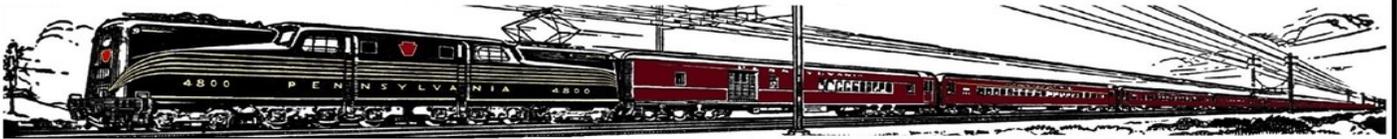


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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JUNE 2022

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PENNSYLVANIA RAILROAD

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VIEW FROM THE CAB News from the Train Wires

SEPTA RELEASES REQUEST FOR PROPOSALS FOR KING OF PRUSSIA RAIL

PHILADELPHIA (May 9, 2022) – SEPTA today released its Request for Proposals (RFP) for the final design phase of the King of Prussia Rail (KOP Rail) Project.

This marks another major milestone for the project, which will extend the existing Norristown High Speed Line (NHSL) four miles into King of Prussia, providing a “one-seat” ride from any station along the NHSL, including 69th Street Transportation Center in Upper Darby and Norristown Transportation Center.

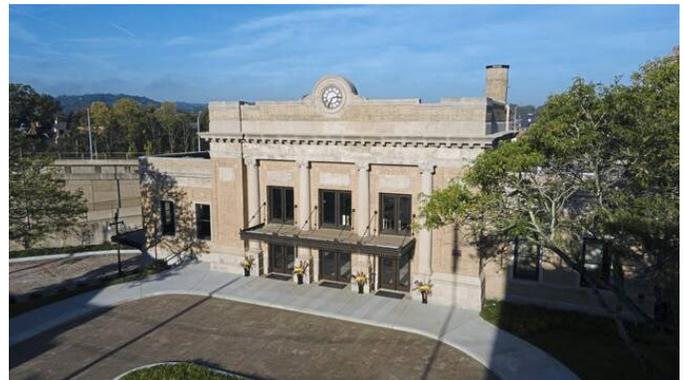


Wilkesburg Train Station Restoration Project Receives Recognition from State

From The Tribune Review Total Media by Paul Guggenheimer May 7, 2022

The restoration of Wilkesburg’s 106-year-old downtown train station has brought recognition to the Wilkesburg Community Development Corp.

This week, the Pennsylvania State Historic Preservation Office announced that the Wilkesburg CDC has received a 2021 Community Initiative Award. The organization is one of only three recipients statewide. It will be awarded a plaque and a time capsule.



Built in 1916 as a station for the Pennsylvania Railroad, the Beaux Arts building was designed by architect Walter H. Cookson.

It closed in the mid-1970s as passenger rail service declined. The station remained vacant and significantly deteriorated in the nearly half century since.

But in 2015, the Wilkesburg CDC, led by Executive Director Tracey Evans, embarked on an ambitious project to save the station and return it to its original beauty. Historic elements such as Italian marble was preserved in some areas of the building and replaced in others. Construction began in 2017.

“Every piece of marble was taken off the walls of the building,” Evans said. “Some was salvageable and just cleaned and polished, but a lot had to be replaced. We got marble from Italy from the original quarries and then it had to be shipped. The marble alone took about a year.”

Evans said the project, which cost \$6.5 million, was important to a lot of people in Wilkesburg.

“This was a grand, luxurious train station and so many people wrote to us and donated to the project,” she said. “We had donors who were from almost every state in the country. So many people wanted to be a part of this.”

The trains no longer run through Wilkesburg, so now the question is: What will the building be used for? “We’re in the process of seeking tenants,” said Evans. “We think it would be ideal for a restaurant.” In the meantime, the train station will host a series of free community gatherings this summer featuring local artists and organizations.

