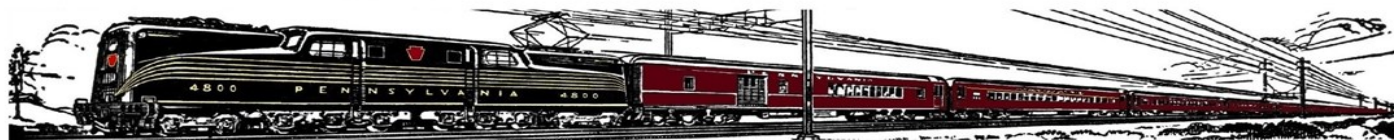


LANCASTER DISPATCHER

1935-2022

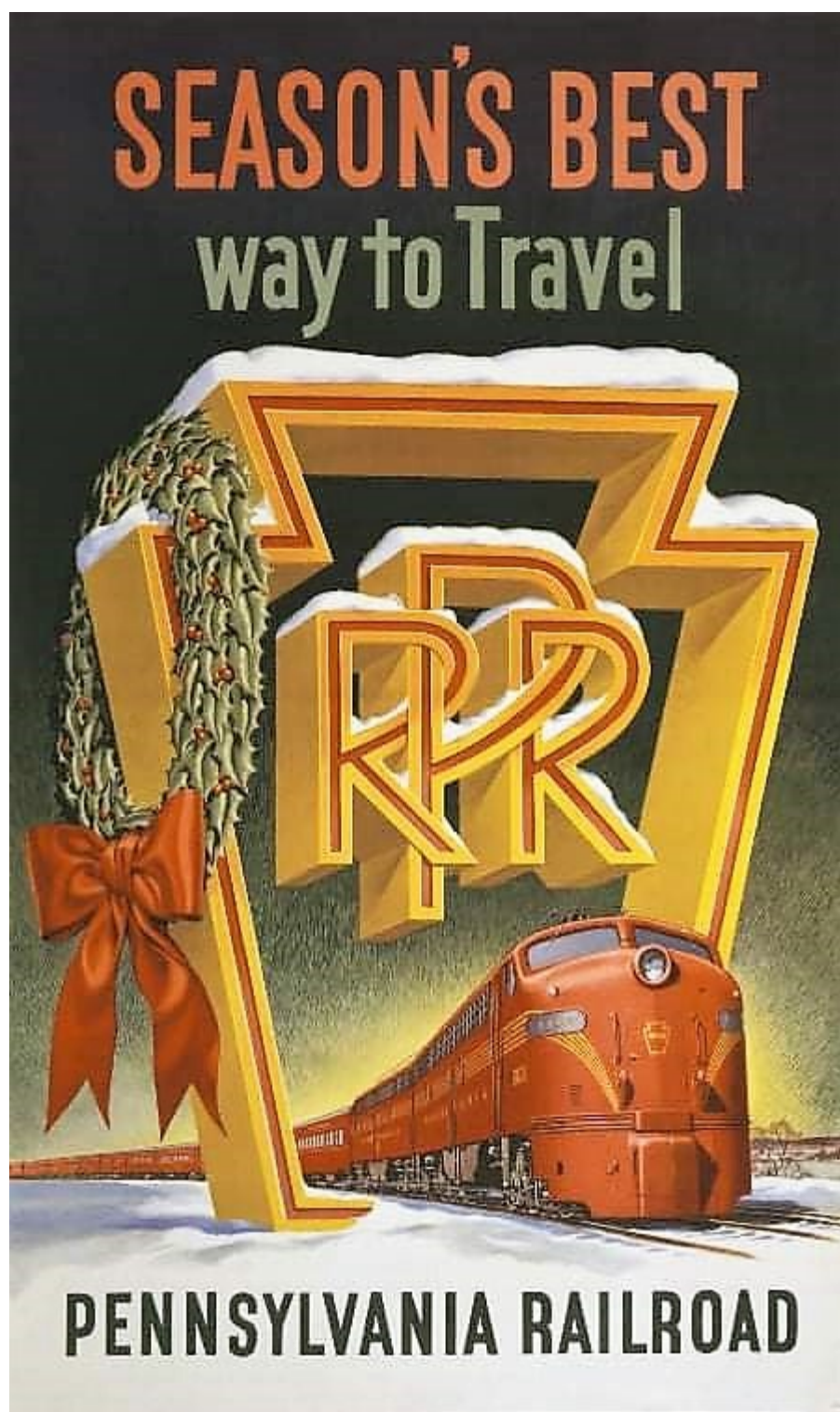


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 55 NUMBER 12

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DECEMBER 2022





Railway News Flash

By Steve Ferrell

Gathered from press releases and
revised for this publication

November 4th – Federal prosecutors accused a former SEPTA Manager of steering contracts worth millions to a company that showered him with bribes. James Stevens, ex-SEPTA director of video evidence was indicted for routinely extorting payoffs from Robert Welsh, former COO of Spector Logistics.

