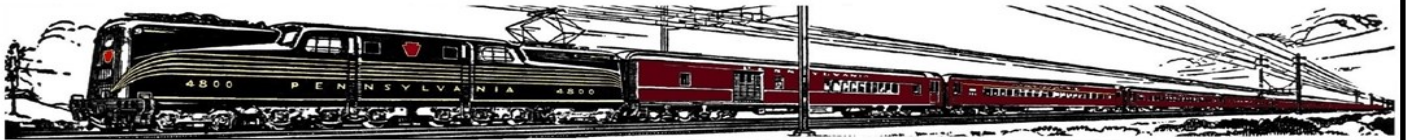


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 54 NUMBER 12

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

JULY 2022



Horseshoe Curve immortalized by Griff Teller.

From the Railroaders Memorial Museum:

In the early 1850's, the massive front of the Allegheny Mountains, standing 2,161 feet above sea level, blocked westward advance. This obstacle culminated in the creation of the Gallitzin Tunnels and the Horseshoe Curve, both of which were dug out of near-impenetrable geographic formations. Using switchbacks, excavations, and pure innovation, engineers reduced grades and effectively conquered the mountains.

The end result was nothing less than monumental. The Curve became known as one of the eight engineering marvels of the world. The now-iconic railroad link opened for business on February 15, 1854. Over the next century-and-a-half, the landmark also became a tourism destination, a target for Nazi spies, and one of the primary east-west arteries of railroad travel in the nation.

VIEW FROM THE CAB

Amtrak offers convenient connections to Amtrak's Network via Philadelphia

Amtrak Announcement June 3rd, 2022

PHILADELPHIA – A new Amtrak Thruway Bus Service will launch on Monday, June 6, with two daily round trips connecting Reading and Pottstown to Amtrak's network via Philadelphia, including services to New York, Boston, Washington, Pittsburgh, New England, Virginia, Florida, and destinations throughout Amtrak's national network.



Thruway Bus Service will depart and arrive at William H. Gray III 30th Street Station in Philadelphia and will serve the BARTA Transportation Center at 701 Franklin St. in Reading, Pa. and the bus stop on Hanover Street across the railroad tracks from the Charles W. Dickinson Transportation Center in Pottstown, Pa. The service is being provided by Amtrak in coordination with South Central Transit Authority and Pottstown Area Economic Development. "We are delighted to have this opportunity to connect Reading and Pottstown to the Amtrak network," said Amtrak Vice President of Long Distance Services Larry Chestler. "Amtrak Thruway services are a vital part of our network that offers more than 1,000 destinations nationwide served either by Amtrak trains or by Amtrak Thruway services." "South Central Transit Authority (SCTA) is excited to partner, support and promote new Amtrak bus service and transit overall here in Reading," said Executive Director of the South Central Transit Authority Greg Downing. "With the addition of this regional service connecting Reading and Philadelphia, barriers and opportunities are now opening up, allowing public transit passengers to "Get Carried Away" from the Berks Transit Center (BTC)!" "The establishment of this Amtrak bus route creates an important physical linkage for Pottstown with Reading and Philadelphia. This investment of providing multiple trips on a daily basis is a tremendously valuable asset for our business community and our residents. The connectivity will only enhance and further the progress that we have experienced in the economic revitalization of Pottstown." said Pottstown Area Economic Development Executive Director Peggy Lee Clark.

The service will be operated by Krapf Coaches under an agreement with Amtrak. All buses are ADA accessible. Amtrak Thruway services make coordinated connections with trains and enable passengers to connect with the Amtrak national network. Adult one-way fares are as low as \$32 from Reading to Washington, D.C. or New York. Customers can purchase tickets at [Amtrak.com](https://www.amtrak.com), the [Amtrak app](#), or by calling 800-USA-RAIL.

This may have been the shortest passenger train hauled by a GG1 electric locomotive. The Washington, DC connection to the National Limited, for St. Louis and Kansas City, was one coach. It would be added to the train from New York at Harrisburg. This is the rain ran up the Port Road along the Susquehanna River from Perryville, MD. Seen in Washington, DC passing Ivy City yards in 1974.



Photo credit: **William Hakkarinen**

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

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

July 1, 1908 New Haven electric operation between New York and Stamford expanded to include all through as well as local passenger trains.

