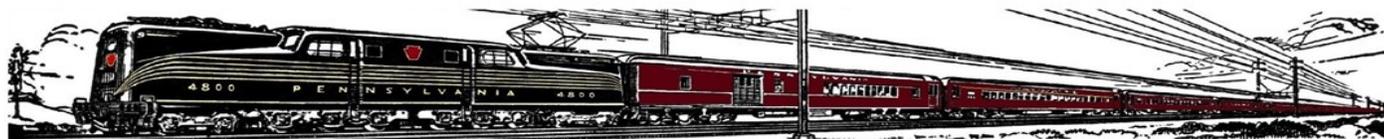


**LANCASTER  
DISPATCHER**

1935-2021



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 53 NUMBER 5

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

MAY 2021



MEET PENNSYLVANIA'S

**INNOVATION  
GIANTS**



**VIEW FROM THE CAB  
“NEWS FROM THE RAILROAD WIRES”**

**Amtrak unveils ‘Connects US’ map that suggests new corridors**

Trains News Wire By Bob Johnston | March 31, 2021  
**Release coincides with announced \$80 billion over 8 years in President Biden’s American Jobs Plan, but will depend on legislative remedies from Congress.**

WASHINGTON — Citing the need to finally attack a multi-billion dollar backlog of century-old Northeast Corridor bridge and tunnel replacements, Amtrak CEO Bill Flynn followed President Joe Biden’s American Jobs Plan announcement with the first outlines of a proposal that would jump-start expansion of state-supported intercity corridors with an infusion of up-front capital assistance.

“President Biden’s infrastructure plan is what this nation has been waiting for,” Flynn says in a statement, adding, “Amtrak must rebuild and improve the Northeast Corridor, our National Network and expand our service to more of America.” The wide-ranging \$2

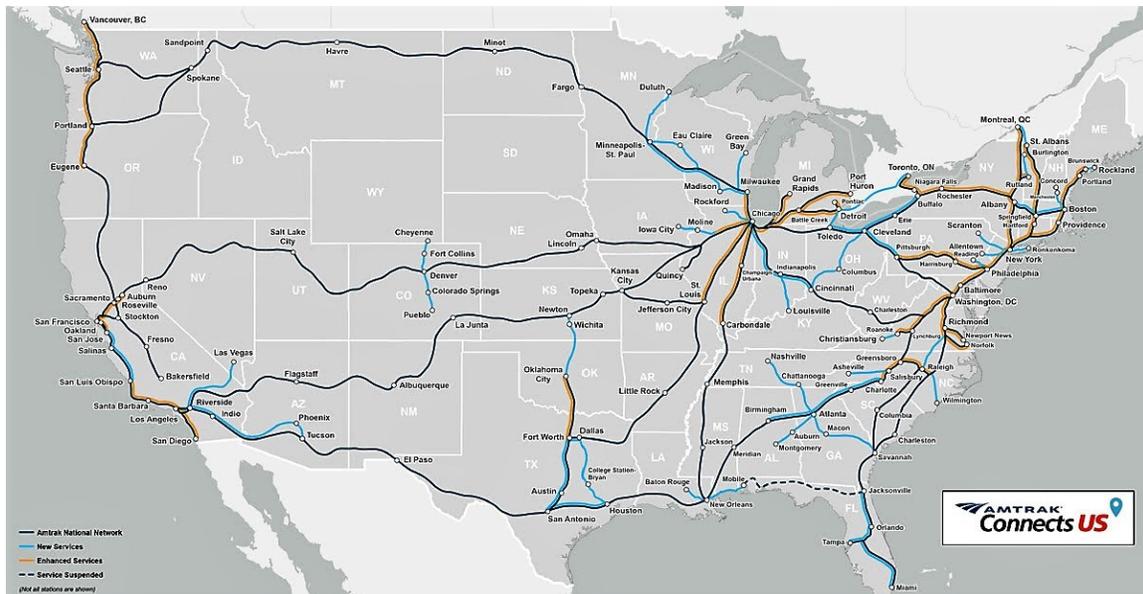
trillion Biden plan includes \$621 billion for transportation infrastructure, with \$80 billion of that for passenger and freight rail.

Along with Flynn’s statement, the company released a “Amtrak Connects US” fact sheet and map, available below) that shows existing routes, including those with “enhanced service,” and suggests where new routes might be added as part of what Amtrak calls “Our 2035 Vision.”

