LANCASTER DISPATCHER

1935-2026

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 59 NUMBER 11 DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG NOVEMBER 2026

RAILROADING IS

People

Nothing in this world is as interesting as—people! Nothing is as important as people . . . people who live and grow, love and get married . . . people with their habits and manners, their likes and dislikes. Nothing really matters but—people.

The city? We think of it as people. The countryside is people. And so is the railroad . . . just folks—all of them!



SOLDIER, SAILOR, MARINE: we wish to serve you well on your furlough.

Locomotives, cars, equipment . . . all these have been thought out, designed, engineered, developed and built by people for people. They are of value only as they serve people.

We of the Pennsylvania Railroad try to keep in mind always: everything we do is measured by how we help people, how we get along with people, how we treat people. Our greatest reward is in having people think well of us . . . because we have served them well!

PENNSYLVANIA RAILROAD

Serving the Nation

BUY UNITED STATES VICTORY BONDS AND STAMPS



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

November, 2026

- Amtrak reported that the final phase of construction of the Portal North Bridge has started as work begins to place the final track into Service. Adjustments of service on the Northeast Corridor are planned from October 11th and continuing for five weeks. This author noted that trains on the Keystone service to New York have been curtailed and riders need to transfer at Philadelphia for their morning trains.

- From Dan Cupper at Trains.com: Amtrak and PennDOT announced that the second Pennsylvanian (traveling between New York and Pittsburgh) would start on November 18th. The new schedules are now out on Amtrak's website.

- Amtrak's Air Fleet debuted on September 30th on the Cascades service. Two trainsets, operating four daily trips, will begin carrying customers between Vancouver B.C., Seattle, Portland and Eugene, Oregon. The rollout will continue through 2027.

- Did you know? SEPTA operates the only trolley bus (also called "trackless trolleys") network in the world, having been established in 1923. The line is only a fraction of the trolley bus system that once operated within Philadelphia's environs.

- Florida's Brightline, the nation's largest private passenger railroad, has filed for Chapter 11 bankruptcy. The higher speed rail line operated 235 miles between Orlando and Miami. Brightline intends to keep operating during the restructuring and refinancing during Chapter 11.

- The Railroader's Memorial Museum in Altoona will be hosting "GhostTracers" on October 24th. The evening tour times are on their website. Tickets are $15 and all participants must be 12 and over. Tour members will become part of a paranormal investigation team called into action, take down the Ghost of the Museum and put an end to the paranormal activity.

- New York Metropolitan Transportation Authority (MTA) recently said that the new tariffs could add up to a $1 billion to the cost of planned commuter and subway equipment purchases. This is on top of the original planned $23 billion expected costs of the project. The transit agency is contacting the United States Commerce Department for exemptions to these tariffs as railroad rolling stock have many components not produced within the United States.

- A deal is at hand to sell rail lines that are owned by Luzern County, PA. The Reading and Northern has offered $7 million for these lines and said it would spend another $3 million to upgrade the tracks to handle excursion trains. Andy Muller, owner of the Reading and Northern, has also said that along with this deal, he plans to build a new passenger station in Wilkes-Barre with the railroad's own funds.

- Officials from New York and New Jersey came together on September 28th for ceremonies to celebrate the start tunnel boring for the Hudson Tunnel project. The first set of boring machines will take one year to complete the 5100 feet segment within New Jersey. This is just one of ten stages of the tunnel construction on the Gateway Project for access into Manhattan. This project will replace the over 110-year-old aging tunnels that brings trains into Penn Station in New York City. When the new tunnels are opened, the old ones will be totally reconstructed.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN NOVEMBER

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

Nov. 1917 Pennsylvania Railroad Women's Division for War Relief established to aid families of employees in military service; open to wives, sisters and daughters of PRR employees and later to women employees; organization is parallel to that of PRR with the wife of each major official occupying a place corresponding to that of her husband; leaders conduct sewing classes making clothing, blankets, and surgical dressings and preparing care packages for troops.

Nov. 9, 1922 LIRR Board authorizes the purchase of 12-15 Class H6sb 2-8-0's from the PRR for freight, and the transfer of 6-8 Class G54 4-6-0's from freight to passenger service.

