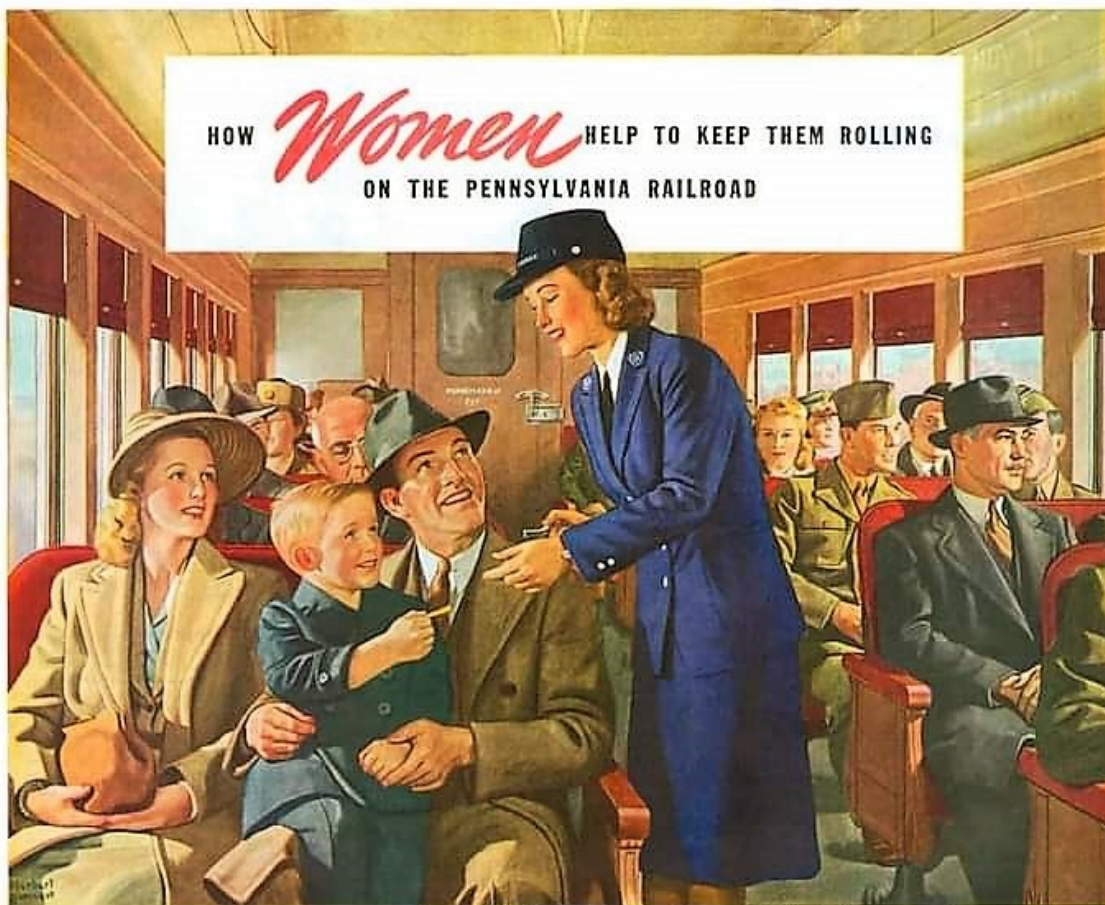


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 10

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

OCTOBER



HOW *Women* HELP TO KEEP THEM ROLLING  
ON THE PENNSYLVANIA RAILROAD

A WAR ROLE FOR WOMEN ... as a trainman on the Pennsylvania Railroad. Women serve on short runs, as a rule.

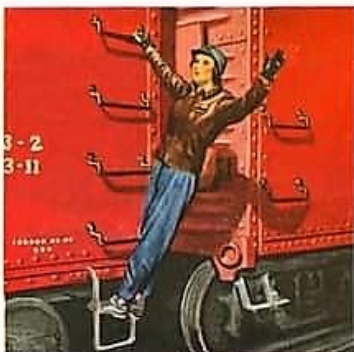
RAILROADING has always been regarded as a man's calling.