The map is similar to one the company made available to advocacy organizations as it sought to garner support from states which might be interested in sponsoring short-distance corridors.

The outline claims there would be “up to 160 more communities served; multiple daily trips in 15 more states; up to 30+ potential new routes; and up to 20+ existing routes with more trips.” Details are not provided because all those proposed additions would require a buy-in by states, or groups of states, to make a long-term commitment to fund operations. There are no details how state-Amtrak partnerships would be structured, but the fact sheet does make clear that Congress must act to supply “increased funding ... to support operating and capital costs for new and improved corridor routes.”

It also makes clear that lawmakers must also facilitate “a streamlined and expeditious process for accessing freight lines and determining reasonable capacity improvements,” and help develop “new enforcement tools for Amtrak’s existing right to preference over freight trains to ensure our riders arrive on-time.” Flynn concludes, “America needs a rail network that offers frequent, reliable, sustainable, and equitable train service. Now is our time; let’s make rail the solution..”



## Federal Legislation Proposes Permanent Funding for Amtrak

RT&S by [David C. Lester, Managing Editor](#) April 1, 2021

Amtrak will celebrate its 50th anniversary on May 1, 2021. For the entire time the agency has been operating, funding has come from annual congressional appropriations that rose and fell based largely on which political party was in power.

The ability to prepare budgets and plan for long-term capital improvements has been hampered by uncertainty surrounding the amount of funding to expect. Passengers felt the brunt of this, too, as the quality of on-board services varied from year to year, and several services disappeared altogether.

Last week, the earth stood still as a two members of Congress introduced a bill called the Intercity Passenger Rail Trust Fund Act, which would provide permanent funding for Amtrak, much like the Highway Trust Fund provides for road and highway maintenance needs. If this legislation is approved by Congress and signed by President Biden, it would have a major impact on how Amtrak conducts business.

## Changing of the Horses on Horseshoe Curve (via North Western Limited, January 2021)

Norfolk Southern has replaced helper units working trains around Horseshoe Curve. The NWL talked about NS using pairs of EMD SD50's 6300 Class rebuilt to 3000hp SD40-2 standards as helper units on trains ascending and dropping down the curve made famous by the Pennsylvania Railroad. As all good things must come to pass, the NS has replaced the SD50's with pairs of 7200 Class SD70ACU. Originally SD90MAC's built for the Union Pacific, these units did not live up to expectations and were soon stored away. NS has modified the units to 4500 horsepower units.



## Progress Rail Ends Manufacturing at La Grange, Ill., Plant

Trains News Wire, April 1, 2021

Progress Rail has closed its La Grange, Ill., engine facility, ending manufacturing at a site that had been part of locomotive production since EMD broke ground for its main plant there in 1935. Progress, which announced plans to close the plant in 2018, said it anticipated the transition of engine manufacturing and assembly to Winston-Salem, N.C.; electrical locker manufacturing and assembly to Muncie, Ind.; and other work to outside suppliers, would be complete March 31. "This decision to consolidate allows Progress Rail to use manufacturing space as efficiently as possible and remain a competitive supplier to the rail industry," Progress said in a statement. "The company continues to maintain the LaGrange office for engineering and administrative support roles, which are not impacted by this consolidation.

## Maryland County to Take Over Western Maryland Scenic Track Work

Trains News Digest March 15, 2021

Allegany County, Md., is taking over track maintenance of the Western Maryland Scenic Railroad from the heritage line, [the Cumberland Times-News reports](#). The move comes after the Federal Railroad Administration in February ordered the replacement of 50,000 ties before the railroad — shut down since March 2020 because of the COVID-19 pandemic — could resume operations. At the time, the estimate to do the necessary work was \$2 million; at a county commission meeting last week, commission Dave Caporale said the county had received an estimate the work could be done for \$250,000. Caporale said the line could be reclassified from Class 2, with a top speed for passenger trains of 30 mph, to Class 1, with a top speed of 15 mph, to reduce the cost. The railroad is the home of the "last Baldwin," C&O 2-6-6-2 No. 1309, which continues to be prepared for operation after being returned to steam at the end of 2020.



