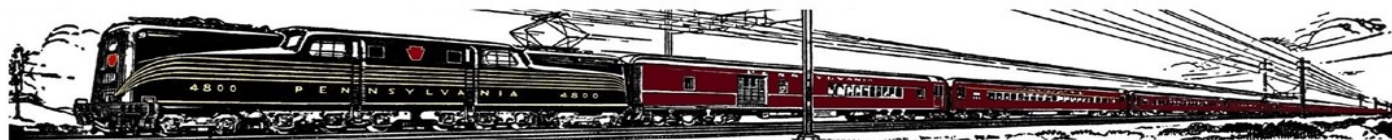


**LANCASTER
DISPATCHER**

1935-2023

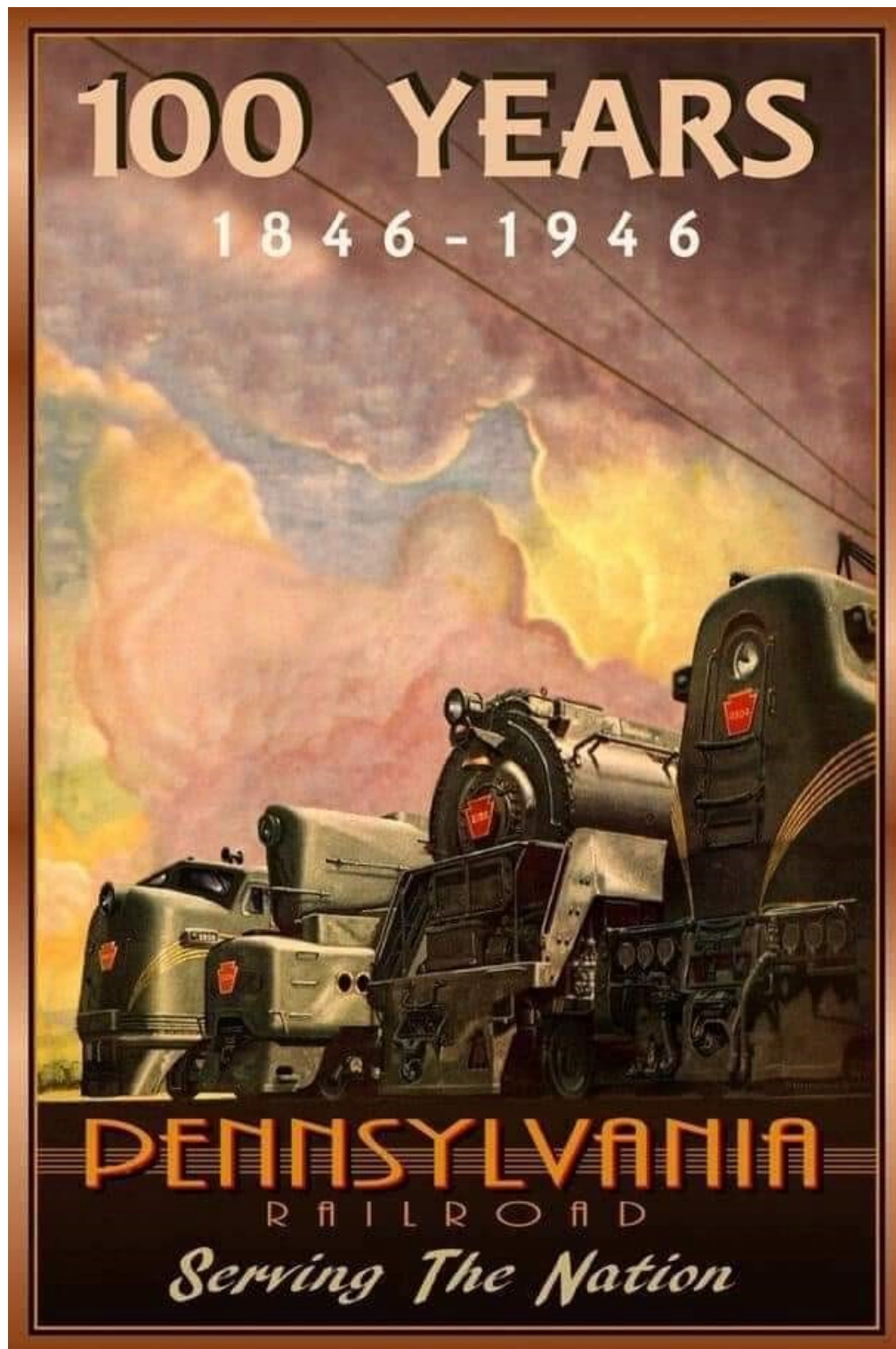


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 5

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

MAY 2023





Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

- Amtrak released the findings of a two-year study for rail service between Scranton and New York City. Amtrak CEO Stephen Gardner said that restoring and expanding this corridor with daily multi-frequency service would boost mobility and economic development for Scranton and Northeast Pennsylvania and the broader Northeast region. The vision includes three round trips daily, with travel time of two hours and fifty minutes each way. Amtrak is in the process of securing funding. No estimate for completion for the project was given.
- Amtrak has introduced ultra-low “Night Owl Fares” on its overnight service between Boston and Washington. For example, travel between New York and Philadelphia is only \$10. Current super saver fares on other trains are \$18 with regular fares costing \$35.
- As stated in last month’s News Flash, Amtrak restarted service between New York and Montreal on the Adirondack on April 3rd. This was the first trip in three years!
- SEPTA has paused the extension of the Norristown High-Speed line to King of Prussia Rail Project because of rising costs. The project was also not recommended for federal “New Starts” funding in Fiscal Year 2024. Septa will use the funds allocated for King of Prussia Rail to bolster essential infrastructure work.
- New Jersey Transit is moving forward with plans to revitalize Mahwah train station. The historic building will receive retaining wall, electrical and lighting, roof and more upgrades. Mahwah is on the North Jersey Coast Line to Bay Head.
- New Jersey Transit joined a partnership that includes The Rutgers Center for Advanced Infrastructure and Transportation. The International Association of Public Transportation will establish the first North American Regional Training Center at Rutgers University. This will join training centers in France, Germany, Spain, China, Turkey, Chile and South Africa.