But when war reached deeply into railroad ranks — taking from the Pennsylvania Railroad alone more than 41,000 skilled and experienced workers for the Armed Forces — women were employed to help keep trains rolling.

Today, on the Pennsylvania Railroad, approximately 22,000 women are serving in a wide variety of occupations — four of which you see illustrated here.

Positions such as trainmen, ticket sellers, train passenger representatives, ushers, information and reservation personnel call for intelligence, courtesy and a high degree of efficiency. Young women fresh from college and high school — after intensive training — have proved they can fill these roles most capably.

So, we're glad to have their help in the greatest job railroads have ever been called upon to do, moving men and materials to Victory!



AS A BRAKEMAN in freight yard operations, a woman fills a job that requires strength and coolness — in all weather.



AS AN USHER, a woman posts trains, announces departures and arrivals — answers the questions asked by travelers.



INFORMATION COUNTERS are besieged these days — so a woman's knowledge of travel must be extensive.

BUY UNITED STATES WAR BONDS AND STAMPS



★ 25,000 BY THE ARMED FORCES

★ 25 have given their lives for their country



## Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

- On Saturday, September 30<sup>th</sup> and Sunday, October 1<sup>st</sup>, New Jersey Transit will celebrate their 40<sup>th</sup> anniversary. On Saturday, along with the United Railroad Historical Society of New Jersey, they will operate a special excursion train. The train, using historical and conventional equipment will travel on the Northeast Corridor and the New Jersey Coast Lines to recreate the South Amboy engine change. A ride around the balloon track loop is also planned. On Sunday New Jersey Transit will host a display of Heritage locomotives at Hoboken Terminal.
- The 45<sup>th</sup> Annual Lehigh Valley Regional Train Show and Expo has been set for October 8<sup>th</sup>. From 10am-3pm at the Charles Chrin Community Center in Easton, PA.
- Former CNJ 0-6-0 #113 is scheduled to operate during the fall and winter holiday season on select dates. Railway Restoration Project 113, plans a night session for October 14<sup>th</sup> as 7pm at the former Philadelphia and Reading Railroad Station in Minersville, PA.
- Amtrak is ordering ten additional Airo trainsets to meet the demand for passenger rail travel. Scheduled to debut in 2026, these trainsets feature spacious seats, enhanced technology and signage, touchless restrooms and a café car. The Northeast Regional and Keystone services will benefit from these improved consists which will replace the ageing Amfleet coaches.
- Amtrak reported that 63 damaged cars will be repaired during the fiscal year starting on October 1<sup>st</sup>. They report that Amtrak is hopeful that they will be ready for next summer's peak period.
- A freight train hit an SUV that was on the tracks Wednesday morning in Lancaster County on Willow Road in East Lampeter Township. No one was injured.
- Brightline is scheduled to begin service to Orlando from Miami on September 22<sup>nd</sup>.
- Work could begin in October on the initial phase of the new two-track tunnel under the Hudson River into Manhattan.
- The return of SEPTA's PCC cars occurred on September 10<sup>th</sup>. Six of the eighteen classic trolleys which date from 1947 have been completely modernized by the Woodland shop. Work continues on the remaining cars.
- With at least five new Acela trainsets in storage at 30<sup>th</sup> Street (Penn Coach yard), production on the other 23 units is proceeding slowly at the Alstom Hornell New York plant. Amtrak still is estimating start of service for some time during 2024.
- SEPTA and Amtrak are considering a plan to open the connecting tunnel between 30<sup>th</sup> Street Station and the 30<sup>th</sup> and Market Street subway station. It has been closed since 1980 due to maintenance and security issues.
- CSX has launched a program to repaint several locomotives in heritage liveries of their predecessor railroads. Lately Diesel Locomotive ES44-AC number 1869 had its sides repainted in a Chesapeake and Ohio scheme.
- The Reading Company Technical & Historical Society announced that they have entered into a lease agreement with SMS Rail Line to operate their EMD FP7 diesel locomotive #902. This engine will join its sister locomotive, #903 at SMS's Woodstown Central Railroad. The Philadelphia Chapter had earlier sold their unit (#903) to SMS. Arrangements are being made to prepare the units (currently at Steamtown) and move them to the SMS Pureland Shops in New Jersey.