Nov. 1932 Centralized container yard opens at Enola; containers are shifted from car to car by a large overhead crane the way LCL freight is shifted at a freight transfer station.

Nov. 13, 1932 "ARSENAL" Tower placed in service governing south approach to 30th Street Station.

Nov. 1, 1937 "PENN" Interlocking placed in service at 30th Street Station; located in Room 477.

Nov. 10, 1937 PRR Board authorizes relocating the 60th Street Branch at Hog Island for the Philadelphia Municipal Airport.

Nov. 17, 1937 The final round of Claymont Trials begins with Class P5a (modified) No. 4752; locomotives tested include five GG1's No. 4800, 4808, 4819, 4858 and 4865, old GG1's perform better than one from newest lot of Jan. 1938; also test DD2 No. 5800 for five days against P5a and GG1; for comparison, test K4s's No. 16, 3739 and 3807.

Nov. 10, 1942 Eleven cars of 125-car westbound freight derail east of Downingtown at 3:08 PM; tank car of benzene takes fire, closing the main line for 9 hours.

Nov. 1947 Fairbanks, Morse & Co. delivers the first PRR “Erie-Built” 2,000 HP cab units; by Dec. 1948, the PRR acquires 36 A and 12 B units; they are quickly moved into freight service.

Nov. 12, 1952 PRR board meets in Pittsburgh, first time meets outside of Philadelphia; announces $47 million program to upgrade freight service and freight yards, including rebuilding of Conway as principal yard on PRR, new car shop at Hollidaysburg, moving scrap dock from Conway to Hollidaysburg, and faster schedules.

Nov. 1, 1957 A.E. Perlman and J.M. Symes announce that PRR and NYC are studying merger to cut their deficits; combined assets $5.6 billion; news draws negative reaction from liberals in Washington and local governments.

Nov. 4, 1957 Last run of PRR steam locomotives, K4s No. 612 and No. 830, on NY&LB, one of the last strongholds of PRR steam; they are displaced by the 17th diesel unit; No. 612 then deadheaded from South Amboy to Camden.

Nov. 12, 1957 Last run of a PRR steam locomotive, K4s No. 5351, in revenue passenger service on local Pemberton-Camden commuter train; Engineer John P. Murphy’s eulogy on PRR steam locomotives: “They were hot in summer and cold in winter, back-breaking and dirty, but on winter mornings as cheerful as a fireplace. And they had individuality.”

Nov. 25, 1957 Last run of a PRR steam locomotive, I1sa No. 4271, in revenue freight (50- car coal drag) service from Cresson to Juniata; last regular steam operation over Horseshoe Curve.

Nov. 15, 1962 Congress finally repeals 10% tax on railroad tickets instituted to discourage travel during World War II; ICC and state regulatory agencies grant fare increases equal to tax, effective Nov. 16.

Nov. 1, 1967 PRR places order for 100 diesel locomotives; 80 3,600 HP and 20 3,300 HP.

Nov. 9, 1967 Pennsylvania PUC holds hearings on discontinuing the Broadway Limited at Harrisburg; the PRR discontinues the train separately in each state through each state’s agency, rather than through the ICC, as there are still other trains on the route.

A Ride with Me Steve trip to the Pullman Restaurant and Bar in Bryn Mawr

(and Restaurant Review)

By Steve Ferrell

A few years ago, a few Ride with me Steve members ate at the Pullman restaurant at the Bryn Mawr Train Station. They all raved about the food and drinks. I finally got around to scheduling a trip of the rail riding group in September 2026. We had almost 21 folks on the trip, some coming on SEPTA and others driving over and meeting the rest of the group.





The Bar at the Pullman –
Photo by Anne DiSerio

The Pullman Restaurant is housed in the 1870 built freight house and baggage storage building east of the station on the south side of the tracks. Over the decades the historic stone structure was used as a popular eatery and bar by many different restaurants including the Central Bar and Grill and the Tango Restaurant.