- Maryland’s Department of Transportation has signed agreements with agencies in Delaware and Virginia to explore expanding their existing services into those states. The goal is service to Wilmington, Delaware and Alexandria, Virginia.
- Metropolitan Transportation Authority (NYC subway) announced that twenty stations have been renovated under the “Re-NEW-ation” Program. The goal is to complete a total of 50 stations by the end of 2023. The program includes deep cleaning, repainting, new signage and enhanced lighting.
- Alstom signed a seven-year and \$265 million dollar contract to operate and maintain the Newark Airport’s AirTrain monorail.
- Reading Northern has appointed Matt Johnson as VP for Government Affairs and Christina Muller-Levan has been appointed executive VP for strategic planning. Muller-Levan was previously president of the Muller family’s aviation business, Reading Jet Center. In her new position she will lead the development of the railroad’s five-year plan and more.
- On April 1st, Conrail Historical Society opened its Museum and Archive Center located at Shippensburg, PA. It is housed in a retired 86-foot auto parts boxcar. The unstaffed museum is open every day of the year from sunrise to sunset. Research visits to the archives are by appointment
- The Federal Railroad Administration (FRA) issued a safety advisory calling on railroads to address safety risks resulting from the structure of long freight trains. Limitations on train lengths are among the FRA’s best practices to address the issue.

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

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

May 13, 1914 PRR Board authorizes new alignment and new concrete arch bridge at Manayunk.

May 17, 1919 United States Railroad Administration Director General Hines refuses to restore The Broadway Limited citing lack of money but also refuses to drop second section of Twentieth Century Limited; PRR President Rea protests Washington office of USRA overruling regional office decision.

May 25, 1919 Broadway Limited restored on 20:00 schedule by Regional Director Markham.

