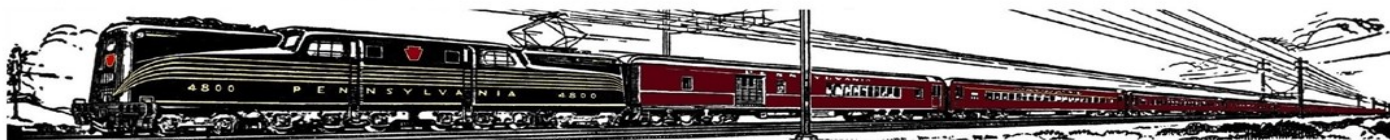


# LANCASTER DISPATCHER

1935-2024



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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NOVEMBER 2024



## All aboard!

PC Paoli local at Wayne PA on March 27, 1970.  
Photo by Fred Schneider.



## Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

Amtrak broke ground on October 24<sup>th</sup> on a new Philadelphia heavy train maintenance facility. This project will advance Amtrak's new era of rail and support modern, state-of-the-art trains. The facility will enable the maintenance of Amtrak's new Airo and Acela trains in Philadelphia. Located within the existing rail yard complex at 30<sup>th</sup> Street, the facility is planned to open in 2027.

On November 10th, Amtrak will launch the "Floridian", with service between Chicago and Miami! This train combines the route of the Capitol Limited and the Silver Star for now. The new train will have coach class seating and sleeping cars with roomettes and bedrooms. The Floridian will offer traditional food service in the dining car and a café car. Amtrak is temporarily combining the Capitol Limited and the Silver star trains due to the upcoming East River Tunnel Rehabilitation Project in New York.

Amtrak's Harrisburg Line Track Renewal Project in Pennsylvania is scheduled to conclude two weeks early on November 7<sup>th</sup> of this year. Booking channels have been updated with the new schedules set to start on November 8<sup>th</sup>, 2024. Previously mid-day trains have been busing and peak schedules were altered to accommodate the project. This was mandated under the 1973 Amtrak Improvement Act but has not been enforced.

Pennsylvania Congressmen, Chris Deluzio and Brendan Boyle introduced a bill (Rail Passenger Fairness Act) that would allow Amtrak to take freight train railroads to court for violations of its statutory right of operating preference. This is in response to lengthy delays of passenger trains outside the northeast corridor because of freight lines giving their own trains preferential dispatching.

New Jersey Transit unveiled the next member of its heritage locomotive fleet. On Saturday, October 5<sup>th</sup>, the agency posted a photo of GP40PH-2B No.4208 on social media. The locomotive was freshly painted in Conrail Blue! On Monday, October 14<sup>th</sup> a New Jersey Transit River Line (light rail) struck a downed tree at approximately 6am. The operator was killed and more than 20 passengers were injured. Busses will be substituted for trains between the Florence, NJ station and the Trenton Transit Center while the investigations and the cleanup of the accident are ongoing. The National Transportation Safety Board is investigating this accident.

The Federal Railroad Administration has announced the availability of more than one billion dollars for passenger rail projects outside the Northeast Corridor. This is under the Federal-State Partnership for Intercity Passenger Rail Program. The program addresses infrastructure needs and expands access to transportation options in underserved regions.

Metro North has launched into service the first R211s, the new subway style cars on the Staten Island Railway. These are the first new train cars on Staten Island in more than 50 years!

Northrop Grumman Company was selected by the Defense Advanced Research Projects Agency to develop concepts for both the construction and operation of a railroad connecting future inhabitants across the Earth's moon. (this is not a joke, it appeared in Trains.com).

From Dan Cupper: On October 5<sup>th</sup>, 2024, the Baldwin 2-8-2 No.16 steam locomotive lead the first East Broad Top train to operate on the 1.3 miles of the newly restored track south of the railroad's Rockhill Furnace headquarters.

North Carolina's "Tweetsie Railroad", a narrow-gauge railroad and theme park is facing a lengthy closure due to Hurricane Helene and will remain closed until late November.