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

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

October 28, 1909 Prototype DD1 electric locomotive "odd-DD" Nos. 3996-3997 arrives in Long Island City from Juniata to begin 15,000 miles of road and dynamometer car tests on electrified lines of LIRR; 2,000 HP motors and electrical gear installed at East Pittsburgh Works of Westinghouse.

October 8, 1924 PRR files plans for new a station at Newark, N.J., that will also serve Hudson & Manhattan Tubes and Public Service trolley subway, with city authorities.

October 15, 1929 Madison Square Garden Corporation announces it is negotiating with PRR to build a 50,000-seat open-air arena for boxing matches and bicycle races on air rights over Penn Station approach behind the Post Office between 8th & 9th Avenues.

October 21, 1929 PRR and City of Baltimore announce agreement on Baltimore Improvements, including electrification and new double-track Union and B&P Tunnels.

October 23, 1929 PRR announces order for 100 Class M1 4-8-2's for fast freight service, 50 from Baldwin, 25 from Lima and 25 from Juniata.

October 17, 1934 Raymond Loewy has first meeting with VPs Martin W. Clement and Charles D. Young in Philadelphia regarding work. According to Loewy's own account, Clement, who has been in France during the war, uses Loewy's willingness to share his war experiences to break the ice. Clement is interested in the streamlining of the GG1, but offers Loewy a test project of an esthetically pleasing trash can for Penn Station. Clement has written a memo the day before noting that people in Penn Station were observed looking for someplace to dispose of trash and suggested the provision of some tasteful wastebaskets. Contrary to mythology, the prototype produced by Lowey is actually installed in 30th Street Station, where it is photographed. Charles D. Young arrives at the end of the meeting, with Clement and Loewy and afterward, Young arranges another meeting a week later to discuss the GG1.

October 27, 1934 Class R1 No. 4800 begins a last two days of tests at the Claymont Trials.

October, 1939 Baldwin Locomotive Works places a stock order to build a 4-4-4 duplex high-speed passenger locomotive as a demonstrator, with bulletnose streamlining by Otto Kuhler. But before it can be built, the PRR places an order for two locomotives of this type in July of 1940.

October 25, 1944 Record day at PRR Sandusky coal piers, dumping 2,071 cars or one every 42 seconds; by Nov. 3, a over 13 million tons have been dumped this year.

October 19, 1949 On complaint of New York City Mayor's Committee on Unity, PRR ends the practice of segregating African American passengers on through cars from New York to the South; the PRR had usually assigned them to separate cars unless they asked for a specific car to avoid trouble with the southern lines and having passengers harassed south of Washington and forced to change cars; Southern Railway says it observes Southern Jim Crow laws but does not force negroes coming from north of Washington to change seats; Seaboard Air Line says it will continue to insist on segregation.

October 2, 1954 Philadelphia writer Christopher Morley publishes a poem, "Elegy in a Railroad Station (Obit for Broad Street, Philadelphia)" in the Saturday Review, containing the oft-quoted line, "Nothing was so holy as the local to Paoli."

October 23, 1959 Last run of passenger trains Nos. 2500-2509 between Perth Amboy and Jamesburg, ending all passenger service between South Amboy Jct. and Jamesburg and all passenger service on the old Camden & Amboy line. The train ran as a single MP54 with less than 10 regular passengers; the car had run deadhead between Jamesburg and Trenton.