May 2, 1924 PRR announces a campaign to increase its freight and passenger business; operating officials from all divisions have been attending meetings aimed at increasing car and locomotive loadings; all 200,000 employees asked to assist in soliciting new traffic; Eastern Region officials have begun visiting large industrial shippers to assess their needs.

May 8, 1929 PRR Board approves additional \$5 million for Philadelphia Improvements; \$3.4 million for South Philadelphia Track Elevation; receives new estimate for Philadelphia Improvements of \$61.4 million, not including steam plant, electrification or Suburban Station office building.

May 1934 PRR "World's Fair Train" of modern passenger equipment tours Midwestern cities prior to being placed on display at the Century of Progress; consists of a K4s 4-6-2 and six air conditioned cars: a PB70 combine, P70 coach, diner, 26-1 Pullman parlor car, 12-1 Pullman sleeping car, and a 4-compartment observation lounge car.

May 3, 1939 PRR announces that Altoona Works has turned out the first of 100 modernized P70 coaches for World's Fair travel; 50 are for day trains in Northeast Corridor with 84 reversible seats; 50 with reclining seats for long distance trains.

May 25, 1939 New barber shop designed by Raymond Loewy opens on south side of LIRR Concourse in Penn Station .

May, 1944 LIRR installs public address system on platforms of Jamaica Station to help eliminate the confusion of "change at Jamaica."

May 1, 1949 PRR discontinues direct operation of LIRR; New York Zone abolished and remaining PRR lines returned to Eastern Region; New Jersey General Division renamed New York General Division (posts remain vacant); headquarters of New York Division moved from Jersey City (office building vacated) to Penn Station, New York.

May 11, 1949 Citing present savings on diesel over steam of \$10-12 million, Pres. Clement calls for a 1 million HP diesel program over five years; in terms of HP, PRR is now 82% steam, 9% electric and 8.7% diesel; at completion of program will be 67.7% steam, 9% electric and 18% diesel.

May 13, 1954 New York Gov. Dewey orders Long Island Transit Authority to come up with plan for ending LIRR bankruptcy, including keeping fare increase under 25%, providing at least \$50 million for improvements, and ending impasse between ICC and NY PSC over who has last word on LIRR rates..

May 13, 1959 At 10:48 PM a freight derails at Frazer blocking all four tracks and is immediately sideswiped by passing Pittsburgh Night Express No. 635 at 65 MPH, GG1 No. 4871 and first 9 cars (all head-end) tumble down an embankment; fortunately, two works by Toulouse-Lautrec (1864-1901) en route to a Los Angeles art museum escape being mingled with the smashed televisions and canned baked beans strewn along the right-of-way and are sent west on a relief train; \$1 million in damage.

Dad at the Throttle

John V. Smith Jr., Pennsylvania Railroad Engineman 1943 thru 1981

By John V Smith III

HOW IT STARTED

“Hey boy, are you looking for a job?” a random person called out to John V. Smith Jr. as he was walking thru Philadelphia’s 30th Street railroad station. The year was 1943. “Yes, I am” he replied and was directed to the Personnel office of the Pennsylvania Railroad. John was hired as a fireman and was soon shoveling coal manually into the fireboxes of steam engines (locomotives) and other duties as a locomotive fireman. John ate a lot of coal dust and smelled the part. Many steam locomotives had stokers, a device that automatically ground up and moved coal from the tender to the firebox, but still required manually tossing coal into the corners. He loved every minute of it. He enjoyed learning the physics of maintaining an efficient fire and maintaining adequate steam for the locomotives. There were numerous rules and regulations to know intimately as well as air brake systems, hand signals, block signals, and speed restrictions. Dad started his career with the railroad on February 15th, 1943, but less than four months later he was drafted into the Navy to be part of the war effort. Dad was on a repair ship and was part of the Normandy invasion. They stayed three miles off shore and repaired other ships and the landing craft that got shot up dropping the army onto the beach. The boats would limp back or get towed back to dad’s ship, which would lift them up, pull them on board, repair them and send them back into action. At the same time, they were shooting German fighter planes that were attacking them.