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

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

November 13, 1920 ICC overrules the N.Y. Public Service Commission and grants Long Island Rail Road a 20% fare increase but excepts commuter and school fares, which account for most of LIRR tickets; LIRR commuter fares remained frozen at 1918 levels into early 1950s, leading to line's eventual collapse.

November 12, 1925 Eastbound Mercantile Express No. 6 rear-ends Washington-New York express No. 166 near Monmouth Jct.; 10 killed, 30 injured; engineer arrested for failing to heed stop signal.

November 2, 1930 All remaining outbound steam trains from Broad Street Station to northern and western points re-routed through the upper level of 30th Street Station instead of West Philadelphia Station, along with six peak-hour MU trains from Norristown, Trenton and White Marsh that will now run through the upper level of 30th Street Station to Suburban Station.

November 24, 1930 PRR begins lowering track in north tube of Hudson River Tunnel by 3 inches to install catenary; south tube and East River Tunnels already done.

November, 1935 Between 8:00 AM and 9:00 AM, 78 PRR trains enter and leave Penn Station, not counting those on the LIRR, or one every 46 seconds.

November 22, 1940 K4s No. 2665 streamlined at Juniata Shops to simplified design by Raymond Loewy for *The South Wind*; tender No. 6806 streamlined the next day; L&N also streamlines several Pacifics and FEC assigns an E3 diesel. (All three roads serve the train).

November 27, 1945 PRR places order for 10 passenger F3 A-B-B-A sets with EMD.

November 25, 1950 The "Great Thanksgiving Storm" moving up from North Carolina reaches the latitude of Harrisburg, Pa., by late afternoon; brings hurricane-force winds, record high tides and torrential rains to the New Jersey Shore, greater New York, and Eastern Pennsylvania; 18 inches of snow falls at Cleveland, and 25 foot drifts are reported near Steubenville; Central Pennsylvania experiences ice storms; Altoona loses all power from the breaking of ice-encrusted electric lines and falling tree limbs; the area between Cape May and Long Island experiences 20 hours of winds up to 108 MPH and high storm surges; 2 inches of rain falls in Manhattan before changing to snow; washouts result in the PRR suspending all New York-Atlantic City service; the storm causes \$400 million in damages and claims 273 lives in 22 states.

November 9, 1955 PRR, Norfolk & Western Railway and Rail-Trailer Company of Chicago incorporate Trailer Train Company in Delaware to own and lease an interline fleet of TOFC/COFC flat cars; Trailer Train is owned 25% by PRR and 25% by Rail-Trailer Company, with remaining shares reserved for other railroads that join.

November 25, 1955 In conformity with recent Supreme Court decisions, ICC bans racial segregation in interstate trains and buses; affects the southern legs of many through trains entering New York and Chicago over PRR on which elaborate "Jim Crow" rules had been in effect.

November 27, 1960 PRR makes no mention of the fiftieth anniversary of Penn Station; *New York Times* prints reminiscences, but does not realize that the building is already doomed.

November, 1965 PRR begins new publicity campaign orchestrated by Al Paul Lefton Company, Inc., in last-ditch effort to save The Broadway Limited, not advertised since 1963, including complimentary newspapers delivered to rooms, canapes in lounge car and sherry with dinner; at this time, the average daily passengers numbered 70; one year later, the number had fallen to 54, where it stayed until discontinuance.

