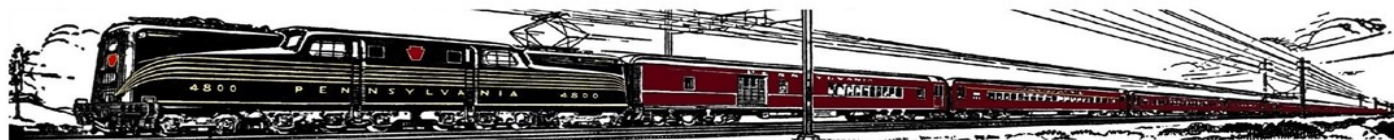


# LANCASTER DISPATCHER

1935-2026

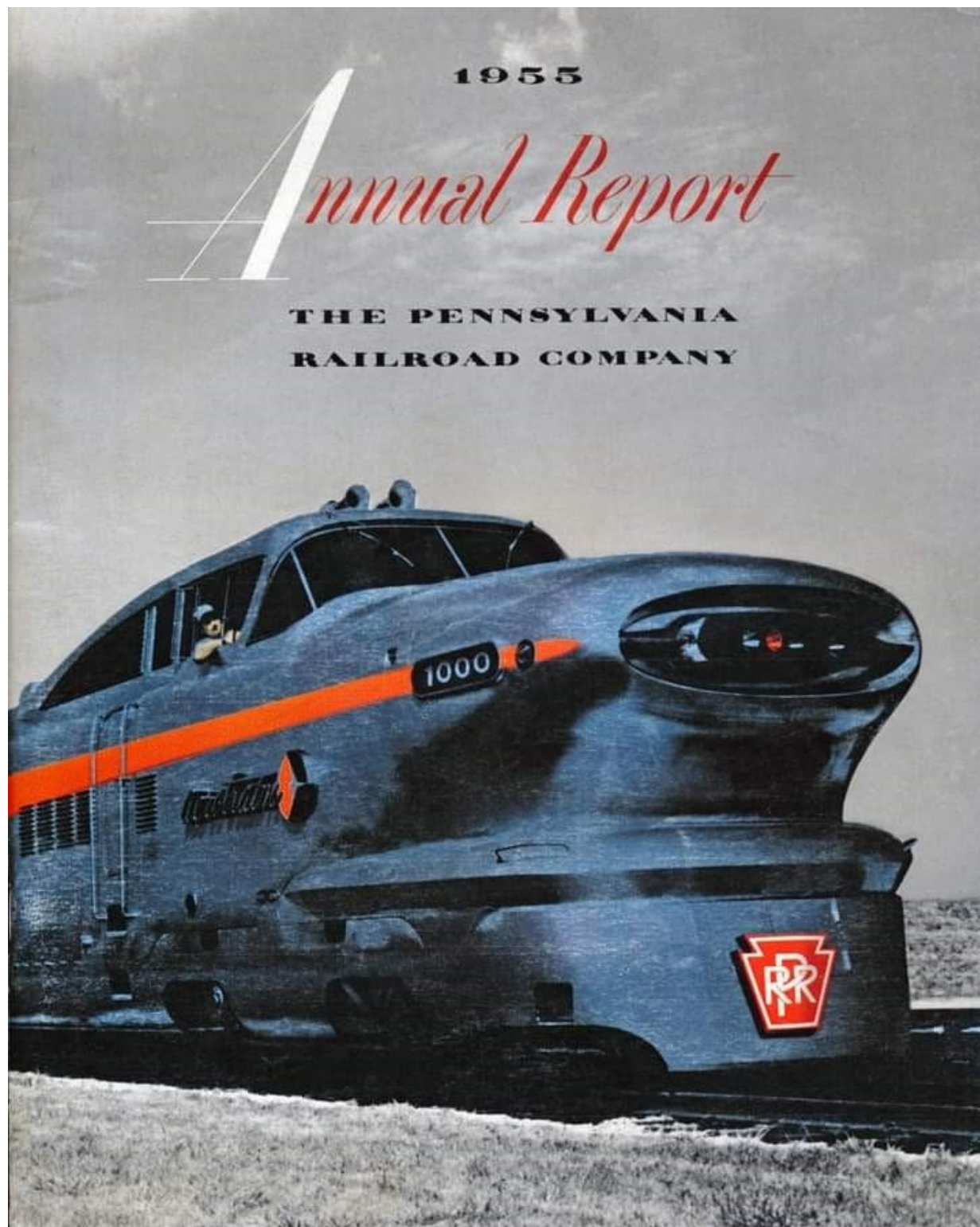


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 59 NUMBER 5

DISTRICT 2—CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://WWW.NRHS1.ORG)

MAY 2026





## Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

### MAY, 2026

- From Dan Cupper at Trains Pro: The Friends of the East Broad Top Railroad began laying track at Saltillo, Pennsylvania on Saturday, March 21<sup>st</sup>, 2026. This part of the railroad's main line has sat dormant for 70 years!
- Union Pacific Museum announced that Big Boy will operate on the Reading and Northern Railroad in Pennsylvania on June 14th. It will run from Nesquehoning to Pittston, PA. This is a fundraising event for the Union Pacific museum and museum patrons will receive priority ticketing. More information and details of the trip will be forthcoming.
- Union Pacific's Big Boy 4014 steam locomotive kicked off their coast-to-coast tour on Sunday, March 29<sup>th</sup>. The tour started with a run from Cheyenne, Wyoming to Medicine Bow, Wyoming.
- From Dan Cupper at Trains Pro: On April 9<sup>th</sup>, Amtrak's first Siemens Airo Cascades trainset, led by a power car made its first powered round trip between Philadelphia and Harrisburg. It was previously tested on the Northeast Corridor between Washington DC and Newark, NJ.
- Amtrak announced that it will begin renovating the Lewistown Train Station. Riders will benefit from station upgrades and platform improvements that include platform lighting and signage. It should be noted that Lewistown Station is located next to the Pennsylvania Railroad Technical and Historical Society's archives.
- More of the brand-new (after sitting idle for quite a few years) NextGen Acela trainsets could soon be ready for service. However, they will still sit idle because of delays in upgrading Amtrak's maintenance facilities.
- Amtrak is again working on converting the old HHP-8 locomotives to use as cab cars for their Keystone Service trains.