The Pullman Restaurant developers stripped away the old stucco to reveal the original stone exterior. This was a major multi-year renovation to honor the building's railroad roots. The interior design mimics a plus vintage pullman dining car. An outdoor seasonal deck sits directly adjacent to the active main line tracks allowing eaters to view both Amtrak and SEPTA trains.



A few members of the group at the restaurant –
Photo by Anne DiSerio

A Ride with Me Steve trip to the Pullman Restaurant and Bar in Bryn Mawr (continued)

We all arrived around 4:45pm at the Pullman and found that the building was not accessible from the station platform. We had to walk out and cross a busy street and enter from their parking lot entrance. Once inside our group was greeted and walked to our table setup. We had one long table for about 16 and another one nearby for 8 people.



Left: Lamb chops at the Pullman – they were excellent.



Right: Crab Cake, one of two served me – full of lump crab with little filler.

The rest of the group ordered drinks. After they were delivered, we ordered our appetizers and entrees. We had one waitress for the whole group, so service was a little slow, but when we were served the food was amazing. I had the crab and corn chowder and it had about a lot of lump crab in it and tasted great. My crab cakes were the best I ever had, large and full of jumbo lump crabmeat! My wife had the lamb chops and she said they were incredible.

Some of the group had to leave early as they needed to catch their scheduled return train. Many of us stayed and caught the later train as we wanted to enjoy coffee and dessert. Indeed, it was an exceptionally delicious meal and nice Ride with Me Steve trip.



Our table setup at the Pullman, note outdoor deck in background with great rail watching views

– Photo by Anne DiSerio

The Finger Lakes Rail Experience

Compiled by Jim Donohue with information from The Finger Lakes Rail Experience Website

In 2025 the Finger Lakes Railway announced a new passenger rail service excursion on the northern side of the lakes. A little research proved that to be not completely correct, but none-the-less has a very interesting reason for its existence.

A coalition of tourist rail professionals, nonprofit organizations, and more than a dozen local wineries and breweries came together to launch the Finger Lakes Rail Experience (FLX Rail Experience) , a new heritage rail attraction debuting for the Summer 2025 season. So, its primary purpose was for Tourism!

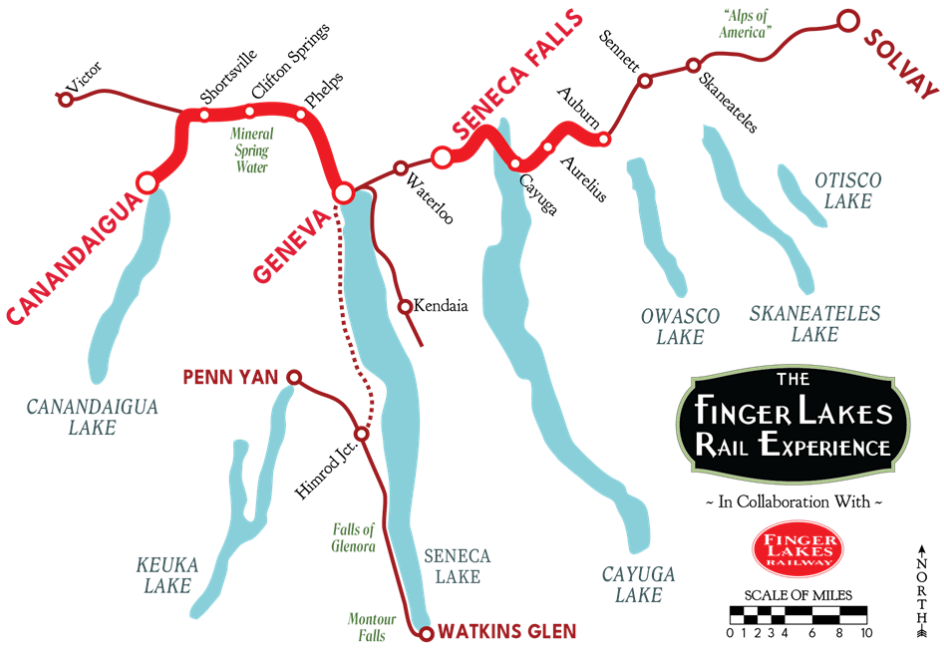
The host railroad, Finger Lakes Railway, is a key short line freight carrier serving six counties in the region. Historically, FGLK maintained a small fleet of passenger cars to support local nonprofit organizations and tourism initiatives. However, a shift in business priorities led to the sale of that fleet in December 2024. Despite this transition, FGLK's leadership remained committed to fostering regional tourism and sought new ways to leverage its 167-mile network to continue supporting economic and cultural development across the Finger Lakes.