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

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

June 15, 1913 Joint PRR-LV Newark Bay Bridge on Greenville line destroyed by fire; believed caused by sparks from LV locomotive around 12:30 AM; an eastbound PRR freight is crossing the draw when fire breaks out; engine and five cars cut off and reach Bayonne shore; cabin car cut off by crew and pushed clear; one car of sheep, one of cattle and 35 of potatoes consumed before bridge collapses.

June, 1918 PRR sets freight record of average of 7,700 cars per day during month between Enola and Philadelphia; total of 250,322 cars in month, of which 138,532 were loaded for total of about 6 million tons.

June 10, 1923 Fire begins under tracks of Broad Street Station at 11:45 PM; spreads and destroys train shed as well as large quantity of the company's older records stored underneath tracks; about 30 trains were in the shed at the time, and most were pulled to safety; around 3:00 AM, a locomotive and two cars crash through the weakened floor of the shed; total of eight coaches, three MU cars and three locomotives damaged; Paoli and Chestnut Hill trains resume using temporary platforms just beyond shed at 6:00 PM on June 11; service fully restored in five days; train shed replaced by wooden umbrella platforms.

June 27, 1923 At board meeting, President Rea raises question of rebuilding Broad Street Station; notes increasing congestion in city will probably require building a main station at 30th Street in West Philadelphia with an underground electrified terminal for suburban trains at 16th Street.

June 26, 1928 PRR runs test train between Altoona and Pittsburgh equipped with Westinghouse radio communication system between locomotive and cabin car.

June 26, 1933 New Haven electric locomotives begin operating into Penn Station instead of changing to DD1's at "S.S. 2" in Sunnyside; original plan calls for New Haven locomotives to run through to Manhattan Transfer, but PRR's Philadelphia electrification is finished first and New Haven locomotives are not powerful enough to start stalled trains on tunnel grades; engine change takes place in Penn Station.

June 2, 1938 Roy Greene, a consulting engineer from Pittsburgh, files with the ICC for permission to build a high-speed diesel railroad between Harrisburg and Pittsburgh on the bed of the old South Pennsylvania Railroad.

June 8, 1938 PRR holds press run of Broadway Limited consist behind GG1 from New York to Philadelphia and return at 80 MPH

June 14, 1943 Dining Car Dept. begins six-day test of Raymond Loewy's scheme of prefabricated meals, cooked at Sunnyside Commissary, on trains No. 125- 156 between New York and Washington; meals get reasonably favorable reviews.

June 15, 1943 Last GG1, No. 4938, outshopped at Altoona

June 17, 1948 First PRR Baldwin "Sharknose" 2,000 HP passenger diesels in 6,000 HP A-BA unit configuration placed in service; used on passenger trains between Harrisburg and Chicago/St. Louis; the sharknose design is often misattributed to Raymond Loewy based on its similarity to the T1, but it is designed by Hadley, Ryder & Pedersen.

1948: PRR cancels further steam locomotive development, including V-1 turbine locomotive, and orders full dieselization.

June 15, 1952 Broadway Limited celebrates 50th anniversary at Penn Station and Union Station; at New York, guests include four of original passengers and three of crew of 1902 inaugural Pennsylvania Special who are feted in the dining car by VP James M. Symes; at Chicago, eastbound Broadway breaks a large golden banner outside the station; veteran engineers from 1902 are given cab rides as far as Fort Wayne, where another celebration is held.

The Lore of the MP-54

by Steve Ferrell, including observations by Jim Donohue

All images in the article are with permission from the Archives of the Railroad Museum of Pennsylvania

As an eleven-year-old, I began a love affair with watching trains. I would ride my bike up to either Swarthmore or Morton Station on the Media Commuter Line and watch MP54's coming and going, at the start of rush hour in the afternoon. After watching trains (usually every 15 or 20 minutes each way) I would bike home in time for dinner at 6pm.

Early in my train watching activities the Budd Silverliners entered service. These comfortable and smooth-riding MU units were used sparingly at mid-day. However, the rush hour traffic was provided solely by the MP54's (MU or Multiple-Unit Cars) on the Media Line. Commuters to West Chester on this line would transfer at Media to a single MP54 car.

