

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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AUGUST 2026

THE SATURDAY EVENING POST

December 3, 1938

LIFE on Wheels

aboard the Pennsylvania *FLEET OF MODERNISM*



Relax

on rich-bond divans and settees in this smart, modern-paneled Lounge Car. See that spacious mirror! Directly opposite it is a charming mural. And nearby a radio for news, sports, music and entertainment. What's that beyond? A handsome fan-shaped bar. Yes, something new at every turn!



Dine

no music in this colorful Dining Car, on the *Broadway Limited*. And that's not the only new note! You can reserve a table in advance, too—there's inter-car phone service. And for that gracious tradition, the before-dinner appetizer—a quaint "cocktail corner," with murals and gay settees.



Sleep

as at home in a real bed. Even in the Roomette (pictured here) you enjoy individual toilet and washing facilities . . . regulate your own weather . . . have ash tray, ice water, other comforts at finger tips! A Roomette's cost? Little more than lower berth! Many other new accommodations, too.

INFORMATION PLEASE



What private accommodations for one traveling alone? Duplex Room, Roomette.
For two? Master Room, Drawing Room, Compartment, Double Bedroom.
For a family? Master Room and adjoining Double Bedroom, Drawing Room, two Double Bedrooms.

EXCITINGLY different — this new travel life designed for you by Pennsylvania Railroad and Pullman Company engineers in collaboration with Raymond Loewy, noted designer. Eight premier trains, four in each direction — The all-

room *Broadway Limited* and *The General*, between New York, Philadelphia, Chicago; *Liberty Limited*, Washington, Baltimore, Chicago; *"Spirit of St. Louis"*, New York, Philadelphia, St. Louis . . . there's the modern way! Enjoy it!

Pennsylvania Railroad

SHORTEST ROUTE BETWEEN EAST AND WEST — HEAVIEST RAIL, FINEST ROLLER IN AMERICA. YOU CAN SLEEP *snuggly*.

PENNSYLVANIA RAILROAD IS THE DIRECT ROUTE TO THE NEW YORK WORLD'S FAIR 1939. STATION ON FAIR GROUNDS.



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

- New Jersey Transit and Amtrak are starting the initial construction of the Sawtooth Bridges replacement project in Kearny, New Jersey. These bridges carry Northeast Corridor tracks two and three over the New Jersey Transit's Morris and Essex lines, Conrail and the Path Line.
- Alstom, the rail equipment manufacturer, is the presenting sponsor for this year's annual Pullman Railroad Days. The event is held on July 25-26 at Pullman National Historical Park in Chicago. It will also coincide with the 100th anniversary of electrification of Illinois Central Railroad's commuter service, today's Metra Electric Line.
- Alaska Railroad opened a new cruise terminal at Seward, Alaska. This \$137 Million project will replace their existing facility which opened in 1966. The facility includes 41,500 square feet of enclosed space and 27,000 square foot area for pass through luggage transfer.
- Before the Big Boy No. 4014 began its coast-to-coast tour in 2026, experts at Strasburg Rail Road's Mechanical Services made sure that the locomotive's wheels were ready for its long ride eastward. Brendan Zeigler, VP of Strasburg Rail Road's Mechanical Services was one member of the crew that worked on Big Boy's wheels, getting them ready to roll! Strasburg Railroad has been a partner with Union Pacific's steam program for quite a while. They reached out to Strasburg and asked for assistance with the driving wheels and the lead and trailing truck wheels for the locomotive.
- Amtrak debuted North America's first passenger rail Pre-clearance facility at Vancouver Canada's Pacific Central station. Trains departing Vancouver will now proceed directly into the United States without stopping enroute for border screening. This enhances the trip quality and operational efficiency.
- On October 30th, Strasburg Rail Road is offering a new event in coordination with the Barn at Paradise station (on the property of the Red Caboose Motel). It is called "A Night of Silk and Smoke"; riders will enjoy a dinner with a murder mystery play starting during the meal. The night continues with more drama continuing. Later dessert and a discussion with cast before returning to the station. Further details are available on their website.
- While waiting to see the Union Pacific Big Boy at Reading and Northern's Outer Station, on July 2nd over 100 individuals received treatment for heat related health issues and 35 people had to be taken to the hospital for evaluation. One person suffered cardiac arrest and was successfully resuscitated. The temperature at the time was estimated at 106 degrees.
- On June 30th, a CSX train derailed at Bensalem, PA, in the suburbs of Philadelphia. Thirteen cars of a 72-car train derailed and halted service on SEPTA's West Trenton commuter line. Because the line runs through center city and out to various other routes, most of the entire system experienced delays and cancellations. Residents near the accident were first told to shelter-in-place because the derailment involved a couple of boxcars carrying hazardous materials. Later that afternoon officials confirmed that no materials had been released and lifted the previous shelter-in-place order.