- As part of the effort to increase its Regional Rail fleet, SEPTA purchased twenty-four rail cars from Exo in Montreal, Quebec, Canada. SEPTA bid \$ 8.58 million for these coach cars. Funding came from the almost \$220 million additional capital dollars allocated by Pennsylvania Governor Shapiro in November 2025 to support safety upgrades and infrastructure improvements. The cars involved in this purchase were manufactured by Bombardier in the late 1980's. The coaches will operate with SEPTA's existing fleet of ACS-64 electric locomotives.
- After seven years of construction SEPTA finally opened the new \$62 million Ardmore Station on March 23<sup>rd</sup>. The station also serves a few Amtrak Keystone trains.
- New York Governor announced that the MTA (Metropolitan Transit Authority) is seeking companies to build 2,390 subway cars. This is the largest subway car ever ordered. The plan starts with a base order of 1,140 cars and an option to purchase an additional 1,250 cars. All this is possible because Governor Hochul's fully funded MTA's 2025-2029 capital plan.
- On April 13<sup>th</sup>, New Jersey Transit unveiled the first of its new next-generation Multilevel railcars. This is the beginning of a 374-car order that will replace aging single level cars. The order is for 112 power cars, 100 cab cars and 162 unpowered trailers. These cars can be combined to form a train set. A single power car can pull two unpowered coaches with a cab car to form a train of up to 14 cars!
- Siemens Mobility launched a Lexington, NC plant to build Amtrak Airo equipment, with deliveries of these trainsets scheduled to begin this summer.

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

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

May 1, 1917 First PRR census of women workers shows 1,494 employed on Lines East; before 1917, only a few hundred women employed as station agents, telegraphers, cleaning women and clerks; increases to over 9,000 in summer of 1918.