Generally, I rail-fanned at the Swarthmore station. I would usually stand on the westbound platform and watch the trains coming from Suburban Station. As they approached the station the MP54's would sway a great deal, and not in coordination.

When a consist of MP54's (normally eight cars) left the station, it was usually an adventure. The motors would grind and very slowly the train of MU cars would gather speed and gradually leave the station. Sometimes smoke would appear from under the trucks and you could smell something burning.

One time, a train at Swarthmore a train failed to get moving after a lot of motor grinding sounds. The conductor and the motorman came out onto the platform and hit the wheel area with a large hammer. I assumed the brakes were jammed. I later learned that this was not uncommon.

Alas, I never did get a chance to ride on an MP54 during my childhood. As an adult, I was able to experience riding on an MP54. I was then in my 20's and going to graduate school at Temple. I would take the MP54's into Philadelphia Suburban and then transfer to the Broad Street Subway to the University. The sway in the coaches was quite noticeable. It was a challenge to walk between coaches while the train was at speed.

Jim Donohue has fond memories of riding into Manhattan during boyhood and later commuting to college in New York City from Elizabeth, NJ, riding the MP54's. The commuter trains were always reliable on this corridor and the MP54's had both a unique sound and indeed did, rock-and-roll coming into the Elizabeth station. Their large windows and soft crushed velour seats, which had a pleasant aroma throughout the entire car, made the trip past PRR and EL freight yards always interesting. Jim really does miss those cars!



MP 54 Train at Swarthmore, PA.
Courtesy of the Railroad Museum of Pennsylvania



MP54 Consist at Elizabeth, NJ.
(and Jim Donohue's home town)
Courtesy of the Railroad Museum of Pennsylvania

The Lore of the MP-54 (continued)

Interesting traits and relevant data of the MP54:

- Maximum speed was 65 mph, with 55-60mph being the normal operational speed. Many of the older units had difficulty even reaching 55mph and had very slow acceleration.
- Initial PRR commuter service was on the newly electrified Paoli line in 1915.
- If the motorman cut power at above 30mph, they had to wait until the speed of the consist. dropped to below 30mph before reapplying power. If they didn't do this the motors would arc.
- The MP54 cars were also known as the "Red Rattlers" or "Owl Eyes" (for their round porthole style windows on the front and back end of the cars).
- MP54 Multiple Unit (MU) Cars were operational on many Pennsylvania Railroad lines from 1915 to 1981. DC third rail versions were used much earlier in 1908 on the Long Island Railroad, which was a subsidiary of the Pennsylvania Railroad.
- MP54 units were constructed from 1908 to 1937, by the many different shops: The Pennsylvania Railroad Juniata Shops, American Car and Foundry Company, Pressed Steel Car Company and the Standard Steel Car Company.
- Many MP54 cars were refurbished in 1950, with updated propulsion gear, roller bearing equipped equalized trucks, new windows and recessed lighting. Several units were air conditioned as an experiment.
- Number of the type built: 487 for the Pennsylvania Railroad, 923 versions were built for the Long Island Railroad and 18 for the Pennsylvania Reading Seashore Line.

Current places to see or ride in an MP54

There are no operational MP54's remaining. Environmental regulations around PCB's and other issues prevent restoring them to running condition. Some operate as unpowered coaches.

- The Central New York chapter of the NRHS owns and displays the former LIRR MP54 #1149 at the New York State Fairgrounds.
- MP54 #441 and #447 as unpowered coaches as part of the Delaware and Ulster Railroad in New York State. They have been modified as open air-cars. The railroad has another unit, #444 that is currently out of service.
- Four MP45 units serve as coaches on the Walkersville Southern Railroad in Maryland. They have been extensively modified and they are of unknow origin.
- Wilmington and Western Railroad operates MP54 #442 as a de-motorized open-air coach.



