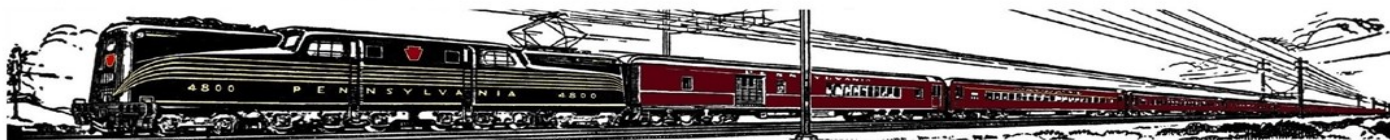


LANCASTER DISPATCHER

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 9

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

SEPTEMBER 2021

Now All-New

THE PITTSBURGHER

All-Private-Room Train

PITTSBURGH • NEW YORK

The *Pittsburgher* began operation on January 14, 1924. The *Pittsburgher* was the premier Pennsylvania train operating between New York and Pittsburgh. Although not streamlined in 1938 as part of the "Fleet of Modernism", it was completely upgraded with streamlined equipment (but with no observation car) at the express request of U.S. steel business clientele. Although the train was considered all-Pullman, it frequently carried coaches on the end for day travelers going to Pittsburgh and back. In 1944, the *Pittsburgher* was discontinued as part of a government order that prohibited the use of sleeping cars between points less than 450 miles (720 km) apart so the government could free up sleeping cars for the war effort. The next day, it was reinstated as a day train between the two points. By late 1945, it was back to running as an overnight, all-Pullman train between New York and Pittsburgh. Service was discontinued in 1964, and its sleepers were transferred to the *Manhattan Limited*.

VIEW FROM THE CAB

News from the Train Wires

Norfolk Southern to close Cresson, Pa., engine house

Trains Newswire, |July 21, 2021

CRESSON, Pa. — Norfolk Southern will close its engine house in Cresson, Pa., eliminating seven jobs, [the Altoona Mirror reports](#).

The closure will come at the end of July. A Norfolk Southern spokesman told the newspaper in an email that the move “is part of our long-term business plans to evolve our operations to best serve the needs of our customers.”

Cresson is about 5 miles southwest of Altoona (although 15 miles by rail). Earlier this month, NS furloughed 86 workers and eliminated 14 vacant positions at its Juniata Locomotive Shop.



Reading & Northern acquires 11 ex-San Luis & Rio Grande cars

By Dan Cupper |Trains News Wire July 23, 2021

PORT CLINTON, Pa. — The Reading & Northern Railroad has purchased 11 passenger cars from the fleet formerly owned by the San Luis & Rio Grande Railroad, the Colorado operation of bankrupt Iowa Pacific Holdings. Among the cars bought at auction are several notables, including the former Southern Railway steam program open-air coach *Lookout Mountain* and the former Illinois Central streamlined observation-lounge car *Mardi Gras*.

These 11 cars will augment R&N’s fleet of some 30 passenger cars currently used in steam, diesel, and Budd Co. Rail Diesel Car excursion service over portions of the company’s 400-mile system in east-central Pennsylvania. Many of its runs operate to, or originate from, the tourist town of Jim Thorpe, Pa., with especially scenic trips running through the Lehigh Gorge State Park north of Jim Thorpe. R&N’s existing coach fleet is largely made up of former Jersey Central, Reading ex-MU and Lackawanna ex-MU cars.

The additions – offering coach, parlor, dome, and lounge seating – will facilitate R&N owner Andy Muller Jr.’s intention to expand passenger service to the Scranton/Wilkes-Barre, Pa., area, a region that R&N now serves only with freight trains.

Now with more than 200 employees, R&N started life in 1983 as the 13-mile-long Blue Mountain & Reading Railroad. It has since grown into a major regional freight operator on former Reading, Jersey Central, Lehigh Valley, Lehigh & New England, and Pennsylvania Railroad trackage. In 2002, 2011, and 2015, the trade journal *Railway Age* named R&N as its Regional Railroad of the Year. Starting with BM&R, R&N has run passenger trains for 36 years, including with its former Reading Co. T-1-class 4-8-4 steam engine No. 2102, currently under restoration.

