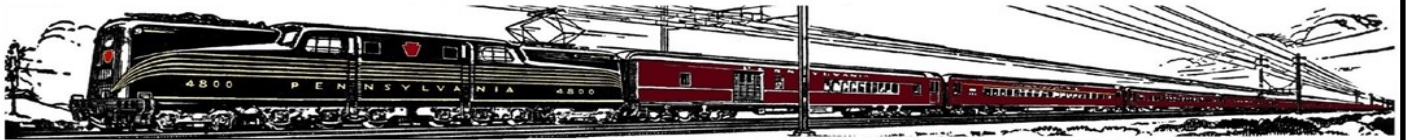


LANCASTER
DISPATCHER

1935-2025



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 58 NUMBER 8

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

AUGUST 2025

Vacation begins
when you step
aboard the train!



PENNSYLVANIA RAILROAD

Go By Train—Safety, with Speed and Comfort



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

- The Railroad Museum of Pennsylvania had the official Groundbreaking for their new roundhouse as Tuesday, July 29th. Intensive work on the site began in early June.
- The new Acela II trainsets have been observed conducting test runs on the Northeast Corridor recently. They are even listed as train #888 on the transitdocs.com website that tracks Amtrak and VIA trains.
- Amtrak received a lot of publicity when it released two ACS-64 Electric locomotives in colorful Crayola-style paint schemes. The units sport large Crayola lettering, with one featuring a yellow scheme and one in a blue format.
- Tickets are now available for the new Amtrak Mardi Gras Service starting August 18th for travel between Mobile Alabama and New Orleans along the Gulf Coast of Mississippi.
- SEPTA has suspended service on the Chestnut Hill East regional rail line so that they can rehabilitate five bridges along this route. The line will not run from Sunday, June 15th through Tuesday September 2nd. Riders can use the parallel Chestnut Hill West line and will add capacity until these improvements are completed.
- The SEPTA board has approved a 2026 budget with devastating cuts in rail and bus services. On August 24th, they will eliminate 32 bus routes and reduce trips on their rail services. On September 1st, a 21.5% fare increase will be instituted. Unless the state legislature can provide new funding for public transit, they will stop service on five regional rail lines on January 1st, 2026. These lines include the Paoli-Thorndale line, Wilmington and Trenton Lines. SEPTA management is continuing to talk to the state legislature.
- New Jersey Transit broke ground on their new Raritan River Lift Bridge project. This center span bridge will replace the former swing span that was damaged by hurricane Sandy and is 117 years old.
- A former Norfolk Southern and Southern Railway GP38-2 diesel locomotive has found a new home at the Colebrookdale Railroad, located in Boyertown, PA. This locomotive, donated by Scott and Susan Bently to the Colebrookdale Railroad Preservation Trust, now wears the railroad's Victorian blue and gold paint scheme. It will allow push pull operations with their existing GP10 locomotive. Our chapter will ride this tourist railroad on July 27th of this year.
- From Dan Cupper: The National Museum of Industrial History and Reading and Northern Railroad will offer a day-long rare mileage trip on August 6th, using two of the railroad's Budd Rail Diesel Cars. The trip will operate from Reading's Outer Station to Ashland and will feature a visit to the steam shop in Port Clinton to see the railroad's 4-6-2 steam locomotive undergoing repairs and a tour of the cab of their T-1 4-8-4 locomotive. A tour of the Ashland Tunnel, photo runby's and a book signing by railroad author Hank Webber are also part of the plan for the day.
- Locomotive No. 611, a 4-8-4 former Norfolk and Western engine will return to the Buckingham Branch during this fall. Starting on September 26th, the locomotive will lead Virginia Scenic Railways "Shenandoah Valley Limited" train for five weekend trips.

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

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

August 18, 1926 First of 50 M1's, No. 6801, placed in service on Fort Wayne Division, where will replace L1s in freight service; crews call the M1's "bobbed heads" because of short stacks.

August 2, 1931 PRR establishes shuttle trains between Broad Street Station and 30th Street and West Philadelphia stations as downtown connections for New York-Washington trains.

August 23, 1936 PRR runs second "Off the Beaten Track" excursion for the NRHS, running from Philadelphia to Lancaster via the New Holland Branch, then to Rockville, Enola, down the Port Road to Perryville, and return to Philadelphia via the Octoraro Branch.