MP54 units leaving entering Newark Penn Station.
Courtesy of the Railroad Museum of Pennsylvania

New York City Railroad Gateways: Grand Central Terminal and Penn Station

By Stephen B. Ferrell

Grand Central Terminal and Penn Station, are both bustling train gateways to and from New York City. Both were opened within the same decade and each were considered architectural masterpieces. Grand Central Terminal still has that “wow” factor upon viewing the terminal. Penn Station was regrettably demolished in the early sixties and replaced by Madison Square Garden. Only the floor of the concourse, the lower concourses and the platforms remain. Indeed, Penn Station has very few remaining signs of its’ past glory. Only the track level train platforms and first floor concourse remain.

Grand Central Terminal (It is not a station as all trains terminate here) had an entirely different and far better fate than Penn Station. After the demolishing of Penn Station, a group was formed to save Grand Central and many other historic landmarks in New York City. The station was named a “Historic Landmark” along with other iconic New York city buildings.

Saving Grand Central was not without complications. New York Central wanted to tear it down starting in 1954. Plans were to replace it with an 80-floor skyscraper. Ultimately, they built the 59 floor Pan Am building behind the north of the terminal. Even though it was not demolished, the station fell victim to incredible neglect and deterioration. Decades of dirt and grime covered the famous ceiling and the concourse became home to a swelling number of homeless people.

In the 1970’s, the terminal passed into the ownership of Penn Central. Faced with growing losses, the railroad wanted to replace the terminal with another skyscraper. Plans were then formed to build a skyscraper over the existing structure! Penn Central along with other developers fought with the Landmark’s Preservation Commission over the fate of the terminal. Jackie Kennedy Onassis and architect Philip Johnson started the Committee to save Grand Central in 1975. In 1978, after a lengthy court battle with appeals, the United States Supreme Court upheld Grand Central’s landmark status.

Grand Central Terminal was saved, but was still an eye-sore. Metro North took over the terminal in the early 1980’s and launched a four-year repair program to solve the immediate problems. In 1990, Metro North began an ambitious program to restore Grand Central Terminal to its former glory and also turn it into a vibrant shopping and dining destination. Indeed, today Grand Central is the second most visited place in New York city, - second only to Times Square!

Having traveled by Metro North to and from Grand Central, I always aspired to take an official tour Grand Central Terminal. I also had read several history and transportation books about Grand Central and even a murder mystery centered in the station by Linda Fairstein! The station is a fantastic combination of technology, architecture, history and transportation. The terminal has two levels of tracks and platforms. At one time long-distance trains arrived and departed at the upper level, while commuter trains used the lower level. Also, the terminal has gently sloped ramps leading between the two levels, an interesting way to move people quickly to their destination. On an aside, I also always wanted to eat at the famous Oyster Bar with the vaulted ceramic ceilings located between the two passenger levels.

On a dreary, rainy December morning I stood on the platform of the Exton, PA station, with reservations and tickets for my planned tour of Grand Central terminal. Right on time, my Amtrak Keystone service train arrived and I boarded to find three members of my rail riding group that had boarded the train earlier, west of Exton. Detraining at 30th Street we met another member of our group who had arrived on another train. We boarded the next SEPTA train for Trenton and soon arrived at Trenton Transit Center. Here we met two more group members, including my son, Jeff (on his first trip with my “Ride with Me Steve” rail riding group).

New York City Railroad Gateways: Grand Central Terminal and Penn Station (continued)

Our express train to New York City was soon called for boarding and we descended the stairway and boarded. Departing right on time we departed toward New York City. After an hour or so, we rumbled through the Hudson River tunnels and into Penn Station. Ascending to the New Jersey Transit Concourse, we went up one level and down to the Long Island railroad concourse and met two more of our trip members. We walked over to the 7th Avenue subway ticket window and purchased two ride \$2.75 senior fare tickets. We walked to the platform and caught the next uptown subway which had just arrived. Travelling only one stop to 42nd street. We then walked through the labyrinth of tunnels to the “Shuttle” which runs from Times Square to Grand Central – just three long city blocks. We could have walked, but it was a 20-minute walk from Penn Station on a very rainy day.