On November 10th, SEPTA celebrated a century of elevation as the Frankford section of the Market-Frankford Line opened for service on November 5th, 1922.

For World Series fans, SEPTA offered extra service and free rides on the Broad Street Subway line with a free transfer to the Market-Frankford line and City Trolley Routes at the 15th Street/City Hall Station.

Amtrak announced that it will be entering into the procurement phase in 2023 to select a contractor for construction of a new Connecticut River Bridge. The replacement bridge will give travelers better reliability and decreased delays. Construction is expected to start in 2024.

Amtrak plans for Siemen to start producing car shells for Amtrak's new InterCity Trainsets next spring. The \$7.3 billion deal includes at least 83 and as many as 213 dual-power diesel and electric AC catenary powered trainsets. Officials from Louisiana, Mississippi, Texas and Alabama held a meeting to discuss funding efforts to launch I-20 Corridor Passenger Rail Service. This includes a proposal for an Amtrak route linking Atlanta and Dallas-Ft. Worth by splitting the Crescent at Meridian, Mississippi.

Cass Scenic Railroad has scheduled rare steam winter excursions this year for weekends of December 2-4 and 9-11.

The National Transportation Safety board stated that the two construction workers killed by a westbound PATCO (Port Authority Trans Hudson) train on the Ben Franklin Bridge before it was scheduled to close for maintenance.

Strasburg Railroad's steam locomotive number 475 collided with a tracked excavator or a "track hoe" parked on a spur at 1123am on Wednesday, November 2nd. Damaged were the smokebox front and door, headlight, as well as the bucket, piston and hydraulic hoses on the "track hoe". The shop crew at Strasburg Rail Road had the locomotive back in service within a week! The repair was completed in 96 hours.

The Federal Railroad Administration (FRA) has launched a website for comments on restoring long-distance Amtrak routes formerly discontinued due to budget reductions. Additionally, the FRA is taking comments about increasing service on their two current tri-weekly routes: The Cardinal and the Sunset Limited.

The Washington, D.C. Metrorail began service on their Silver Line extension on November 15th. This includes long-delayed service to Dulles Airport in time for the Thanksgiving holidays. The 11 ½ mile extension is four years behind schedule.

Railroad Stations will be the topic of five stamps to be issued by the post office next year. Stations included in the offering are: Cincinnati Union Terminal, Point of Rocks in Maryland, Main Street Station in Richmond, VA, Santa Fe Station in San Bernardino, CA and the old Reading Station in Tamaqua, PA.



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

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

December 24, 1913 PRR contracts with Philadelphia Electric Company to supply electricity for Paoli electrification.

In 1918 USRA begins routing emergency freight through Penn Station at night ; continues occasionally after war to relieve car floats.

In 1923 PRR has 12,895 African American employees, up substantially since 1917; about half are part of wartime "Great Migration" from deep South.

December 2, 1928 Electric local service begins between Philadelphia and West Chester via Media; gas-electric cars assigned to all but one train operating between electrified zone at Wawa and Perryville, Md.

December 15, 1933 Main waiting room and concourse at 30th Street Station opens but still only two tracks on lower level used by 41 trains; Main Concourse is 295 x 134 and 97 feet high with 10 art deco chandeliers each 18 feet tall; the temporary facility in the northwest corner of the building is closed, and the east portico entrance opens.

In 1938 as part of the electrification of the low grade freight lines, new interlockings installed at "THORN," "PARK" at Parkesburg, and "COLA"; "THORN" at Thorndale controls the line from "DALE" to Coatesville, including "DALE," "GLEN," "DOWNS," and "CALN" Interlockings; "COLA" at Columbia operates remote interlockings at "SHOCKS," "LAKE," "MANOR," "PORT," and "CRESWELL"; one track of the Columbia Branch between Columbia and Shocks Mille is removed and one retained to serve industries; the parallel A&S Branch is electrified and signaled for both directions; Thorndale Yard is rearranged with two electrified freight running tracks.