May 1, 1922 PRR discontinues its own refrigerator car lines and merges its 5,927-car refrigerator fleet with that of Fruit Growers Express.

May 2, 1922 Pres. Rea writes to VP W.W. Atterbury to examine the question of cost and potential savings from electrifying the crossing of Allegheny Mountain; PRR then conducts engineering studies for electrification between Altoona/Hollidaysburg and Seward (near Johnstown) via both Horseshoe and Mule Shoe Curves and also for electrification in Pittsburgh suburban area.

Mar. 23, 1932 PRR announces that it will begin pre-cooling of sleeping and dining cars at principal stations and introduce ice-operated air conditioning in dining cars on "Clockers" and New York-Washington trains.

May 28, 1932 ICC gives final approval to PRR's \$27.5 million RFC loan to complete electrification, removing original condition that PRR raise equal amount in capital markets; first installment is to be paid June 1 instead of Oct. 1.

May 16, 1937 PRR operates what is probably one of the largest railfan fan trips ever staged as part of its "Off the Beaten Track" series; the trip runs from New York to Altoona with a tour of the shops and test plant; sponsored by the New York Chapter of the R&LHS, the NRHS and Railroad Stories magazine; runs in 5:50 or about as fast as the Broadway Limited; two 13-car sections run from New York, one with streamlined K4s No. 3768 and unstreamlined No. 5417 west of Paoli; the other section runs from North Philadelphia behind K5s No. 5699; the two trains carry a total of 1,763 passengers; a separate excursion leaves Chicago for Altoona on May 15 on a regular train with 390 passengers and departs Altoona before the New York excursion arrives; 11 classes of steam locomotive are on display at Altoona; the trains appear to have carried fewer people than the NYC ALCO excursion in April, but run much longer distances and with a greater variety of motive power.

May 12, 1942 Class T1 No. 6110 makes seventh road test with the westbound Metropolitan, 10 cars; steaming is improved by making substantial reductions in the size of the draft nozzles, effecting a nearly 40% decrease in the draft drop between the front and back of diaphragm.

May 18, 1942 Experimental Class Q1 4-6-4-4 duplex freight locomotive No. 6130 completed at Juniata; first steam locomotive built there since S1 of 1939; costs \$395,322; streamlined by Raymond Loewy; is assigned to Columbus - Chicago service.

May 14, 1947 President Clement informs PRR Board of studies under way regarding economies to be gained by dieselization and comparison between PRR and other eastern railroads; are studying possibility of using diesels to eliminate pushers on Panhandle and Eastern Divisions; approve purchase of 50 switchers but have made no decision on further diesel purchases.

May, 1947 PRR dieselizes The Broadway Limited.

May 14, 1952 PRR Board approves construction of new brick station of modern design at Paoli.

May 28, 1957 Bulk ore carrier Cosmic docks at PRR's ore pier in South Philadelphia and unloads 44,136 tons of iron ore from Quebec; within 3:30, the first of seven trains totaling 710 cars is moving west to Steubenville; all the ore is delivered by May 30.

May 7, 1962 Railway Age publishes an article on the Philadelphia Center City Commuter Connection to link the Reading commuter lines near Green Street to Suburban Station; project will take over 22 years.

May 12, 1967 National Park Service designates Horseshoe Curve a National Historic Landmark.

May 1967 First of 20 "Silverliner III" MU cars are delivered from St. Louis Car Company for SEPTA service, giving PRR 64 modern MU's in SEPTA service by the end of the year; the cars are designed by the City and its consultant, Louis T. Klauder & Associates, incorporating improvements from experience with the first 38 cars of 1963; the City insists on a left-hand cab to permit two-door loading with single-car trains; the PRR has conceded fixed 3-2 seating in 6 cars in return for 2- 2 seating in 10 cars.

### Fred Schneider Lancaster Photographs

With Fred's passing in April, we'd like to share more of his photographs, which he donated to the Lancaster Chapter.



PRR Philadelphia *Night Express* at Lancaster in 1957.