August 3, 1941 Pres. Roosevelt leaves Washington on a PRR POTUS special, occupying the Roald Amundsen; this is the first PRR trip on which the Pullman Conneaut is coupled ahead of the presidential car for the use of the Secret Service; Roosevelt travels overnight to the submarine base at New London, where he boards the presidential yacht Potomac, ostensibly for a week-long fishing trip; once out of sight, he transfers to the cruiser U.S.S. Augusta and, with escort vessels, steams to Placentia Bay, Newfoundland, for a secret conference with Sir Winston Churchill, who has crossed the ocean on the Royal Navy battleship H.M.S. Prince of Wales; the Potomac continues to cruise off Massachusetts to give the illusion that FDR is merely on a fishing trip.

August 21, 1941 PRR passenger service discontinued between Reading and Wilkes-Barre, Pa.; last passenger service north of Reading.

August 31, 1941 PRR discontinues Nos. 706-707 between Philadelphia and Pottsville.

August 27, 1946 Last new PRR steam locomotive, Baldwin-built T1, No. 5546, enters service.

August 1, 1951 PRR places first two Baldwin-Lima-Hamilton model RT624 center-cab transfer locomotives in service at Conway and Cleveland; a total of 23 units are built for use at Mingo Jct., Conemaugh, Shire Oaks, Johnstown, Elmira and Philadelphia.

August, 1951 Fifty rebuilt MP54 MU cars placed in service on Philadelphia suburban lines; feature additional heat, ventilation and insulation, recessed downlights, package racks and pastel colors.

August 22, 1951 Tracks 1-6 open on lower level of 30th Street Station.

August 9, 1956 PRR adopts a single stripe for E-7 and E-8 passenger diesel locomotives, eliminating the 5-stripe "cat's whiskers."

August, 1956 PRR receives the first of an order of 9 Fairbanks, Morse & Co. H24-66 "TrainMasters" Nos. 8699-8707, its last order from that builder.

August, 1956 PRR buys seven surplus Great Northern Railway Class Y-1 3,300 HP 1-C+C1 electrics for freight service; originally built by Alco/GE in 1927; become PRR Class FF2; one Class Y-1a purchased for parts.

August, 1961 About 80% of the mail between New York and Washington now moves on solid mail trains Nos. 190 to 195, run 18 to 29 cars each.

August 1, 1966 PRR and NYC petition ICC to be able to merge Oct. 1.

August 3, 1971 Judge Fullam order Penn Central to continue operating its Harrisburg locals, New York-Philadelphia "Clockers," Lancaster-York bus connection and New York-Chatham trains.

**Take a ride on the Paoli Local! – Part Three,
the electrification years and up to the end of the Pennsylvania Railroad operations
By Stephen Ferrell**

By 1906, the line to Paoli and indeed the whole Main Line to Pittsburgh was fully straightened and appeared as it does today (apart from tracks that were removed west of Paoli). By 1910, electrification was emerging as a widespread practice at many railroads. Trolley lines, subway lines and some railroads such as the New Haven and the PRR owned, Long Island Railroad had begun electrifying their lines. Pennsylvania Railroad in Long Island opted for third-rail operations and the New Haven used overhead catenary wires with AC electrification.

By 1910, Pennsylvania Railroad needed to electrify (with DC third rail) their new route into their Penn Station in Manhattan. This ran through a long tunnel underneath the Hudson River. Steam locomotives would asphyxiate the crew and passengers, so they needed a better power choice – and electric locomotives were that option. Pennsy then electrified the short 5.3-mile route from Exchange Place (where the steam locomotives were removed and DD-1's took their place) to Penn Station in Manhattan. The DD1's served their original purpose well and went on to do yard service at Sunnyside Yard in Queens.

The line to Paoli was now straight and four tracked. It was quite a busy route. It got bogged down by traffic that had to stop at stations spaced an average of 1.3 miles apart. Steam locomotives had difficulty accelerating to speed and barely reached top speed before having to stop at the next local station. Additionally, long trains needed helper steam engines attached to navigate the grade from Overbrook station Westbound. Electric traction powered multiple unit cars could reach speed quicker.