The cars have varied histories:

Many of the San Luis & Rio Grande cars are well traveled, having been acquired from excursion operations, short lines, and tour operators nationwide. Here’s a rundown of the cars R&N purchased:

- Former SL&RG No. 59, a full-length “Super Dome” car built by Pullman-Standard in 1952 as part of a 10-car fleet for the Milwaukee Road’s *Olympian Hiawatha* and *Twin Cities Hiawatha* service. Built as Milwaukee No. 59, it will join another former Milwaukee full-length dome already on the roster, R&N No. 4, *Lehigh Gorge*, formerly Milwaukee 55. The newly acquired car will become R&N No. 5. It formerly ran on Amtrak trains as car No. 9383 and subsequently in tour-agency service. It differs from R&N No. 4 in that its appearance was modified with the addition of fluted-side skirting.

Former SL&RG 1056, *Lookout Mountain*, ex-Southern Railway No. 1595, a 60-seat heavyweight coach rebuilt by Southern as a 44-seat open-air car for that railroad’s (and successor Norfolk Southern’s) steam program, which operated for 30 years, 1964-1994. It will become R&N No. 20.

“NEWS FROM THE RAILROAD WIRES” (continued)

Reading & Northern acquires 11 ex-San Luis & Rio Grande cars (continued)

— Former SL&RG No. 3305, *Mardi Gras*, a streamlined observation-lounge rebuilt in 1947 from Illinois Central 1916 heavyweight 88-seat coach 2188 to serve on the *City of New Orleans*, IC’s secondary intercity train on the Chicago-New Orleans route. This car has a long history in excursion service for the New Orleans and Roanoke chapters of the National Railway Historical Society. It will become R&N 7.

— Former SL&RG NO. 3378, *Calumet Club*, built by Pullman in 1918 as IC 88-seat coach No. 2211 and rebuilt in 1952 as a streamlined flat-end parlor-observation-lounge car. It will be renumbered R&N No. 6.

— Former SL&RG No. 2904, originally IC heavyweight coach No. 2221, will become R&N 450.

- Former SL&RG No. 1062, *Chuchara Valley*, formerly Canadian National heavyweight coach No. 5067. It will become R&N No. 1165.

- — Former SL&RG No. 1066, a 46-seat heavyweight coach, originally Southern 60-seat coach No. 1649. To become R&N No. 451.

- Former SL&RG No. 1067, *Gila Valley*, a 46-seat heavyweight coach, originally Southern 60-seat coach No. 1670. Will become R&N No. 452.

- — Former SL&RG No. 1068, *San Luis Valley*, a 46-seat heavyweight coach, originally Southern 60-seat coach No. 1668. Will be renumbered R&N No. 453.

— Former SL&RG No. 1125, *Ellerslie*, a streamlined sleeper, built by Pullman-Standard in 1954 for Canadian National and later operated by VIA Rail Canada. An eight-duplex-roomette, four-double-bedroom, four-roomette car, it will be renumbered to R&N No. 1125.

— Former SL&RG No. 448, originally New York Central diner No. 448 and later Penn Central No. 4548, and subsequently owned by the High Iron Co. excursion operation. A streamlined stainless-steel car built by the Budd Co. in 1947, it will become R&N No. 1166.

Earlier this year, R&N purchased a previously leased 19.5-mile line for \$4.7 million that connects its Reading and Lehigh divisions, providing a seamless connection between Reading, Pa., and Scranton, Pa. [see “Digest: Reading & Northern owner plans to spend \$4-5 million ...,” *Trains News Wire*, May 10, 2021]. R&N passenger trains between Reading and Jim Thorpe have been using the line for some time.

CONNECT NEC 2035 – The Northeast Corridor Commission

From: <http://nec-commission.com/connect-nec-2035/>

CONNECT NEC 2035 is a 15-year plan representing the most ambitious reinvestment program in the NEC’s history and a new way of planning: a multi-agency, multi-year, shared action plan guided by a long-term vision. The state governments of the Northeast, the federal government, eight commuter rail agencies, and Amtrak worked together through the NEC Commission to develop a detailed and efficient sequencing of infrastructure investment covering 150 projects along the corridor.

C35 does include investments to address the repair needs of the NEC itself, which is threatened by rising sea levels and the effects of climate change. However, C35 does not include any projects outside of the existing NEC right-of-way between New Haven and Providence.