PRR Penn Texas at Lancaster (MOPAC 3rd car), June 26, 1955



AMT Metroliners at Lancaster, April, 1982



AMTRAK # 41 Broadway Limited Lancaster , April 23, 1980



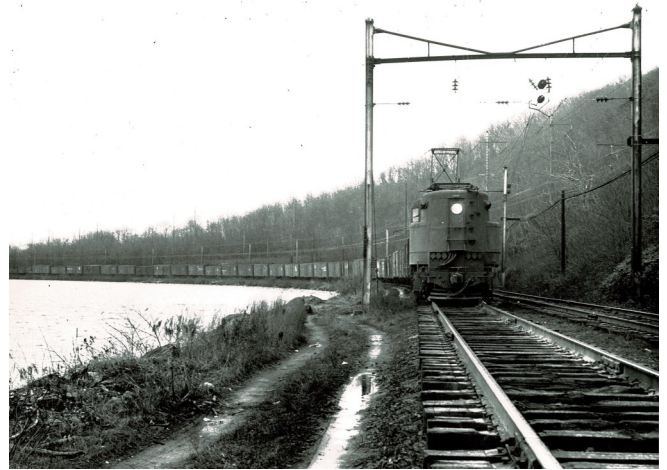
CR E33's crossing Conestoga Creek Lancaster January , 1978



Amtrak Washington NRHS Special Bird-in-Hand ,1977

**Fred Schneider Lancaster and Vicinity Photographs (continued)**

Amtrak EB Harrisburg-Philadelphia Bird-in-Hand 1977

PRR SB Columbia & Port Deposit south of Columbia PA  
December 26, 1956

Left: Consists in Harrisburg service were typically single cars in the rush hours and doubles in the off-peak - the same equipment pool must fill all schedules without removing other equipment from Philadelphia schedules. Longer trains are exceptions to the rule, such as this five car Saturday consist on No. 603 at Lancaster on September 4<sup>th</sup>, 1976. The National Railway Historical Society used regular schedules to move their conventioners from Philadelphia to the Strasburg Rail road on that occasion.

September 4, 1976.

PRR 4800 Pinstripe in Harrisburg on January 12, 1957

The Lancaster Chapter is most grateful to Fred for recording so much of the Railroad history of Lancaster, PA and the Pennsylvania Railroad.



## Replacing Amtrak's Amfleet Consists By Stephen Ferrell

The Amfleet I and II coaches have provided great service since the early 1980's. Now approaching over 35-40 years old, they are a maintenance quagmire for the shops. Even so, they still are very comfortable. In fact the cab cars on the push-pull Keystone service are former Metroliner cars and are over 50 years old! Recent refurbishments of the interior and seating have done much to enhance the smooth riding experience of riding in these coaches.

Now for the exciting news. Amtrak is contracting with Siemens Mobility to replace these Amfleet coaches. These train sets are named "Ario". Up to 83 multi-powered (meaning dual Electric and Diesel-Electric locomotives) trains with coaches will be leveraged for state and Northeast Corridor Services with additional options to order 130 more consists to support Amtrak's growth plans. First deliveries are expected in 2022-27.

In addition to the Northeast Corridor, these units will be used on Keystone Service, the Pennsylvanian, the Vermonter, Adirondack, Carolinian, Cascades services. Other routes to receive new train sets are the Empire Service, Downeaster, Maple Leaf, Ethan Allen Express, Virginia Services and the Springfield-Hartford line. Seventeen train sets alone will be designated for New York State supported services.

These consists will be using dual powered engines with 90% lower carbon emissions. Using dual powered locomotives will reduce dwell time at stations where locomotives switches used to occur (Washington, Philadelphia, etc.) when the line ceased to be electrified. Hybrid battery power will be used for the New York State consists, where electric power is only needed for exiting underground Penn Station (Moynihan Hall) tunnels.