December 24, 1943 Record of 178,892 passengers carried on a single day on the New York—Washington line; new daily record for ticket sales at Penn Station, surpassing previous record of FDR's second inaugural in 1937.

December 31, 1948 PRR and other railroads buy The Pullman Company through proportional shareholdings; Pullman remains as operator of sleeping and parlor car, which are divided among the railroads and leased back to Pullman; PRR acquires 465 cars.

December 11, 1953 Board approves the retirement of the Thorndale coal dock.

December 31, 1953 Philadelphia & Western Street Railway Company (Norristown/Strafford High-Speed Line) merged into the Philadelphia Suburban Transportation Company ("Red Arrow Lines"), uniting most of the transit lines in Philadelphia's western suburbs south of the Schuylkill River.

In 1958 a recession causes PRR freight traffic to fall by 18% from 1957; passenger traffic by 14%, gross revenue by 14%; railroad net income falls from \$19 million in 1957 to \$3.5 million; total net income from \$29.4 million to \$11.8 million; recession in steel industry impacts PRR more severely than other railroads.

December 31, 1958 Number of PRR employees hits 78,958, lowest since 1900.

December 17, 1963 ICC authorizes the PRR to discontinue the one-car "ghost train" No. 635 between Philadelphia and Harrisburg.

December 19, 1968 SEPTA Board votes to dissociate from the Philadelphia-Harrisburg high speed rail project as there is no money to upgrade the roadbed and no ability to get federal funds for 55 "Silverliners" for suburban service.

December 20, 1968 U.S. DOT and Penn Central announce that "Metroliner" service will begin Jan. 16, 1969, with one six-car train on 2:59 schedule, 36 minutes faster than best current schedule.

A (Railroader's) Christmas Story

By John Morton in the Facebook Group: **IF YOU WORK(ED) ON THE RAILROAD (railfans welcome)**

This is a bit long and it is a true story. It's good to share around this time of year. This happened probably 12 years ago. Aren't railroaders great?

"Got a good reality check today."

Everyone has a bad day once in a while, you know, those days where you couldn't care less about any and everything, catch a good case of the blues, and end up feeling really sorry for yourself? Had one of those yesterday, and it looked like a repeat for today.

The yard is jammed to the gills with cars, no place to switch them to, more work than we could ever get done, knee deep in gators...that along with some personal issues keeping me down in the dumps, having a real good pity party for myself....

There is a young man, 16 now, who shows up just about every day if it isn't raining...he sits across from our yard entrance watching the action on the old SP (Southern Pacific Railroad) line, and watching us switch.

The thing is, he sits in a wheelchair.

His dad brings him up there in the afternoon, around noonish, and they sit, him in his chair, Dad in the van he has, watching, taking the occasional photo, waving at the crews as they go by.

I have never really talked to either one of them, other than giving them a few cans of water during a scorching summer day, and sneaking a gimmie cap out to the kid once...didn't really know his story, other than he shows up all the time, and a few of the other regular fans seem to enjoy sitting with him.

Well, we were sitting there on the lead, blocked by another inbound, while we were trying to go grab another switch cut from the receiving yard...just piddling away time really, when I noticed the van drive up. Dad unloads the kid; they have one of those hydraulic lifts in the side door. He gets the boy all covered up with a blanket, and they are taking in all the sights.

The boy keeps looking over at us, we are literally just across the street from them, when I get one of those ideas that usually end up with me having to try to explain to someone higher up why and what I was thinking and doing.

I talk with my helper a minute, and he thinks it is a great idea also, so we get down, trot across the street, and ask the kid if he wants to see the locomotive up close....Don't think I would have gotten a better response if I had given him the lottery numbers for tonight!

We roll him across the street, Dad grabs the handles, and my helper and I get the wheels, and we carry the chair over the ballast (gravel pile that the tracks sit on) to the side of our motor (another term for locomotive).

This young man is just ecstatic, starts asking a million questions, we are kinda tickled too...so my helper and engineer begin to answer his questions, when they can get a word in edgewise.