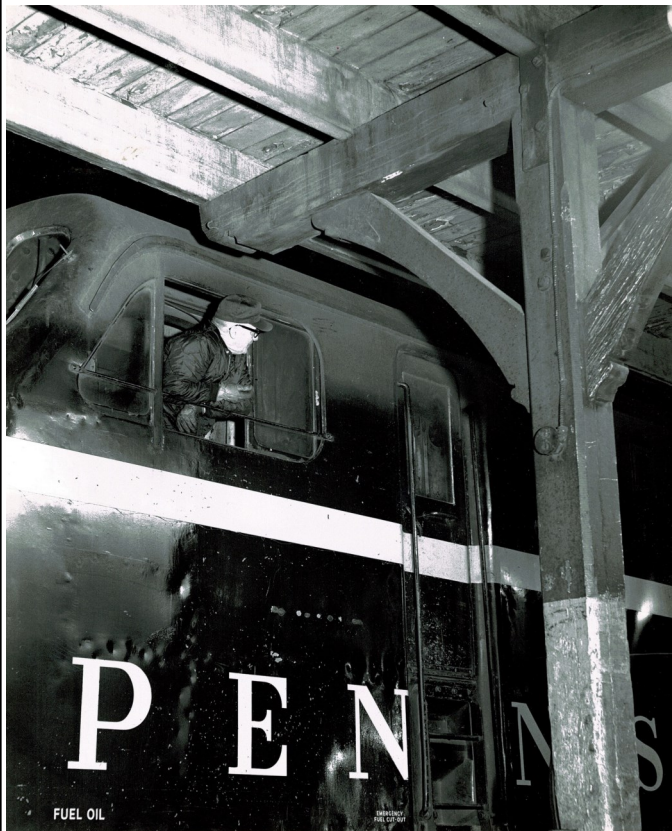
**Photography of Fred Schneider III**  
**“Working on the Railroad”**



PC Silverliner May 29, 1969



PC Train # 612 May 10, 1969



PC Fireman on the *Penn Texas* at Harrisburg .  
March 28, 1970



PC Conductor & Trainman # 612 at Harrisburg,  
waiting for departure to Philadelphia on May  
16, 1969



Photography of Fred Schneider III  
"Working on the Railroad"



Performing a brake test on The *Penn Texas* at Harrisburg on March 28, 1970.



The Lancaster Wire Train at Washington Boro on the A&S Branch on December 26, 1956. PRR 9344 GE 44T is the motive power.



Amtrak No 609 Pickup Orders at ROY Roylton 1980. Although Silverliners were used, this is listed as an Amtrak train, running the *Pennsylvanian* route.



Another view of the PRR Wire Train at Washington Boro on the Atglen & Susquehanna Branch on December 26, 1956.



## Onward to Oyster Bay Railroad Museum, a Ride with Me Steve Adventure!

By Steve Ferrell

I was getting ready to leave the Railroad Museum of Pennsylvania on my regular volunteer day when a fellow volunteer knocked on the Archives door. He introduced me to Javier Lopez, a volunteer at the Oyster Bay Railroad Museum – a place that I had been attempting to take my rail riding group (Ride with me Steve) to for years. They are only open on weekends and I could never arrange for the group to travel there during the week, when we usually do our trips. All five of the volunteers took Javier on an extensive tour at our museum and he invited us to come up on a Wednesday and see his museum as he and other volunteers would open it exclusively for us! Oyster Bay was home to President Theodore Roosevelt and he was most famous commuter on this line!

It was a humid day with threatening rainstorms as our group of twelve riders made their way on Amtrak to New York. At Moynihan Hall, we met up with our thirteenth rider and after a light breakfast boarded a Long Island Railroad train for Oyster Bay, with a transfer at Jamaica, NY.



Left: Some of the Ride with Me Steve Group on the Long Island Railroad Bi-Level coach to Oyster Bay



Right: View of Oyster Bay from the train – Both photos by John V. Smith

After a scenic trip through the Long Island suburbs, we arrived at Oyster Bay station, with a great view of the large bay to the left. During the trip, the clouds parted with a few patches of blue sky appeared. Javier and two other volunteers (Matt and Pang) met us at the station platform. We walked past the vintage former Oyster Bay Station, now a museum (we weren't able to access it) to the museum yard, where all the rolling stock is on display. Ahead we observed what was a wonderland for us rail fans.

Entering the yard (approximately 3 acres) we first were shown the cab of an Alco PA locomotive (that was at the 1964 world's fair in New York) and climbed aboard to find a beautifully restored cab with updated controls and gauges.