On the Pennsy, everyone was known by their first and middle initial, followed by their last name. John V. Smith was known as JV Smith. His friend was EJ White, etc. A close friend would get away with calling him Smitty.

John enjoyed firing the huge steam engines and particularly enjoyed the hostling jobs (shuffling the locomotives from one part of the yard to another). He had to become familiar with all the various steam locomotives the Pennsy had. I remember him recapping how you just did not pull the throttle out to start, no, you had to give it a little throttle then push the throttle back in; that left just enough hot pressurized steam into the cylinders which was intent on expanding quickly. These steam locomotives were mighty beasts that were “alive” and had to be respected accordingly. Dad (JV Smith) told of a story where a supervisor thought the crews were not working fast enough. “Here, I will show you” the boss thundered. He opened up the throttle too quickly, chug, chug, chug, CHUG CHUG and the locomotive went right into the turntable pit. You can bet that supervisor had a lot of questions to answer!

Safety is a huge part of railroading. There was always a safety tip of the day, which dad would bring home and tell his family. I was always anxious to hear the safety tip for the day and would embrace it. This served me well when I entered high school and college and worked in a 3-bay auto shop with lifts and huge sharp heavy-duty, potentially dangerous equipment. A commonly highlighted safety tip was to look both ways before walking over a track, keep looking back and forth, and continue that if you are walking over numerous tracks side by side. Walk over the rail, do not step on it. Dad believed the main reason for this was to minimize any danger of a catenary line (overhead wire system that the electric locomotives draw power from) that may have broke and fallen on to the rail, effectively energizing the rail.

Instead of having a “regular” job, same schedule every day, my father enjoyed being on the “extra list”. The extra list was a system where the railroad called you when needed, it could be a couple days, or it could be an hour or so after you just got home from a job. Many times, in the middle of the night, I would hear him come home, come up the stairs, his ring finger hitting the banister, then you heard his two shoes hitting the floor. A few minutes later the phone would ring “yeah, OK,” bang the phone down, curse, shoes back on and back out the door. I believe we were the only family on the block to have a “private” phone line. Most phones were “party lines” that had to be shared with a couple of families. If someone was on the phone, tough luck, the railroad would call the next person on the list. Dad’s job required him to have a private phone line.

Having only one car in the family, if mom wanted the car, we would have to take dad to the railroad station or freight yard to take him to work and pick him up. Often, mom would wake my brother and I up in middle of the night, get out of the house in minutes to go get dad. Many times, it would be some freight yard which were difficult for mom to navigate the car through. The tracks ran different ways and you think a moving train is not converging with you, but all of a sudden it could be coming right at you. When I received my driver’s license and wanted to borrow his car, it was the same deal. By then dad had the seniority to get the New York to Washington passenger trains pulled by the GG1s. Dad would deadhead (riding as a passenger to get to his start up location) and frequently rode in the cab. I would take him to the station and frequently go inside to witness these huge powerful GG1s come in, dad would tell me exactly where to stand, and that is exactly where the cab of that GG1 would stop.

Dad at the Throttle (continued)

STEAM LOCOMOTIVES

While in a passenger station in a K4 steam engine, dad decided to rake down some coal at the top part of the tender. "BOY, BOY STOP RAKING THAT COAL NOW". The engineer then showed John how close he was getting to the overhead catenary line which provides electrical power to electric locomotives.

When tending to the coal fire, the fireman would occasionally rake the burning coal to distribute it properly and pull out any clinkers. A "clinker" is a mass of burned-out expended coal that forms a big mass that does not burn but just gets in the way. Once dad pulled out a clinker to the front of the tender and decided to urinate on it, which drew displeasure from the engineer, "Boy, please don't pee on that clinker."