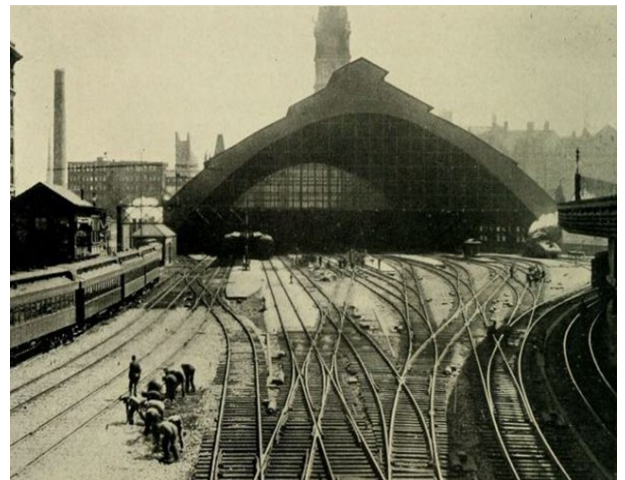
Outbound traffic from Philadelphia's Broad Street Station was at capacity. Broad Street Station was a stub-ended terminal, where the steam locomotives needed to be removed from the train after arrival and reversed out to the engine servicing yard in West Philadelphia.

To relieve the congestion, the Pennsy officials hired the consulting company of Gibbs and Hill to develop a solution that used electric traction. At this point, advances in technology led them to choose alternating current propulsion with power derived from an overhead catenary using a pantograph. This power plan allowed the PRR to use commercial power from the Philadelphia Electric Company. This was cheaper than direct current which required construction of dedicated power plants.

This initial investment was costly, but once put in place at the Philadelphia Terminal area, it would later support electrification of the Wilmington, Trenton, West Chester and Chestnut Hill branches. The power was supplied as 25 cycle 44,000 volt single phase current and stepped down and fed to the trains at 11,000 volts. The Paoli line was the first route to be electrified. It was 20 miles long and included a coach yard and service facility in West Philadelphia. Additionally, a yard at Paoli was included in the power project and was also used to store the MU cars. This infrastructure was so well built that it was still in operation as of 2025.. Only now, after over 100 years, is it being replaced with new structures! The entire electrification project was completed during the great depression and in operation by 1938 which included the extension of the electrified Main Line from Paoli to Harrisburg. Long distance trains would no longer have to change from electric to steam locomotives at Paoli. The map on page 5 shows the system as completed.