**New Amtrak map showing Scranton NYC passenger train route excites faithful**

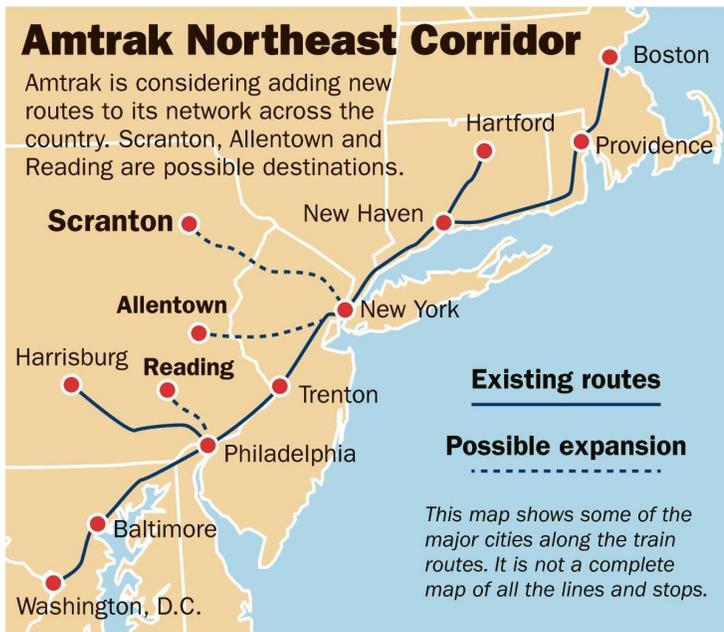
The Citizen’s Voice, Borys Krawczenuik, Staff Writer  
 April 2, 2021

An Amtrak map showing a proposed passenger train route between Scranton and New York City and potential money for new railroads excited project fans this week. The project’s chief congressional advocate urged supporters to hold their applause. “Holy cow would be too strong,” said U.S. Rep. Matt Cartwright, D-8, Moosic, a member of the House Appropriations committee. “It’s clearly a positive moment. But let me put it into context for you. ... The hill we are climbing is almost as enormous as the benefit that will come if we make it. And I have become intimately familiar with what the obstacles are.”

That excited the project faithful.

Scranton Mayor Paige Gebhardt Cognetti even tweeted a picture of the Amtrak map and captioned it, “Let’s do this.”

So Amtrak officially wants to expand its service to Scranton, unlike New Jersey Transit, which has only committed to restoring seven miles of track on the 28-mile Lackawanna Cutoff, the key part of the route where track was removed in the 1980s. Work on finishing that seven miles is expected to resume later this year.



SOURCE: AMTRAK

KEVIN O’NEILL / STAFF ARTIST

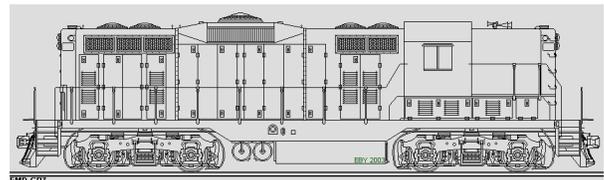
**NJ Transit study considers alternatives to ‘Princeton Dinky’ rail service**

Trains News Digest for Monday, April 12, 2021

NJ Transit is conducting a study that could lead to replacement of the “Princeton Dinky,” the 2.7-mile rail operation using two-car Arrow III trainsets to connect the Northeast Corridor’s Princeton Junction station to the Princeton University campus that is the shortest scheduled commuter rail line in the U.S. [The Planet Princeton website reports](#) the Princeton Transitway study is looking at four options:

- A no-built option that would continue the current service;
- A roadway with embedded rail that can support rail and rubber-tired transit vehicles;
- A standalone rail corridor with a parallel roadway for bus or rubber-tired tram service;
- A roadway with a guideway that could support a rubber-tied tram and buses.

Potential expansion of the service into downtown Princeton, and the addition of more stops, will also be part of the study. A final analysis and selection of a preferred alternative is due by the end of the year.



**Pennsylvania Short Line News**

From Steve Himpel March 31, 2019

Rail Mechanical Services Inc. (RNS) located at 380 South Fourth street, the sister company of the Columbia and Reading Railway Company (CORY), has been sold to Metro East Corporation, Saint Louis, Missouri. At this time CORY will continue to operate as a short line. The 4th and Manor street site will not be used for Columbia Railroad Days this year.