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 30, 1918 The United States Railroad Administration orders discontinuance of most parlor and club car services.

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 1, 1928 PRR appoints Charles A. Lindbergh Consulting Aeronautical Engineer at \$10,000 per year.

July 15, 1933 Atlantic City Railroad (Reading subsidiary) renamed Pennsylvania Reading 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 22, 1938 PRR President Clement questions whether PRR can have more private rooms for business meetings on a modernized Congressional similar to those common on British trains; Raymond Loewy later produces a design, but the plan is not implemented until 1952.

July 25, 1943 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 receives first of two American Locomotive Company (ALCO) FA-1/FB1 A-B-B-A 6,000 HP freight diesel locomotives.

July 31, 1953 "WAWA" Tower removed from service.

July 14, 1958 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 8, 1963 PSIC places first 6 of 38 Budd "Silverliner" MU cars in revenue service on two PRR Philadelphia suburban lines; 2-car train leaves Manayunk at 8:26 AM, and 4-car train leaves Chestnut Hill at 8:10; ceremony held on arrival at Suburban Station; cars are financed by PSIC and leased to PRR for 25 years; later designated "Silverliner II's" by SEPTA; at first, they operate only within the city limits on the Chestnut Hill, Manayunk and Torresdale lines; the cars are designed to specifications written by E. L. Tennyson, the City Transit Engineer, but with 2-2 seating, transit couplers and dynamic brakes demanded by the PRR.

July 7, 1968 Last run of No. 548, Broadway Limited connection, between Baltimore and Washington.

July 1, 1973 Penn Central has 6,257 miles of line under slow orders

July 23, 1978 Amtrak operates test train Pittsburgh-Altoona using two PennDOT ex-Reading RDC's.

A Trip to Port Jefferson and Bridgeport and Back, using Trains, Taxi and Ferry

By Stephen B. Ferrell

It was a dreary morning when I drove at 7am to Paoli Train Station. Rain was falling in fine drops. Arriving about a half an hour before our Amtrak #600 train, I found ample parking spaces in front of the station building. I took the elevator up to the overpass and down the other elevator to the new high-level middle platform (the platform for both eastbound and westbound trains).

I couldn't find any seats that weren't wet, so I went upstairs and sat in the overpass area seats. Soon, fellow rider, Tom Fluck arrived and we went back down to wait for our train. Jim Donohue texted that he was in the first car and that the conductor had told him the Quiet Car rule was being enforced. Most people who know me also are aware that I have a tough time being quiet. Jim had boarded this train in Lancaster, PA and joined Jim Cleveland who had boarded at the Middletown, PA train station.

Our train arrived a little early and we boarded the first or quiet car which was behind the ACS-64 "Sprinter" Locomotive. We found the Jim Donohue and Jim Cleveland in the front of the car and the train departed Paoli. As we traveled to Philly, we noticed that the drizzle had totally stopped, but it was still very cloudy and dark outside. Twenty minutes later we arrived at Philadelphia's 30th Street station. We had about a half-hour before our New York bound train; and we had time to purchase and eat a light breakfast sandwich. Ten-minutes before departure, our Northeast Corridor Amtrak Train #172 was announced for boarding and we went downstairs to the platform to await its arrival.

Within five-minutes our train rumbled into the station and we boarded the second car so we could converse. John Kilbride boarded at Princeton Junction and met us in the second coach. He provided us with a handout created from Amtrak/LIRR/Metro-North employee resources of the station listings for today's route. At 10:44am, we pulled into New York's Penn Station. Coming up to concourse level, we were met by medical staffers inquiring as to where we were traveling from. New York had at the time of our trip strict travel restrictions for anyone not arriving from Pennsylvania, New Jersey or Connecticut. We only had a half-hour to switch to our Long Island Railroad train (this train was an express to Ronkonkoma and we would switch to the Port Jefferson train at Hicksville, about 40 minutes into the two-hour trip). We purchased our tickets from the vending machines and ten minutes before our scheduled 11:14am departure we were permitted to go down the stairs to Track 18 and board our electric, third-rail powered Multiple-Unit train.



The "Ride With Me Steve" crew arrives at Penn Station.



Making our way to the Long Island RR departure.