I was busy watching Dad...the look on his face was worth any trouble we might get into...I lead him away from the locomotive, far enough where normal conversation can be had lower than at a shout.

I ask a few questions of my own, and it turns out the kid was riding his brand new bike on his 12th birthday when a drunk driver clipped him...destroyed the spinal cord in his lower back; he is paralyzed from the waist down.

His Dad is beginning to cry a little now, seems the boy wanted to grow up and be an engineer, has always been a train nut, since childhood...Dad swears the kid can hear the trains miles away, you get the idea.

Dad and son have a model railroad and do the railfan bit together every chance they get.

Dad had tried to buy tickets for the UP 844, but just couldn't afford to get the tickets or the time to drive out to where it was. (UP 844 is a Union Pacific Railroad steam locomotive numbered 844. It was saved from the scrapper and has been returned to service for railfan excursion service. Depending on the length of the trip and the coaches involved, tickets usually exceed \$100 and can run to over \$1000.)

He is really getting carried away thanking me for letting his son this close to a real locomotive, when my engineer, Booger, comes around the end of the motor, and points over to the dirt access road.

A (Railroader's) Christmas Story (continued)

Great, our daylight trainmaster is standing there, looking at me with that look which usually means I have to think faster than I normally do.

So I wander over, he gives me the third degree, then the speech about liability, injury, getting sued, blah blah blah...the whole time, I am thinking what a Scrooge he is, all the kid is doing is asking questions, and touching the lower hand rail and steps....

Suddenly, I realize the trainmaster has quit talking, maybe a long while ago in fact, because he is looking at me like I am supposed to be giving him either an answer to a question or a load of BS, or both.

Now, my mouth and my brain sometimes run at different speeds, the mouth is usually faster of the two, and I usually regret that...today has been a crap day, my feet hurt, it's really cold outside....

Before I even thought it through, I just looked at him and said" Dude, what a scrooge you are, that kid will never get a chance like this again, ever...all he wants to do is look and ask questions...he should be glad he isn't one of your kids..."...

I didn't wait for a reply, but just went back to Dad, walked him over to the kid, and was about to tell them the party was over when the trainmaster came walking up to us.

I was sure I had managed to get myself and my crew pulled out of service, just sure of it...and right before Christmas to boot.

The young man, who had no idea who this guy was, or what he was going to do, stuck out his hand and introduced himself, grinning from ear to ear...the trainmaster had no real choice but to shake with the kid...he then tapped me on the arm, and motioned for me to follow him...we go about 10 or 15 feet away, when the trainmaster turned around, and had the oddest look on his face I had ever seen.

By now the inbound had cleared us up, so the noise level had dropped a lot, and I swear, the guy sounded like he was about to cry...he pointed towards the receiving yard, and said "You can get to your switch cut now....of course, you might want to run your helper down an empty track to the other end to check for brakes and see if there is a Fred (Flashing Rear End Device) on the end"

Now, this makes little sense, as the car department bleeds off these cuts, (releases the brakes) and removes the EOTs (another term for FRED) before we ever get a list on the stuff...I look at him, he nods towards the kid, then cuts his eyes up to the locomotive cab...no way...he is telling me to take the kid for a ride, just no way..."I will be downtown for a while, maybe an hour or so, if you need anything" he says, then looks at the kid again, and looks me straight in the eyes, "Be careful, Ok?"...spins around, walks over to his truck and leaves.

So when he is out of sight, I walk back, grab my engineer, clue him in and check to make sure he is good with it...he thinks it is a great idea...we ask Dad if they wouldn't mind going for a ride...I swear the kid looked like he was about to faint...Dad was a little stunned...said he didn't know how we would get the boy up there...

Booger is not the brightest light in the harbor, but he is one big son of a gun, he just reached down, grabbed the kid, flipped him over his shoulder, and walked up the steps, problem solved.

Now, I thought we would just give them a ride, but when we got into the cab, Booger had the kid in the engineers seat, explaining what the controls did...I told him let's get over there before anyone notices...he runs [the locomotive] standing up behind the kid, who is wild eyed at all of this.

We get in the track, pretty much hidden from the yard by the cut of cars, and Booger stops the motor (locomotive)....steps away from behind the kid, and tells him which handle to move, to press down on the independent (locomotive brake), move the throttle over here....and we take off, with the kid running the motor.