Dad's favorite steam engine was the K4, a big 4-6-2 "Pacific" passenger locomotive. He enjoyed the huge driving wheels that allowed the train to get up to speed so quickly. He also liked the unique whistle and could replicate the sound with his mouth. His favorite was the two longs, a short, and a long blast which was the required sequence for approaching a grade crossing. *Notable on the attached copy of a page from one of dad's log books, he ran most types of steam locomotives that the Pennsy had.* You can sense the enthusiasm in his handwriting when he logged a Diesel-powered train during the early transition from steam to diesel.

ELECTRIC AND DIESEL LOCOMOTIVES

JV's favorite locomotive of all time was the GG1 electric locomotive. This locomotive is magnificent in its power, looks, and safety. Dad always bragged that no crewman was ever killed in a GG1. It had the long nose on each end which assured the crew of safety. Many times, I waited for dad's train to come in and watched him with a big proud smile on his face bringing that mighty train into the station. A few minutes later he would come out and slide down the handrails of the cab and look up as if he just brought the space shuttle in – super proud.

Another favorite locomotive was the PRR E7 diesel locomotive. This was used for the Bowie race track train. The facilities there did not have overhead catenary wires for the electric locomotives, so they used this beautiful streamlined Tuscan colored locomotive instead. This locomotive also is a favorite piece at the Railroad Museum of Pennsylvania.

HIGHLIGHTS OF JV SMITH'S RAILROAD CAREER.

All of dad's railroad associates congratulated him when he was promoted to ENGINEER. I believe there was a cake with "BIG E" on it.

Dad looked forward to "going running" which meant he had the seniority to nail down the prestigious main line passenger trains between New York City and Washington DC.

Dad loved getting the "TH" jobs which were the mile-long freight trains between Philadelphia and Harrisburg. Dad would be gone for three to four days on these runs.

JV was honored to be able to be the fireman on the pilot train for the Robert Kennedy funeral train. My grandmother, mother and I went down to the yard just north of 30th Street Station and along with quite a few other people waited to see these special trains go by. There was a sense of reverence among the crowd that I will never forget. We saw the low flying helicopter go by first, then.... "HERE COMES DAD'S TRAIN!!" What a proud moment for all! Then here comes the funeral train itself pulled by two beautiful GG1s that look like they just came from a hand cleaning and waxing – WOW!! The last car was the observation car and you could clearly see the casket containing RFK's body. On the back platform was Teddy Kennedy just looking back.

Dad was also a test engineer during the development and testing of the Metroliner.

SOME STRESSFUL EVENTS

In the later part of his career he ran the local passenger MU (multiple unit) trains from Philadelphia to Media. On one of these runs, he was operating the train when he heard POP, POP, POP from the passenger compartment. Sensing

Dad at the Throttle (continued)

something was wrong he immediately threw it into emergency braking. Then two men came up front shouting "Jump off, jump off." They then jumped out the door, each breaking a leg in the process. Then another man came up brandishing a pistol, ordering dad off the train. Dad obliged him and luckily the train slowed enough where he did not get injured. The man had just shot his wife three times. I believe she survived. Then, on one of these same runs, he was stopped at a passenger station and noticed a man running from a convenience store trying to catch his train. Two stops later the same guy gets off and quickly runs away. At the next stop the police board the train looking for the man that just held up the convenience store.

It was not unusual for kids to throw stones at the trains. The railroad police did their best to minimize this threat, but windows would often get broken and once dad had a piece of glass in his eye to this practice. Another time the kids rigged up a cable across the catenary poles so that the cable was right across the train at eye level, the train hit the wire and it snapped and came thru the side window with a vengeance. Luckily no one was hurt.