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

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

Aug. 20, 1917 DD1 being coupled to 10-car eastbound Colonial Express in Sunnyside Yard rams train, damaging first 3 cars; 11 injured; first accident on New York Connecting Railroad.

Aug. 14, 1922 A solid train of 196 Buicks consigned to a local dealer arrives at 52nd Street Yard, having left Flint, Mich., on Aug. 11; part of an ongoing PRR experiment of operating "solid trains," an early version of unit trains.

Aug. 29, 1927 Eastbound Broadway Limited derails on Bennington curve near Gallitzin; first locomotive rolls down 200-foot embankment, killing crew; second locomotive and club car fall part way; nine Pullmans remain on right of way.

Aug. 9, 1932 LIRR places prototype double-decker MU car on display at Penn Station; built at Altoona; seats 120 vs. 76 in regular car.

Aug. 15, 1932 PRR introduces new low fares including a three-day round-trip at onethird less than regular fare and a 12-trip weekly commuter ticket to supplement the regular 60-trip monthly, as many commuters no longer able to pay that much in advance, and most make 50 not 60 trips per month; begins offering commuter rates between intermediate stations in the Philadelphia suburban zone for the first time, not merely to and from Center City.

Aug. 1, 1937 PRR operates "Off the Beaten Track" excursion from Philadelphia to Poughkeepsie Bridge, going via Belvidere and Maybrook and returning via Danbury, Norwalk and New York.

Aug. 9, 1937 PRR purchases EMC SW1 demonstrator No. 680, its first off-the-shelf diesel locomotive; renumbered No. 3908, Class AA5; assigned to yard serving GM auto plant at Linden, N.J.

Aug. 20, 1942 Altoona Shops completes first conversion of X32 box car to P78 troop coach; total of 14 built.

Aug. 5, 1947 PRR officially retires Raymond Loewy's "Fleet of Modernism" two-tone paint scheme for passenger cars; change is made as individual cars are brought in for repainting, so some are not repainted until at least 1950.

Aug. 10, 1952 World War II memorial in 30th Street Station dedicated by Gen. Omar Bradley (1893-1981); statue of the Archangel Michael lifting a fallen soldier sculpted by Walter Hancock (1901-1998); base inscribed with the names of all 1,307 PRR employees lost in the war.

Aug. 4, 1957 Westbound side of enlarged Conway Yard begins classifying mixed freight trains from the East; more westbound trains routed for classification at Conway, and majority of 104 preference freights rescheduled; restructuring of westbound freight schedules and full use of yard is not completed until Apr. 1958.

Aug. 14, 1962 Extra 4415 East with 99 cars rear-ended at Atglen by 80-car EnolaNorristown freight; engineer and fireman of second train killed and five injured, including three armed guards with a secret shipment of nuclear submarine fuel in the last four cars of 4415 East; Army and Atomic Energy Commission seal wreck site but find no radiation leakage.

Aug. 1, 1967 ICC orders PRR and NYC to prepare a plan to lease the New Haven as soon as the Penn Central merger is consummated.

Aug. 23, 1967 Solari automatic train information boards placed in service in entry and exit concourse levels at Penn Station.

Aug. 1972 GG1's are Amtrak's most reliable locomotives, posting an on-time rate of 97.4%; the New York-St. Louis-Kansas City National Limited has an on-time rating of 0%.

Aug. 24, 1972 Amtrak files a motion against Penn Central for failing to operate a full, on-time service between Philadelphia and Harrisburg, as the damage from Tropical Storm Agnes has been repaired.

Bound for Bound Brook and Great Italian food! A Ride with Me Steve Adventure!**By Steve Ferrell**

I planned a trip to Bound Brook, NJ to go to the great Italian restaurant in the old westbound station building on this former Central Railroad of New Jersey main line. I was hoping to get pictures of Bound Brook Junction for my future Reading Crusader and Baltimore & Ohio articles. Well, surprise! I had forgotten that the actual famous junction is about a mile west of Bound Brook! There is a track that connects the line south of the junction to the tracks at Bound Brook though, and I was happy to observe lots of freight trains on this line, both Norfolk Southern and CSX.



