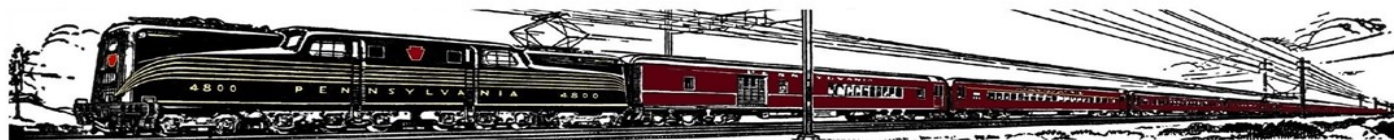


LANCASTER DISPATCHER

1935-2026

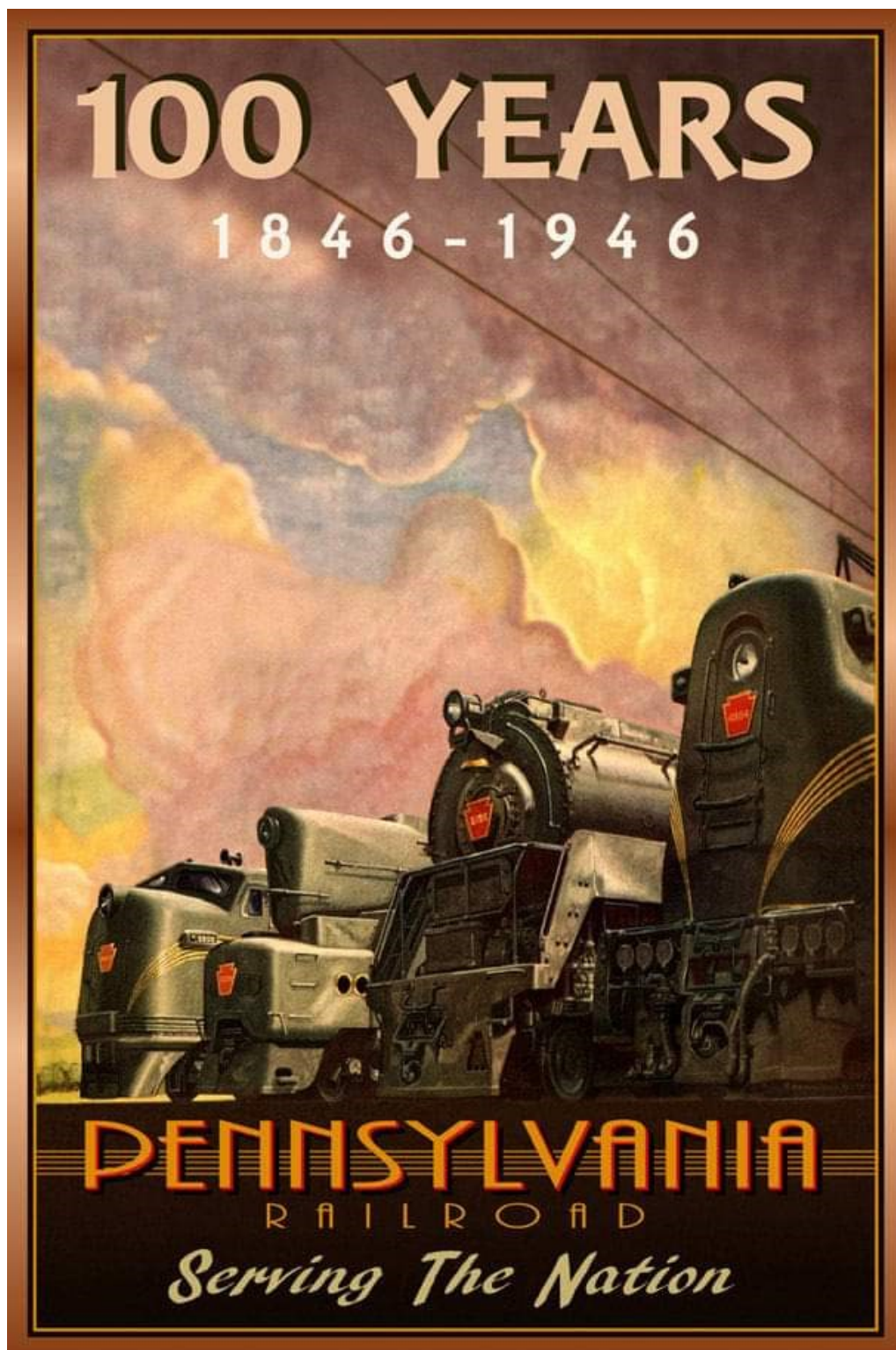


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 59 NUMBER 4

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

APRIL 2026





Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

April 2026

- Amtrak has decided to re-equip their long-distance fleet with single-level cars, dropping plans for bi-level cars. These will replace the existing superliners.
- In 2025, Reading and Northern concluded another year of increased passenger ridership and freight traffic.
- The East Broad Top Railroad has been voted the #2 most scenic railroad in the United States by USA today!
- The East Broad Top announced on September 10-13th 2026 they will hold a Central Pennsylvania Ragtime & American Music Festival. This event will feature concerts, silent movies with live music and a dinner train. This should be a popular event, so I posted it early.
- The Rail Passengers Association was briefed by the FRA that they have a plan to recreate Amtrak as a “holding company” that will watch over separate entities that control operations, equipment management and leasing, and infrastructure and construction. The plan is not totally formulated yet. Objectors claim that this may be the first step toward privatization.
- Currently under restoration to operational condition is the two-truck Shay locomotive at Steamtown in Scranton, PA. The locomotive was built in 1910. They expect to have the former Meadow River No. 1 Shay ready by the end of 2027.
- The Hudson Tunnel project has restarted operations again following the layoffs of the 1000 employees that shut the project down on February 6th. This work is funded by the \$235 million released from the federal government. Litigation is ongoing to have the administration release the rest of the \$15 billion formerly designated in federal grants and loans.
- Early morning on March 7th, a Norfolk Southern train with two locomotives and seventeen empty freight cars derailed near Horseshoe Curve. The derailment caused the eastbound and westbound Amtrak Pennsylvanians to be canceled on March 7th. Amtrak was working on bus transportation for the passengers. This is the second Norfolk Southern derailment in this area within a month.