Ario Locomotive with coaches – Amtrak Website Photo

Key Features – listed in the Amtrak.com website

- **Elevated Experience:** With its modern, spacious interior and panoramic windows, customers have an improved view of the best sights in the country while connecting to the passing landscape.
  - **A Greener Impact:** The new trains are more fuel efficient and produce 90% less particulate emissions in diesel operations.
  - **Reduced Travel Times:** The new trains will operate at speeds up to 125 mph and offer near seamless transition between power sources where time-consuming locomotive changes were previously required.
  - **Redesigned Café Car:** More contemporary food service provides self-service options.
  - **Wayfinding:** Signage creates a cleaner, more evident and accessible way to identify and differentiate cabins — both on the exterior and interior through a color-coded system.
  - **Spacious Seating:** Each spacious seat prioritizes ergonomics, offers enhanced comfort with plenty of legroom, bigger and sturdier tray tables, moveable headrests and a dedicated cup and seatback tablet-holder.
  - **Business Class:** Choice of double and single seats offer customers greater flexibility.
- Amenities:** Features enhanced lighting, improved technology with digital customer information systems and touchless restroom controls, dedicated individual outlets, USB ports and onboard WIFI.



Left: Business Class seating.

Right: Coach Class Seating

Photos from Amtrak Website



### Railfanning along the Northeast Corridor at the Trenton Transit Center By Steve Ferrell

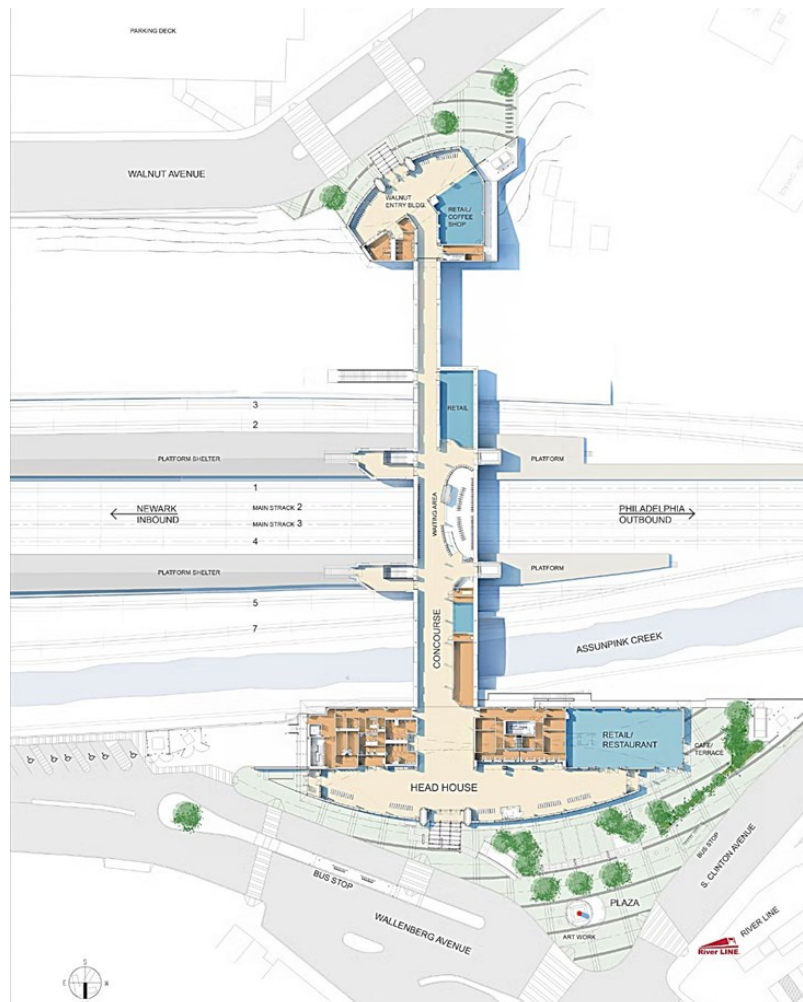
I enjoy switching trains at Trenton, and I especially love it if I have an hour or two at this great railfanning location. While there are some drawbacks at Trenton – a large homeless population and gross bathrooms, the different railroad viewing options abound. All platforms are open (unguarded) for fans to go down and watch trains to arrive, depart or speed through.