**“I KNOW A STORY”**

**In this issue, chapter member Randy Lennon shares his story of “Doylestown Trip Report.” Do you have an interesting railroad or railfan narrative to share? If so, e-mail it to Jim Donohue at [jtd1117@gmail.com](mailto:jtd1117@gmail.com).**

## AEM-7's In California!?



Wikewand, (Wikipedia Reader) from various press releases

The **Caltrain Modernization Program** is a \$1.9 billion project that will add a positive train control (PTC) system and electrify the main line of the U.S. commuter railroad Caltrain, which serves cities in the San Francisco Peninsula and Silicon Valley, as well as transition from its current diesel-electric locomotive powered trains to electric multiple units (EMU). When completed, CalMod will electrify 51 miles (82 km) of tracks between 4th and King station and Tamien station and install a PTC management system along the tracks.

Since Amtrak had replaced its fleet of EMD AEM-7 locomotives with Siemens ACS-64, PCJPB (Peninsula Corridor Joint Powers Board) entered discussions in 2015 to purchase several retired AEM-7s to test the electrification system and to serve as reserve locomotives in the event of Stadler KISS double-decker EMU unavailability. Because of the delay in delivering ACS-64s to Amtrak, the target sale date for the AEM-7 was moved out to June 2016. Although procuring an ACS-64 for testing was considered, Siemens stated no locomotives were available for lease, and the cost to purchase a new ACS-64 exceeded the budget allowance for testing.

The May 2017 PCEP *Monthly Progress Report* noted that PCJPB was drafting two requests for proposals: one to purchase an electric locomotive to test the electrification system, and another to refurbish an electric locomotive. By October 2017, the work in progress had identified two vendors: Mitsui for purchase, and Amtrak for refurbishment; in January 2018, contracts

were ready to be awarded to those vendors. Mitsui owns several ex-Amtrak AEM-7 locomotives, and it has not been reported how many of these were to be sold to Caltrain. On June 7, 2018, Caltrain signed two contracts to be awarded for a total of approximately \$610,000: one to purchase two AEM-7ACs from Mitsui & Co, and the other to Amtrak for refurbishment, training, and transportation to Caltrain Centralized Equipment Maintenance and Operations Facility. The AEM-7AC locomotives were scheduled to arrive in February 2019, but were still at Amtrak's Ivy City facility (near Washington D.C.) in April 2019 and did not arrive until June 28. After testing was completed in 2020, the used locomotives were to be disposed.

(Editor's note: The project is running behind due to covid and funding issues. The status of the AEM-7's is unknown at this time).

## Railroad Museum of Pennsylvania Reopens—on limited basis

The Pennsylvania Historical & Museum Commission (PHMC) will begin welcoming visitors to state-owned historic sites and museums, including the **Railroad Museum of Pennsylvania**, on **Friday, April 30, 2021**, with reduced hours of operation and limited capacity.

Beginning April 30, 2021 and until further notice, the Railroad Museum of Pennsylvania's days/hours of operation will be Fridays 10:00 a.m. to 4:00 p.m., Saturdays 10:00 a.m. to 4:00 p.m. and Sundays 12:00 p.m. to 4:00 p.m.

Staff members only will be present for the first two weeks. If all goes well, volunteers will be invited to return to their service.



## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MAY

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

May 1, 1913 Lehigh Valley passenger trains moved from PRR's Jersey City Terminal to terminal of Central Railroad of New Jersey, running over CNJ from Oak Island Jct. (Guide); change had originally been set for Aug. 1, 1912; LV was dissatisfied with downgrading Exchange Place and ferry service after opening of Penn Station.

May, 1917 Site-clearing begins for new Union Station in Chicago.

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

May 7, 1927 Automatic train control and cab signals placed in service between Delair and West Hadonfield on Atlantic City line.

May 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 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, 1942 Rehabilitation of Wilmington, Del., station completed, including interior scheme by Lester C. Tichy of Raymond Loewy's office.

May, 1946 PRR receives its first Alco diesels; 3 660HP Model S1 switchers.

May, 1947 The PRR dieselizes *The Broadway Limited*.

May 13, 1952 At annual meeting, Pres. Franklin reports new record of \$1.04 billion in gross operating revenue for 1951 but can't pay quarterly dividend because of uncertain traffic patterns.

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 8, 1962 Stockholders of PRR and NYC approve merger; to be on basis of 1 share PRR and 1.3 shares NYC for 1 share of new company, to be called Pennsylvania New York Central Transportation Company, or 60% PRR to 40% NYC; at PRR stockholders' meeting, Lewis D. Gilbert objects to the fact that PRR and NYC are voting on the same day; Pres. Symes predicts a three-system East consisting of Penn Central, C&O/B&O and N&W/NKP; predicts \$75 million annual saving from eliminating redundancies; will not abandon any lines but will reduce the number of tracks.