Then we were shown around the yard, with a nicely restored cabooses and a G5 that had the front section (smoke box) beautifully restored along with the cab.

The middle section is the next step, with operating the locomotive a realistic goal in the future.



Pang (far right) and Javier (second from right) greets Ride with me Steve riders – Photo by Randy Lennon



Long Island Caboose # 12, as rode by visitors—Photo by Jim Donohue



Randy Lennon in the cab of the Alco diesel locomotive  
Photo by John Smith



**Onward to Oyster Bay Railroad Museum, a Ride with Me Steve Adventure!**

Another highlight was the M7 (a Long Island Railroad EMU – Electric Multiple Unit) simulator that is fully operational that they had set up for our group to operate. Many folks took turns at this and no crashes occurred, partly because I didn't touch it, saving it for the next visit.

Right: The retired LIRR M7 simulator  
Far Right: John Smith in the M7 simulator

both photos by Jim Donohue



The climax of the trip was next, a ride on the turntable! Matt (an amazingly mature 17-year-old volunteer and tour guide) showed us a fully functional and beautifully maintained turntable! He then showed us a restored (with a new Cummings engine) 25-ton GE locomotive that had a restored caboose attached. Javier asked, would we like a ride on the turntable? They started and warmed up the locomotive and we boarded the caboose and rode about 50 feet onto the turntable and then did a 360 degrees jaunt that was short but a first for all of us and very exciting. After backing the consist onto the holding track we realized we were out of time and had to return to the station to catch our train back to New York. We thanked Javier, Matt and Pang profusely and we all felt a return trip was needed, as we didn't have time to see everything. We also invited all three of our guides to come visit our museum in Pennsylvania to give them in-depth tour.



Upper left: The turntable – photo by Steve Ferrell

Above: The diesel and electric simulators on the left and G5 on the right – picture by George Rowell

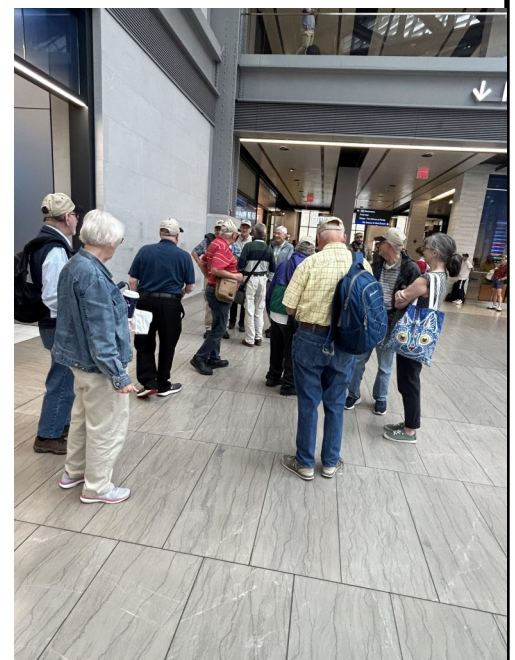
Left: The Ride with me Steve group picture with one of our guides (Matt) on the far left - Photo by Javier Lopez





## Onward to Oyster Bay Railroad Museum, a Ride with Me Steve Adventure!

Riding back to Manhattan, the group was abuzz from this magical day and the great tour. After transferring in Jamaica, we reached the Long Island Railroad Penn Center concourse and walked to Track's Raw Bar and Grill, our favorite restaurant near the Penn Station-Moynihan Hall complex. We all enjoyed great food, strong drinks and entertaining conversation. Soon, we walked to Moynihan Hall and caught our train homeward, with lots to remember from this great trip!