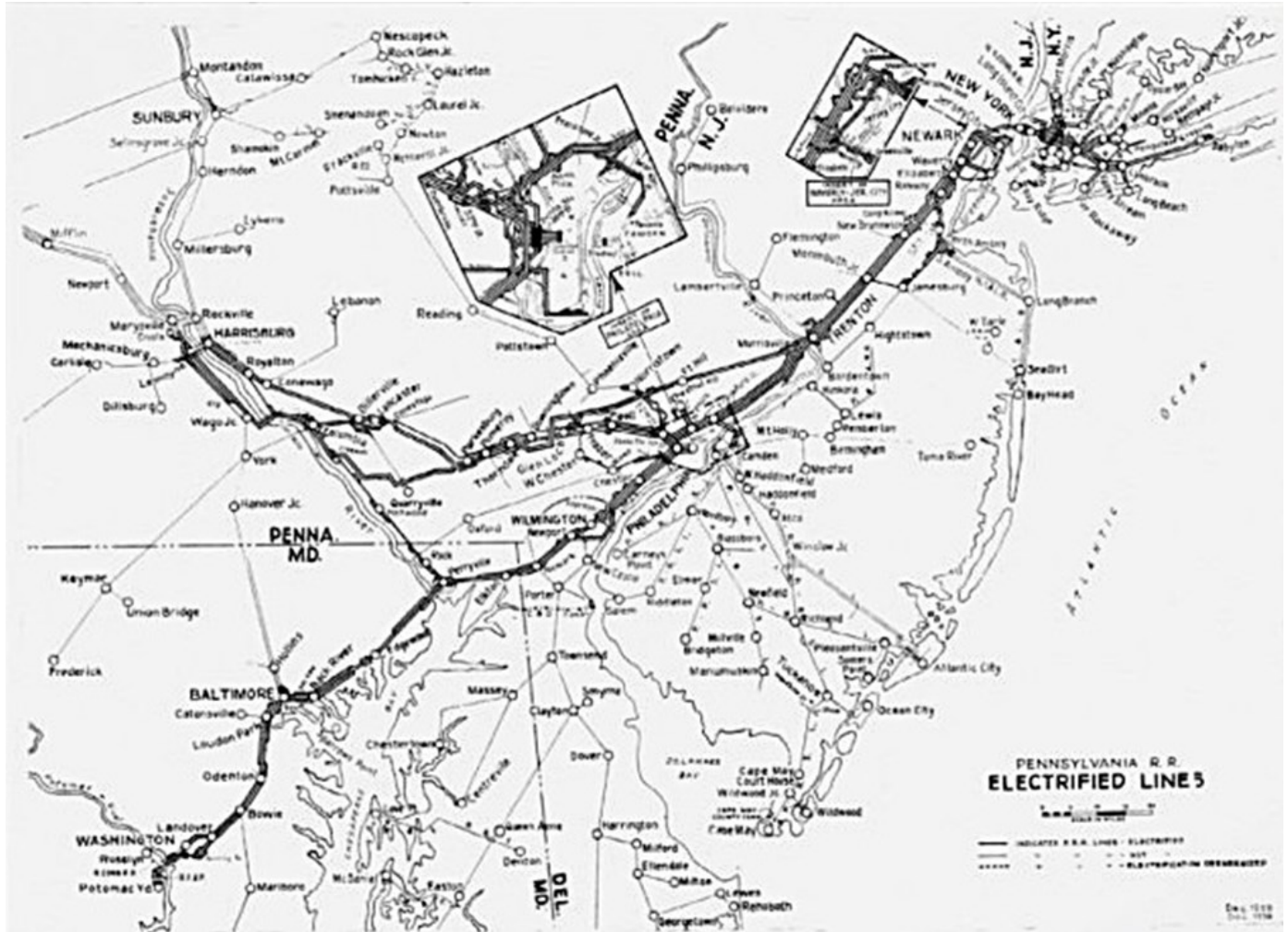


New (PRR built) Paoli Station, built 1883, taken around 1893 – This station continued operations until it was replaced in 1953. Photo courtesy of the Tredyffrin-Easton Historical Society.



View of the train shed of Broad Street Station in 1911 - photo in public domain

**Take a ride on the Paoli Local! – Part Three,
the electrification years and up to the end of the Pennsylvania Railroad operations (continued)**



Map of the Pennsylvania Railroad Electrified lines in bold (along with the rest of the system in the area)

Now for the equipment: During the construction of the Hudson River and East River tunnels into Manhattan's Penn Station, the PRR decided to construct all-steel passenger cars, as wooden cars would not be allowed in the tunnel due to fire hazards. The Pennsylvania Railroad designed this rugged and dependable passenger coach so that it was able to be converted into a self-propelled car with the addition of traction motors and a pantograph. This car was already in use (using third-rail DC) with their Long Island Railroad affiliate by 1908. The MP54 was so well built that it was still in use until 1981, serving the Pennsylvania Railroad, Penn Central, Conrail and SEPTA in the Philadelphia Area.

Train watching at Paoli during this time would include the many long distance and freight trains with many types of steam locomotives and MP54's. Trains would come out of Broad Street Station, such as the Broadway Limited, bypassing this stub end terminal and stopping at North Philadelphia Station and Paoli for the Philadelphia area passengers. In the 1930's, P4a, GGI locomotives were pulling the long distance trains and they switched to steam locomotives at Harrisburg. These and other electric locomotives would stop or pass through Paoli leading passenger or freight trains.



**MP 54 Electric Multiple-Unit train near Paoli –
Courtesy of the RRMPA**

Take a ride on the Paoli Local! – Part Three, the electrification years and up to the end of the Pennsylvania Railroad operations (continued)

The Philadelphia improvement project was a plan to ease congestion at Broad Street. Major track re-alignment and the construction of two additional stations eliminated an eyesore and improved passenger services and it was done during the great depression. Commuter traffic now did not go as far as Broad Street and was routed underground and into a new station. Suburban Station opened as a stub end terminal for the electrified suburban commuter trains. Completed in 1929, it opened in 1930.

