# LANCASTER DISPATCHER

1935-2025



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 58 NUMBER 5

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

MAY 2025



Penn Central Paoli Local at Stafford, PA, 1970 Photo by Fred Schneider





By Steve Ferrell

Gathered from press releases and revised for this publication

### **MAY, 2025**

Amtrak reported that during an inspection they found corrosion in many of their Horizon railcars. Working with the manufacturer, the cars were removed from service after learning that additional problems existed. This will affect services on these routes: Downeaster, Hiawatha, Borealis, and Amtrak's Cascades. Amtrak will resume Borealis service with Superliner equipment. Amtrak maintenance issues caused cancellation of Sounder commuter service. This problem spilled over into Cascades intercity routes because of a shortage of equipment. One Talgo train is out of service awaiting completion of repairs and, as reported above, all Horizon cars have been removed from service because of corrosion.

Stephen Gardner stepped down on March 26<sup>th</sup> as the CEO of Amtrak after 16 years with the company. No permanent successor has been found as of now.

Amtrak's retired HHP8 (Hippos) are nearing a return to service as a non-motorized cab-car for service on the Keystone line trains.

On April 4<sup>th</sup>, SEPTA expanded contactless payment technology to their regional rail system. This means that customers can easily tap on using their credit card, debit card, or mobile wallet for fare payment.

On April 10<sup>th</sup>, SEPTA released a proposed budget that would include a 45% service cut, 21% fare increase, plus a workforce reduction. This bare-bones budget is triggered by a predicted budget deficit. Currently, Governor Shapiro is engaged in critical negotiations with the State legislature on a statewide budget transit funding plan to prevent these dire measures from taking effect.

The Metropolitan Transit Authority is initiating a plan to protect portions of the Metro-North's Hudson Line against effects of climate change. The project will focus on the twenty-mile stretch from Riverdale to Croton-Harmon. The investment in this project will provide protection against future stormwater runoff, tidal floods and other risks. Critical infrastructure will be rebuilt, including culverts, drainage, retaining walls, slopes, shoreline, and track.

DC Metrorail (Washington DC's Subway System) will not be allowed to expand the use of their Automatic Train Operation (ATO), that is currently in use on the Red Line. This is because trains are frequently overshooting the station stops! The decision was made by the Washington Metrorail Safety Commission, which oversees the safety of this system's rail operations.

Western Maryland Scenic Railroad is slated to for a springtime return of its #1309 steam locomotive to operational status. The 2-6-6-2 Baldwin built engine will power the "Frostburg Flyer" excursions beginning May 3<sup>rd</sup>, on Saturdays and Sundays.

Reading and Northern's ex-Reading Company's T1 4-8-4 steam locomotive, 2102 will power a September 13<sup>th</sup> trip through the Lehigh Gorge. The trip is sponsored by the Rotary Club of the Mountain Top. The trip will depart from the Reading and Northern's Mountain Top station in Penobscot and travel to Jim Thorpe and return. Tickets went on sale on April 16<sup>th</sup> and are priced at \$70.

From Trains Newswire: The Rocky Mountaineer U.S. luxury rail service is changing its name to Canyon Spirit, and it also will expand its current route from Denver to Salt Lake City in 2026 as part of a three-day excursion.



### PRR, PRSL & LIRR EVENTS IN MAY

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

May 28, 1916 Schedule of Paoli locals cut by seven minutes because of electrification.

May 29, 1921 Third section of northbound Atlantic City excursion train with 12 coaches rear-ends Burlington local at Burlington station; 2 killed, 8 injured in telescoped cars.

May 15, 1926 First Class BB2 electric switcher No. 3910 delivered.

May 31, 1926 Sesqui-Centennial International Exposition opens on South Broad Street in Philadelphia; the "Rainbow City" includes a stadium that later becomes the home of the Army-Navy Game; the fair is less than half completed on opening day; backed by the PRR, the fair is a financial disaster and attracts few visitors, in part because of rainy weather and poor word-of-mouth; \$5 million loss is made up by city; PRR exhibits models and paintings and a 1/32 size 69-foot operating four-track model railroad; PRR runs trains to the fair via the South Philadelphia freight line and a station at Broad & Packer Streets.

May 15, 1931 PRR files for 6-track line through Elizabeth, N.J. between "ELMORA" and "LANE" Towers.

May 28, 1931 With the dividend checks mailed today, the PRR passes the mark of having paid out \$1 billion in dividends, a first for any corporation.