We have close to a 120 cars worth of running room (over a mile,) so the kid gets to run back and forth a pretty good distance...we get down and start to give him hand signals, while Booger stand behind him, telling him what to do...pretty much we screw off for a good 30 minutes, but time well spent...we run Dad back to his van, tell him to meet us at the other end of the yard, let the kid notch it out a few more times, and end up at the north end, where there is a whole lot of nothing but trees and the access road...Dad shows up with the van, we get the wheelchair off the front porch (front of the locomotive), Booger does his human bench press routine again, and we gotta get back to work before the yardmaster figures out we are doing not a whole lot...

A (Railroader's) Christmas Story (continued)

The young man looks like he is about to explode he is so happy, Dad is crying a little, my helper is suddenly real interested in the rocks around his feet, I am getting a little leaky too...the kid shakes hands all the way around, they get loaded up, and as they are pulling away, the kid yells out the window, "Thanks again, and you guys have a great Christmas"...

So we skipped beans (lunch) to make up the time, and when we tied up, I ran up to the tower to talk to the yardmaster, as I was kinda curious as to why the trainmaster did what he did...turns out that, yup, you can guess, his 8 year old son was killed by a drunk driver.

Boy, do I owe someone an apology or what...

So I am driving home, feeling more like an idiot than usual, half of me thinking what I need to say to the trainmaster next time I see him, and half of me feeling pretty good about what we did for the kid, when it hits me...this kid will never get to do the things I take for granted every day...he most likely will never see the inside of a locomotive again, never line a switch, or tie a hand brake...never get to dance with his girlfriend, go surfing or ride a horse...and our trainmaster will never get to go watch trains or build a model with his son, or show him how to run a locomotive.

It smacked me so hard I had to pull over and sit a minute, smoke a smoke and think about it all.

So you know what?

Maybe nothing in my life is really wrong after all, I mean all my kids are healthy, my wife loves me, I am all in one piece, mostly, and in comparison...

Hey, ya know what? I aint got no problems, none at all...

I don't normally preach, and I lost my soap box a long time ago, but just this once...

Do yourself, and your family a big favor this Christmas, and New Years eve...if you go out to party, and you drink...take a designated driver, or call a cab if you have even just a little more than normal...cause trust me, you really don't have any problems, none at all."

Author's Note: I got this from an acquaintance that I have communicated with on a private message board. It's not from the second cousin of my brother-in-law's grandmother. I communicated with the poster about some of the items (ride behind UP 844) and he told me that tickets had been purchased by another member of the message board. This was originally posted in January 2007 and I feel that it is not one of the internet's "urban legends." The original poster of the message knows the people involved but wanted to keep the names and railroad confidential because someone in one of the ivory offices might get wind of it and demand discipline.

UPDATE: I have communicated recently (Dec 2014) with the person that knows some of the parties involved. I found out that the location was in Texas. I also found out that the boy had entered college and had a girl friend.



Traveling to Wawa on the newly opened Media–Wawa Line
By Steve Ferrell

On August 21, 2022, SEPTA service was restored to Wawa Station with a brand-new and beautiful station on the line. Now traveling three miles past Elwyn, the line is now called the Media-Wawa Line. Prior to 1986, the line (then called the West Chester Branch) ran all the way to West Chester.

The line was built by the West Chester and Philadelphia Railroad beginning in 1853 and was completed to West Chester by 1858. In the early 1880's the Pennsylvania Railroad gained control of the line and renamed it the West Chester branch. Electrified Service on the line begun in 1928. The service on the line passed to Penn Central (with the Pennsylvania Railroad – New York Central Merger) in 1968 and then to Conrail in 1976. SEPTA took over operations in 1983. SEPTA closed the portion of the line west of Elwyn in 1986 due to dwindling ridership and maintenance concerns. SEPTA officially closed the line in 1991. Much of the line after Elwyn was vandalized and Hurricane Agnes did much damage to the railbed and tracks. Currently the West Chester Railroad (a weekend tourist railroad) operates with diesel locomotives on a portion of the line between Glenn Mills to West Chester. The city of West Chester would love to see service reestablished to that town, but officials at SEPTA are resisting their overtures in this matter.