Soon we were rumbling through the East River tunnel, emerging in Queens to a partially clearing sky. We went past Sunnyside yards on the left and John pointed out where the Amtrak line (formerly New Haven Railroad) to Hell Gate Bridge diverted. This would be the route we'd use for our return later in the day. We stopped at Woodside and went past where the Port Washington branch departed the Long Island Railroad main line. We then stopped at Jamaica where many riders transfer to other routes. Ridership very light throughout the trip due to the Coronavirus.

Departing Jamaica, we stopped at the employee-only Hillside Facility station, then Mineola, observing the on-going construction work alongside that would result in a third track on the line when completed. Departing Mineola, John pointed out where the branch line to Oyster Bay diverted. At Hicksville, we walked across the platform to a diesel hauled bi-level consist for the remainder of the trip to Port Jefferson, settling in the head car on the top level.

Departing Hicksville, we diverted left from the LIRR Main Line and proceeded to our final stop. Before leaving Hicksville town limits, John Kilbride pointed out the replica of the historic "John Bull" steam locomotive, located in a nice park to the left. The full-sized non-operating replica was dedicated in 2008 and built by Chamber of Commerce President: James Pavone.

We made many stops along the way and only seemed to get up to about 35mph at any time. It seemed like a pretty severe grade and the locomotive sounded like it was working hard. For most of the trip there were numerous grade crossings and resulting whistle sounds. We really were in the sticks now, and the area was remarkably undeveloped! About 15 minutes prior to our final stop, we started on a slight-down grade. Arriving at Port Jefferson on time and under sunny skies, we had 15 minutes to make the 1.3 -mile lap down a hill from the train station to the ferry terminal.

We rushed to the parking lot to hail a cab. The ride down to the Ferry took only five minutes. I had pre-purchased ferry tickets so upon arriving at the terminal we immediately boarded the "Grand Republic". This was a large vessel: 300 feet long and 52 feet wide. Placed into service in 2003, this ship can accommodate 120 vehicles and 1000 passengers! We immediately went to the top deck to view our departure.

We departed on time and navigated our way through the beautiful harbor. Hoping for fall foliage, we found that it had yet to come to this area and it was already late October! The channel for departing the harbor was very narrow and the ferry captain had to "thread the needle" on the way out. The water was calm for the entire one-hour fifteen-minute trip. The Long Island sound can get quite rough during stormy days!

After departing the harbor, we went down to the enclosed passenger deck and into the forward lounge featuring large picture windows for great views and refreshments. We enjoyed mixed drinks or beer (some had sodas) and soft pretzels. I also had a hot dog. The food was quite unremarkable. Our soft pretzels were while warm, not really fresh and had no salt on it), but the drinks (especially my beers) were great!



Arriving at Port Jefferson.



Tom Fluck viewing the ferry departure.



Entering the Long Island Sound out of Port Jefferson

Prior to our Connecticut arrival, I went up to the top deck to photograph our approach to Bridgeport. Soon Tom joined me and he asked the captain above us on the bridge what kind of engines the ship had and the captain replied that it had two large turbo-charged EMD (Electro-Motive) engines totaling 6000 horsepower, similar to locomotive engines. Shortly, we followed the buoys into the Pequonnock River and continued to the ferry dock located about a mile up the river. After docking and departing the ferry, we watched the loading of cars for the return trip to Long Island. We then walked across the ferry loading and parking lots to the elevated train station.

We now had an hour and forty-five minutes wait for our westward Amtrak Northeast Corridor train #137 train, so we slowly ambled along the quarter mile walk along the waterfront to the train station. Bridgeport has a very nice, new and clean station with very long platforms to accommodate the very long consists of the Metro-North commuter trains. This day, during the pandemic, all Metro North consists appeared to be only eight cars long. We spent the time train watching. An Amtrak train headed north, having started its trip in Newport News; later an Acela heading south (but not stopping at Bridgeport) separated by about six Metro-North commuter trains.