SUMMARY

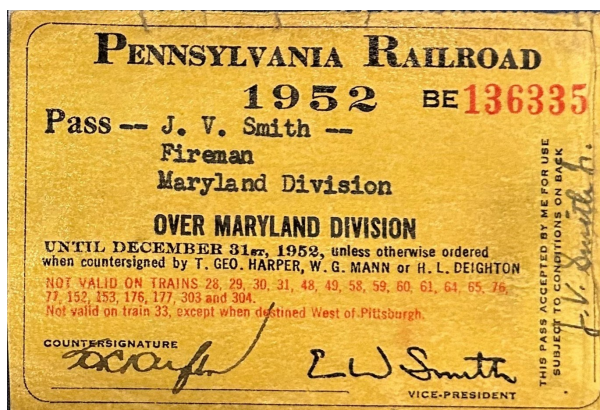
Dad loved working on the railroad, he always had a railroad story and I swear he left the house more quickly going to work than coming home. On his days off he frequently took us to New York (as pass-carrying passengers) for a quick lunch and then the ride home. It was all about the train ride. (Like the "Ride with me Steve" adventures).

After much persuasion, Dad finally took me to New York so I could join him for a cab ride from New York to Washington in the cab of a GG1. I had strict orders not to bother him under any circumstances. The railroad's policy was to have the crew check in at the departing office one hour ahead of departure. Dad's personal policy was to be there two hours ahead of departure, and if that meant getting there three hours ahead of time due to deadheading schedule, so be it. I was super impressed that when dad checked in, he did NOT carry his bag from that point on. Rather, someone came out and carried the bag for him, and handed it to him when he mounted his locomotive. That is RESPECT! When he pulled that throttle out a notch, I could feel that entire monster of a locomotive "standing up on its legs" vibrating, and watched the ammeter swing way up. When it got rolling a few "calmed down" seconds later, another notch and same thing, like a multistage rocket. We did that same cab ride experience one more time. I will never forget those trips and am very thankful for that experience.

Reluctantly, dad retired and enjoyed his retirement very much. He still met his railroad brothers every month for lunch. My mother was still getting dad's railroad pension checks as well as her own (from her years working for the Reading Railroad office), every month until her recent passing. I should note that mom had the hardest job on the railroad, "Railroaders Wife". And yes, there is a John V Smith IV.

I am very thankful for that railroad juice in my blood.

Pictured right: John Smith with sons George and John Smith III at the Strasburg Railroad. Below, John Jr's PRR pass.



CHANGES ALONG THE TRACKS AT NEW HOLLAND

By Mark W. Hoffman

The former Pennsylvania/Penn Central Freight Station at New Holland, Pennsylvania faces demolition in February 2023 following its sale at a public auction on October 3, 2022. The new owner plans to build a battery warehouse and store on the .40-acre site. In addition, Norfolk Southern removed the switch for the station track, the west leg of a former wye, on Wednesday, November 2, 2022. The two-car spur last saw activity in 2015 for unloading lumber cars. The depot at 217 South Railroad Avenue was located among the disconnected wye, a team track, several industrial sidings and a short runaround track once clustered in the vicinity of MP 28 along the current NS New Holland Secondary.

A screen printing/embroidery business, which leased the building for many years from the previous owner, vacated the depot by the end of December 2022. Through the mid-1970s, William H. “Bing” Bingaman, a local railroad freight agent, worked in the building and the Railway Express Agency served the station via truck. A concrete roof supported by steel I-beams capped the concrete block, one-story, 1,550-sq.-ft. structure, accented with brick quoins. Built in 1947, the depot replaced a nearby single-story, frame combination freight and passenger station, erected in 1905. When built, the ground-level, right-side portion of the new freight depot was identified by PRR documents as the tool house. This section featured a rear dock door and rails embedded in the concrete floor for housing a track speeder. A vintage in-floor scale remained in the depot’s freight warehouse. The previous owner enlarged the depot’s loading dock and painted the exterior concrete block walls white.

It is sad to see reminders of the small town railroad landscape disappear.

Meanwhile, during 2022, work was underway to improve five grade crossings in New Holland Borough with new railroad signage, flashing lights and gates. The new safety warning devices and supporting relay boxes will soon replace simple crossbucks at South Hoover Ave., Brubaker Ave., South Custer Ave., South Railroad Ave. and Brimmer Ave. The upgrades are part of a federally funded \$2.2-million project, overseen by the Pennsylvania Department of Transportation. Very poor visibility plagues the crossings and motorists forget the tracks are active or try beating the train. The NS local freight, usually H28, runs as needed on an irregular schedule at this eastern end of the line to serve Sweetwater Propane and Musselman Lumber in New Holland. Installation work of the crossing signals devices by NS workers has included coordinating with a number of other intersecting public utilities.