It was decided by management that the PRR needed a major station to compete on the grand scale with New York's Penn station or Grand Central to replace the small West Philadelphia Station with a grand edifice at 30th and Market Street. The major goal was to relieve congestion and eventually replace Broad Street Station with Suburban Station. It is interesting to note the Broad Street Station did not close until 1952! 30th street station opened in 1933, with local commuter trains originating from Suburban Station (which was a stub-ended station). Broad Street was relegated to a minor role, with North-South Northeast Corridor traffic using 30th Street Station and most commuter operations using Suburban Station, with a stop at 30th Street.



View of 30th Street Station
looking west



A train of MP54 EMU (Electric Multiple-Unit) cars heading into 30th Street Station, having emerged from the tunnel at Suburban Station



Two views of the upper level commuter platforms at 30th Street Station Photos Courtesy of the Railroad Museum of Pennsylvania

The Paoli local became quite busy, especially during the years of World War II. Schedules show upwards of ninety trains a day traveling through the town, as shown by the westbound schedule from the Official Guide of US Railways to the right.

After the war, soldiers returned to the workforce in substantial numbers and many purchased their first homes in the suburbs. By the 1960's and new and better roads and highways were built, many people chose to drive into work in the city. Commuter ridership began a slow decline. It should be noted that 1946 was the first time the Pennsylvania Railroad reported a net loss in its history. The Interstate Highway Act and the opening of the Schuylkill Expressway offered a better alternative to taking the train. From the late 1950's until the bankruptcy of the Penn Central, the railroad never had a profitable year again.

The Paoli Business association in the early 1950's campaigned the Pennsylvania Railroad for a new station to replace their aging 1883 facility. Pennsy agreed and by 1953, their new station was built. While it was a basically a utilitarian building without the character of the older station, it had a few important assets. The contractor flattened the area, so passengers did not have to deal with the many steps to board the trains. The station included a large waiting room with a small news shop and ticket office.

Pennsylvania Railroad		Serving the Nation	
Eastern Standard Time.		Table 94-PHILADELPHIA TERMINAL DIVISION.	
Local Trains Philadelphia to Paoli. For additional train service between Philadelphia and Paoli, see Table 93.		Eastern Region	
October 29, 1944.		October 29, 1944.	
Min.	Max.	Min.	Max.
Philadelphia	5:00	Philadelphia	5:00
Broad Street Station	5:05	Broad Street Station	5:05
Penn. Sta. (4th St.)	5:10	Penn. Sta. (4th St.)	5:10
30th Street	5:15	30th Street	5:15
Overbrook	5:20	Overbrook	5:20
Merion	5:25	Merion	5:25
Wynwood	5:30	Wynwood	5:30
Wayne	5:35	Wayne	5:35
Radnor	5:40	Radnor	5:40
St. Davids	5:45	St. Davids	5:45
Stradford	5:50	Stradford	5:50
Devon	5:55	Devon	5:55
Dayton	6:00	Dayton	6:00
Paoli	6:05	Paoli	6:05
Philadelphia	5:00	Philadelphia	5:00
Broad Street Station	5:05	Broad Street Station	5:05
Penn. Sta. (4th St.)	5:10	Penn. Sta. (4th St.)	5:10
30th Street	5:15	30th Street	5:15
Overbrook	5:20	Overbrook	5:20
Merion	5:25	Merion	5:25
Wynwood	5:30	Wynwood	5:30
Wayne	5:35	Wayne	5:35
Radnor	5:40	Radnor	5:40
St. Davids	5:45	St. Davids	5:45
Stradford	5:50	Stradford	5:50
Devon	5:55	Devon	5:55
Dayton	6:00	Dayton	6:00
Paoli	6:05	Paoli	6:05

**Take a ride on the Paoli Local! – Part Three,
the electrification years and up to the end of the Pennsylvania Railroad operations (continued)**



Left: Paoli Station, opened in 1953 – Courtesy of the RRMPA



Right: Paoli Station, with tower and yard in the distance (this yard later became a superfund site because of contaminants such as PCB's) – courtesy of RRMPA

By the 1950's, the MP54's were getting worn out. The last units were built in 1927, with the oldest MU cars being twelve years older! During the middle of that decade, PRR management began to realize the need for new Multiple-Unit cars. The Budd Company of Philadelphia built six stainless steel MU cars based on their Pioneer III design. These cars were quite reliable and amazingly comfortable. The commuters appreciated the ride, seats, and amenities. Unlike the MP54's, these new units were air conditioned!