May 22, 1936 Prototype Class GG1 No. 4800 makes its first run in the new round of Claymont Trials running Washington to New York and return.

May, 1941 Symbol freight WS-4 established Chicago-Enola for third morning delivery to seaboard.

May 8, 1946 Rebuilt Class BM70 RPO car No. 5239 named Robert E. Hannegan is placed in service on the Broadway Limited, complete with a special cancellation of the New York & Pittsburgh RPO; only named RPO car on PRR; BM70 rebuilds were equipped with roller bearings and first RPOs to be air conditioned.

May 8, 1951 At annual meeting, Pres. Walter S. Franklin announces that PRR will immediately order 132 additional diesels at a cost of \$45 million this week; have already ordered 1,036 diesels, 4 electric locomotives, 26,800 new freight cars and repairs to 34,000 cars at total cost of \$539 million.

May, 1956 Class K4s 4-6-2 No. 1361 retired and saved for display purposes; later placed on Horseshoe Curve.

May 23, 1956 Because of a traffic surge, PRR leases nine Class T-1 4-8-4's, Nos. 2107, 2111-2115, 2119, and 2128, from Reading for an indefinite period, rather than spend money to restore its own steam locomotives to service; five are to be delivered at Harrisburg by May 25, and four by June 1; used mostly on old Susquehanna Division out of Enola.

May 9, 1961 Chairman Symes at annual meeting charges NYC with attempting to do everything possible to block mergers in the East, but says he is willing to reopen merger talks; says PRR has no other merger plans and that inclusion of the Erie Lackawanna with the Lehigh Valley is "out of the question"; PRR reports that 1960 employment is at record low of 68,235; Symes reports 1960 was the worst year in company history for earnings and the second since 1946 with a deficit; Symes says that as the Federal government caused the problem through its policies, it must be the one to provide relief, including less regulation, user charges on other modes, equality of taxation, expedited mergers, permitting railroads to diversify, and ending featherbedding.

May 9, 1966 Chairman Stuart T. Saunders tells annual meeting that recent advertising campaign for The Broadway Limited has failed to get the number of passengers to equal the number of employees except for short periods; Broadway requires 78 employees but usually carries 5070 passengers; Saunders writes off all long-distance passenger service; Pres. Greenough states that the Penn Central merger will be "the biggest, most complex and most challenging undertaking of its kind in the history of American industry"; 70 executives have been working on it for the past year.

# HAPPY 50TH ANNIVERSARY, RAILROAD MUSEUM OF PENNSYLVANIA

On April 22nd, the Railroad Museum of Pennsylvania officially began their 50th Anniversary celebration. It was on this day 1975 that the Museum first opened its doors.

### Background: The Railroad Museum of Pennsylvania

Established by an act of the Pennsylvania state legislature in 1963, the Commonwealth's official Railroad Museum of Pennsylvania was opened to the public in April 1975. The first facility in North America to be built specifically as a railroad museum, the Museum has hosted visitors from around the globe, averaging 100,000 on-site visitors annually. The Railroad



Museum of Pennsylvania is the most visited museum by far in Lancaster County, the most visited site in its parent agency the Pennsylvania Historical & Museum Commission and is universally regarded as one of the top railroad museums in the world.

### Pennsylvania Railroad Historical Collection Satisfies A Debt To The Commonwealth

The Pennsylvania Railroad Historical Collection did not come into the possession of the Commonwealth of Pennsylvania as a gift or as a bequest. It was acquired by the Commonwealth in lieu of payment of an obligation by the Penn Central Corporation. The Collection was acquired in partial satisfaction of a debt from Penn Central to the Commonwealth of Pennsylvania evidenced by a "Series D Note" in the amount of almost \$2,500,000 in 1979 dollars. Today, a conservative estimate would put the value of the Collection north of \$30,000,000. The locomotives and railroad cars represented by the inventory attached to Bill 1997 are as irreplaceable in their historic fabric, as is the Grand Canyon in its geology.

Legislation in the form of House Bill 1997 of 1979 enabled the Commonwealth to take possession of the Collection. That legislation contains very specific language as to the ongoing obligations of the Pennsylvania Historical & Museum Commission (PHMC) as the custodian of the taxpayer equity represented by the collection. Section 5 of Act 1997 states, "Custody of the items described in Section 2 is and shall be placed in the Pennsylvania Historical and Museum Commission for the purposes of perpetual care and exhibition of such items at the Railroad Museum of Pennsylvania in Strasburg, Pennsylvania." The Bill of Sale from Penn Central contains the exact same imposition.