SURROUNDED BY RAILS— The rear view of former New Holland, Pennsylvania freight depot shows the station track’s bumper post on the right, the east leg of the former wye in the foreground and the Sweetwater Propane Terminal across South Railroad Avenue at 9:29 a.m., Thursday, November 3, 2022. As built, the ground level tool house portion of the depot on the left side once featured a dock door and rails embedded in the concrete floor for housing a track speeder.

.CHANGES ALONG THE TRACKS AT NEW HOLLAND (continued)

FAREWELL— The former New Holland, Pennsylvania freight station is viewed from South Railroad Avenue at 2:50 p.m., Saturday, December 10, 2022.



END OF THE LINE— The former New Holland, Pennsylvania freight depot and now disconnected station track crossing South Railroad Avenue, both slated for removal, as seen at 3:16 p.m., Saturday, December 10, 2022.

Sadly, demolition on the New Holland Freight Station commenced on Friday, January 20, 2023, earlier than the general February date the owner gave me. About a third of the building is now rubble and the entire structure will be gone by February 1st, 2023.

All photo credits are by Mark W. Hoffman. Mark is a Lancaster Chapter Member of the N.R.H.S.

PRR L6A Locomotive – The Locomotive That Wasn't



Background:

May 3, 1934 Lima Locomotive Works, Incorporated, delivers one complete 2500 HP 1-D-1 class L6a electric locomotive, No. 5940, with Westinghouse electrical equipment to be installed at Altoona; PRR cancels the order as developments prove the locomotive is too small. (PRRTHS)

May 10, 1934 Lima Locomotive Works, Incorporated, ships the remaining 29 L6a Nos. 5941-5969 to Altoona; electrical gear not installed; stored at South Altoona until cut up during World War II scrap drives; order for 20 additional L6a's from Baldwin/Westinghouse cancelled before they are built. (PRRTHS)

The story:

The Pennsylvania Railroad's class **L6** comprised three electric locomotives of 2-8-2 wheel arrangement in the Whyte notation. The intention was to build a whole class of freight boxcab locomotives using this design, but the displacement of class P5a to freight work after the introduction of the GG-1 meant that there was little need for more electric freight locomotives.

Two L6 class locomotives were built at Altoona Works as prototypes in 1932. Numbered 7825–7826, they were renumbered 5938–5939 in 1933. Sixty production L6a locomotives were planned, with the car bodies of thirty subcontracted to Lima Locomotive Works (order number 1128, construction numbers 7587–7616). One was completed as PRR 5940, while the other 29 car bodies remained in store at Altoona until scrapped in 1942 for the war effort.

The 5939 and 5940 were renumbered 4790 and 4791 in 1966, with the 5938 scrapped the same year. The last two were scrapped in 1967.

Statistics:

Driver diameter: 62 inches
Loco Weight: 300,000 lbs.
Maximum speed: 54 mph
Power Output: 2,500 hp
Tractive Effort: 55,000 lbf

Alvin F. Stauffer: *Pennsy Power. Steam and electric locomotives of the Pennsylvania Railroad, 1900–1957.* Published 1962. Page 276. This book was not copyright renewed and thus fell into the public domain.

ANNUAL CHAPTER "AWAY" MEETING AND TRAIN RIDE

SUNDAY, JULY 16, 2023



In lieu of a July formal meeting, the Lancaster NRHS Chapter invites our members to a visit to the East Broad Top Railroad and Rockhill Trolley Museum.

Members will drive / carpool to Rockhill Furnace and meet at the train station. East Broad Top is just two hours from Lancaster City.