All 15 necessary major bridge and tunnel replacement or rehabilitation projects on the NEC will be completed by 2035. This includes B&P Tunnel in Baltimore, MD, the tunnel under the Hudson River in NY, and CT River Bridge in CT, among many others. Most, but not all, basic infrastructure assets (track, signals, electric traction systems, undergrade bridges, etc.) can be brought into a state of good repair by 2035.

C35 will make significant improvements to NEC rail service for both existing and new riders, on both commuter rail systems and Amtrak. Daily NEC trains will grow by a third for Amtrak and double for several commuter railroads. New stations will introduce service to underserved communities and expanded oneseat services will create new direct connections.

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

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

- September 24, 1913 PRR Board approves electrification of Chestnut Hill line, including 40 MU cars.
- September 21, 1918 Pres. Rea writes letter to USRA protesting \$1.6 million expenditure for electric headlights on locomotives.
- September, 1922 PRR contracts with Baldwin Locomotive Works for 100 IIs 2-10-0's to be delivered at the rate of two a day beginning in the first week of Dec. 1922.
- September 25, 1927 PRR reduces local passenger service between Philadelphia and Lancaster and Philadelphia and Harrisburg because of highway competition.
- September 24, 1932 Last run of Paoli-Frazer-West Chester passenger service, which is replaced by buses.
- September 27, 1937 PRR Board authorizes \$98.3 million to pay for New York-Washington electrification, electrifying freight lines to Potomac Yard, South Philadelphia, Perth Amboy, and Pavonia Yard (Camden), and to buy locomotives and MU cars.
- September 1, 1942 New Greenwich Yard (South Philadelphia) with capacity of 4,500 cars placed in service east of Stadium; electrification removed between west end of new yard near Stadium to Old Greenwich Yard. Additional tracks placed in service at Margie Yard on the Connecting Railway in North Philadelphia.
- September 16, 1947 PRR dieselizes freight trains LCL-1 and CG-8 with EMD 6,000 HP A-B-B-A units; both trains extended to Chicago; LCL-1 runs from Harsimus Cover to 55th Street; CG-8 from 59th Street via Columbus to Greenville.
- September, 1947 Semi-automatic machine for washing GG1's placed in service at Sunnyside Yard; uses barney car to push GG1 through acid bath and wash.
- September 21, 1952 Arch in the "Chinese Wall" that carried Broad Street Station tracks over 16th Street is dynamited.
- September 25, 1952 Tower clock removed from Broad Street Station and placed in storage; later given to Railroad Museum of Pennsylvania and incorporated into its facade.
- September, 1957 James M. Symes (13th president of the Pennsylvania Railroad.) visits Robert R. Young at Waldorf-Astoria Hotel in New York and outlines proposal to merge PRR and NYC.
- September 1, 1962 PATH acquires property of Hudson & Manhattan Corporation and Hudson Rapid Tubes Corporation by condemnation; assumes operation of Hudson Tubes at 12:10 AM; begins some cosmetic improvements to stations and equipment, but full rehabilitation is placed on hold pending lawsuits.
- September 26, 1962 PRR Board authorizes contracts for the demolition of Penn Station and the construction of foundations for new Madison Square Garden.
- September 29, 1962 New York Times editorial notes that the Age of Elegance had begun to give way to the Age of Plastic when Penn Station's General Waiting Room was disfigured by Lester C. Tichy's "clamshell" ticket counter.
- September 21, 1967 PRR operates world's longest and heaviest freight train ever run to that time; 341-car, 35,805-ton ore train from Whiskey Island, Cleveland, to Mingo Jct., Ohio; total of 25,000 locomotive horsepower with three units at the head end and five mid-train slave units; train is 1.8 miles long; it pulls 10 drawbars en-route.

Time Flies – A SEPTA Photo Documentary By Kevin Painter

Spent some time with some friends during the afternoon rush at the portal outside Suburban Station in Philadelphia on July 18, 2011. Ten years later the park we shot from is off limits and the MU equipment & locomotives depicted in the images is no longer in service....



RRPictureArchives.NET Image Copyright Kevin Painter



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RRPictureArchives.NET Image Copyright Kevin Painter

Car number 269 (middle right photo) still had Pennsylvania lettering on the letterboard. It is believed that this was the last Pennsy railcar in revenue service with its original PRR number and lettering.