Left: Early Silverliners and MP54's (in background) in Paoli Yard - courtesy of RRMPA



Right: GG1 at Paoli pulling a long-distance train in 1967, just prior to the 1968 merger that created Penn-Central - courtesy of RRMPA

Using financial help from the Passenger Service Improvement Group, 38 more Budd built cars soon supplemented the first six cars. These were called Silverliners. In 1967, 20 more Silverliners were produced by the St. Louis Car Company. This was the end of the Pennsylvania Railroad's existence, as the next year, they would merge with New York Central (and other railroads) to form Penn-Central. It should be noted that 1974-built Silverliner IVs are still in service today and are wonderfully comfortable and still ride quite smoothly!

By the early 1960's, the Pennsylvania Railroad and most railroads across the nation were losing money, especially their passenger services. Maintenance was being deferred and commuter operations were being operated on a shoestring budget. Commuting was not a pleasant experience anymore. In the next Paoli Local article (part four), I will discuss the Penn-Central, Conrail and SEPTA years of commuter operations with a look at the future.

Bibliography

- Archives of the Railroad Museum of Pennsylvania
- Archives of the Tredyffrin-Easttown Historical Society
- Michael Froio, The Paoli Local – 100 years of Electrification.
- James J.D. Lynch. The Route of the Paoli Local. Pennsylvania Railroad Technical and Historical Society, The High Line (Magazine). June 1997 issue.
- Frank Tatnall and Roger Thorn, The Main Line to Paoli, for the Tredyffrin-Easttown History Quarterly, Volume 54, Number 3, Summer 2018.

Barnstorming From Bay Head – a Ride Without Me Steve Trip
By Lancaster Dispatcher Editor, Jim Donohue

My grandson and railfan Will Callahan vacationed with his family at the Jersey shore in June. Seeking a break from his brothers and sister, we decided to ride the New Jersey Transit Bay Head to Long Branch mid-day shuttle. NJT was operating two shuttle trains over the line. Passengers transfer to and from points north at Long Branch, where over-head electrification originates.



Above: the current Bay Head yard and office.

Left: NJT exiting the Bay Head yard into the station.

Right: Will Callahan happily waiting for our train



We arrived at Bayhead early and explored the yard and surrounding area. With push-pull cab cars, the loop track at Bayhead is seldom used. Parking was easy, even for late morning. The ticket kiosk machine at the station took cash only; other passengers had to pay on-board. Leaving right on time behind a beautiful ALP45-DP (as in Dual-Powered), we crossed the Manasquan River Inlet, the northern entrance to the Intercoastal Waterway, as well as the Shark River Inlet. Both have draw-bridges on this former New York and Long Branch line. Likewise, we crossed several scenic lakes.



Left: “our” NJY ALP-45DP, # 4549. The “DP” designation refers to dual-power. From Bay Head to Long Branch, the ALP was in diesel-electric mode. Thru trains to northern New Jersey and Manhattan then change to electric pantograph mode as catenary wires originate in Long Branch.

Since our train was running as a shuttle to Long Branch, it remained in diesel mode round trip.

We stopped at eight renowned New Jersey shore locations, including Point Pleasant, Belmar and Asbury Park. At Long Branch, north-bound passengers made an easy cross-platform transfer to a waiting New York Train, running under electrical power.

Barnstorming From Bay Head (continued)

Will and I explored the station and yard and then boarded the same shuttle train southbound. The incoming train had a lot of shore-bound transfers and our train was fairly crowded. We were amused by the passenger sitting with his companion in the seat in front of us.



Left: Long Branch yard, looking South

Right: the north-bound tracks take a hard left curve out of Long Branch



Will exploring the Shuttle at Long Branch, locomotive and cab car.

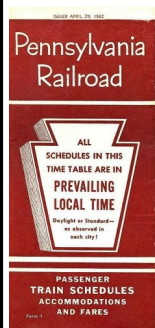


We quickly returned to Bayhead and decided to have lunch there. I recalled an earlier Ride with Me Steve trip where we walked to the Ark Restaurant and suggested to Will that we do the same. Our meal was as excellent as it was on the previous trip. Will ordered a macaroni and cheese “appetizer” and his eyes almost popped out of his head when the waitress brought out a huge plate. He actually asked for a box to bring most of it back to his family, who happily finished it off that night.