## The Little Engine that could! Amtrak's AEM-7

By Steve Ferrell

In 2015, Amtrak donated an AEM-7 Locomotive to the Railroad Museum of Pennsylvania. They were retiring all their units of this type and SEPTA would soon follow suit. I was excited, as I spent thirty years of my life traveling to New York city for Broadway shows behind these small but powerful locomotives.

Initially, the donated AEM-7 was placed inside Rolling Stock Hall at the Museum, but the staff complained about an annoying smell coming from within. I couldn't smell it, but now the piece is outside with many other rusting and deteriorating classic pieces, including GG1 Old Rivets, the DD1 and more.

During our last Norfolk Southern Weekend at the museum, the AEM-7 was outside for viewing. A young woman asked our security director if she could go inside the cab. She identified herself as an AEM-7 engineer in Switzerland, where these units pulled local trains. Of course, we arranged that and she gave us a nice tour of the cab. Interestingly, she stated that the engineers in Switzerland have shotguns in the cab because they often hit deer and have to put them down!

A former engineer that ran our particular unit now at the museum (#611) told us that they called this locomotive the "overtime maker", because it was probably the most unreliable of the model, breaking down more than usual while on a run. This caused the engineer to have to stay with the unit until it could be rescued and repaired. The AEM-7 was nicknamed "Toaster" for its box-like shape.

At their creation in 1971, Amtrak inherited the GG1 fleet of the Pennsylvania Railroad for their electric passenger locomotive services. This was a workhorse engine, but its service life was coming to an end. Amtrak needed a replacement.

While searching for a replacement for the GG1, Amtrak found that there were no U.S. manufacturers of Passenger Electric locomotives. Amtrak first turned to GE who adapted their E60C freight locomotive to passenger use. These locomotives were not able to successfully operate at speeds over 90 MPH and were relegated to trains (such as long-distance trains to Florida for service between New York and Washington DC) where speed wasn't a big factor. But they needed another solution for the high-speed Northeast Corridor services.

Amtrak turned to European manufacturers, where they've been building highly efficient electric locomotives for their many electrically powered lines (the US was mostly diesel powered by now). After much searching, they decided on the Swedish SJ Rc4 design built by ASEA. This became the design for the AEM-7. Amtrak's versions of this locomotive were constructed under license by Electro Motive Division (EMD) at the La Grange, IL plant. Amtrak purchased 54 of the units and the rest of the 65 units built, 7 went to SEPTA (Southeast Pennsylvania Transit Authority) and 4 to MARC (Maryland Area Regional Commuter).

These units proved to be quite successful, easily hauling fairly long passenger trains at 125 MPH along the corridor, from Washington to Boston. These units could handle and operate using three different voltages, reflecting these realities along the northeast corridor. Amtrak also used AEM-7's in the Keystone service to Harrisburg.

From 1999 to 2002, Amtrak and Alstom began a rebuilding program to prolong and improve the useful life of these units. This greatly improved their performance so they could haul longer trains. This rebuild was completed at Amtrak's Wilmington, DE shops.

As the AEM-7's useful life came to an end, Amtrak sought to replace them with the Siemen's ACS-64 and the Bombardier/Alstom HHP-8's. The HHP-8's proved to be unreliable. Amtrak retired their last of these units in 2016. The last MARC unit was retired in 2017, with SEPTA retiring their AEM-7's in 2018.

After retirement, Caltrain in San Francisco used two Amtrak units to test their electrification system. The retired SEPTA units were leased to New Jersey Transit for use to meet a positive train control deadline, but were never used. In 2022, SEPTA sent all their units (stored in the Overbrook Yard) out to be scrapped.