Soon we entered Grand Central terminal’s breathtaking main concourse. We visited the transit museum store to view the model railroad display and do a little shopping. They have a fantastic display (during the holidays) of the subways and trains under Grand Central with the skyscrapers above. Here we were met by four more riders from the Ride with Me Henry rail-riding group. They arrived from Binghamton, NY via car and train.

At 12:30pm, we met in front of Gate 29 for our scheduled docent tour of the Terminal. Our tour leader Bridget, handed out headsets so we could hear her narration over the noise and constant announcements of this bustling terminal. Bridget gave us the most interesting and comprehensive tour imaginable. The tour began with the iconic main concourse ceiling with the replica of constellations followed by grand tour of the terminal and other buildings – inside and out! Along the way she dispelled many myths that have been spoken of and written about Grand Central through the years.

Bridget took us through the main hall, to the Biltmore Room, the formal arrivals hall for the long-distance trains. This was also known as the “Kissing Room”, where returning servicemen during the wars were met by their wives or girlfriends. Here we could view the several tracks that looped around under the terminal so that trains could be turned around for departure. We also were shown where an entrance with many escalators was being constructed for the new Long Island Railroad concourse, scheduled for completion in 2022.

Heading outside several times, Bridget pointed out other buildings in this “Terminal City” and also the iconic statues, decoration and other artifacts on the exterior of the building, each one with an interesting story behind it. Returning inside, she took us through the farmer’s market and the international market areas (this was a re-purposing of the former Vanderbilt Hall waiting room). Of course, she made sure to show us the famous information booth with the 4-sided clock. This is the most popular meeting point in the terminal. Before the end of the tour, she showed us famous vaulted ceramic ceilings at the entrance of the famous Oyster Bar restaurant. Bridget described how they are called the “whispering gallery”. A person can speak under the lower level of one arch and a person across the vaulted room can hear you plainly. Of course, whispering over the noise of the station does not work, but normal conversational levels work very well.

After finishing the tour and thanking our guide, most of the group went into the famous Oyster Bar to eat at their famous bar area. At the Oyster Bar we sampled their famous Soups, lobster stew, lobster roll and sandwiches. One group member had a 1 ½ pound whole lobster! Everything was good, but (except for the sandwiches) very expensive! Leaving the Oyster Bar, we bid goodbye to the group from Binghamton who were returning by train and car to their homes in the Binghamton area. The remaining riders from my group returned to Penn Station using the shuttle and Subway.

New York City Railroad Gateways: Grand Central Terminal and Penn Station (continued)

The current form of Penn Station is in many ways the opposite of Grand Central. While also very busy, Penn Station lacks the air space and beauty of Grand Central Terminal. With poor facilities for the many passengers, tight spaces and poor ventilation (they use large fans in the summer time to aid the bad air conditioning system) this is always a traveler’s nightmare. They increase the horrid experience by managing to announce boarding trains very close to the departure time, usually only ten minutes prior. The resulting dash and squeeze of throngs of travelers at the boarding gate is a final unpleasant touch.

However, the Penn Station experience has improved greatly. In December 2021, Moynihan Hall opened in the courtyard of the former Farley Post Office building, giving travelers a breathtakingly beautiful passenger concourse with a bright atrium and nice passenger amenities. All Amtrak and Long Island passengers can board here. After a year of operation, the food court is finally open and the station also has an upgraded Amtrak Metropolitan Lounge for first class passengers. The waiting room however, is woefully inadequate during busy times, forcing patrons to sit on the floor near the boarding gates. New Jersey Transit already remodeled its boarding area and passenger concourse within the old Penn Station complex. Long Island Railroad is significantly expanding and upgrading their concourse within the older complex (The long concourse is more than twice as wide and will have new retail outlets).

Quickly transferring to the New Jersey Transit concourse, we caught the next New Jersey Transit train to Trenton. At Trenton we switched across the island platform to the waiting SEPTA Philadelphia bound train and within a few minutes we departed for Philadelphia. Arriving at Philadelphia 30th Street Station, we went down to the Amtrak concourse and found that a Keystone service train was leaving in about 20 minutes. After getting soda’s, we boarded the train and soon were home!