All photo credits: Kevin Painter

Time Flies – A SEPTA Photo Documentary (Page 2) By Kevin Painter

Hey gang...

Wanna hot dog fresh off the grill?



RRPictureArchives.NET Image Copyright Kevin Painter



RRPictureArchives.NET Image Copyright Kevin Painter

The replacements for the 1960s era Silverliner II & III MU fleet have started to arrive...
 And will develop cracked equalizer beams in their trucks approximately 5 years after this Informal Railfan Event.
 The 120 car fleet would be pulled from service and the entire Regional Rail system of SEPTA will be thrown into turmoil.



RRPictureArchives.NET Image Copyright Kevin Painter



RRPictureArchives.NET Image Copyright Kevin Painter



To Staten Island in the heat for a foodie's treat!**By Steve Ferrell**

My alarm sounded at 4am for a planned big trip to Staten Island from my home in Exton, PA. The forecast called for oppressive 97-degree heat with a heat index of 105 degrees! Already one trip member had dropped out due to concerns over the heat.

I arrived at Exton station at 545am for our Amtrak train #640 and soon met two more riders. At 612am, our train pulled in and we boarded the second car from the front. Our train was made up of a Siemens ACS 64 locomotive (in push mode) followed by four Amfleet coaches and lead by a cab car (a former Budd-built Metroliner coach modified to serve as a cab car). Already onboard were four riders who had boarded in Middletown and Lancaster. They had arranged for the conductor to play a prank and pretend that my ticket was no good and tell me that I had to get off at the next stop. The conductor had me going for a while and then she cracked a smile and I knew it was a setup!

At Philadelphia, we were joined by our final two riders and soon reversed out (Keystone service pulls into Philly and then reverses direction and heads out on the northeast corridor to New York). Lots of conversation made the trip fly by into New York.

The group ascended from the platform to the Long Island Railroad concourse of Penn Station. We walked the length of the LIRR concourse to the 7th Avenue station of the 1,2,3 Red Line subway. All the riders purchased our metro cards for four rides and went up to the platform to catch the #1 train to south ferry. Soon we arrived at the South Ferry terminus of the number one line. We had a very short walk to the Staten Island Ferry terminal, a modern and pleasant terminal. With a half an hour wait for the ferry, members of the group had time to freshen up, chat and look at the nice New York harbor views from the terminal.

At 955am, our ferry pulled in and offloaded about 200 passengers! Shortly our ferryboat boarded (The Staten Island ferry is free!) and departed. Our crossing was quite cool as the heat hadn't built up yet and there was a nice sea breeze. Our ride had great views of Ellis Island, the Statue of Liberty and Communipaw (former CNJ terminal) on the starboard side (right). On the port side, we caught sight of Governor's Island, Brooklyn and the many barges in the upper harbor. Our ship docked in Staten Island (St. George) after a smooth twenty-five-minute trip.

We walked through the concourse to the Staten Island Railway's northern Terminus. The Staten Island Railroad (also known as the Staten Island Rapid Transit) began operation in 1860 and is operated by the New York City Transit Authority Subway Department. They use 30-year-old modified R44 Subway Cars built by the St. Louis Car Company. The line was originally operated (along with the branch that runs along the north shore of Staten Island and onward to Cranford, NJ) by the B & O. The operation of the railroad was turned over to the NY transit authority in 1971. Passenger service on the north shore branch was discontinued in 1953 and most of the tracks were removed. Freight is still operated along this system by Conrail Shared Assets. We observed some diesel locomotives (labeled Staten Island Railway) on a siding near St. George.

Within about 10 minutes, we boarded our train and departed for Tottenville at the southern tip of Staten Island. The scheduled 42-minute trip took about 55 minutes due to single tracking for a few stops. The train never got above 30 mph and the ride was very rough. The tracks are welded, so some group members surmised that the poor ride was due to old rolling stock with wheels that have flat spots.

After arriving at Tottenville we walked the three blocks to the Town Deli for lunch. The Town Deli has been operating since 1971 and is a local favorite. I ate there on a previous trip and remembered the great food there! Arriving at the Deli, we found it delightfully air-conditioned and we sat together at a table for nine and ordered our food.