Upper left: The gang at Track's Raw Bar and Grill – Picture by our waitress using John Smith's camera

Above: LIRR "Little Critter" # 397. Photo by Jim Donohue

Upper right: Our return Diesel locomotive (EMD DM30AC) with five bi-level C3 coaches pulling out from the yard at Oyster Bay to the station platform – Photo by Jim Donohue

Right center: Museum welcome sign —Photo by John V. Smith

Right: Waiting at Moynihan Station—Photo by John V. Smith



**LANCASTER CHAPTER, INC., N.R.H.S.  
 ANNUAL BANQUET  
 FRIDAY EVENING, NOVEMBER 22, 2024  
 DUTCH-WAY FAMILY RESTAURANT  
 365 PA ROUTE 41, GAP, PA 17527**

**JOIN US AT DUTCH-WAY FAMILY RESTAURANT FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!**

**5:30 PM - DOORS OPEN**

**6:00 PM - DINNER SERVED**

**FOLLOWING THE DINNER, ATTENDEES WILL DRIVE THE 4-MINUTE TRIP TO THE CHRISTIANA FREIGHT STATION FOR THE EVENINGS PROGRAM.**

**7:30 PM PROGRAM: DON FISHER: "THE CREATION AND EARLY HISTORY OF THE LONG ISLAND RAILROAD"**

This year's Lancaster Chapter's Annual Banquet Speaker will be Don Fisher, President of the Railroad Museum of Long Island, located in Riverhead and Greenport, NY. A former firefighter and a school audiovisual coordinator, Don is a vibrant promoter of restoring his museum's G5 steam locomotive now mostly housed at Strasburg Railroad, with the idea of the locomotive eventually running at Strasburg.

**THE ANNUAL BANQUET COST FOR 2024 IS \$30.00 PER PERSON**

**TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING OR YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.**

**ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2024**



**NAME** \_\_\_\_\_

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**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**NO. OF SEATS** \_\_\_\_\_ **@ \$30.00 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**



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

**Make check payable to: LANCASTER CHAPTER NRHS**

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2024 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 2025 MEMBERSHIP IS APRIL 30, 2025!!**

**DO NOT ADD YOUR NATIONAL DUES TO YOUR LANCASTER CHAPTER CHECK!  
INCLUDE YOUR NATIONAL DUES NOTIFICATION LETTER FROM NATIONAL WITH  
YOUR CHECK**

If you would like us to forward your National Dues, **please make a 2<sup>nd</sup> 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](mailto:hshaak@dejazzd.com)



**"INSIDE THE BACK PAGE"  
UPCOMING LANCASTER CHAPTER ACTIVITIES**

**NOVEMBER 22, 2024 - FRIDAY, 5:30 PM ANNUAL CHAPTER BANQUET**  
DECEMBER 14TH AND 15TH, 2024 CHRISTIANA OPEN HOUSE COMMUNITY EVENT  
NO MEETING IN DECEMBER, JANUARY OR FEBRUARY. NEXT MEETING MARCH, 2025

**WEST CHESTER RAILROAD EXCURSION  
October 20th, 2024**



Left: Lancaster Chapter posing on West Chester Railroad's GP38

Right: Chapter member and West Chester RR Trainman Tom Fluck greets his riders.



**ROOF REPAIR COMPLETE!!**



**During our West Chester Railroad excursion ride, Glenn Kendig announced that the roof repair / replacement has been completed. A special thanks to all who contributed to this needed and worthy cause!**

**LANCASTER CHAPTER BOARD ELECTIONS FOR 2025**

**THE ELECTIONS WILL TAKE PLACE FOLLOWING THE NOVEMBER 22ND ANNUAL BANQUET. THEY WILL BE HELD AT THE FREIGHT HOUSE PRIOR TO OUR SPEAKER'S PRESENTATION.**



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**NEXT CHAPTER MEETING**

**LANCASTER CHAPTER, INC., N.R.H.S.  
 NOVEMBER 22, 2024 - FRIDAY, 5:30PM  
 ANNUAL CHAPTER BANQUET  
 DUTCH-WAY FAMILY RESTAURANT  
 365 PA ROUTE 41, GAP, PA 17527**

LANCASTER CHAPTER, INC.  
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 PHONE: 717-917-5137  
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