These Pennsylvania Railroad Historical Collection pieces have been individually designated on the National Register of Historic Places. PRR pieces from the Museum's collection which are included on the National Register are the:

A5 No. 94 steam locomotive



H6sb No. 2846 steam locomotive



Baggage car No. 6



All information and photos in this article are from the Railroad Museum of Pennsylvania

## RAILROAD MUSEUM OF PENNSYLVANIA **50TH ANNIVERSARY**

H10s No. 7688 steam locomotive



Baggage/mail car No. 5403



K4s No. 3750 steam locomotive , The Commonwealth's official



L1s No. 520 steam locomotive



DD1 Nos. 3936 and 3937 electric locomotives



Baggage express car No. 6076



steam locomotive



D16sb No. 1223 steam locomotive



Passenger/baggage car No. 4639



Hopper car No. 33164



B6sb No. 1670 steam locomotive



M1b No. 6755 steam locomotive



E6s No. 460 steam locomotive



## RAILROAD MUSEUM OF PENNSYLVANIA

### **50TH ANNIVERSARY**

Passenger coach No. 1650



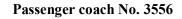
E7s No. 7002 team locomotive



Passenger coach No. 1651



Passenger coach No. 8177



G5s No. 5741 steam locomotive







H3 No. 1187 steam locomotive



Where are the GG-1's?

Neither the original GG-1 # 4800 nor the beautifully restored # 4935 were part of the official PRR Historical Collection, as included with the Penn Central debt satisfaction agreement.

# 4800 was donated to the Museum by our own NRHS Lancaster Chapter in 1990.

# 4935 was donated by Russel Wilcox in 1993.

Both officially "arrived" at the Museum in 1983, although the units had been stored here for some years prior.



### Fun, Food and Adventures at the Railroad Museum of Long Island! By Steve Ferrell

"Come on up for a visit," said Don Fisher, the President of the Railroad Museum of Long Island. Don was a longtime friend of the Ride with me Steve Rail Riding group and had spoken at our NRHS chapter meetings. While the museum is only open on weekends, he always opens it up to our group during their volunteer work days and gives us an exclusive tour of the museum!

### Map of our trip to Riverhead from New York Penn Station, Moynihan Hall-photo by author



Our rail riding group of fifteen riders who had boarded at various stations along the Amtrak # 600 train's route to New York City from Elizabethtown, PA to Philadelphia. Arriving at New York, we ascended the escalator to Moynihan Hall. We had time to get a snack and purchase our Long Island Railroad tickets to Ronkonkoma, with a shuttle bus to Riverhead. The railroad was working on the tracks between Ronkonkoma and Greenport, thus the need for the shuttle.

Our train departed on schedule, and we rumbled through the East River Tunnels. Stopping at Jamaica, NY, many passengers transferred to other trains and some to our train. We traveled through contrasting areas, at Hicksville, some riders transferred to Port Jefferson and connected to Connecticut via a Ferry. After Hicksville we were truly in the countryside, with farms and forests as far as the eye could see.

After an hour and a half ride from New York City, we arrived in Ronkonkoma. This is where riders would normally transfer across the platform to a "Scoot" a three bi-level diesel locomotive hauled train, as third rail electrification ended here. Mike, a volunteer at the museum, met us on the platform and led our group to the shuttle bus boarding area. A nice Greyhound type bus awaited and we had a 45-minute ride with two intermediate stops to Riverhead. At Riverhead, we were met by Don Fisher, and he welcomed us with great enthusiasm.

Because of the railroad schedule, we only had an hour and a half to tour the museum, but the volunteers were ready for us and made the most of it. First, we were taken on a tour of the married pair of M1 Electric-Multiple-Unit (EMU) cars. These cars, built around 1970, have been lovingly maintained.

### Fun, Food and Adventures at the Railroad Museum of Long Island!



Don Fisher greets John Smith, a member of our group. Photo by Author

(continued)



The group boarding the M1 EMU for a tour, photo by John Smith

After the M1 tour, we were led by volunteers into their main building that housed an extensive model railroad layout and their volunteer room and a workshop. Here we were treated to four three-foot long Hero's (or hoagies) that were incredible, plus coleslaw, potato salad and macaroni salad. Before, during and after lunch we got to play with their large Lionel layout that had lots of animations with pushbuttons for us to operate. The layout has twelve operating tracks with hundreds of modern and traditional trains running continuously and has eighty-eight interactive animations. It even has a miniature drive-in movie theater showing a movie! This "O" Gauge layout was donated to the museum by Lionel in

2009. The 14' X 40' train set is based on the Lionel showroom layout from New York City. Lionel employees constructed it.