My "Ride with me Steve" rail riding group wanted to ride to the end of the line to the new station at Wawa. Six riders from Thorndale were on the Push-Pull consist as it rolled into Exton Station, where my wife and I boarded. Another rider boarded in Paoli and after Bryn-Mawr we expressed to center city, arriving at 30th street right on time. At 30th Street, we met five more riders coming together from various SEPTA stations.

After a twenty-minute break, we all went up to the platform track six on the upper-level SEPTA platforms. Our Silverliner V of consist of four EMU (Electrical Multiple Unit) cars arrived five-minutes late. We boarded the first car and soon were on our way to Wawa!

After departing, we went through the tunnel that took us under the tracks at 30th street and south to University of Penn Station. After stopping there, we bordered the Northeast Corridor, then diverted southwest and onto the Media-Wawa branch.

We stopped at all stations as this was a local train. Stopping at Morton, I pointed out where the crossing guard shanty use to be located, that I observed being manually operated as a child. This was one of the last manually operated grade crossings on the Pennsylvania Railroad commuter system.

Soon we were traveling through more bucolic areas, Wallingford, Rose-Valley and then Media. This is where for many years most travelers would switch across platform to the waiting two-car shuttle (MP54's mostly) to West Chester. One of our riders who used to travel on this line said a few rush-hour trains operated from Philadelphia straight through to West Chester. After Elwyn, the line was single track with a yard after Elwyn, to Wawa .

We had twenty minutes to explore the new facility at Wawa. It is a single center-platform station with ramps down to the tunnel under the track that connect to the new stationhouse and the bus loading platform and parking garage.

The station complex had an up-down ramp to the tunnel which is under the tracks and then connects to the to the station building. The tunnels and station were bright, with historical displays depicting local Wawa rail history. There is a bus station platform at this lower level and adjacent is a large parking garage.



Traveling to Wawa on the newly opened Media–Wawa Line (continued)

Soon we departed and in 45 minutes we returned to Jefferson Station. Here, the group walked over to the Reading Terminal Market and enjoyed lunch and shopping. Members of the group chose different lunch venues: Pearl's Oyster Bar, Herschel's Deli, Dinic's Roast Port sandwiches, and the Original Turkey for turkey sandwiches. All are great places to have lunch, but I advise getting there as early as possible (we got there at 11:10am) as they have limited seating at the market and they fill up quickly. Also, the lines at each food outlet can get quite long.

Soon, it was time to catch our Thorndale train home. Some members caught their Norristown Line or West Trenton Line trains home a little before our train departed. A fun and really economic trip since most of our riders had senior passes and rode for free!



Group waiting to board the train to Wawa at 30th Street Station – Photo by Steve Harper

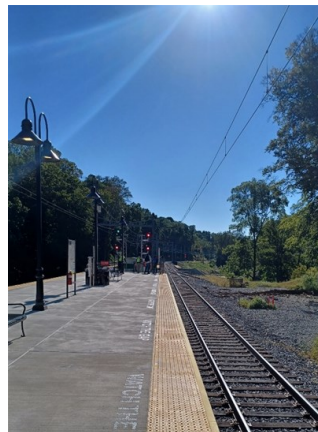
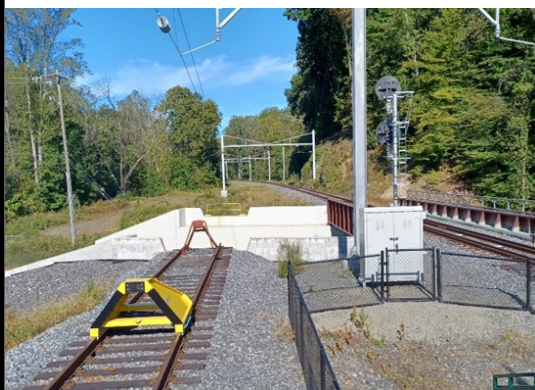


Our consist of Silverliner V Cars at the new Wawa station – Photo by Jane Ferrell



Right: From outside station building looking up at the platform- Photo by Randy Lennon

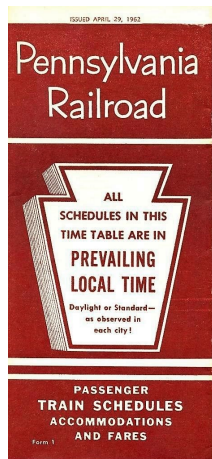
Left: Location of nearby Wawa Stores- Photo by Jane Ferrell



Above left: Looking West from Wawa Station Platform
Above, right: Looking East from Wawa Station Platform



Group talking with a SEPTA road foreman who was training engineers to qualify for the route to Wawa – Photo by Randy Lennon



Time Table 12-22 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
Santa Express Trains every weekend in
December. Regular trains Dec. 26—31.