Many of us had trouble finishing our food order due to large portions and everyone was quite happy with their order; I had one of the best meatball parmesan sandwiches ever. After finishing our meals, we returned to the train station to catch our return train. The Tottenville train station didn't seem that hot as it was located next to the water of the Arthur Kill, with views of Perth Amboy in New Jersey.

Soon our train arrived at the station and we boarded. This train was on schedule all the way back to St. George and we arrived in plenty of time to catch our ferry. Disembarking at Manhattan's Whitehall ferry terminal, we walked the short distance to the South Ferry station for our return trip to Penn Station.

At Penn Station, we walked the length of the Long Island Railroad Concourse to the new Amtrak Station at Moynihan Hall. Located in the post office building across from Penn Station, this beautiful structure brings back memories of classic railroad stations, with an impressive skylight and steel beam ceiling. Coincidentally, this building was designed by the same architectural firm (McKim, Mead, and White) that also designed the original Penn Station which was demolished in 1963.

To Staten Island in the heat for a foodie’s treat! (con’t.)

With a half an hour wait before our Amtrak Keystone #651 boarded, many of us purchased ice tea or water and some riders purchased and some gooey chocolate chip cookies! The food court in this new station won’t be finished until fall, so presently there are limited food choices.

Ten minutes before our 403pm departure, our Keystone Service train was announced for boarding. We boarded and soon departed and then with great conversation were soon at our home stations. Only the walk to and from the Deli in Tottenville was really noticeably hot. During much of the trip the heat was tolerable.



Penn Station # 1 Local Platform



Staten Island Ferry at Staten Island



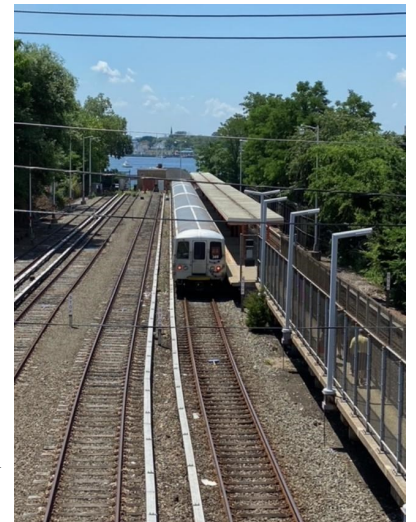
Staten Island Railroad “Subway” cars at Tottenville

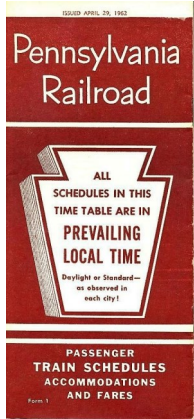


“End of the Line” at Tottenville. Hard to believe this is New York City!

There are ample warnings for trainmen, including two “stop” signs before entering the station.

Photos credits: Randy Lennon and Jim Donohue





**Time Table 09-21
PENNSYLVANIA
EXCURSION
RAILROADS
AND MUSEUMS**

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

NOTICE
WITH EVER-CHANGING EVENT CANCEL-
LATIONS DUE TO THE CORONAVIRUS,
THE 'TIMETABLE' SECTION OF THE
NEWSLETTER HAS LIMITED SCHEDULE



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 Wednesdays thru 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 suggested. 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.rbmnr-passenger.com 610-562-2102
All-day RDC excursions to Jim Thorpe on selected dates, monthly through November.



Middletown & Hummelstown Railroad
136 Brown St, Middletown, PA 17057
<https://www.mhrrailroad.com/>
717-944-4435
Operating trips on September 10th, 11th and 23rd.



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 all Saturdays and most Sundays thru December.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Operating September 9, 10, 11, 12, 24, 25, 26; October 1, 2, 3.



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating Fridays, Saturdays and Sundays in September and October.



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Trains run throughout September and October. See website.



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



Stewartstown Railroad
21 West Pennsylvania Ave.
Stewartstown, PA
<http://stewartstownrailroadco.com>
717-746-4998
Operating September 11, 12.