Right: Enjoying their Lionel model railroad layout with extensive pushbuttons! – Photo by George Rowell

Below: Another view of the Lionel layout – Photo by John Smith



After eating lunch and socializing with the talented volunteers we were led over to their 1964 16-inch gauge trainset for a ride. This trainset was part of the Long Island Railroad exhibit at the 1964 New York World's Fair in Flushing Meadows. We were given five circle rides around the 670 feet long track. We enjoyed this ride immensely, and some of the group remembered taking this ride back at the 1964 World's Fair!

Right: The start of our ride on the 1964 World's Fair train ride – Photo by Jim Benko





# Fun, Food and Adventures at the Railroad Museum of Long Island! (continued)

After the ride, we had a fleeting time to tour the gift shop, plus Don gave us a tour of various other exhibitions on the property. All too soon, it was time to depart home. We talked about coming back and visiting the Greenport location of the museum, at the end of the Long Island Railroad's Ronkonkoma line

Boarding a small shuttle bus, we were in for an adventure. This drive was very bumpy, rough, and a little wild, but we made it on time to Ronkonkoma! We boarded the train to Penn Station and after a smooth ride arrived in New York City. We had time to get a nice dinner and many riders used their lounge passes to visit the Amtrak's Metropolitan lounge. Soon our Keystone #655 was announced, and we had a restful ride back to Pennsylvania and our home stations. Many in the group had been to the Railroad Museum of Long Island previously, but we had about eight newbies who were amazed

at the hospitality and the professionalism of the volunteers that operate this gem of a museum.



Our "Engineer" for the train ride, who also is Joe Costa, President of the Long Island PRRT&HS – photo by John Smith



On our ride with the World's Fair train – photo by author



View of some of the museum's other rolling stock, taken as we waited at the train station for our return shuttle bus to Ronkonkoma! Photo by Author





Long Island Rail Road

## **SAVE THE DATE!**

### ANNUAL CHAPTER "AWAY" MEETING AND TRAIN RIDE

**SUNDAY, JULY 27th, 2025** 

In lieu of a July formal meeting, the Lancaster NRHS Chapter invites our members to a visit to the Colebrookdale Railroad.

Members will drive / carpool to the Colebrookdale Station in Boyertown and meet at the train station. As a reference, Boyertown is just one hour, 15 minutes from Lancaster City.

Colebrookdale Railroad 64 South Washington Street Boyertown, PA 19512

The schedule and fares will be announced at the May 19th Chapter meeting.

### IMPORTANT MEMBER NOTICE

The Lancaster Chapter of the N.R.H.S. is seeking a new President!

Tom Shenk, who has served us so well for so long, has decided to step down as President. Tom initially became President of the Chapter in November, 2009. That's fifteen and one-half years!

Tom is certainly entitled to retirement from this office!

So, we are looking for a member to step up and oversee the meetings. The President always has the support of the Board of directors, so it is not a solitary position.

All Chapter members are asked to give this a lot of consideration over the next two months, so that we can maintain the continuity that Tom Shenk has established.

And a huge THANK YOU to Tom Shenk!

# "INSIDE THE BACK PAGE" UPCOMING LANCASTER CHAPTER ACTIVITIES

MAY 12th, 2025 - MONDAY, 7:00 PM PLANNING COMMITTEE MEETING - EVERYONE IS INVITED AS WE DSCUSS FUND RAISING AND MEMBERSHIP SOLICITATION IDEAS

MAY 19th, 2025 - MONDAY, 7:30 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE

10 RAILROAD AVENUE, CHRISTIANA, PA 17509

JUNE 21st - SATURDAY, 9:00 AM CLEAN-UP DAY AT THE FREIGHT HOUSE

ALL HELP IS APPREICATED AND WELCOME

**CHAPTER MEETING MINUTES** 

The April Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, April 21st 2025. Harold 'Smoke' Shack called the meeting to order at 7:33pm. Twenty members were present.

### TREASURES REPORT:

Treasurer Richard Rutledge reported the summary for the month.

Richard continues to do an outstanding job keeping the Chapters CD's and other accounts up to date and profitable. Richard has chapter financial information available to any interested member.

#### Other:

Steve Himpsl announced that the chapter is looking into and interested in future chapter trips. Steve would like to form a committee. Any interested parties should contact a board member.

The Red Clay Valley has apparently closed the Wilmington and Western RR for the summer.