Double header of AEM7's in Amtrak Service – Slide courtesy of the Railroad Museum of Pennsylvania



AEM7 in SEPTA Service at Warminster, PA – Slide Courtesy of the Railroad Museum of Pennsylvania



AEM7 in New Jersey Transit colors, never in regular service (borrowed from MARC) – Slide courtesy of Railroad Museum of Pennsylvania

### PRR L6A Locomotive – The Locomotive That Wasn't



On May 3, 1934 Lima Locomotive Works, Incorporated, delivered 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.

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.

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.

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.



## Passage to Port Jervis, NY – On the old Erie Railroad

### *A “Ride with me Steve” adventure*

By Steve Ferrell

I have traveled to Port Jervis, a long and scenic trip, three times previously. Many of the newer “Ride with me Steve” members requested that I do this trip again – a first time for most. I delayed the trip as there were tight connections on the way up and only a 135pm and 935pm train on the way back. I was hoping for a mid-afternoon train to be restored to the schedule. Alas, after waiting two years and the schedule not altered, I relented and scheduled the trip.

Port Jervis is at the juncture of three states – New York, New Jersey and Pennsylvania – and two rivers, the Delaware and the Neversink. The Erie Railroad ran its trains from the New York area (from Pavonia and later Hoboken terminal) to New York over this line.

Our group of fifteen riders boarded Amtrak’s Keystone #640 very early on a nice and clear morning. With group members boarding at Lancaster, Downingtown, Exton and Philadelphia, we rode to Newark’s Penn Station and arrived on-time. Heading down to the main concourse, we purchased our New Jersey Transit tickets (the line is operated jointly by both New Jersey Transit and Metro North). We had time to pick up breakfast from Zaro’s bakery and then catch the next train to Secaucus Junction.



**Group arriving at Newark’s Penn Station –  
Photo courtesy of Eric Dervinis**

We had time to relax at Secaucus and then head down to the lower level to catch our Port Jervis train. This level is only diesel and the group enjoyed watching trains serving the lines (from Hoboken northbound) arrive and depart.

Presently, our F40PA diesel locomotive led train with six comet cars (this is a push-pull operation with the cab car leading on the way back) arrived and we departed to Port Jervis. Immediately departing Secaucus, our train passed Bergen Junction where the Main Line and Bergan Line spit and head north paralleling each other, rejoining at Ridgewood Junction. Our train took the Main Line and operated as an express during this portion of the trip.

Soon we left the urban areas and outer suburbs to the rural areas of Northern New Jersey. The scenery was becoming very bucolic as we stopped at the last station on the line within New Jersey: Mahwah. Now we entered New York state and could view the foothills to the northeast. We stopped at Suffern where the New Jersey transit portion of the route ends (and most of the commuter trains terminate) and the Metro-North operation starts. (It is a shared operation and our particular consist had both New Jersey Transit crew and equipment.) After Suffern, the line is mostly single-tracked, with passing sidings.

Continuing northbound we stopped at Tuxedo, where our current formal suites were created. At the time in the 1800’s they were considered leisure apparel. Tuxedo has a beautiful Victorian depot built in 1885 and lovingly restored by the town.

After our next stop at Harriman, we had great views Schunemunk Mountain to the north. Just prior to arriving at Salisbury Mills, we crossed the “Moodna Viaduct”, the highest viaduct east of the Mississippi! All the riders agreed that the view was breathtaking! We now were heading due west, stopping at Otisville station. After departing, we entered the Otisville Tunnel, which is the longest tunnel within the Metro-North system.

### Passage to Port Jervis, NY – On the old Erie Railroad



Photos from the Moodna Viaduct.

Photo credits:  
Left, John V. Smith

Right: Eric Dervinis



Now our route turned Southwest and traveled down a significant downgrade, finally arriving at Port Jervis (this was a 2-hour and 23-minute trip) right on schedule.

We only had an hour and fourteen minutes before we would have to catch our return train. Most of the group walked across the parking lot from the station to the newly rebuilt Burger King. We enjoyed our Whoppers and told some whoppers too! A few of the group went across the main highway to a juice bar and had a healthy meal.