The Acela's and Acela Next Generation trains speed through on the middle tracks that have no platform. These are called Main Tracks 2 or 3. Septa trains usually arrive and depart on track five. This is handy for commuters switching from New Jersey Transit trains arriving from New York and continuing to Philadelphia and stations in-between. North-bound Amtrak Northeast Corridor trains stop on track one, while Southbound trains stop at Track five. This allows transfers to local stations not served by Amtrak for both northbound and southbound travelers. Tracks three and seven are unused and look like it.

New Jersey Transit trains traveling towards New York City use tracks one and two (usually two) and southbound trains use track four, before turning around or going to the yards. Unlike SEPTA, NJT operates quite long (8-12 car) trainsets. If you go out of the station head house and turn to the left, you can observe the River Line light rail line trains departing for and arriving from Camden, NJ.

Food is not a high point. The McDonalds outlet recently closed. They have a convenience store with sandwiches and an Auntie Anne's soft pretzels. At the other end from the headhouse is a fast-food Italian place with seating. I have had pizza slices there and it is tasty.

Below is a station diagram. On both platforms you can go out to the south ends to get splendid views of NJT, Amtrak and SEPTA operations.



## RAILROAD MUSEUM OF PENNSYLVANIA ROUNDHOUSE CONSTRUCTION UPDATE



**Construction as of April 15th, 2026**



**Who's in the 'house?**

B6sb 0-6-0 1670  
E6s 4-4-2 460  
H10s 2-8-0 7688  
K4s 4-6-2 3750  
L1s 2-8-2 520  
M1b 4-8-2 6755

**Construction is expected for an on-schedule completion in January, 2027.**

**(RRMPA Photo)**

### Frederick William Schneider, III

Frederick William Schneider III of Manheim Township passed away February 3, 2026, following a brief illness. Born March 9, 1940, in Pittsburgh, he was the son of Frederick W. Schneider and Eleanor Jane (Rebele) Schneider. He was an avid historian and photographer, focusing his interest in trolley operations and railroads. Co-author of two volumes outlining the history of the 1930s modern Presidents' Conference Committee streetcars, he was a diligent researcher as well as an exceptional writer.

During high school, he was active in Junior Achievement and served as photographer for the school newspaper and the yearbook. His photographic/darkroom abilities were learned early from his father, as was his intense interest in railroads, evoked during World War II when fuel was rationed and the two of them would go to Turtle Creek, east of Pittsburgh, to watch steam locomotives at work.

Fred developed a taste for travel during family vacations in his youth, and after joining the U.S. Army following graduation from high school, used his time off during his U. S. Military deployment in Germany to visit many of Europe's major cities. Following his return to the States and his completion of a Bachelor's degree from Franklin & Marshall College, he briefly taught in the public schools and then joined the Pennsylvania Department of Labor and Industry, from which he was retired. His adventures in travel continued over the 49 continental U.S. states, and once again, multiple visits to Europe.

His photography hobby included an extensive basement darkroom, where he printed not only his own work but that of numerous other rail authors for publication. He was a member of the Lancaster Chapter of the National Railway Historical Society, Pennsylvania Trolley Museum in Washington PA, and Baltimore Streetcar Museum, and served as a volunteer operator at the two museums. His photographic legacy is preserved with these entities.

In addition to his sister, Sue E. Haney, his granddaughter, Shannon Muhammad, and six great-grandchildren, Fred is survived by a daughter, Thirza Peevey, and her daughter Marian. He was predeceased by his wife, Marie Veri Schneider, and a daughter, Lynne Marie Schauer.

Editors Note: Fred has left his entire photo collection to the Lancaster Chapter. For the past three years, Fred's photos have adorned many of our *Dispatcher* covers, as well as photo essays throughout various issues. We will continue to exhibit Fred's photos and those of John Bowman, whose collection was shared and given to Fred.

Fred had an enormous talent for photography, recognizing that people was as noteworthy as were locomotives, rolling stock and structures. He possessed excellent cameras and as noted above, did his own developing, resulting in excellent work. Fred's photographs are truly an important legacy of the Chapter and they tell so very well the story of railroading in its historic heyday.