- Lionel, LLC has been sold to Praesidian’s portfolio company, Round 2 and they intend to create the “Lionel Brand’s” group. Many of us railfans started with a Lionel set of model trains around the Christmas tree as kids.
- Union Pacific and Norfolk Southern plan to submit their revised merger application on April 30th. The Surface Transportation Board had rejected the original application as incomplete in January.
- Nashville Steam’s 4-8-4 no. 576 (former Chattanooga & Louisville) is being prepped for its first fire up in 75 years. In the shop for restoration for about ten years, last year the locomotive passed its hydrostatic test. Nashville Steam is hoping to operate the locomotive in 2026. See more information at Nashvillesteam.org.
- American Steam Railroad Preservation of Cleveland has completed a two-day successful steam test of the American Freedom Train Number 250. The 4-8-4 steam locomotive was built by the Reading company as No. 2100.
- Dollywood has announced that they are converting two of the theme park’s locomotives from coal to oil burning. The engines were formerly operated on the White Pass & Yukon Railroad in Alaska. The work should be completed by the end of 2026. The reason for this change is that these steam locomotives will be able to operate through the dry summer season and become less of a fire danger in forested areas.

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

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

April, 1917 Class FF1 1-C+C-1 No. 3931 experimental a.c. electric freight locomotive built at Juniata; develops 4800 HP; intended as prototype for Altoona-Johnstown electrification but used in pusher service between Overbrook and Paoli.

Apr. 25, 1917 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad merged into PRR under agreement dated Jan. 2, 1917.

Apr. 4, 1927 First Pullman 14-single-room sleepers begin operating on PRR overnight trains between New York and Washington; offer greater privacy than traditional berths.

Apr. 4, 1927 First Class K4s assigned to Buffalo Division; No. 5468 sets record hauling No. 570-571, Washington/Buffalo Day Express over Keating Summit without helper.

Apr. 24, 1932 PRR operates five 21-hour trains to Chicago: Pennsylvania Limited, Fort Dearborn, Golden Arrow, St. Louisian, and Pittsburgher-Rainbow.