After eating lunch, we toured the former Erie Railroad yard and turntable area. The Dining Car society has relocated here and had several dining cars and coaches from the Ringling Brothers Circus train on view. Also, Port Jervis has started a railroad museum (the Tri-States Railway Preservation Society) with a few locomotives, cabooses and other rolling stock on display. The museum housed exhibits within two large boxcars. Alas, neither of these venues were open during our weekday visit.



Left: Cars from the "Circus Train", photo courtesy of George and Kay Rowell

Right: One of two boxcars used for the museum's exhibits – Photo courtesy of Eric Dervinis



We were disappointed that we didn't have time to walk to the center of town and see the former and beautifully restored Erie depot. It now houses a business office, but the exterior is nicely restored. Also, the group was not able to enjoy a leisurely lunch at the Erie Hotel (that formerly housed crew members of the Erie Railroad), which has great food.



Left: Former Erie Turntable (Metro – North Yard in the background on right) – Photo courtesy of Eric Dervinis

Right: Former Erie Railroad Port Jervis Depot – Photo courtesy of the author (taken during a previous trip)



**.Passage to Port Jervis, NY – On the old Erie Railroad**

Soon we departed and returned on the same consist to Secaucus. We took the next New Jersey Transit train to Penn Station in Manhattan. Here some riders enjoyed bagels or some very good ice-cream before catching our return Amtrak Keystone #653 to Pennsylvania.