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

Excursions to Jim Thorpe every Sunday in December.
Santa trains on Saturdays and Sundays.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Santa Express, excursions on
Thursdays-Fridays in Dec.



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

<https://stewartstownrailroadco.com>

Train Rides—December 3, 10, 11, 17



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Santa Claus Express,
December 2-3-4



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
Holiday Lights Express and Santa
Claus Trains through out most of
December



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Train Excursions Fridays, Satur-
days and Sundays thru December
18



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating daily December 9—31st



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Santa Christmas Tree Express De-
cember 10 and 11



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Regular excursion trains operating
on December 26—31.
Santa Trains run weekends thru
December 18th



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

Lancaster Chapter 2023 Dues - Renew Now

Mail to: H. L. SHAAK, JR
P O BOX 813
ADAMSTOWN PA 19501-0813

Make check payable to: LANCASTER CHAPTER NRHS

Name: _____

Family Member: _____

Address: _____

City/State/Zip: _____

E-mail address for Newsletter: _____

Phone Number: (____) _____

2023 Chapter dues \$20.00 – plus \$2.00 if you have a family member _____

Student Dues – ages 13 to 24 \$ 10.00 or Youth ages 05 – 12 \$5.00 _____

PAPER COPY OF NEWSLETTER - \$12.00 _____

Donation to Lancaster Chapter _____

Total amount of check payable to Lancaster Chapter NRHS \$ _____

LAST DATE FOR RENEWING 2023 MEMBERSHIP IS APRIL 30, 2023!!

DO NOT ADD YOUR NATIONAL DUES TO YOUR LANCASTER CHAPTER CHECK!

If you would like us to forward your National Dues, **please make a 2nd check payable to NRHS**

National Dues \$50.00 – plus \$7.00 if you have a family member _____

Student Dues – ages 13 to 24 \$ 16.00 or Youth ages 05 – 12 \$5.00 _____

Donation to National _____

Total amount of check payable to NRHS \$ _____

Questions: Contact Helen Shaak 717-484-4020 – email hshaak@dejazzd.com

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

DECEMBER 1, 2022—THURSDAY, DECORATION DAY AT THE CHRISTIANA WAREHOUSE—ALL ARE WELCOME TO HELP
DECEMBER 10, 2022 SATURDAY, "LIGHT UP CHRISTIANA" SANTA AT THE FREIGHT STATION 3 PM — PM
December 11, 2022— SUNDAY, OPEN HOUSE AT THE FREIGHT STATION 1 PM TO 5 PM, CABOOSE WILL BE OPEN.
DECEMBER 19, 2022 - MONDAY, 7:30 PM—9:00 PM - ANNUAL CHAPTER CHRISTMAS PARTY / MEETING

LANCASTER CHAPTER ANNUAL BANQUET



Members enjoying the buffet dinner at the Dutch-Way Restaurant.

The 2022 Chapter Banquet was held at the Dutch-Way Family Restaurant in Gap, PA on November 19th. Following the buffet dinner, the membership moved to the Christiana Freight House. There, our guest speaker, Ira Silverman presented an excellent slide show entitled "Ten Years Before and Ten Years After Amtrak." Ira's career included the Illinois Central (where he actually worked with three future Amtrak presidents: Reistrup, Boyd and Gunn); Amtrak, where most of his almost 20 years were spent as Manager, then Director, of Route Marketing; MARC, which is part of the Maryland MTA as Chief Transportation Officer; and following a brief return to Amtrak finished his career in planning for MARC and freight. He volunteers in the archives at the Railroad Museum of Pennsylvania.



Left, Teresa Himpsl receives her 25 year member certificate from NRHS President Tony White with Chapter President Tom Shenk.

Right, Ira Silverman presents his "Ten Years Before and After Amtrak" slide show.



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ANNUAL CHAPTER CHRISTMAS PARTY / MEETING

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

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

DECEMBER 19, 2022 - 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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PLEASE DELIVER PROMPTLY

FIRST CLASS MAIL

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CHRISTIANA, PA 17509-1416

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