FMW Solutions was approached by Finger Lakes Railway ("FGLK") to develop a new tourist rail initiative. In response, FMW — through its operating division, FMW Rail Operations — has brought together a coalition of regional businesses, nonprofit organizations, and local stakeholders to help bring the FLX Rail Experience to life.
The FLX Rail Experience operates with a fleet of five vintage passenger cars belonging to the United Railroad Historical Society of NJ (URHS). These restored 1940s-era cars include several that also operate as part of URHS's popular Hudson River Rail Excursions in New York City.

Supporting the FLX Rail Experience is the Seneca Lakes Wine Trail, more than a dozen local wineries and breweries, and multiple local not-for-profit organizations. Also supporting the organization is Operation Toy Train, which is providing a power baggage car to power the train.

Riding the Train

The Fall Color trips cross the **Cayuga Lake Causeway** — the only railroad bridge spanning a Finger Lake.



Boarding in Waterloo, the train operates in a push-pull mode to Aurelius, New York for an hour-and-a-half ride. The tracks are entirely on the Finger Lakes Railway.

There is a fascinating mix of scenery from homes to fairly sizable industries and crossing Cayuga Lake.

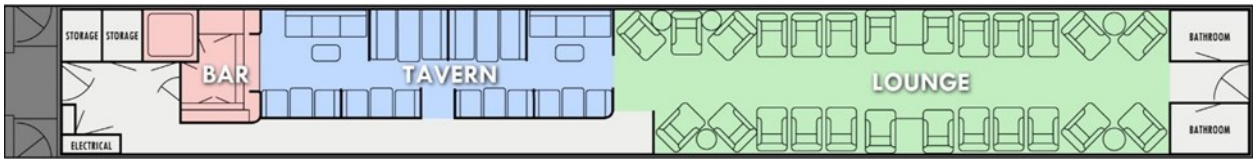
The ride offers a variety of accommodations, from comfortable Coach seating to Premium Class lounges, First Class experiences, private suites, and exclusive lounge rentals.

The highlight of the passenger cars is the New York Central legendary observation car **Hickory Creek**, once part of the famed *20th Century Limited*.

The Finger Lakes Rail Experience (continued)

The Rolling Stock

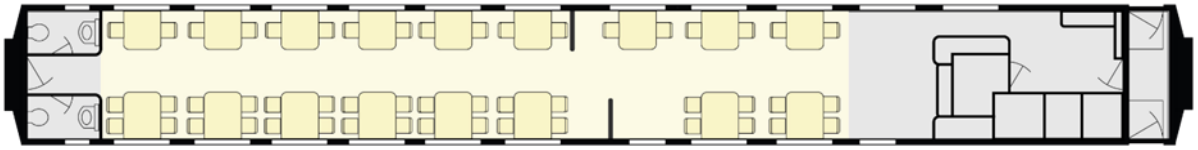
New York Central No. 43 Lounge class — a 1947 Budd-built Tavern-Lounge car once used between New York and Washington, now fully restored and Amtrak-certified. With flexible seating, a classic wet bar, and vintage charm, it's the perfect setting for a stylish day trip.