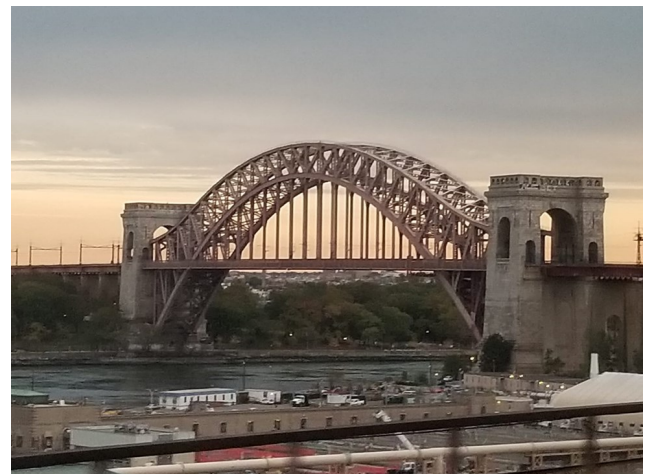
At 4:28pm, our Amtrak train arrived from Boston on time. We boarded and slumped into our seats, again practicing “social-distancing” during this pandemic. Several riders went back to the café car for drinks and snacks. Tom got a hummus dip and a very tasty looking and large chocolate chip cookie. Jim Cleveland really enjoyed his cheeseburger, my favorite item from the Amtrak Cafe car that I’d nicknamed an “Am-burger”!

We never got above 78 mph according to my cell phone speed checker software on the way down to New York and still seemed to remain on schedule. The schedule is padded for Amtrak#137 as it arrives in New York during the evening rush hour and normally has to compete with other Long Island Railroad trains into the East River tunnels and the limited station tracks. We arrived in New York ahead of time and were told that it was a 45-minute stop!!! Here John departed for his New Jersey Transit train to Princeton Junction.

Leaving Penn Station in New York, we emerged from the Hudson River Tunnel (also known as the “North River Tunnels”) and rumbled through the meadowlands area and Secaucus Junction. It was now dark outside. We stopped at Newark, Newark International Airport, Metro Park and then ran express to Trenton. From Newark Airport to Trenton we operated at the usual 110 mph or higher Northeast Corridor speeds. During this segment, Jim Donohue went back to the café car for a drink and a snack and got me a soda and one of those chocolate chip cookies that Tom enjoyed earlier on this train. It was heavenly. Tom said that the Amtrak café car attendant said they get them from an Amtrak - approved vendor.



Awaiting the Amtrak Northeast Corridor train at Bridgeport



Viewing the Hell Gate Bridge from Amtrak # 137

Departing Trenton, we went express to Philadelphia. Jim Cleveland and Jim Donohue had a tight transfer (for Amtrak) at 30th Street. While this was a healthy 21-minute transfer period, Amtrak would not sell tickets with this narrower transfer period and they had to purchase tickets separately. We arrived at Philadelphia 30th Street about 4 minutes early, so they had a more relaxed 25 minutes until their train (Amtrak Keystone #655) departed. Ten minutes before their departure they were allowed to board their waiting train, so they left the group and bid so-long to Tom and myself.

Tom and I were catching a later SEPTA (Southeast Pennsylvania Transit Authority) Paoli bound train, so we went up to the upper level commuter platforms to wait. Our last train of the day arrived four -minutes late, but we arrived at Paoli a few minutes early! At 9:40pm, Tom and I bid good-bye and went to our cars and drove to our homes. I arrived home at 10pm and within a short time was fast asleep, sleeping until late the next morning!

The author wishes to thank: John Kilbride and Jim Donohue for their assistance in editing this article and contributing photographs.

Reading Blueliners: Reading's answer to the Pennsy's MP54

By Steve Ferrell

I began writing this article as a comparison between the Pennsylvania Railroad's MP54 and the Reading's similar unit (first called a Greenliner and later called a Blueliner). I later came to the realization that the PRR units were designed and built between 1908 and 1939, while the Reading units were designed and built between 1928 and 1933. So, there is a two-decade difference in initial engineering and technology, which is a big leap.

The Reading Railroad began their electrification process of their Philadelphia area commuter lines in the late 1928, with MU units entering service in 1931 through 1933. The great depression slowed down the implementation of the electrification project for a few years. Reading Railroad's longer distance train lines remained steam powered, unlike the Pennsylvania Railroad's electrification of the Keystone line and the Northeast corridor. The PRR was required to have electrification on the Northeast Corridor in order to operate into Penn Station in New York, where steam operations in the Hudson Tunnels and the underground station platforms were not allowed.