Right, a sample of Fred's collection, a John Bowman photo at Delaware Avenue and Market Street in Philadelphia on May 19, 1956.

You've got to love the PRR 44 ton locomotive street running, a checker cab and the Ben Franklin Bridge all in one shot!



Fred (conductor) with John Bowman



### Upcoming Chapter Activities

Sunday, May 17<sup>th</sup> -- Bus trip to Gettysburg. NOTE: Parking adjacent to AC Moore building on Rt. 272 (Oregon Pike) side. Elite Coach loads in parking lot.

Monday, May 18<sup>th</sup> -- 12:00 Noon -- Lunch at Dutchway Restaurant (Christiana, PA)  
1:00 PM - Committee meeting at Christiana Freight Station.  
All are welcome.

Monday, June 15<sup>th</sup> -- 7:00 PM -- Chapter Meeting at Christiana Freight Station.

Sunday, July 19<sup>th</sup> -- Chapter Away Meeting at Manheim Train Station

1:00 PM to 4:00 PM Manheim Station Open House – trolley, model trains and caboose

2:00 PM to 3:00 PM Manheim Historical Society program

3:30 PM to 4:00 PM Lancaster Chapter, NRHS Meeting

Sunday, August 16<sup>th</sup> -- 4:00 PM Strasburg Rail Road Annual Chapter train ride and meeting.  
Train (last open car) . Tickets \$ 10.00

Sunday, September 20<sup>th</sup> -- 3:00 PM Chapter Picnic Please bring a covered dish to share  
2:00 PM -- Board Meeting

Sunday, September 20<sup>th</sup> -- 1:00 PM to 4:00 PM Manheim Historical Society, Manheim Station celebrating 100<sup>th</sup> anniversary of the Trolley Car. The Trolley was initially purchased by the Lancaster Chapter to save it from being scrapped.

Right, the plaque installed by Glenn Kendig in the Freight Station, acknowledging all who generously donated to the Deck Railing Project.

The entire Chapter is most grateful for these donations.



## "INSIDE THE BACK PAGE"

**CHAPTER MEETING MINUTES**

---

The April Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, April 20th, 2026.

28 members were in attendance, 1 visitor and speaker Rick Musser and his wife.

Tom Shenk opened the meeting at 7:00 pm.

Steve Himpsl announced upcoming chapter activities through September, 2026.  
Richard Rutledge gave the financial report through March 30<sup>th</sup>.

Tom Shenk asked for a volunteer to assume the role of Chapter secretary. No one stepped up during the meeting.

Steve Himpsl gave a list of deceased member Fred Schneider's estate donations to the Chapter.

Glenn Kendig advised that he has placed a plaque thanking the donors of the fence restoration project. (See page 10).

Richard Rutledge also gave the Chaplin's report.

Glenn Kendig also advised of an excellent Facebook page on the Christiana freight station and the passenger station. It is by Nate Wiggin, titled "History Under your Nose."

Our speaker was Rick Musser, describing his years of locomotive operating service on the Strasburg Railroad's locomotives, especially on tours over the former Pennsylvania Railroad lines.

In closing, Tom Shenk announced that the speaker at the June 15<sup>th</sup> meeting will be Gerry Futej on the "American Freedom Train – Different Versions."

The meeting concluded at 9:00 PM.

Respectfully submitted,

Jim Donohue, Acting as Secretary

**WANTED: Chapter Secretary.**

With the passing of our Chapter secretary, Tom Fluck, the position is now open and needs to be filled.

Skills required: take handwritten notes at the meeting and forward to the *Lancaster Dispatcher* editor. That's it!

This is an important position but does not require much time.

Please advise Tom Shenk if you are willing to participate.

**TSHENK@NRHS1.ORG**

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## NEXT CHAPTER MEETING

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

JUNE 15, 2026 - MONDAY, 7:00 PM

CHAPTER MEETING

CHRISTIANA FREIGHT HOUSE

10 RAILROAD AVENUE

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

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