East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249

The schedule and fares are as follows:

1:00 pm Train ride \$ 18.00 (1 Hour) Open-Air Car

Tom Shenk is arranging to purchase tickets. Please use this page as an order form and mail your request to Tom.

Member Name: _____

Guest Names: _____

Street Address: _____

State, Zip Code: _____

Number of Train Ride tickets requested: ____ @ \$ 18.00 = \$ _____

PLEASE MAKE CHECKS PAYABLE TO LANCASTER CHAPTER, NRHS

Mail your ticket request and remittance to:

Mr. Tom Shenk
11 Marquis Court
Lititz, PA 17543

In order to make reservations at East Broad Top for the entire Chapter group, please reserve as early as possible.

Chapter Member Additional Options:
(Note: the Chapter is not handling reservations for these two portions).

11:00 am Shop Tour \$ 16.00 (1Hour)
Open Trolley Rides \$ 10.00 (45 Minutes)

To make your reservations for either or both of the above, please visit the EBT web site:
<https://eastbroadtop.com/>



"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

**MAY 15, 2023 - MONDAY, 7:30 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE, CHRISTIANA, PA 17509**

CHAPTER MEETING MINUTES

Monday, April 17, 2023

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday April 17, 2023. The meeting was called to order at 7:35p.m. by President Tom Shenk with 26 member's present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the March chapter Membership Meeting Minutes. Steve Himpsl approved the motion and Glenn Kendig seconded the motion. The March membership minutes were approved as printed in the Lancaster Dispatcher.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the treasurer's report for the month of March.

CHAPLAIN: Tom Shenk reported chaplain Dave Stambaugh was recently hospitalized with leg problems. Steve Ferrell reported that secretary Tom Fluck is in the hospital with heart problems. Tom had fluid on his lungs and may possibly need to have valve replacement surgery.

CHRISTIANA FREIGHT STATION: Cindy Kendig announced the CLEAN-UP DAY for the Station will be SATURDAY, MAY 13 starting at 9:00a.m.

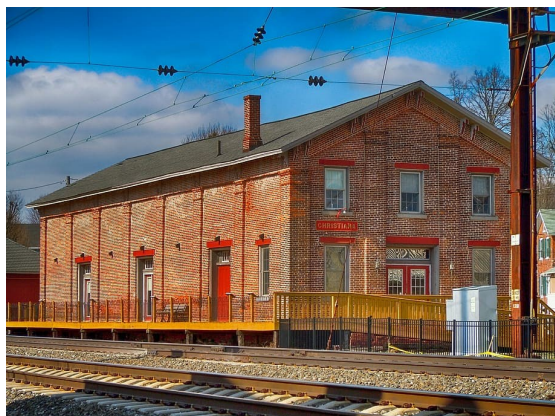
UPCOMING DATES: The chapter July "Away" meeting will be at East Broad Top Railroad. The meeting will be on Sunday, July 16 and not on the third Monday of the month. Tickets are \$18.00 per person and the train ride is at 1:00p.m. See Tom Shenk for tickets. There was also a flyer in last month's newsletter with all the information.

DONATIONS: Steve Himpsl announced the donation of the Kyper/Rainey East Broad Top book to the Southern Huntingdon County High School Library.

ANNOUNCEMENTS: Doug Henry announced the 611 Norfolk Southern engine will be leaving the Railroad Museum of Pennsylvania on May 14. There will be a program (tour) on the 611 engine every Wednesday to Sunday at a cost of \$25.00.

ADJOURNMENT: The chapter membership meeting was adjourned at 8:00p.m. The slide presentation titled "Bound for Bay Head" was given by Steve Ferrell and Doug Henry.

Submitted by Donetta M. Eberly in Secretary Tom Fluck's absence.



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CHAPTER MEMBERSHIP MEETING
LANCASTER CHAPTER, INC., N.R.H.S.
MAY 15, 2023 - MONDAY, 7:30 PM
CHAPTER MEETING
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE
CHRISTIANA, PA 17509

LANCASTER CHAPTER, INC.
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 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
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