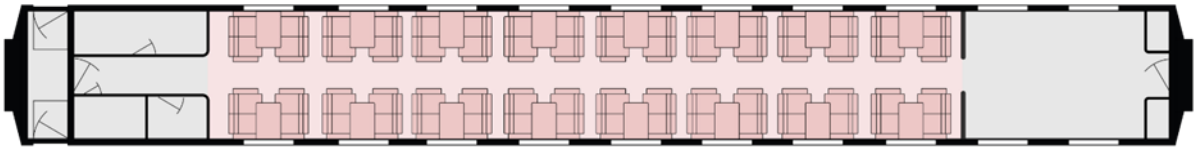
Hickory Creek



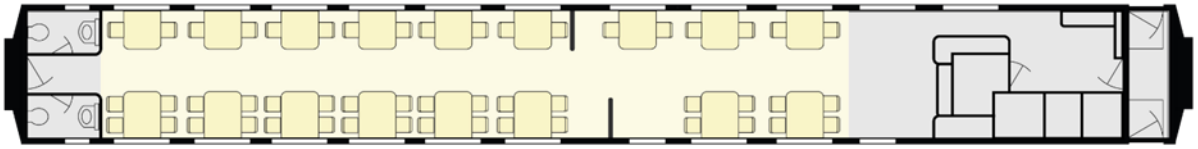
Tavern Lounge 37



Pennsylvania Deluxe Coach 1547



The Swift Stream — a 1949-built stainless steel lounge car from the New York Central's legendary "Great Steel Fleet"



The Finger Lakes Rail Experience (continued)

The Power





FGLK # 2308 (ex-Southern) and 2310 (ex-ATSF) are both B23-7 units.



TOYX 1700 is the generator car, provided by the Port Jervis (NY) Railroad Museum. The car is a rolling advertisement for the *Toys for Tots* organization.

Riding the Train

In early October, Lancaster Dispatcher editors Steve Ferrell, Jim Donohue and our wives made the trip to upper New York and rode the train.



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RAIL EXPERIENCE

NON-TRANSFERABLE TICKET

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The Finger Lakes Rail Experience is a service provided by FMW Rail Operations in collaboration with the Finger Lakes Railway Corp. in scenic upstate New York. This service is provided as a sightseeing and educational endeavor, bringing together local wineries and other partners to provide a unique, vintage rail experience to our guests.

SOLD SUBJECT TO
FINGER LAKES RAIL EXPERIENCE
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THE FINGER LAKES RAIL EXPERIENCE

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FROM | TO
Canandaigua
Clifton Springs
Geneva
Waterloo
Seneca Falls
Aurelius
Auburn
Solvay

ONE WAY | ROUND TRIP
COACH
NYC 37
NYC 43
SWIFT STREAM
HICKORY CREEK

Right, the interior of NYC Lounge Car # 43. First-class refreshments were served to everyone on the car as seen lower right. Definitely not low-calorie.

Seeing the Hickory Creek observation car was undoubtably the highlight of the train.

Overall, it was a very enjoyable and scenic ride, with excellent service. We highly recommend it!







LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
FRIDAY EVENING, NOVEMBER 13th, 2026
THE GATHERING PLACE
6 PINE STREET, MOUNT JOY, PA 17552

JOIN US AT THE GATHERING PLACE FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

6:00 PM - DOORS OPEN - NO EARLY ENTRY
6:30 PM - DINNER SERVED—FAMILY STYLE
7:30 PM PROGRAM: This year's Lancaster Chapter's Annual Banquet Speaker will be:

THE ANNUAL BANQUET COST FOR 2026 IS $35.00 PER PERSON

TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING OR YOU MAY MAIL THIS COUPON.

ALL TICKET ORDERS MUST BE RECEIVED BY FRIDAY, NOVEMBER 6th, 2026!

- -

NAME____

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NO. OF SEATS__________________ @ $35.00 EACH = TOTAL AMOUNT ENCLOSED $ _____________

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

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.Lancaster Chapter 2027 Dues - Renew Now

Mail to: **MR. TOM STECKLER**
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Make check payable to: LANCASTER CHAPTER NRHS

Name: _____

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2027 Chapter dues $20.00 – plus $2.00 if you have a family member _____

Student Dues – ages 13 to 24 $ 10.00 or Youth ages 05 – 12 $5.00 _____

PAPER COPY OF NEWSLETTER - $15.00 _____

Donation to Lancaster Chapter _____

Total amount of check payable to Lancaster Chapter NRHS $ _____

LAST DATE FOR RENEWING 2027 MEMBERSHIP IS APRIL 30, 2027!!