Apr. 1, 1937 Chief Electrical Engineer J.V.B. Duer rejects the offer of ElectroMotive Corporation to provide a twin-unit, 3,600 HP EA passenger road diesel for limited trains between Paoli and Chicago or St. Louis; says would need a third unit of 1,800 HP for mountain running and fluctuating loads; claims first cost, use of oil rather than coal, and operating costs will all be more expensive than the proposed (but aborted) General Electric steam turbine-electric locomotive now under development; instead, EMC makes a sale to the B&O which introduces streamlined road diesels in the East.

Apr. 25, 1937 Pres. Clement retires "Standard Railroad of the World" motto with the spring timetable change; continues to be used by Mutual Magazine until Nov. 1939.

Apr. 22, 1942 First Class T1 4-4-4-4 duplex passenger locomotive No. 6110 built by Baldwin delivered to PRR; dubbed the "Flash Gordon"; Raymond Loewy streamlining features a "prow" or "shark nose," three portholes on the side above the leading truck, and sheathing running in a straight line below the tops of the wheels but above the rods; streamlining is simplified on later production models; 41-ton tender is designed to permit running from Harrisburg to Chicago with a single coaling stop in Millbrook, Ohio.

Apr. 12, 1947 PRR places first Baldwin Centipedes, No. 5823A1-5823A2, in freight service on Philadelphia Division.

Apr. 13, 1947 Philadelphia Chapter of NRHS holds the first "Off the Beaten Track" excursion since war; 182-mile circle trip runs Lamokin-West Chester-Frazer-Trenton Cut-off-Monmouth Jct.-Jamesburg-Kinkora-Fort Dix-Delair.

Apr. 1, 1952 Post Office shifts bulk mail from LIRR to trucks.

Apr. 27, 1952 Broad Street Station closes; last regular train, No. 431 for Washington, leaves at 1:10 AM, after which the station is cleared of all equipment; all long distance trains rerouted to originate and terminate at 30th Street; Greyhound bus terminal is moved to north side of 30th Street Station; "Broad Street Suburban Station" renamed "Suburban Station"; one track added to Suburban Station, making 10 tracks numbered 3-12; tracks 1 & 2 from the original design are never built; plan to add the two additional tracks for Clockers and Atlantic City trains is dropped as GG1's are unable to pull up the 2.2% grade to 30th Street.

Apr. 29, 1957 PRR places experimental "Refreshment Car" in rush-hour Philadelphia-New York service, serving light breakfast in morning and sandwich bar in evening; Coffee Shop Tavern car restored on Afternoon Congressional.

Apr. 4, 1962 ICC denies PRSL application to abandon all passenger service.

Apr. 1962 PRR opens TrucTrain terminal at Lancaster, Pa.

Apr. 2, 1967 Modified U.S. DOT test cars reach 156.2 MPH on an after-midnight run between "COUNTY" and "MILLHAM" with all other traffic stopped and the catenary voltage raised to 13,000 volts; this meets the 155 MPH contract specification and allows the Budd Company to be paid and for testing to begin on the "Metroliners."

Our Annual “Believe it or not...”



**Wise guys on New Jersey Transit
By the Googly Eyes NJ Group**



Mooka Railroad Station in Japan.

From “This Month on the Pennsy:”

July 22, 1917 PRR announces it has suspended its rule against hiring persons over 45 as a war measure; persons between 45 and 70 may be employed for the duration plus six months.

Jan. 31, 1932 PRR discontinues barber service on all trains except Broadway Limited.

Feb. 1, 1947 LIRR bans employees from reserving regular seats for card players.

Mar. 10, 1917 PRR Gun Club of the General Office and Philadelphia Terminal Division opens new trap shooting grounds east of Overbrook.

Apr. 13, 1927 Earl Carroll, a Broadway producer convicted of perjury in testifying about a late night party at his theater on Feb. 22, 1926, at which people allegedly drank liquor from a bathtub containing a nude actress, travels to the federal penitentiary at Atlanta with other convicts in the regular "prison Pullman" from Penn Station.

Apr. 16, 1932 PRR prints all dining car menus on cotton during National Cotton Week.

Apr. 4, 1937 In the wake of last month's fan trip to Eddystone and Wilmington, the New York Times runs a feature on the emerging subculture of railroad fans and their "strange hobby."