May 29, 1962 Last passenger trains run between Trenton and Red Bank, N.J., with rail motor car No. 4666, ending passenger service between Monmouth Jct. and Sea Girt, N.J.; most riders were students attending Catholic high school in Trenton; last run; last PRR railcar service.

May, 1967 First of 20 "Silverliner III" MU cars 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.



Silverliner III  
Courtesy of SEPTA

## The Unique DD1, the First Electric Locomotive Departing and Arriving at Penn Station in Manhattan

By Stephen B. Ferrell

My father always encouraged my interest in trains and airplanes and often took me railfanning or to the airport to watch arrivals and departures. Once, while watching old MP54's sway and rumble into Morton Pennsylvania train station, my father shared a bit of family history: He told me his uncle (my great uncle) was a motorman on early electric locomotive in and out of New York's Penn Station.

Only when I began volunteering at the Railroad Museum of Pennsylvania did I realize what type of locomotive he drove. Arriving at the museum each volunteer day, I saw our joined set of DD1 locomotives rusting away out front. Sad, but a common fate for many pieces as we can afford to only restore a few at a time.

I walked around the DD1s and was intrigued by their design and utility. While reading about their history in our library, I became even more engrossed. Notably, the DD1 does not have traction motors, but a large rod (it is called a side-rod) that connects the commutator to the wheels (much like a steam locomotive). Technically, the motors were connected to the two 72-inch drivers via a jackshaft and coupling rod. The Pennsylvania Railroad opted for this arrangement to eliminate lateral sway found in traction motors, which was later eliminated. I wondered how this arrangement may have sounded: sort of like a whoosh-whoosh, instead of the normal traction motor noise? Rail Historians report that despite all this linkage that the DD1's ran smoothly and quietly.

I thought that speed using this technology may have been limited. I was surprised to learn that these locomotives could attain a top speed of 85 MPH! Alas, they were never operated at more than 65mph on their short routing schedules. Of course, they had to slow down to operate through the tunnels. The Hudson River Tunnels had a very steep grade of 1.93% (steeper than the grade at Horseshoe Curve!) and the DD1's had no trouble pulling long consists through this obstacle.

### History

Sixty-six married pairs of DD1's were produced at Altoona during 1910 and 1911. Our Museum piece (a joined pair, with numbers 3936 and 3937), was built in 1911 by the Pennsylvania Railroad Juniata Shops in Altoona, using Westinghouse Electrical equipment. When Penn Station in Manhattan



opened in 1910, a new type of locomotive was needed to operate through the Hudson and East River tunnels; a locomotive that wasn't steam powered. Initially the locomotive set used third rail for DC power. Interestingly, they also had an overhead power pole (looking like a very small pantograph) for use when traveling over switches where there was no track level third rail.

The DD1s were attached to trains coming from the west and south (with the steam locomotives being disconnected) at Manhattan Transfer which was about a mile east on the Northeast Corridor from today's Newark's Penn Station and adjacent to Hudson Tower. Manhattan Transfer was an extremely busy operation during the steam-electric era. Oddly, this station had no road access and one could only get to it by train. Many Travelers/Commuters switched here from eastbound trains to the Hudson and Manhattan (now Path) trains to lower Manhattan or PRR's Exchange Place Station in Jersey City (usually to catch a ferry that would place them closer to their workplace – and less expensive a ticket price than continuing into Penn Station).

The DD1's at the museum served reliably on both the routes from Penn Station to Manhattan Transfer and the routes into and from Long Island. The four tunnels under the East River opened. They also were used after the Hell's Gate bridge was opened to haul the New Haven Railroad Trains through the East

**The Unique DD1** (continued)

River tunnels. Rising up to street level in Long Island and through the Sunnyside yard to the point before the Hell's Gate Bridge where the power of the consist was switched to AC electric powered locomotives of the New Haven. In 1924, the Pennsylvania Railroad added a small fleet of DC powered L5 locomotives to supplement the DD1's. Most of the DD1's then were transferred to the Long Island Railroad (owned by the Pennsylvania Railroad). These locomotives were not very successful and the DD1's out-performed and out-lived all of them!