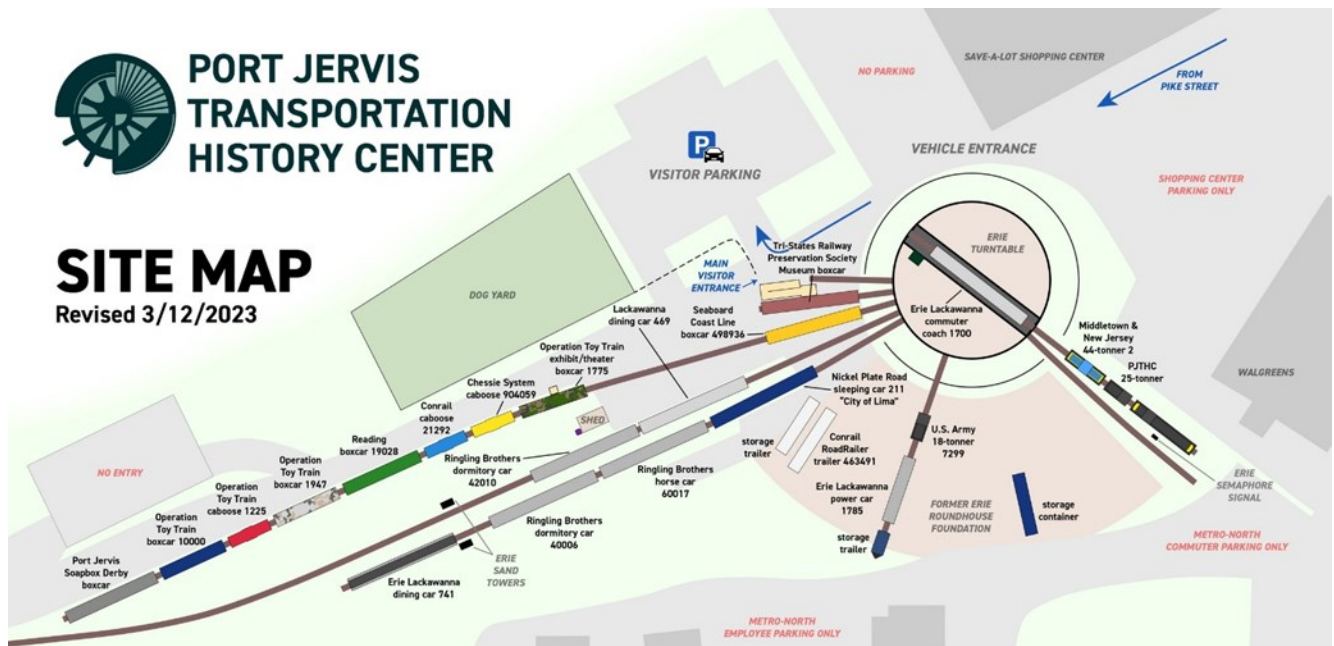


**The Group at Port Jervis**

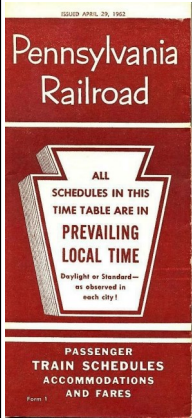


**PORT JERVIS  
TRANSPORTATION  
HISTORY CENTER**

**SITE MAP**  
Revised 3/12/2023







**Time Table 10-23  
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  
Now operating daily.



Reading Blue Mountain & Northern  
Reading Outer Station: 3501 Pottsville Pike  
Reading, PA 19605  
www.rbmrr-passenger.com  
610-562-2102  
Fall Foliage excursions to Jim Thorpe every  
weekend in October.



Everett Railroad  
244 Loop Road  
Hollidaysburg, PA 16648  
https://evertrailroad.com  
814-696-3877  
Pumpkin Patch train rides every  
weekend in October.



Stewartstown Railroad  
21 W. Pennsylvania Ave.  
Stewartstown, PA 17363  
717-746-8123  
stewartstownrailroadco.com

Pumpkin Patch train rides every weekend in October.



Northern Central Railway of York  
117 N. Front Street  
New Freedom, PA 17349  
717-942-2370  
https://www.northerncentralrailway.com  
Steam and diesel-hauled trains on Sat-  
urdays and Sundays, plus October 18,  
19, 25, and 26.



Wanamaker, Kempton & Southern  
42 Community Center Dr,  
Kempton, PA 19529  
www.kemptontrain.com  
610-756-6469  
Regular Train Rides  
Every Sunday through November  
5th.



Wilmington & Western Railroad  
2201 Newport Gap Pike,  
Wilmington, DE 19808  
www.wvrr.com  
302-998-1930  
Autumn Leaf Special runs every  
Friday, Saturday & Sunday in  
October. Also Oct. 18th and 25th.



East Broad Top Railroad  
421 Meadow Street  
Rockhill Furnace, PA 17249  
info@eastbroadtop.com  
814-998-1930  
Operating every Friday, Saturday  
and Sunday in October.



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



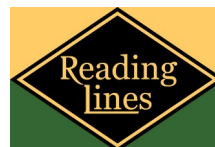
The Stourbridge Line  
812 Main Street  
Honesdale PA 18431  
https://www.thestourbridgeline.net  
570-470-2697  
Foliage Express runs Oct. 1, 3-9, 11-  
15, 18, 20-22, 25 and 27-29.



New Hope Railroad  
32 West Bridge Street  
New Hope, PA 18938  
www.newhoperailroad.com  
215-862-2332  
Operating all Fridays, Saturday's  
and Sunday's in October.



West Chester Railroad  
230 E. Market Street  
West Chester, PA 19380  
https://wcrailroad.com/  
Fall Foliage Express on October  
1, 8, 15, 21, 22, 28 and 29.



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

**LANCASTER CHAPTER, INC., N.R.H.S.  
ANNUAL BANQUET  
FRIDAY EVENING, NOVEMBER 17, 2023  
THE WILLOWS BANQUET FACILITY AT THE FIRESIDE TAVERN  
1500 HISTORIC DRIVE, STRASBURG, PA 17579**

**JOIN US AT THE WILLOWS BANQUET FACILITY AT THE FIRESIDE TAVERN FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!**

**5:30 PM - DOORS OPEN  
6:00 PM - DINNER SERVED  
7:30 PM PROGRAM: DAN CUPPER**

Dan is Editor of Railroad History, the scholarly journal of the Railway and Locomotive Historical Society and the R&LHS's Quarterly Newsletter. Also, he is a frequent contributor to Trains Magazine and Railway Age Magazine. Dan is a retired engineer and former freight train conductor, now living in Harrisburg. Dan's topic is "Riding a freight train, Pittsburgh to Harrisburg," based on his 12-year career with Norfolk Southern, 2006-2014 as a conductor and 2015-2018 as an engineer.