Apr. 17, 1942 PRR orders Cape Charles ferry Virginia Lee painted battleship gray for camouflage against U-boats; other Cape Charles vessels are painted from Tuscan Red to gray as they come in for maintenance.

Apr. 28, 1957 PRR and NYC adopt Daylight Savings Time exclusively in all published timetables for first time; ICC prohibits use of DST in employee timetables.

June 9, 1942 PRR places notices in dining cars explaining rationing; coffee is to be served only at breakfast and tea only with dinner; sugar or saccharine are only available on request; passengers are limited to a single cup.\

June 19, 1942 PRR reverts to using horse-drawn vehicles for local cartage in the Philadelphia area to save gasoline and rubber.

Believe it or not continued**More from From "This Month on the Pennsy:"**

Sep. 18, 1942 Pennsylvania Railroad Garden Club holds seventh annual flower show at 30th Street Station; club members come from all railroads in Philadelphia area.

Sep. 20, 1942 Raymond Loewy Associates makes a presentation to Pres. Clement on a system of prefabricated meals for dining cars; the idea is to have certain dishes prepared in a central kitchen by a master chef instead of harried dining car cooks; six basic sauces, one soup stock, four soups and stews, a chicken pot pie and desserts are to be taken aboard frozen in thermos jugs, and reheated with some fresh ingredients added in the diner; like many Loewy ideas, this one also proves impractical, but Clement is impressed enough to have the Dining Car Dept. study the scheme.

Sep. 25, 1972 Penn Central begins customer relations training for passenger train crews on New Jersey lines.

Oct. 1942 ICC rules that New Haven stock is worthless; PRR had paid \$20 million for 15% of the total and Pennroad Corporation had paid \$17 million for 7%, now all lost.

Nov. 1927 PRR has set aside a smoking car for women only on one of its New York-Philadelphia trains.

Dec. 17, 1967 "Metroliners" Nos. 800 & 802 and a 5-car train of old MP54 MU cars are tested at relative passing speeds ranging from 80 to 175 MPH; a total of 21 windows are sucked out of the MP54's by the slip stream, and 5 of the outer windows of the "Metroliners" are broken by flying glass.

Asbestos or Wyndmoor? Town Bears Two Names

By United Press

ASBESTOS OR WYNDMOOR,
Oct. 18.—Something will have to be done about it.

People are hot because Wyndmoor—with a "Y" please—which used to be Asbestos, is still Asbestos as far as the Pennsylvania Railroad is concerned.

Residents of Asbestos got tired recently of hearing weak jokes about their fair town and had the name changed to Wyndmoor. But commuters hurrying into Philadelphia still have their laugh because the station sign remains the same despite the assurance of railroad officials that it would be changed.

A delegaiton was being organized today to visit the headquarters of the road and so something about it.

**My attempts to ride in the Next Generation Acela,
and help decorate two new restaurants in New York City
By Steve Ferrell with John Smith**

Part I, I missed the train!!!

I planned the Ride with me Steve railfan group trip to New York riding the new Acela on the way up to meet with Bruce Caulfield, the owner of Tracks Restaurants. Boarding the Keystone service at Exton, PA, another rider, and I were going to meet up with the remaining five riders at Philadelphia's 30th Street station and board the Acela Next Generation train! Unfortunately, our train was delayed by a down tree and had to single track into Philadelphia's 30th Street Station and we missed the new train. The rest of the group boarded the Acela and had a wonderful trip up to NYC on this new trainset!

The two of us that missed the train had to catch the next Northeast Regional up to New York. We arrived at New York's Moynihan station an hour after the rest of the group and soon met up with them. Then we took the A train up to 42nd street and caught the shuttle to Grand Central. We had a great lunch at the Famous Oyster Bar.



Five of the group members traveled on this Next Generation Acela



The Oyster Bar at Grand Central Terminal, photo by the author

After lunch we walked to the just opened Tracks Raw Bar and Grill in the Long Island Railroad's terminal at Grand Central Madison, which was underground. Here we met Bruce Caulfield the owner.

A little back story is needed. About 25 years ago on one of my trips with my wife to New York to see a Broadway play, we saw a review in a magazine in our hotel room about a train-oriented restaurant. Located in the Long Island concourse of Penn Station, we enjoyed our first visit and remained constant customers over the next 20 years. They served great fish and had a fantastic raw bar. For non-seafood lovers, they had large and tasty steaks and burgers. They also had vintage train themed décor, plus model trains along the walls and vintage locomotive placemats. Often, I brought my rail riding group here on trips.