With the conversion of the New York – Philadelphia line to alternating current, locomotives such as the P5 and GG1 now pulled trains on the Northeast Corridor and all the way into Penn Station. Manhattan Transfer was only used now to transfer to Hudson and Manhattan trains. With the opening of Newark Penn Station in 1937, Manhattan Transfer was closed. Interestingly, some of the DD1 Locomotives were used to haul PRR trains from Penn Station to the 1939 World's Fair in Flushing Meadows using the third rail powered LIRR trackage.

Our joined pair of DD1s operated for 57 years of service and were the last remaining pair in service and retired in 1968 (now operating under Penn Central). Also, our DD1 unit was used to do maintenance within the Hudson River Tunnels (a third rail was retained only through the tunnel from Penn Station for this purpose). One source stated that this continued until 1970, but there is no record of this anywhere else, with the Railroad Museum giving 1968 as their final date of operation..

In 1978, this married pair of DD1's was donated to the Railroad Museum of Pennsylvania in Strasburg, PA. They were placed on the National Register of Historic Places in 1979.

**Future of our units at the Railroad Museum**

I would like to say that it is bright, but it is not. Currently they are sitting out front of the museum rusting and deteriorating away. Some effort has been made to cover some windows with wood and slow deterioration, but it is not a good picture at this time. The museum employs only two shop technicians with a group of dedicated volunteers and we are currently working on cosmetic restoration of the five additional steam locomotives scheduled to be placed in our future roundhouse (having already completed the E6; 460: Lindbergh Locomotive).

Refurbishing our historic electric locomotives is currently just in the discussion stage. First in line is Old Rivets, GG1 4800, the historic first ever built GG1! This restoration could cost more than a quarter million dollars and because of our limited staff most likely would have to be outsourced for the cosmetic restoration. The DD1 would come after the GG1 in progression and also most likely have to be outsourced. As the DD1 locomotive pair is the only remaining example of a very historic piece, there are some that would like to see this locomotive favored over the GG1 for cosmetic restoration. The staff, board and volunteers have held discussions about the future of these historic electric locomotives. Speaking for myself: I would like to see that some type of refurbishing is done before they become beyond repair.

**DD1 Details:**

Wheel arrangement: 4-4-0 + 0-4-4 (GG)

Power: 650 volts DC

Length: 64 feet, 11 inches. Weight: 313,000 pounds. Width: 9 feet, 1 inch.

Traction motors: two 2000 horsepower

**Amtrak 50th Anniversary unit passes through Lancaster**

On April 20th, Amtrak Train # 42, the East Bound Pennsylvanian, was led by Amtrak's first 50th Anniversary locomotive, P42 # 145. Chapter members Tom Fluck and Jim Donohue spotted and photographed the unit at Paradise, the Strasburg Railroad's interchange with Amtrak's Philadelphia-Harrisburg line.

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 Plans 1-4

**Time Table 05-21  
 PENNSYLVANIA  
 EXCURSION  
 RAILROADS  
 AND MUSEUMS**

For Lancaster Chapter news,  
 see “INSIDE THE BACK  
 PAGE”

**NOTICE**  
 WITH EVER-CHANGING EVENT CANCEL-  
 LATIONS DUE TO THE CORONAVIRUS,  
 THE ‘TIMETABLE’ SECTION OF THE  
 NEWSLETTER HAS LIMITED SCHEDULE  
 INFORMATION.



Railroad Museum of  
 Pennsylvania  
 300 Gap Road, Rt.741  
 Strasburg PA 17579  
[www.rrmuseumpa.org](http://www.rrmuseumpa.org)  
 717-687-8628

Effective beginning April 30, 2021 and until further notice, the Railroad Museum of Pennsylvania will be open Fridays and Saturdays from 10:00 a.m. to 4:00 p.m., and Sundays from 12:00 p.m. to 4:00. Face mask and social distancing required. Limited capacity.



Strasburg Railroad.  
 301 Gap Road, Ronks, PA 17572  
[www.strasburgrailroad.com](http://www.strasburgrailroad.com)  
 866-725-9666

Now open daily. Advance ticket purchase required.



Reading Blue Mountain & Northern  
 Reading Outer Station:  
 3501 Pottsville Pike  
 Reading, PA 19605  
[www.rbmnrr-passenger.com](http://www.rbmnrr-passenger.com) 610-562-2102

All-day RDC excursions to Jim Thorpe on selected dates, monthly through November.