Left, the Constellation ceiling artwork at GCT



Right, Grand Central’s magnificent waiting room

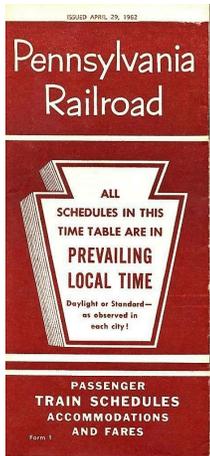


Left, New York Transit’s Time Square Shuttle at GCT



Right, GCT’s exterior at Christmas Time

Photo Credits: All photos, Steve Ferrell



**Time Table 6-22
PENNSYLVANIA
EXCURSION
RAILROADS
AND MUSEUMS**

For Lancaster Chapter news, see
"INSIDE THE BACK PAGE"



Railroad Museum of
Pennsylvania
300 Gap Road, Rt. 741
Strasburg PA 17579
www.rrmuseumpa.org
717-687-8628

The Railroad Museum of Pennsylvania will be open
Wednesday thru Saturday from 10:00 a.m. to 4:00 p.m.,
and Sundays from 12:00 p.m. to 4:00.



Strasburg Railroad.
301 Gap Road, Ronks, PA 17572
www.strasburgrailroad.com
866-725-9666
Operating daily.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnr-passenger.com
610-562-2102

Excursions to Jim Thorpe on Saturdays and Sundays in
June and July.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Diesel Trips: June 4th
Ice Cream Specials: June 25th / 26th



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-8123
<https://stewartstownrailroadco.com>

No scheduled operations in June



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Regular Train Rides
Every Sunday through November 7th



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
Regular Train Rides on selected weekends in June and July



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Daily Trains Wed. thru Sundays in June



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating weekends in June



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



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating on Saturdays and Sundays in June



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

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RAILROADING IS UNFORGIVING.

YOU'RE SURROUNDED BY STEEL...IN THE CAR BODIES, WHEELS, COUPLERS, AND RAILINGS...

...AND THE TRACK OF STONE AND TIMBERS THAT'S NO GOOD FOR YOUR FEET OR KNEES...

THAT LOAD COULD SHIFT...

YOUR RADIO MAY FAIL...

THE AIR WILL BLEED OFF...

THAT KNUCKLE MIGHT BYPASS...

THE WEATHER ISN'T A BUDDY EITHER, AND THEN...

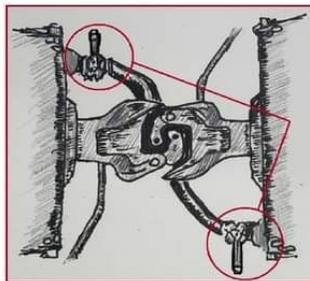
...THERE'S THE BOSS.

ONLY **YOU** CAN DECIDE TO BREAK THE RULES, SO CHECK YOUR CULTURE AND GET...

BACK 2 BASICS



021



AND IT WAS THEN THAT MRS. LANDERS ASKED THE INEVITABLE...

"HAVE YOU BEEN BOTTLING THE AIR AGAIN BEAVER?"

...AND EDDIE SAT QUIETLY.

IT ONLY TAKES A FEW POUNDS OF **PRESSURE** TO GET THE BALL ROLLIN'

BACK 2 BASICS



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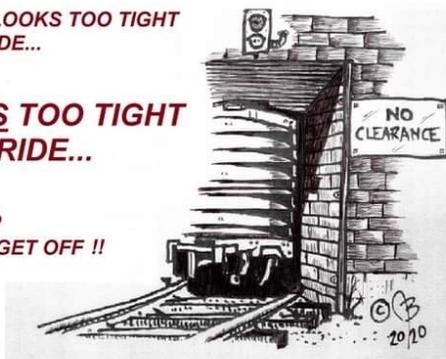
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BACK 2 BASICS

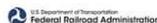
IF IT LOOKS TOO TIGHT TO RIDE...