Reading and PRR MU units (Multiple Units) had some similarities. Both units did rock and roll and growl and rumble a lot but both had comfortable seating compared with today's molded plastic seats. The difference was in their maintenance; Reading maintained and cleaned their commuter cars better than the Pennsy throughout the years. This issue was expressed by many older railfans that I questioned about the two MU cars, but it may be a matter of opinion and perhaps not a fact.

The cars of a consist were linked with a common bus connector, allowing only one pantograph to be needed for a train to operate. In operation, only two cars were needed to raise their pantographs to touch the catenary on up to seven car consists. For up to twelve car trains, four pantographs would be raised. Pantographs usually faced toward the Reading Terminal in Philadelphia. An interesting note is that the doors to the passenger compartment had magnetic door closers, thus helping save on heating costs. Basic servicing of the MU fleet was done at the Wayne Junction yards and shops, which were built specifically to maintain and store the MU car fleet. Major servicing was done at the Reading Shops.



Reading Company Electric MU Car coming into
Woodbourne, PA Station

Photo courtesy of the Archives of the Railroad
Museum of Pennsylvania Shuman Negatives

Reading Blueliners: Reading's answer to the Pennsy's MP54 (continued)

The Reading Commuters MU consists greatly decreased the time for commuting as they could accelerate quicker than the steam locomotives previously used on these lines – especially the Reading units which had better acceleration. The Reading MUs normally operated at 70 mph maximum speed, but could attain 75-80 mph!

One hundred MU units were built by Bethlehem Steel (Harlan and Hollingsworth) starting in 1931. Eight were built by American Car and Foundry in 1949. These MU Units were more powerful and heavier than the Bethlehem Steel units. They also had faster acceleration, using four traction motors per car rather than the two on the former coaches. Unfortunately, the ACF cars used PCBs in their transformers as a coolant and therefore were retired earlier than the other cars.

Between 1963 and 1965, the Reading Company completely rebuilt 38 of the cars and changed the paint scheme to a blue and white livery. They were now nicknamed “Blueliners”. Cars not rebuilt and still in use continued with their green paint scheme. At the time of the rebuilding project, ten cars received air-conditioning. Unfortunately, I never rode on one of those units.

I was fortunate enough to ride on the “Farewell to the Blue Liners tour” during the summer of 1990, with my son. It was an all-day event that covered several lines and originated from 30th Street. Alas, my memories escape me on the details but I remember heading out on the old line and old viaduct to Manayunk for a photo run-by. We also used the newly opened airport line and had a fairly long stop at the Philly airport. The units we rode had a fairly nice ride (probably due to the rebuilding in the early 1960's), but were very hot (not air conditioned) and because of that not very comfortable. I believe we were able to travel on some rare mileage around 30th Street Station (an escape line used in case power was down on the main line). I also remember we had a lunch stop at the airport. Both my son and I were tired after the nearly 6-hour day on the rails.



Electric MU two-car consist at Markley Street in Norristown. Oddly both cars have their pantographs up. Photo Courtesy of the Archives of the Railroad Museum of Pennsylvania Shuman Negatives



Budd Company employee picnic outing at Forest Hill Park. Detraining from a Reading MU coach (not built by Budd). Photo courtesy of the Archives of the Railroad Museum of Pennsylvania,

The Railroad Museum of Pennsylvania has a nice cosmetically restored (inside and out) example of the Reading Commuter Coach, the Reading 800 MU car. Our Lancaster Dispatcher editor, Jim Donohue, regularly interprets this car while volunteering at the museum.

Our model was built in 1931 by the Bethlehem Steel Plant in Wilmington, Delaware and was retired almost fifty years later in 1980. It was never modernized internally with air conditioning and the bathrooms were of the old style that vented onto the tracks! Many of these style bathrooms had signs admonishing users not to flush while the train was at

Reading Blueliners: Reading's answer to the Pennsy's MP54 (continued)

the station. One can imagine the problems that would cause.



Two views of the Reading 800 (Green Liner) cosmetically restored at the Railroad Museum of Pennsylvania – Photo by Author

Statistics

Top speed: 70 mph (said to reach 80 mph! Faster than PRR's MP54 by 15mph.)

Axle Arrangement: B-2

Capacity in normal all passenger configuration: 86 passengers

Voltage: 11,000 volts, AC

Length: 72 feet, 12 inches. Width: 10 feet 2 ½ Inches. Weight: 126,750 pounds.