Wanamaker, Kempton & Southern  
 42 Community Center Dr,  
 Kempton, PA 19529  
[www.kemptontrain.com](http://www.kemptontrain.com)  
 610-756-6469  
**Regular Train Rides  
 Every Sunday May 2nd through  
 November 7th**



Wilmington & Western Railroad  
 2201 Newport Gap Pike,  
 Wilmington, DE 19808  
[www.wvrr.com](http://www.wvrr.com)  
 302-998-1930  
**Regular Train Rides on selected  
 weekends in May, June and July**



East Broad Top Railroad  
 421 Meadow Street  
 Rockhill Furnace, PA 17249  
[info@eastbroadtop.com](mailto:info@eastbroadtop.com)  
 814-998-1930  
**No scheduled trains at this time**



**Colebrookdale Railroad**  
 64 S. Washington Street  
 Boyertown, PA 19512  
[www.colebrookdalerrailroad.com](http://www.colebrookdalerrailroad.com)  
**610-367-0200**  
**Operating weekends in May and  
 June**



The Stourbridge Line  
 812 Main Street  
 Honesdale PA 18431  
<https://www.thestourbridgeline.net>  
 570-470-2697  
**Trains run Wednesdays and Satur-  
 days May and June. Some Sunday  
 trains are scheduled.**



New Hope Railroad  
 32 West Bridge Street  
 New Hope, PA 18938  
[www.newhoperailroad.com](http://www.newhoperailroad.com)  
 215-862-2332  
**Operating on very select dates in  
 May, June and July**

Doylestown, PA Trip Report  
 March 19, 2021  
 By Randy Lennon

The trip to Doylestown was my first official “Ride with Me, Steve (Ferrell)” adventure. Riding the rails solely for pleasure has been a goal of mine for many years, ever since I bumped into two gentlemen from my church on the platform of the Norristown High Speed Line who were heading to Media - simply for lunch. I was a commuter to Philadelphia for over 10 years, happily riding the R6 Manayunk/Norristown every day to work. On this day, I made that morning commute solely for the purpose of joining with others who share that same passion.

I departed from Main Street in Norristown at 7:10 on train 2325 arriving in plenty of time to meet Steve, Tom Fluck, Jim Benko and Jim Donohue when they arrived at 30<sup>th</sup> Street Station. Steve was sporting his new Ride with Me, Steve mask which he provided to the group as a special gift during this pandemic. We then proceeded to the grand concourse where Jim Cleveland was waiting. A walkabout in the station revealed large areas closed, and in the food court almost all vendors were closed, with many looking like they may never reopen. After a breakfast grab at Old Nelson Food Company delicatessen, we headed to the platform to await the 10:12 to Doylestown.

It was a perfect day for a train ride. The weather was crisp and mostly sunny. The ride to Doylestown was on a Silverliner V so naturally we headed for the first car as there was no Quiet Ride requirement. We saw some freight activity at Lansdale with Pennsylvania Northeastern Railroad. Our train departed as scheduled and arrived on time. Once in Doylestown, we met John Kilbride and Jeff Ferrell. Our destination was Station Taphouse, a restored freight house of the Reading Railroad. The food, the service and the tap list were all excellent, with the highlight being Steve’s Poutine Appetizer.

After lunch, there was some time prior to departure at 2:11. Some said goodbye, some stayed at the station to enjoy the sunshine, and Tom, Jim Benko and I set out to find the Mercer Museum. Doylestown is a worthy destination and I look forward to returning and perhaps spending a couple of days to explore the town. The ride back to 30<sup>th</sup> Street was filled with conversation about the next Ride with Me, Steve trip planned for April to the new Moynihan Hall at Penn Station in New York City. Speaking for the group it was a successful trip and a good time was had by all.



Ride with me Steve passengers Tom Fluck, Randy Lennon, Jim Cleveland, Steve Ferrell and Jim Benko. Photo taken by Jim Donohue.

N&W 611 Volunteer Opportunity in Strasburg, PA  
 The 611 volunteer crew will be expanding while visiting Strasburg in 2021 (May through October). Volunteers who live in the area are needed to assist with general support of operations. Volunteers will be helping with fire cleaning, watering, coaling, washing, and interfacing with the public. If interested, please complete the linked-form below and an application will be forwarded via email.

<https://forms.gle/Eg2P7RTNGiVsofsC8>

Cheri George is the contact at the Virginia Museum of Transportation.