In 2019, when the Long Island Concourse extensive remodel began, all existing businesses were asked to leave the building, so Tracks relocated to street level on 31st street. The menu and great food was the same, but there were not as many train memorabilia and other decorations.

In 2023, Bruce Caulfield contacted me and said he was going to open at a new location in Grand Central Madison, at the Long Island Railroad concourse. His restaurant would be the first retail business to open at this location. Then, a little later, he informed me that he would also open at his old location within the Long Island Railroad concourse at Penn Station.



Entrance to Tracks at Grand Central Madison – Photo by Dan Murray



Bruce Caulfield, operator of both new Tracks Restaurants at Grand Central Madison and the Tracks at Penn Station

**My attempts to ride in the Next Generation Acela,
and help decorate two new restaurants in New York City**

(continued)

The three of us met with and chatted with Bruce about how he would like to add additional rail themed decorations to his two new locations. This restaurant seemed to have sparse train themed memorabilia. He spoke about his plans for adding a model railroad, artwork, train station signs and more. I told him I would contact my friends and see if something could be worked out. I also showed him some samples of the famous rail artist, Pete Lerro's work. He was impressed by the quality of the paintings and we planned for Pete to come up when he and I were both available. We went home having had a great trip despite two of us missing the new Acela Next Generation ride!

Part II- I missed the train again!

Bruce Caulfield, Pete Lerro, and I scheduled a trip to meet with Buce for early November. I brought my railfan buddy John Smith along for advice on model railroads. Pete was meeting Bruce for the first time. I boarded a 610am Key-stone train into 30th Street from Exton so that I would not miss the train this time! At 30th Street, I met John and Pete. Pete had a nice gift of seven prints for Bruce plus his yearly calendar. We all had donuts and coffee and chatted about the upcoming Acela NextGen ride!

Unfortunately, I got a notice that our train was delayed in a brush fire near the tracks at Washington, DC! The arrival time of our train kept getting pushed back. Finally, it was listed as an hour and 20 minutes late! So, we went to the ticket agent and switched our tickets to the next Northeast Corridor train. We missed the train and I could not believe that it happened again!

We arrived at Penn Station about an hour later than if our Acela had been on time. We met Bruce at his location at the Long Island Railroad Terminal of Penn Station. This location is still under construction. Bruce took us on a tour and it was shaped like the old Tracks Restaurant at this location with an exceptionally long bar. Commuters used to gather four or five deep at this bar. The sit-down area would still be in the rear, with booths and tables. New to this location is that they are adding a room shaped like a railroad lounge car for small groups. Bruce stated the Penn Station location should be open in two months. Since this article was written during November 2025, he hoped for a January or February grand opening.



Our older and slower Northeast Corridor train – Photo by John Smith



Mural of the new Penn Station Tracks on the front of the entrance to the construction site – Photo by John Smith

We decided to hold our meeting at his already opened location at Grand Central Madison and have lunch. We took the subway and shuttle to Grand Central and then walked the long concourse to the restaurant. This location is in the middle of the ticketing and waiting area and in a prime location for commuters to stop for a drink and meal. It also has an attached take-out kiosk.

**My attempts to ride in the Next Generation Acela,
and help decorate two new restaurants in New York City**

(continued)



**Bar area at Tracks in Grand Central
Madison- Photo by John Smith**



**One of two Seating areas of the Tracks Raw Bar
and Grill at Grand Central Madison terminal –
photo by John Smith**

Lunch was not served until noon, so we had a half an hour to talk business. Pete gave Bruce the seven free prints and discussed selling more of them and even doing commissions. Bruce asked for advice on where to place the artwork and about becoming a distributor for Pete's prints. The Railroad Museum of Pennsylvania where most of my riders and I volunteer is also a distributor. This would be great for both parties as Bruce and Pete could make a profit and open a fresh territory for Pete's art. Bruce also asked about designing placemats with Pete's artwork.