Traction motors were built by either General Electric or Westinghouse.

References:

Wes Coates, Electric Trains to Reading Terminal. Railroad Avenue Enterprises, 1990

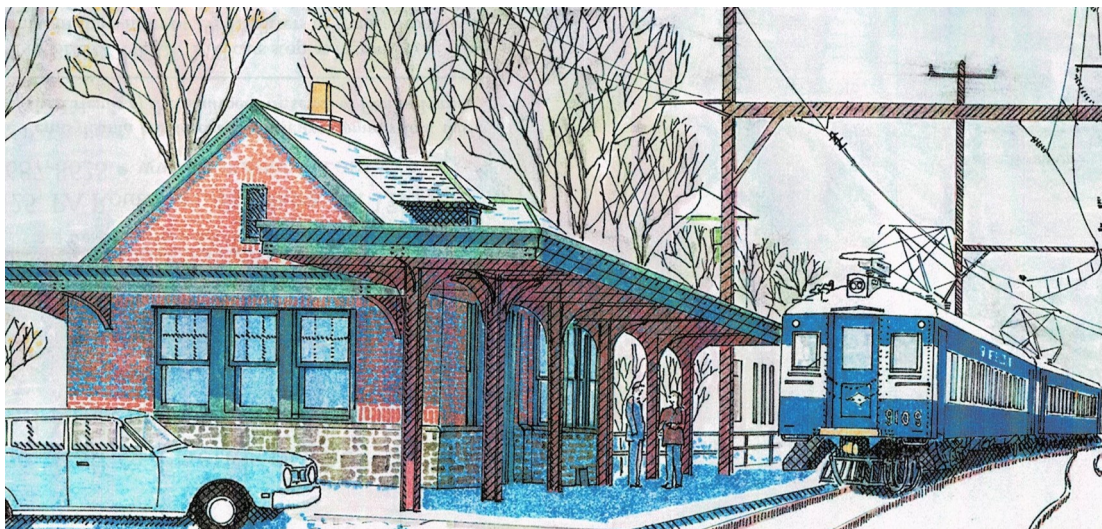
Bert Pennypacker, Reading Company in Color, volume two. Morning Sun Books, 2002

Jeremy F. Plant, Reading Company in Color. Morning Sun Books, 1998

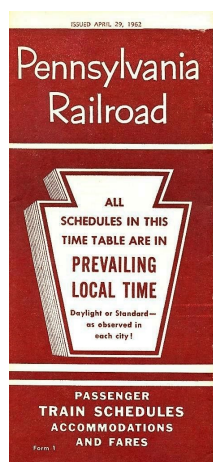
Railroad Museum of Pennsylvania Website: Information on Collection, Reading 800 MU Car.

Railroad Museum of Pennsylvania Archives Collection, Shuman and Budd Negatives Collection

Wikipedia Article, Reading Railroad Electric MU Cars



Drawing by Jim Rose, Board Member, Friends of the railroad Museum. Used with permission.



Time Table 7-22 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

The Railroad Museum of Pennsylvania will be open
Wednesday thru Saturday from 10:00 a.m. to 4:00 p.m.,
and Sundays from 12:00 p.m. to 4:00.



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



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnrr-passenger.com
610-562-2102

Excursions to Jim Thorpe on Saturdays and Sundays in
July August and September.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Ice Cream Specials:
June 23rd / 24th



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-8123

<https://stewartstownrailroadco.com>

"Princess Express Trains" July 9th and 10th



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 July and August



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Daily Trains Wednesdays thru
Sundays in July and August



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerailroad.com
610-367-0200
Operating weekends in July and
August



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



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating on Saturdays and Sun-
days in July and August



The Reading Railroad Heritage
Museum
500 S. Third Street,
Hamburg, PA 19526
<http://www.readingrailroad.org/>
610-562-5513
Saturdays 10 AM - 4 PM,
Sundays Noon - 4pm

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES



Reading Days at the Railroad Museum of PA, Strasburg, PA June 29th thru July 3rd & July 6th thru July 9th
July 18, 2022 7:30 PM Chapter Membership Meeting Christiana Freight Station, Christiana, PA
August Chapter Membership Meeting / Strasburg Railroad Ride: Date to be determined

ATTENTION MEMBERS: All unpaid dues must be submitted by July 30th, 2022 to remain a Chapter member.