Some of the group waiting at Newark for our train to Bound Brook – Photo by John Smith

When the eastbound Amtrak Keystone arrived, we noticed it was on the wrong track (the outbound track to Harrisburg). Another rider and I had to run down long steps, cross under the tracks and again run up long steps to catch the train. We were able to find the rest of the group that boarded in Lancaster. They told us that the Amtrak train had to go around a disabled SEPTA train at Downingtown, thus the change of tracks. Because of this we were 20 minutes late throughout the trip.

Three riders that had arrived at Philadelphia's 30th Station on SEPTA trains boarded. We made up some time before arriving at Newark. At Newark's Penn Station we purchased our New Jersey Transit (NJT) tickets to Bound Brook and boarded a diesel hauled long train of older Comet coaches. Forty-five minutes later after going through nice suburban towns and cities, we arrived at Bound Brook and met another rider who had driven up to join the group for lunch.



Left: Our train arriving at Bound Brook – Steve Harper took this photo as he had driven up and met us at the station.

Right: Freight line used by both the NS and CSX trains joining the former CNJ main line at Bound Brook – photo by Steve Ferrell



Bound for Bound Brook and Great Italian food! (continued)

We had about a half hour to watch trains before the restaurant opened and were pleased to observe about four long Norfolk Southern trains coming up on the spur track and joining the line. We also observed an east-bound New Jersey trainset train.

Our group of thirteen was warmly welcomed at Mama Rosina's and we were immediately given some great Italian bread loaves and water. We ordered drinks and enjoyed small talk before ordering our meals. Several folks had appetizer's. The calamari appetizer looked like a large entrée. We all enjoyed our meals, like shrimp scamp, and another upscale Italian entree's. The service was very attentive and relaxed.



Left: Picture of the front of Mama Rosina's Italian Restaurant at Bound Brook – Photo by Anne DiSerio



Train watching at Bound Brook station – Photo by John Smith



Right: Group at Mama Rosina's – Photo by John Smith

Left: John Smith's Frutti De Mare at Mama Rosina's – Photo by John Smith



We had about a half an hour before catching our return train to Newark. We saw a few more freight trains and a westbound NJT train before our eastbound train arrived. The good news was we had newer bi-level coaches. The unwelcome news is that we had windows that totally blocked any viewing of any outside scenery. At Newark, we transferred to a standing-room-only train to Moynihan Train Hall at Penn Station in New York City. We only had about ten minutes before the boarding call for our Amtrak Keystone train home.



Ride with me Steve group boarding our eastbound New Jersey Transit train for Newark – Photo by Steve Harper

A Bit More about Bound Brook and the Junction

By Steve Ferrell

I recently took a group up to Bound Brook for a great lunch in the station building at Mama Rocina's. We were amazed at the number of freight trains on the south track during the two plus hours we were there. Both Norfolk Southern and CSX used these tracks of the now Conrail Shared Assets line, formerly the Reading (Port Reading freight) line. We also observed two freight trains and four passenger trains on the High Bridge line, two inbound to Newark and two out-bound.



Reading Railroad's line from Philadelphia and West Trenton (on the left) joins the CNJ's main line at Bound Brook Junction. Photograph courtesy of the Railroad Museum of Pennsylvania

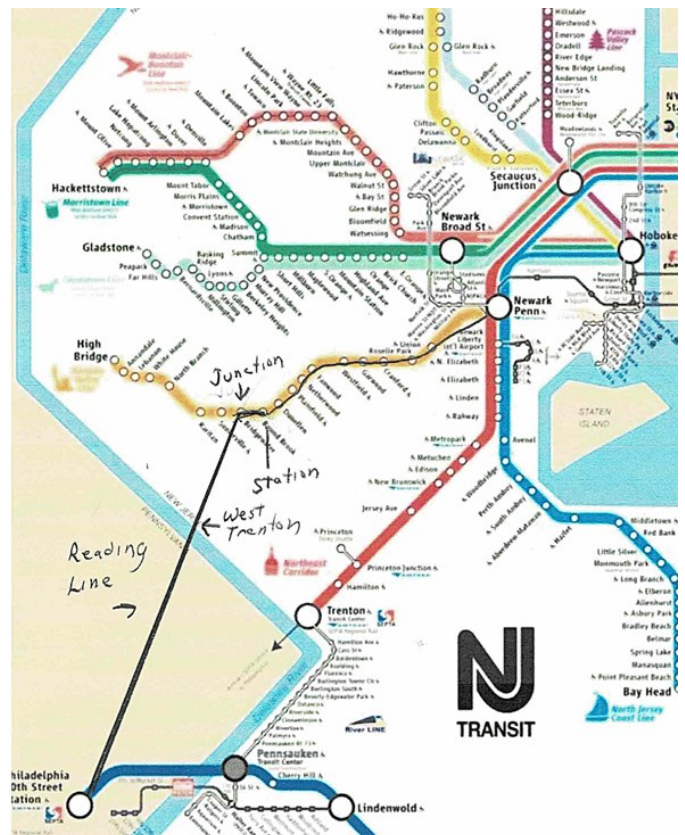


Steam Locomotive lead B&O Passenger train where the Reading joins the Central Railroad of New Jersey at Bound Brook Junction. 1938 photo. Photograph courtesy of the Railroad Museum of Pennsylvania