IT IS TOO TIGHT TO RIDE...

STOP AND GET OFF !!

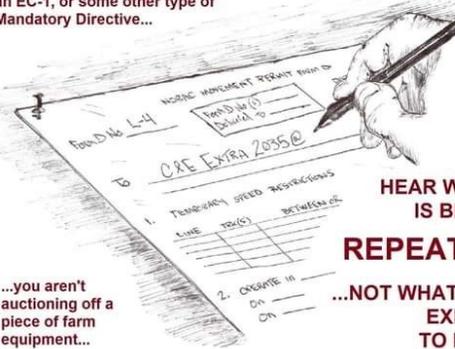


THE LIFE YOU SAVE MAY BE YOUR OWN.



005

Whether it's a Form-D, a Track Warrant, an EC-1, or some other type of Mandatory Directive...

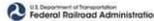


HEAR WHAT IS BEING **REPEATED**

...you aren't auctioning off a piece of farm equipment...

...NOT WHAT YOU EXPECT TO HEAR

BACK 2 BASICS



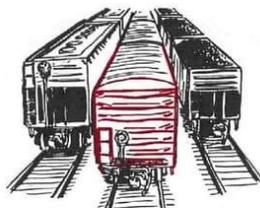
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CARS MAY MOVE

ANY TIME



ANY TRACK

← EITHER DIRECTION →

BACK 2 BASICS

THE LIFE YOU SAVE WILL BE YOUR OWN



008

YES, YOU'RE BEHIND HIM, BUT HAVE YOU GOT HIS **BACK ?**



DON'T FORGET TO STOP IN

**1
HALF 2**

BACK 2 BASICS



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027



"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

JUNE 11, 2022 - SATURDAY 9:00 AM - AFTERNOON - SPRING CLEANUP - CHRISTIANA WAREHOUSE
JUNE 20, 2022 - MONDAY, 7:30PM—9:00 PM—MONTHLY CHAPTER MEETING—CHRISTIANA FREIGHT HOUSE

CHAPTER MEETING MINUTES, MAY 16, 2022

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, May 16th 2022.

Eighteen were in attendance.

Steve Himpfle called the meeting to order at 7:30 pm and led those assembled in the Pledge of Allegiance.

TREASURES REPORT:

The Treasurer Richard Rutledge was absent, so Steve Himpfle gave the treasurers report for the month of April 2022.

BANQUET UPDATE:

November was to be the annual Chapter Banquet at a new location in Strasburg PA, however no dates were available. Another venue will be explored.

OTHER:

New member Kevin Hale was introduced and welcomed to his first meeting!

Steve Himpfle gave a summary of the Columbia Railroad Day.

Donations:

Nelson Struble donated 15 copies of the Penn Central Express newsletter.

After that brief presentation, Steve Himpfle led the grouping the meetings topic:

Show and Tell. The group enjoyed fresh brewed coffee and snacks as an open discussion of Railroad topics. Also, the station building was open for a walk through as was the Caboose!

The meeting broke up as members dissipated.

Respectfully submitted by Tom Fluck, Secretary

Member Notice to Chapter Members

The Board of Directors has determined that an update to the chapter bylaws is needed. This is done periodically to keep up with changes in the environment in which the Chapter operates. As a review had not taken place in some years, the Board felt the this was an appropriate time.

Thus, the Proposed bylaws revision was drawn up on March 29, 2022. The bylaw committee consisted of Steve Ferrell (chair), Steve Himpfl, Jim Donohue and Tom Fluck (Recording Secretary). The revisions were reviewed by Chapter president Tom Shenk.

It is a requirement of the bylaws to make public the proposed changes in the Lancaster Dispatcher for one issue, then to be voted on by the membership at the following monthly meeting. Therefore we have published the proposed bylaw revisions in the May issue of the Dispatcher and they will be discussed and voted upon at the June 20th membership meeting.

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