DO NOT ADD YOUR NATIONAL DUES TO YOUR LANCASTER CHAPTER CHECK! INCLUDE YOUR NATIONAL DUES NOTIFICATION LETTER FROM NATIONAL WITH YOUR CHECK

If you would like us to forward your National Dues, **please make a 2nd check payable to NRHS**

National Dues $50.00 – plus $7.00 if you have a family member _____

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Donation to National _____

Total amount of check payable to NRHS $ _____

Questions: Contact GLENN KENDIG 717-917-5137 – email: CINDYKENDIG@GMAIL.COM

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

NOVEMBER 13th, 2026 — FRIDAY, 6:00 PM ANNUAL CHAPTER BANQUET THE GATHERING PALCE, 6 PINE STREET, MOUNT JOY, PA 17552 (NOTE: DOORS OPEN AT 6:00 PM)
DECEMBER 3rd, 2026 — THURSDAY, 3:00 PM CHRISTMAS SET UP AT THE FREIGHT STATION
DECEMBER 12th, 2026 — SATURDAY, 3:00 PM TO 8:00 PM STATION OPEN HOUSE
DECEMBER 13th, 2026 — SUNDAY, 1:00 PM TO 4:00 PM STATION OPEN HOUSE
DECEMBER 13th, 2026 — SUNDAY, 5:00 PM ANNUAL CHAPTER CHRISTMAS PARTY (AND SHORT MEETING), CHRISTIANA FREIGHT HOUSE
JANUARY 14th, 2027 — THURSDAY, 3:00 PM CHRISTMAS CLEAN UP

NO MEETING IN JANUARY / FEBRUARY. NEXT CHAPTER MEETING: SUNDAY, MARCH 21st, 2027 at 3:00 PM

NOTE THAT EFFECTIVE APRIL, 2027, ALL MONDAY EVENING MEETINGS WILL START AT 7:00 PM.

Minutes of the Chapter Meeting
October 19, 2026

Tom Shenk opened the meeting at 7:00PM.
There were 26 members and 3 guests present.
Stan Bowman, who will be the speaker at the Chapter Banquet briefly presented a "teaser" of his presentation.
Guests John and Maryetta Hershey were introduced as the owners of an operating trolley on their property. Tom Shenk and Steve Himpsl will be making a trip there to see it is viable for a Chapter excursion.
Lorrie Steffy gave the Chaplain's report.
Richard Rutledge gave the financial report as well as the budget for the new fiscal year. A motion was made to approve the budget and report by David Stambaugh, seconded by Harold 'Smoke' Shaak. It was approved unanimously.
Steve Himpsl gave the details of December Chapter and Christiana events. Steve noted that all evening Chapter meetings will now take place starting at 7:00PM.
Steve advised that the Chapter was given over 120 close-up photos of Strasburg Railroad rolling stock photos, designed to aid modelers. Steve asked if everyone approved of donating them to the Railroad and approval was given.
A review of previous meeting's minutes was made. Steve Himpsl made a motion to approve all minutes, seconded by 'Smoke" Shaak. It was approved unanimously.
Officer's 2027 election: The nominations were made; no new ones were made at the meeting. Helen Shaak made a motion to accept the slate, seconded by Dave Stambaugh. The vote was unanimous to accept the slate - all current officers will continue in 2027. A motion for the Chapter secretary to cast the vote was made by Helen Shaak and seconded by Doug Henry. Again, the vote was unanimous and the election became official.
'Smoke' Shaak gave his report on the National N.R.H.S. convention in Cleveland, Ohio.
Paper copies of the *Lancaster Dispatcher* were discussed and it was agreed to raise the annual price to $ 15.00, to be included with dues payments.
The meeting was adjourned at 8:02 PM.

Respectfully submitted,
Steve McClellan, Secretary

Congratulations to our 25-Year Members!

George and Kay Rowell

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NEXT CHAPTER MEETING

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NOVEMBER 13, 2026 - FRIDAY, 6:00 PM
ANNUAL CHAPTER BANQUET
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