CHAPTER MEETING MINUTES

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, June 20th 2022. Twenty-five were in attendance.

Harold Shaak called the meeting to order at 7:30 pm and led those assembled in the Pledge of Allegiance.

TREASURES REPORT:

The Treasurer Richard Rutledge gave the treasurers report for the month of May 2022. Jim Donohue made a motion to accept the May report and Steve Ferrell seconded the motion. Also, Jim Steve Himsple made a motion to accept the April report and Jim Donohue seconded the motion. Both motions carried.

BANQUET UPDATE:

November was to be the annual Chapter Banquet at a new location in Strasburg PA, however no dates were available. Another venue will be explored. Stay tuned!

OTHER:

- Steve Himsple announced that the vote to approve the proposed by-law changes will be at a later meeting (July?) in order to allow further discussion all interested to respond.
- The July meeting will be Monday, July 18th at the Christiana Freight Station.
- Saturday, September 10th is an event for the Christiana Historical and the surrounding neighborhood. The Chapter usually supports such efforts, watch for further information.
- Cindy Kendig set the date for our annual picnic: Sunday, September 18th 3:00pm.
- Tom Steckler, our national rep gave a summary of the advisory comity at this years national meeting.

DONATIONS:

- Randy Lennon donated 1RR DVD, 1RR poster, 3 framed prints, 1RR lock, 7RR calendars, 1RR printing stamp, 1RR print and 3 NRHS bulletins.
- Dean Reonieri donated 9 RR books.
- Richard Rutledge donated a combination TV-VCR-DVD Television set and one book.
- Fred Schneider donated 122 RR books, 2 RR maps and one PRR lantern with a red globe.
- Finally, a vintage illuminated lunch room clock (17" square) with a reverse painted glass (Nothing does it like 7-Up) and oak frame was donated by Tom Fluck.

Tonight's program was presented by member Doug Henry and the topic was an up-date of the various projects at the Rail Road Museum of Pennsylvania.

The group enjoyed fresh brewed coffee and snacks as an open discussion of Railroad topics.

The meeting broke up as members dissipated.

Respectfully submitted by Tom Fluck, Secretary

WE DID IT!!

You all helped us reach our matching donation challenge of \$50,000! With a grand total donation of \$100,512.33!

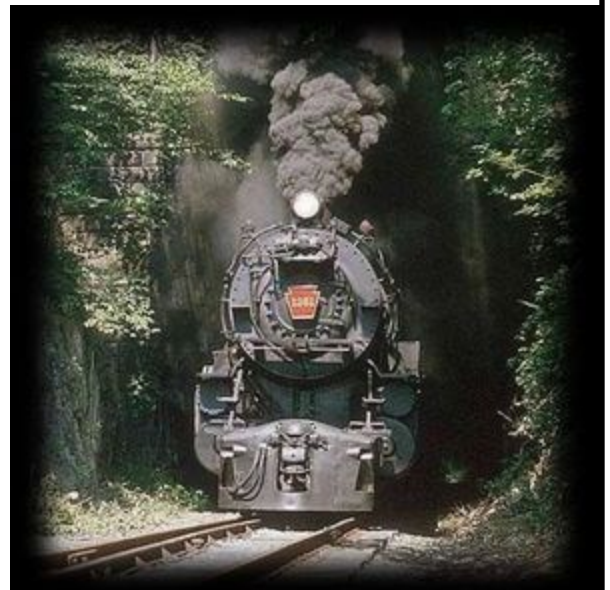
On behalf of the Board of Directors PRR T&HS, I want to personally thank all of you who gave to this great cause:
"Come on baby light my fire" #1361 Firebox replacement.

Your contributions will go directly to the project that is already in process. We are well on our way to seeing a fantastic part of our Pennsylvania Railroad heritage come back to life.

Sincerely,

Steve Staffieri
National President PRR T&HS (retired)

Dave Evans
National President PRR T&HS (current)



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CHAPTER MEMBERSHIP MEETING

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

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

JULY 18, 2022 - MONDAY, 7:30 PM - CHRISTIANA

FREIGHT STATION STARTING AT 7:30 PM

AUGUST MEETING / STRASBURG RR RIDE TBA

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

CHRISTIANA, PA 17509-1416

PHONE: 717-917-5137

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