I remembered when we were enjoying the lovely day there that this was not the famous Bound Brook Junction. That location is about two miles west on the former Central Railroad of New Jersey's (CNJ) Main line into the coal area of northeast Pennsylvania. Now the line is used for commuter service of New Jersey Transit (NJT) to High Bridge, where the route is now truncated.

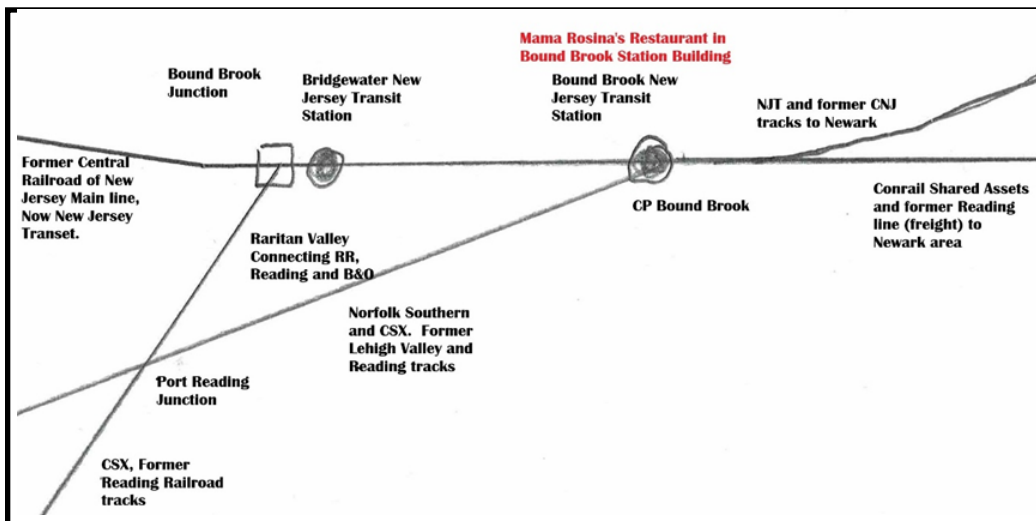


Westbound Crusader with Budd RDC cars heading to West Trenton entering the Reading Railroad line at Bound Brook Junction in 1979



A Bit More about Bound Brook and the Junction (continued)

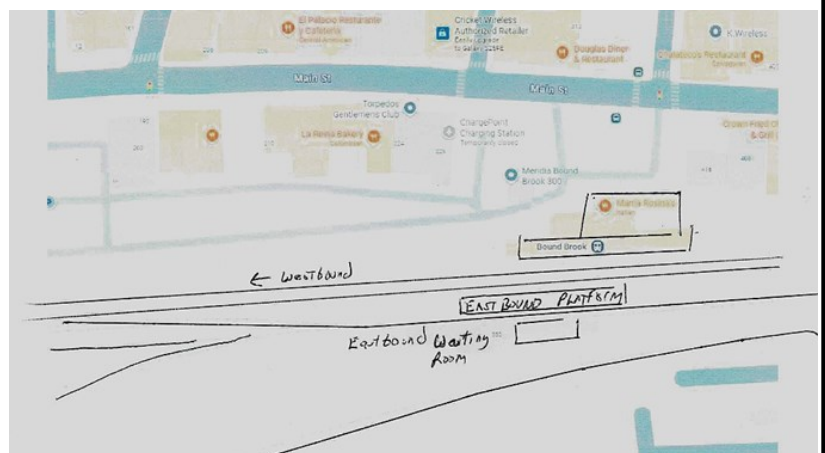
For a nice alternative trip to both locations, I suggest an all-day trip to the area. First, arrive at Newark's Penn Station and take NJT's High Bridge line to Bound Brook and enjoy a lunch at Mama Cucina's within the classic former west-bound track CNJ station. Then catch the next outbound train and take it one stop west, getting off at Bridgewater. Here you can walk the 1-mile trek to the actual famous Bound Brook Junction. There is not as much action here as at the Bound Brook Station, but it is nice to see the area that was at one time a hotbed of transportation. There are some restaurants in that area, but they are not close to the Junction, so you can also eat there if you desire.