**THE ANNUAL BANQUET COST FOR 2023 IS \$30.00 PER PERSON**

**TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING.  
ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2023**

-----  
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NO. OF SEATS \_\_\_\_\_ @ \$30.00 EACH = TOTAL AMOUNT ENCLOSED \$ \_\_\_\_\_

**PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.**

**MAIL TO: LANCASTER CHAPTER, N.R.H.S. INFORMATION:  
C/O TOM SHENK  
11 MARQUIS COURT  
LITITZ, PA 17543**

"INSIDE THE BACK PAGE"  
UPCOMING LANCASTER CHAPTER ACTIVITIES

OCTOBER 16, 2023 - MONDAY, 7:30 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE  
10 RAILROAD AVENUE, CHRISTIANA, PA 17509

NOVEMBER 17, 2023 - FRIDAY, 5:30 PM ANNUAL CHAPTER BANQUET  
FIRESIDE TAVERN, 1500 HISTORIC DRIVE, STRASBURG, PA 17579

NOTE: THE 2024 DUES NOTICE WILL APPEAR IN THE NOEEMBER AND DECEMBER ISSUE OF THE DISPATCHER

**CHAPTER MEETING MINUTES**  
**ANNUAL CHAPTER PICNIC - SUNDAY, SEPTEMBER 17, 2023**

September 2023 Minutes

The Board Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Sunday, September 17th, 2023.

Tom Shenk, Glen & Cindy Kendig, Steve Himpfle, Richard Rutledge, Jim Donohue, Steve Ferrell, David Staumbaugh and Tom Fluck were in attendance.

Tom Shenk called the meeting to order at 2:10 pm.

TREASURES REPORT:

The Treasurer Richard Rutledge presented the annual budget for the upcoming year.

The need for fundraising was discussed as the freight building is in need of repairs, including a new roof and observation deck rebuild.

Tom Fluck made a motion to accept the new budget, and was seconded by Steve Himpfle.

The motion carried.

Steve Himpfle made a motion to accept the July and August Treasurer's reports and was seconded by Glen Kendig. The motion carried.

Other:

Glen Kendig announced that Christaina Borough has federal money to spend from Pandemic relief funds available for the community! Thanks to Glens efforts Our Chapter will be granted \$10,000 to replace the old failing observation deck. Way to go Glen, and many thanks!

Glen also stated that our insurance policy is under review (for renewal).

Steve Himpfle has had 18 GG-1 builders plates cast for re-sale, and proposed reproducing some GG-1 ephemera as well. These items may be sold to the Railroad Museum of PA's Gift Shop, to raise money for our Chapter.

Adjournment

Tom Shenk adjourned the meeting at 2:50pm.

Chapter Picnic

At 3:00 pm the annual Chapter Picnic began! Twenty-six were in attendance.

Tom Shenk called the meeting to order and gave a synopsis of the board meeting.

Steve Ferrell made a motion to accept the July minutes and Steve Himpfle seconded. The motion carried.

Glen Kendig thanked all those who attended the Christiana Historical Day Festival.

At 3:05 the meeting was adjourned, and the picnic began!

There was BBQ chicken provided by the chapter and everybody brought a side dish or desert.

There was plenty of great eats for everybody, great camaraderie and lots to take home as well.

A good time was had by all!

Respectfully submitted by Tom Fluck, Secretary

**LANCASTER CHAPTER BOARD OF DIRECTORS**

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1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
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