A great short trip, satisfying our railfan needs during a seashore vacation!

Left: Our friendly, four-legged fellow passenger on the return trip. No, he did not require a ticket!

All photos by the author.



Time Table 8-24 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 Rail Road.
301 Gap Road, Ronks, PA 17572
www.strasburgrailroad.com
866-725-9666
Now operating daily.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmrrr-passenger.com
610-562-2102
Excursions to Jim Thorpe on Saturday's and Sunday's in August



Everett Railroad
244 Pullman Drive
Hollidaysburg, PA 16648
<https://everettrailroad.com> 814-696-3877
Train Ride Events Aug. 9th, and 30th



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-4998
<https://stewartstownrailroadco.com>
Operating August 9th and 17th



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com 610-756-6469
Regular Train Rides on Sunday's in August



Allentown & Auburn
232 Railroad Street
Kutztown, PA 19530
570-778-7531
No trains scheduled for August



Middletown & Hummelstown
136 Brown Street
Middletown, PA 17057
<https://www.mhrrailroad.com/>
Operating August 10th and 14th



West Chester Railway
230 E. Market Street
West Chester, PA 19380
www.wcrrailroad.com
Train rides all Sundays in August



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
No service for the remainder of 2025



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-447-3285
Operating all Wednesdays thru Sundays in August. Diesel-powered only.



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Special event rides all Saturdays and Sundays in August



The Stourbridge Line
812 Main Street
Honesdale PA 18431
www.thestourbridgeline.net
570-470-2697
Excursion trips Wednesdays, Saturdays and Sundays in August



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperrailroad.com
215-862-2332
Operating all Fridays, Saturdays and Sunday's in August



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



Northern Central Railway
117 N. Front Street
New Freedom, PA 17349
717-942-2370
www.northerncentralrailway.com
Operating Events on August 3rd, 10th, 15th, 23rd, 24th and 30th

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

**AUGUST 17, 2025 - SUNDAY, 4:00 PM DEPARTURE CHAPTER MEETING AND
TRAIN RIDE AT STRASBURG. RAILROAD TICKETS ARE \$ 10.00**

SEPTEMBER 13, 2025 — SATURDAY, 9:00 AM — 5:00 PM CHRISTIANA HERITAGE DAY: TRAIN RIDES AND MORE!
SEPTEMBER 21, 2025 — SUNDAY 3:00 PM — CHAPTER PICNIC & MEETING (BOARD MEETING 2:00 PM)
OCTOBER 19, 2025 — SUNDAY ICE CRÈAM SOCIAL, CHAPTER'S 90TH BIRTHDAY CELEBRATION
NOVEMBER 21, 2025 — FRIDAY ANNUAL CHAPTER BANQUET AT HERSHEY FARMS RESTAURANT IN STRASBURG
DECEMBER 13 AND 14, 2025 — SATURDAY AND SUNDAY - OPEN HOUSE AT THE FREIGHT STATION
DECEMBER 21, 2025 — SUNDAY — ANNUAL CHAPTER CHRISTMAS PARTY

There was no Chapter Meeting in July

**CHRISTIANA HERITAGE DAYS AT THE FREIGHT HOUSE
SEPTEMBER 13, 2025 - SATURDAY, 9:00 AM—3:00 PM**

Member participation is needed to come out for the community that supports us so well! Come out and greet our local neighbors of Christiana. Even if you can just spend a few hours in the AM or PM, it would be very much appreciated. The borough has been very supportive of the Chapter and our buildings. Let's thank Christiana during their community celebration and welcome future railfans.

**CHRISTIANA COMMUNITY YARD SALE DAY AT THE FREIGHT STATION
AUGUST 23, 2025 SATURDAY 8:00 AM—2:00 PM**

Bring your own table to set up outside, we will not be providing tables. There is no charge for chapter members; \$10.00 donation for non-chapter members. Please contact Steve Himpls to secure a spot. 717-285-4283.

Chapter Excursion Colebrookdale Railroad - Sunday, July 27, 2025



Photo credits: Chapter member John V. Smith III

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NEXT CHAPTER MEETING

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

AUGUST 17, 2025 - SUNDAY, 4:00 PM

STRASBURG RR RIDE AND CHAPTER MEETING

STRASBURG RAILROAD

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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10 RAILROAD AVENUE

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