During this discussion, we talked about model railroads at both locations, but primarily the Penn Station location. Pete and John suggested doing a G scale setup as these are easier to operate and require no electricity to the tracks, as locomotives are battery powered. Pete advised that Bruce should go to the Edison, NJ Greenberg's Great Train, and Toy Show on November 29th and 30th. Once there, Pete (who is displaying and selling his artwork) will introduce him to a friend who can help him with his model railroad aspirations. While at the Train Show, he could also purchase some railroad memorabilia for his two locations.

Bruce then treated us to lunch. John and I had sumptuous lobster rolls and Pete had a great pulled pork sandwich. After lunch we bid our goodbye's and returned to Penn Station and Moynihan Hall for our return train. Before leaving the Long Island Railroad concourse, we took the escalators down to the train platforms and back up. Everybody was impressed by the steepness and the length of the escalators to platforms 180 feet below ground!

At Moynihan Station, we had about 45 minutes till our train would be called, so we enjoyed fantastic Ice Cream at Davey's Ice Cream Kiosk. Davey's is a craft ice cream chain in New York. There are many great food choices at Moynihan Hall and at Penn Station since it has been recently and extensively refurbished.

At the end this was the culmination of two eventful trips, although I missed riding two Acela Next Generation trains. I wasn't disappointed about the trip. We all were exhausted and slept on our way home! I am sure I will ride the new NextGen Acela soon - maybe!

Deck Railing Protection Project Update

The metal railing on our deck has been in need of a paint job. It had not been painted in over 25 years. The best way to protect the metal is to powder coat the metal for a long-lasting finish. We found (with Smoke's help) a local company that did the job at a reasonable price.

The deck railing, removal and installation for the painting was carried out by Steve Himpsl, Thomas Himpsl and Glenn Kendig.

We ask your support for this project by donating funds to do a section of the railing (there are 16 sections). Each section cost \$150.00.

To recognize your support, we will display the names of donors at the station, near the deck.

Checks can be sent to our treasurer:

Richard Rutledge
2935 Woodshead Terrace,
York, PA 17403-9752

....or bring your donation to a meeting. Please note "Railing" on your check.

The project will be done by late spring. As always, the Chapter appreciates and needs your support!

THANK YOU!

We have 15 of 16 sections paid for as of March 15, 2026!

Eugene A. Graber

Joseph R. Heffron

Douglas B. Henry

Thomas E. McMaster

Daniel J. Murray

Jim Parmer

Frances & Ronald Cannon

Jane & Richard Rutledge

Doris & Peter Depew

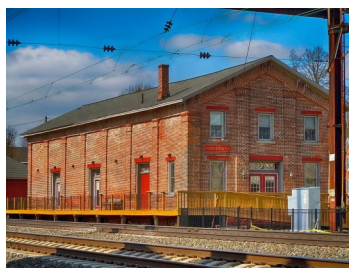
Glenn & Cindy Kendig

Leora Kennel in Memory of Grace & Harry Evans

Frances & Ronald Cannon

Stephen McClellan

Thomas & Rochelle Shenk



Tom Fluck, Lancaster Chapter Member and Secretary

The Chapter has lost a great member and club officer.

Tom passed away unexpectedly on March 17th, 2026.

Tom joined the Lancaster Chapter in 2017. He has been a faithful meeting member, participated in most events and has served as secretary for the last several years.

Tom was also a member of the Philadelphia Chapter.

Besides the N.R.H.S., Tom belonged to the Pennsylvania Railroad Technical and Historical Society.

He especially enjoyed volunteering at the Railroad Museum of Pennsylvania as a visitors service guide. Nothing pleased Tom more than meeting railroad employees and coaxing their stories about their railroading careers.

And most recently, Tom began volunteering on the West Chester Railroad as a Trainman.



Trainman on the West Chester Railroad



Operating an RDC on the Reading and Northern? Well, posing.

Tom has been an enthusiastic recruiter for the Chapter and added several new members. Tom brought joy and happiness into everyone's life. He will be truly missed by all. Rest in Peace, Tom, and thanks for all you did in your life.

Waiting for a train at his hometown station in Thorn-dale.



Tom's friends will gather at the West Laurel Hill Cemetery in Bala Cynwyd on May 8th, 2026 at 10:45 AM. There may be more details to follow.