## "INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

MAY 17, 2021 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

MAY 22, 2021 - SATURDAY, 9:00 AM—12:00 NOON - CHRISTIANA FREIGHT STATION CLEANUP DAY TWO

JUNE 12, 2021 - SATURDAY, 9:00 AM—12:00 NOON - FREIGHT STATION GARAGE / YARD SALE

**APRIL 19th CHAPTER MEETING MINUTES**

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, April 19, 2021. In the absence of President Tom Shenk the meeting was called to order at 7:30p.m. by First Vice President Harold Shaak with 21 member's present and 1 guest, Cindy Bowers. Cindy put in her application for chapter membership at tonight's chapter meeting. First Vice President Harold Shaak led those assembled in the Pledge of Allegiance.

MINUTES: First Vice President Harold Shaak asked for a motion to approve the March chapter Membership Meeting Minutes. Nelson Strubel approved the motion and Helen Shaak seconded the motion. The March membership minutes were approved as printed in the Lancaster Dispatcher.

TREASURER'S REPORT: Richard Rutledge gave the treasurer's reports for the month of March. Steve Himpsl approved the March treasurer's report for future audit. Richard reported the chapter's CD's were up for renewal. There wasn't much Richard could do due to the rates are at an all time low at all the banks right now.

MEMBERSHIP: Helen Shaak announced next month (May) will be the last month to renew your chapter membership. Helen will be contacting chapter members who have not renewed.

DONATIONS: Steve Himpsl announced Richard Bullis donated: 21 miscellaneous railroad magazines. Doug Henry donated: 1 Kodak Slide Projector and 7 slide trays. Janice Russell donated: 175 miscellaneous railroad magazines. Tom Halterman donated: 6 TRAINS magazines pre-1962, TRAINS magazines 1963- 2020 in binders, and NRHS Bulletins from 1965-2020. Niagara Frontier Chapter NRHS donated: 13 photo prints of mostly Conestoga Traction Trolleys. Nelson Strubel donated: 2 time tables, and 18 train photo albums.

UPCOMING DATES: Harold Shaak reported the next chapter membership meeting will be on Monday, May 17, 2021. Cindy Kendig announced a fundraiser for the chapter. It will be a garage/yard sale held on SATURDAY, JUNE 12 at the Christiana Freight Station start-

ing at 9:00a.m.-2:00p.m. Members can sell their unwanted items and depending how much money you make for the day-you give a donation to the chapter. There will be no spaces or tables for rent. It's all by donations. If you are interested in this fundraiser contact Cindy Kendig. Steve Himpsl will be advertising the sale in some of the local papers. Steve is calling it instead of garage/yard sale a Railroaders sale. The chapter will be selling railroad related items (magazines, duplicate books etc.). Cindy Kendig is starting to receive rentals for the Christiana Freight Station.

COLUMBIA RAILROAD DAY: Steve Himpsl reported the Columbia Historic Preservation Society is having a Railroad day on Saturday, May 1, 2021 from 9:00a.m. - 4:00p.m. They will be set up on 2<sup>nd</sup> Street down at the Crossing building right at River Park. Events planned are: Trolley Rides, lectures on the Civil War, Canals, and Underground Railroad and a Civil War reenactment and firing of a Cannon. The chapter will have a sales table set up.

ANNOUNCEMENTS: Cindy Bowers asked the chapter what happened to the NRHS library. It was moved to New York for a time and now it is located in Texas. The Strasburg Railroad Museum will reopen on April 30, 2021 after being closed due to the Covid. Nelson Strubel thanked the chapter for paying his dues. The chapter pays 50 year chapter members their membership dues. Nelson joined the chapter in April 1968 and this is his 53<sup>rd</sup> year as a chapter member.

ADJOURNMENT: The chapter membership meeting was adjourned at 8:00p.m. Tonight's program is on the 1998 Convention.

Respectfully submitted by Donetta M. Eberly Secretary

**This is the last notice to renew your membership to Lancaster Chapter NRHS. If you are NOT renewing please call Smoke or Helen at 717-484-4020 or email at [hshaak@dejazzd.com](mailto:hshaak@dejazzd.com)**

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**CHAPTER MEMBERSHIP MEETING**  
**LANCASTER CHAPTER, INC., N.R.H.S.**  
**CHRISTIANA FREIGHT STATION**

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

MAY 17, 2021 - MONDAY, 7:30 PM - CHRISTIANA  
FREIGHT STATION STARTING AT 7:30 PM

LANCASTER CHAPTER, INC.  
 NATIONAL RAILWAY  
 HISTORICAL SOCIETY  
 10 RAILROAD AVENUE  
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