Jim Donohue announced that the RRMPA is celebrating its 50th anniversary with a special banquet to be held on members day, September 27th. Also, RRMPA is reviewing bids for the long anticipated Round House project!

Glenn Kendig is looking for volunteers to complete a renovation of an old PRR position signal, anyone interested should contact Glenn.

### **Upcoming Events:**

Saturday June 21st at 9:00 AM is another chapter clean-up day at the freight house. Please come out and help,

### Adjournment:

Smoke adjourned the Board meeting at 8:05pm.

After the meeting most attendees stayed to enjoy a presentation of the clubs FP-7!

Respectfully submitted by: Tom Fluck.

### Orders now being taken for Polo Shirts with our Lancaster Chapter NRHS emblem

- → Navy blue with embroidered emblem on left hand side
- ♦ 65/35 poly/cotton pique, flat knit collar and cuffs
- → MENS: S, M, L, XL, 2XL, 3XL, 4XL, 5XL, 6XL

LADIES: S, M, L, XL, XXL, 3XL, 4XL, 5XL, 6XL

Orders can be placed at the regular chapter meetings at the Christiana freight station at 7:30 pm on April 21<sup>st</sup>, or May 19<sup>th</sup>. Orders can also be placed by calling Steve Himpsl 717-285-4283, by email <a href="mailto:SHimpsl@aol.com">SHimpsl@aol.com</a>, or by mail: Steve Himpsl, 390 Dale Ave, Mountville, PA 17554-1302. Include your name, phone number, shirt size and quantity. No orders will be accepted after May 31st.

Price: \$27.00 Shirts must be picked up at the Freight Station when payment is due. No Shipping.



#### LANCASTER CHAPTER BOARD OF DIRECTORS

PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG 1ST VICE PRESIDENT: HAROLD SHAAK 717-484-4020 HSHAAK@DEJAZZD.COM 2ND VICE PRESIDENT: GLENN KENDIG 717-917-0644 CINDYKENDIG@GMAIL.COM TOM FLUCK 610-873-1784 BEDBUGROW@MAC.COM SECRETARY: TREASURER: RICHARD RUTLEDGE 717-741-0205 RRJ611@COMCAST.NET EDITOR: JIM DONOHUE 717-445-0394 JTD1117@GMAIL.COM HISTORIAN: JOHN V. SMITH 215-527-9380 JSMITHSNF2012@GMAIL.COM 1ST DIR AT LARGE: CINDY KENDIG 717-917-5137 CINDYKENDIG@GMAIL.COM 2ND DIR AT LARGE: STEPHEN HIMPSL 717-285-4283 SHIMPSL@AOL.COM THOMAS STECKLER 610-593-2594 THOMAZ@COMCAST.NET NATL REP & WEB: CHAPLIN: DAVID STAMBAUGH 717-683-3053 DAVIDES53@ATT.NET DONATIONS: STEPHEN HIMPSL 717-285-4283 SHIMPSL@AOL.COM 717-917-5137 CINDYKENDIG@GMAIL.COM RENTALS: CINDY KENDIG

#### LANCASTER DISPATCHER CO-EDITORS

CO-EDITOR: STEVE FERRELL COPY EDITOR:

610-812-1020 STFARREL@AOL.COM JANE FERRELL

**NEXT CHAPTER MEETING** LANCASTER CHAPTER, INC., N.R.H.S. MAY 19, 2025 - MONDAY, 7:30 PM **CHAPTER MEETING** CHRISTIANA FREIGHT HOUSE 10 RAILROAD AVENUE CHRISTIANA, PA 17509

LANCASTER CHAPTER, INC. **NATIONAL RAILWAY** HISTORICAL SOCIETY 10 RAILROAD AVENUE CHRISTIANA, PA 17509-1416 PHONE: 717-917-5137 CHAPTER WEBSITE: WWW.NRHS1.ORG



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS, AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$ 20: FAMILY MEMBERSHIP: \$2: STU-DENT: \$10: YOUTH: \$5. IF YOU DESIRE A MAILED NEWSLETTER: \$12. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPIN-IONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITORS, STAFF OR CONTRIBUTORS AND ARE NOT NECES-SARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MON-DAY OF THE PRECEEDING MONTH. ADDRESS CHANGES OR COR-RECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

> PLEASE DELIVER PROMPTLY **FIRST CLASS MAIL**

Forwarding and Address Correction Requested

CHRISTIANA, PA 17509-1416 **10 RAILROAD AVENUE** LANCASTER CHAPTER, INC., N.R.H.S.