Map of the Bound Brook and the Bridgewater area. Showing the Bound Brook Junction on the left side and Bound Brook Station on the right. Map drawn by author.

This location is out of the way in the sticks. Nothing much is around, but you can observe some activity on the line. The Junction is where trains of the Reading Railroad (and B&O trains running on Reading's tracks) joined the Central Railroad of New Jersey's main line and proceeded to Jersey City and Communipaw Terminal with ferry and/or bus connections into New York City.

A couple of notes. The Bound Brook Junction is not really that active anymore according to multiple sources. The best place for rail fans is at the Bound Brook Station area. On the day we were there we noticed about four people taking pictures of freight train action. And remember as stated above, the Junction is in Bridgewater, not Bound Brook.



Rough map of the tracks at Bound Brook Station

The Bound Brook Station is where passengers on the Reading line could transfer to the Central Railroad of New Jersey's network. The station, designed by architect William Houghton, is a beautiful Classical Revival style building, opened in 1913. It is within this building that the upscale Italian restaurant: Mama Rocina's is located.

Plans for Development of Penn Station

With Moynihan Station opening during Covid and becoming a fine station, and then the redevelopment of the Long Island Railroad concourse, plans are being developed for the remodeling of the Penn Station concourse. The New Jersey Transit concourse has also been remodeled. So, the one area remains to be developed, the lower level of the original Penn Station under Madison Square Garden, for a long time a stuffy area with low ceilings and poor ventilation and air conditioning.

Dave Homer, President of the NRHS West Jersey Chapter posted this link showing some artist conceptions of the planned improvements. Here follows those images...



Plans for Development of Penn Station (continued)

Above and below are views of the interior, note the elimination of tight hallways with expansive and easily navigable concourses with modernized retail spaces. Also note the much higher ceiling giving the concourse a more “open” look. Also include in the project is expanded track capacity to eliminate traffic congestion of trains into and out of the Penn Station Complex.



The project’s timeline has advanced steadily since USDOT and Amtrak assumed control of the project from the Metropolitan Transit Authority. Groundbreaking for plan is expected to start in 2027.

**Chapter Away Meeting at Manheim Train Station, Manheim, PA
Sunday, July 19th, 2026**



Above: the 14 Chapter members in attendance pose before Conestoga Transit Car # 236.

Right: the Motorman carefully checks the air pressure, used for brakes and opening doors.

Below, left: the trolley begins its 300' run.

Lower right: the actual full-length route with the storage barn at the rear.



"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

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

Saturday, September 12th — Christiana Heritage Days (175th Anniversary of the 1851 Christiana Resistance)

Sunday, September 20th -- 3:00 PM Chapter Picnic. BBQ chicken and Drinks provided.
Please bring a covered dish to share
2:00 PM -- Board Meeting

Monday, October 19th — 7:30 PM Chapter Meeting at the Christiana Freight House

Friday, November 13th — 6:00 PM Chapter Banquet at The Gathering Place, Mount Joy, PA
Dinner at the Gathering Place, 6 Pine Street, Mt. Joy, PA

Chapter Away Meeting at Manheim Train Station, Manheim, PA

Chapter Meeting Minutes

Sunday, July 19th, 2026

1:00 PM to 4:00 PM Open House at the Manheim Train Station. 14 members were in attendance.

2:00 PM to 3:00 PM Manheim Historical Society Program, "Ben Franklin" discussed the Declaration of Independence

3:30 PM Chapter meeting opened by Tom Shenk on the only remaining Conestoga Transit car.

The Lancaster Chapter had purchased the car in 1948 for \$250. After many re-locations, the trolley found a permanent home here in Manheim.

Steve Himpsl reported donations from Gene Graber: a Chessie plate, Orient Express lead crystal, box of O gauge track, and 5 plastic models. Steve also reviewed the Strasburg Annual \$10 ride on Sunday August 16th and reported on a possible Chapter bus / train tour in 2027.

Meeting closed at 4:10 PM and we took a round trip on the trolley courtesy of the Manheim Historical Society.

Respectfully submitted, Steve McClellan, Secretary

**CHRISTIANA HERITAGE DAYS AT THE FREIGHT HOUSE
SEPTEMBER 12, 2026 - 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.

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NEXT CHAPTER MEETING

LANCASTER CHAPTER, INC., N.R.H.S.
AUGUST 16, 2026 - SUNDAY, 4:00 PM
STRASBURG RR RIDE AND CHAPTER MEETING
STRASBURG RAILROAD

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