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL 20th, 2026 - MONDAY, 7:00 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE
(NOTE NEW EARLIER TIME) 10 RAILROAD AVENUE, CHRISTIANA, PA 17509

SPEAKER: RICK MUSSER, CURATOR OF N&W # 611 STEAM LOCOMOTIVE

APRIL 25TH, 2026 SATURDAY, 9:00 AM CLEAN-UP DAY - ALL HELP IS APPRECIATED.

MAY 17TH, 2026 GETTYSBURG SPRING TRIP SOLD OUT!

MAY 18TH MEMBER MEETING—CANCELLED. MAY 18TH 1:00 PM COMMITTEE WRAP-UP MEETING. ALL WELCOME.

Membership Meeting Notes

The March Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, PA on Sunday, March 15th, 2026. 25 members and 4 guests were present.

- At 3:00 PM. President Tom Shenk opened the meeting with The Pledge of Allegiance. Tom thanked all members who helped with recent clean-up sessions and the donors to the deck railing.
- Richard Rutledge give the financial report.
- Steve Himpl reported that the Gettysburg Bus Trip is sold out. He is still waiting to hear from Woodstown Central about a trip to N.J.
- Guest Dan Cupper advised of the Railway & Locomotive Historical Society Reading & Northern RDC charter trip on June 18th.
- Tom Shenk advised that the April Meeting time has been moved up to 7:00 PM from the usual 7:30 PM time.
- There will be no regular May meeting, only a 1:00 PM daytime committee meeting at the Freight House. All are welcome.
- The Board is looking to have the interior of the Freight House painted. Any member knowing a provider should advise.
- Glenn Kendig warmly thanked everyone who donated to the deck fence repainting.
- At 3:30 PM, Chapter Member Mark Hoffman made a great presentation on the Downingtown and Lancaster Branch of the Pennsylvania railroad, aka The New Holland Branch.
- The meeting concluded at 5:30 PM.

Submitted by Jim Donohue for Tom Fluck

General News and Notices to Members

LAST CALL FOR 2026 DUES!

Chapter Member Dues \$20.00

Family Dues \$ 2.00

Checks can be sent to:

MR. TOM STECKLER

10 PARKER DRIVE

CHRISTIANA, PA 17509-9705

APRIL MEETING TIME CHANGE: The April 20th meeting will start at 7:00 PM, not 7:30 PM.

MAY MEETING CANCELLED: There will only be a 1:00 PM Monday afternoon committee trip wrap-up meeting on May 18th, 2027 at the Christiana Freight House. All members are welcome to attend.

LANCASTER CHAPTER BOARD OF DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	GLENN KENDIG	717-917-0644	CINDYKENDIG@GMAIL.COM
2ND VICE PRESIDENT:	DAVID STAMBAUGH	717-683-3053	DAVIDES53@ATT.NET
SECRETARY:			
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRJ611@COMCAST.NET
EDITOR:	JIM DONOHUE	717-445-0394	JTD1117@GMAIL.COM
HISTORIAN:	LINDA HIMPSL	717-285-4283	SHIMPSL@AOL.COM
1ST DIR AT LARGE:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
2ND DIR AT LARGE:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
CHAPLIN:	LORRIE STEFFY	717-419-7515	LDSTEFFY4@YAHOO.COM
DONATIONS:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
RENTALS:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
WEB SITE	THOMAS STECKLER	610-593-2594	THOMAZ@COMCAST.NET

LANCASTER DISPATCHER CO-EDITORS

CO-EDITOR:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
COPY EDITOR:	JANE FERRELL		

NEXT CHAPTER MEETING

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

APRIL 20th, 2026 - MONDAY, 7:00 PM

CHAPTER MEETING

CHRISTIANA FREIGHT HOUSE

10 RAILROAD AVENUE

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

CHRISTIANA, PA 17509-1416

PHONE: 717-917-5137

CHAPTER WEBSITE: WWW.NRHS1.ORG



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS, AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$ 20; FAMILY MEMBERSHIP : \$2; STUDENT: \$10; YOUTH: \$5. IF YOU DESIRE A MAILED NEWSLETTER: \$12. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITORS, STAFF OR CONTRIBUTORS AND ARE NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

PLEASE DELIVER PROMPTLY

FIRST CLASS MAIL

Forwarding and Address Correction Requested

CHRISTIANA, PA 17509-1416

10 RAILROAD AVENUE

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