated 465 assorted magazines from Evan's collection dating back to the 1960's. Janice brought more boxes to tonight's chapter meeting. Steve will go over the boxes and see what the chapter will keep and what we might be able to sell. Samuel Weaver donated 2 Railroad Books, 1-8 1/2 x 11 Railroad Print. Also 4-6x8 1/2 Railroad Prints, FP7 903 CAD drawing of the electrical system.

CHRISTIANA FREIGHT STATION YARD & GARAGE SALE: Steve Himpsl thanked everyone who helped at the Saturday June 12 sale. Steve announced \$152.00 was made from the sale of 19 Strasburg Railroad tickets. Also \$29.50 was made from Railroadianna sales.

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. (There are only 6 seats left for this train ride). 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.

UPCOMING DATES: The chapter membership meeting for August will not be held on MONDAY, AUGUST 16. The chapter meeting will be SUNDAY, AUGUST 15 at the Strasburg Railroad to ride the 3:30p.m. train. Tom Shenk will be on the platform to sell the tickets starting at 2:30p.m. Your train tickets will only cost \$5.00 for this day only. The chapter also has tickets for \$8.00 if you don't get tickets on the 15th. If you buy the tickets from Strasburg the regular price for adults is \$16.50 and \$9.50 for children. The chapter will have a meeting after the train ride in the open car. SUNDAY, SEPTEMBER 19 will be the annual chapter picnic. Chapter members should bring their own plates, cups, silverware, and a covered dish to share. The chapter will provide the main dish. There will be a BOARD MEETING at 2:00p.m. and the picnic will be at 3:00p.m.

ANNOUNCEMENTS: Lehigh Gorge Railway is running trips out of Jim Thorpe from June through to December. If interested in these trips call: 570-325-8485. Another train excursion from Reading to Jim Thrope riding a Rail Diesel car. Dates are June to November. If interested call: 610-562-2102. Also a summer concert train from Reading to Tamaqua. If interested call: 610-562-2102. Steve Himpsl announced he has been volunteering at the Strasburg Railroad working on the 611 train.

ADJOURNMENT: The chapter membership meeting was adjourned at 8:00p.m.

Respectfully submitted by Donetta M. Eberly Secretary

LANCASTER CHAPTER BOARD OF DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
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HISTORIAN:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
1ST DIR AT LARGE:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
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CHAPLIN:	DAVID STAMBAUGH	717-292-1726	DAVIDES53@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
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

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 HARRISBURG, LINCOLN AND LANCASTER RAILROAD
 ELIZABETHTOWN, PA STARTING AT 11:00 AM
 AUGUST 15TH—SUNDAY—3:30 PM STRASBURG TRAIN RIDE

LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
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 PHONE: 717-917-5137
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