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

ANNUAL BANQUET

FRIDAY EVENING, NOVEMBER 19, 2021

**ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS
1461 LANCASTER ROAD - ROUTE 72, MANHEIM, PA 17545**

JOIN US AT ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. THIS YEAR, EVERYONE WILL RECEIVE A GIFT. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

5:30 PM - DOORS OPEN

6:30 PM - DINNER SERVED

**SERVICE AWARDS AFTER THE MEAL— Robert D. Hess: 50 Year Pin
— Multiple Members: 25 Year Pin**

**PROGRAM: John Smith, President, Harrisburg Chapter, NHRS,
Presentation on the Harrisburg Tower**

THE ANNUAL BANQUET COST FOR 2021 IS \$25.00 PER PERSON

**YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE
ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2021**

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S. INFORMATION:

C/O TOM SHENK

11 MARQUIS COURT

LITITZ, PA 17543

CELL - 717-314-4448

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER 19, 2021 - SUNDAY, 3:00PM - ANNUAL CHAPTER PICNIC AND CHAPTER MEMBERSHIP MEETING—
CHRISTIANA FREIGHT STATION - PIT BEEF

OCTOBER 18, 2021 - MONDAY, 7:30 PM MEMBERSHIP MEETING—CHRISTIANA FREIGHT STATION

NOVEMBER 19, 2021 - FRIDAY, 6:00 PM ANNUAL CHAPTER BANQUET—ENCK'S'S BANQUET & CONFERENCE CENTER
AT KREIDER FARMS, 1461 LANCASTER ROAD - ROUTE 72, MANHEIM, PA 17545

NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2021-2022, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 18, 2021 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm. Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 18 meeting, or by placing your name in nomination by writing, before October 1, 2021 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416. NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter

AUGUST CHAPTER MEETING MINUTES**Sunday, August 15, 2021**

The "AWAY" Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Railroad, Strasburg, Pa. on Sunday, August 15, 2021. The meeting was called to order at 4:20p.m. by President Tom Shenk with 32 member's present and 14 guests. President Tom Shenk led those assembled in the Pledge of Allegiance. Tom thanked Lou Hauck for bringing the flag.

MINUTES: President Tom Shenk asked for a motion to approve the June chapter Membership Meeting Minutes. Janice Russell approved the motion and Steve Himpl seconded the motion. The June membership minutes were approved as printed in the Lancaster Dispatcher.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the treasurer's report for the months of June and July.

CHAPLAIN REPORT: Chaplain David Stambaugh reported Nelson Strubel had a knee operation and has been in the rehabilitation center for 12 days.

UPCOMING DATES: Cindy Kendig announced Christiana is having a Community yard sale on Saturday, August 28th. If anyone is interested you can contact Cindy. Also if you would like to set up your items at the Christiana Freight Station contact Cindy.

Tom Shenk announced the chapter's annual Picnic will be held Sunday, September 19th at 3:00p.m. The chapter will provide the main dish and drinks. Chapter members should bring their own plates, cups, silverware, and a covered dish to share. There will be a **BOARD MEETING** at 2:00p.m. and the picnic to follow.

OCTOBER 18th will be a regular chapter meeting at the Christiana Freight Station. This meeting will be the Election of the Chapter Officers for 2021-2022 year.

The annual chapter **BANQUET** will be held Friday, November, 19th at the Kreider Banquet Hall in Manheim. The speaker for the Banquet is John Smith President of the Harrisburg Chapter. John will present a program on the "Harris Tower."

The Christiana Freight Station Christmas open house will be Saturday, December 11th and Sunday, December 12th.

PROJECTS: Tom Shenk announced future projects of a new roof and decking for the Christiana Freight Station.

NEWSLETTER: Tom Shenk thanked Editor Jim Donohue, Co-editor Steve Ferrell and Contributing Editor Tom Fluck for putting together the newsletter each month.

ADJOURNMENT: The chapter membership meeting and guests rode the 3:30p.m. Strasburg Railroad Train. The chapter had a brief meeting starting at 4:20p.m. and was adjourned at 4:30p.m.

Respectfully submitted by Donetta M. Eberly Secretary

Donations to Chapter

Janice Russell donated 814 railroad magazines.

Interested in rail fan or model railroad magazines? Call Steve Himpl for more information 717-285-4283.

LANCASTER CHAPTER BOARD OF DIRECTORS

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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

SEPTEMBER 19, 2021 - SUNDAY, 3:00 PM -

ANNUAL CHAPTER PICNIC—CHRISTINA FRT. STATION

LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
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