

CONDERS



NOVEMBER 2021

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Vol. 82 NO. 11
 OFFICIAL NEWSLETTER of the
 PHILADELPHIA CHAPTER OF THE NRHS
 PO BOX 7302
 PHILADELPHIA PA 19101-7302

Railroad Museum of PA Members Day - Saturday 9/25/2021

Kevin Feeney

I joined the “friends” of the RRMPA back when I was teaching at F&M in nearby Lancaster in 2010. Back then, I thought we would move to that area and the Museum would be a neat place to volunteer. Well, things didn’t turn out that way but I have retained the membership.

I attended the members days in the past but missed Lyr’s online meeting. It is always nice to take a drive out to Lancaster County, especially in the Fall. However, what really attracted me this year was the 11AM presentation [more on this in a bit].

The RRMPA was closed to the public for over 13 months from March 2020 to April 2021, certainly longer than necessary. My wife and I have seen many museums open in other states during our travels around the country since May 2020. The Museum was able to present a number of online presentations in the past year thanks to a \$4500 foundation grant to buy the necessary equipment. The year’s event was actually a hybrid; the photo here shows the Museum’s Director giving his annual presentation in person and on ZOOM.



-- continued on page 6.

PRESIDENT’S MESSAGE

Kevin Feeney

Our second attempt at a live meeting was somewhat successful. About 15 members were in attendance on Thursday October 21st in the community room at the **Elkins Park SEPTA Station** for our attempt at an auction. The bids were few in number so most of the donated items went unsold at least initially. But at that point, it became let’s make a deal. Sales for the night were only \$115 but several buyers were quite pleased with their purchases of books and historic RRiana. Thanks to Bert E. who donated several books to the Chapter. I will continue to sell the donated items on eBay and at train shows and NMRA events. If any member/Railfriend is looking for RRiana from particular RRs, please contact me to learn what might be available.

Our next meeting will be on Thursday Nov. 18th at 7PM in what is generally called the **hybrid** format. We will meet in the community room at the **Elkins Park SEPTA Station**, and the presentation will also be available by Zoom [see next page]. We tested this process in late October and it worked. However, please bear with us as we work with some new hardware and technology.

The November meeting will feature Kevin Painter, a long-time active member of the RCT&HS. Kevin has been involved with several RCT&HS restorations and currently is working on maintaining and restoring the Reading Company Official Car #15. His presentation will have two parts. The first part will look at PRR E8 #5898 and the second will be an updated look at the Reading & Northern. FYI- a recent R&N Fall foliage trip to Jim Thorpe was a sell out with 18 cars! Kevin lives with his wife Karen in Blandon PA, not far from the busy ex-Reading East Penn Branch.

2022 Philadelphia Chapter Dues Bills Sent

Philadelphia Chapter Members and Additional Chapter Members/RailFriends should have received their 2022 Chapter dues bills by now. Please see the October issue for more details. If not received, please contact Chpt. Secretary/Treasurer Marie Eastwood.

NOVEMBER MEETING

Live at Elkins Park or by Zoom

Thursday Nov 18, 2021, 07:00 PM EST

<https://us06web.zoom.us/j/87295930351?pwd=M0kxeVRXN1hpYmlPMVdMb2xuN1Bidz09>

Meeting ID: 872 9593 0351

Passcode: 987563

NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE:

For current Chapter information, as well as vintage views of Chapter trips and activities, visit:

www.nrhsphiladelphia.org

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ANNUAL MEMBERSHIP DUES

Effective September 1, 2021, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2022. (NRHS National membership dues for 2021 are \$50.00, billed directly by NRHS.) NRHS chapters bill members separately for Chapter dues.

Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00, payable to:

Philadelphia Chapter, NRHS

Post Office Box 7302

Philadelphia, PA 19101-7302.

Please be sure to include name, complete mailing address, telephone number and E-mail address.

ADDRESS CHANGES:

Send to Editor Emeritus at

Post Office Box 353

Huntingdon Valley, PA 19006-0353.

(Include your CURRENT TELEPHONE NUMBER and E-MAIL ADDRESS so our records are complete.)

Also contact the Editor Emeritus if your copy does not arrive or arrives in a damaged condition.

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Kevin Feeney, Editor

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Abington, PA 19001-2619

UPCOMING EVENTS

GATSME Open House, Saturday 11/13/21, Saturday 12/11/21, Sunday 12/12/21, NOON - 3PM, 323 Montgomery Ave, Rockledge, PA 19046

East Greenville Train Show, Saturday 11/20/21, 9AM - 3PM, East Greenville Fire Company, 4th & Washington Street, East Greenville PA 18041

Model Train Show, Saturday 12/4/21 10AM - 3PM Knight of Columbus Hall 135 Limekiln Pike, Glenside, PA 19038

FUTURE MEETING DATES

[whether in-person, hybrid or Zoom]

2021: Dec.16

2022: Jan. 20, Feb. 17, March 17, April 21,

May 12*, June 16

** so to not conflict w/ NRHS convention 3rd week*



FRANK G. TATNALL, JR.

The transit strike threatened for Monday, November 1, was averted when SEPTA and Transport Workers Union Local 234 announced three days before the deadline that a tentative agreement had been reached. The agreement covers TWU-represented workers in the City, Suburban and Frontier Transit Divisions. In the proposed two-year contract, employees will receive three percent pay raises in each of the two years, and frontline workers such as bus and trolley operators will be awarded the one-time pandemic bonus that the Union had been demanding. The bonus would be \$1 for each hour worked between March 15, 2020, and March 15, 2021, up to a maximum of \$2,200 per worker. Also, for the first time, employees will be paid for parental leave for births or adoptions. “Juneteenth,” June 19, which marks the date in 1865 when the last slaves in the South were freed, will be added as another paid holiday.



The contract “is fair to our employees and fiscally responsible for SEPTA,” said SEPTA Chairman Pasquale T. Deon, Sr. in a statement. SEPTA had insisted on a two-year contract instead of the customary three-year deal, so that the Authority can reassess its financial situation at that time. It’s uncertain when—or if—pandemic-depressed ridership will rebound to somewhere near the levels attained in 2019. TWU members were scheduled to vote November 5th to ratify the contract, and the SEPTA board will vote to approve it at the next regular meeting on November 18th.

In the week before the impending strike, SEPTA issued detailed information on alternate service that would be available. Mostly, it called for more frequent service on Regional Rail lines and pointed out that Suburban Transit trolley and bus lines as well as the Norristown High Speed Line would not be affected.

The SEPTA Transit Gift Store at 1234 Market Street has reopened after being closed since March 2020 due to the pandemic. The store’s hours are Wednesday through Saturday from 10 AM to 3 PM. Key Card holders get a 15-percent discount on all purchases. SEPTA is continuing its push to hire more bus and trolley operators, as a means to end the annoying delays caused by the current shortage of operators (see October Cinders).

SEPTA has launched a new Transit Supportive Community Development (TSCD) Program aimed at improving service along busy transit corridors while helping to guide development along those corridors—not just near train stations. The program is part of SEPTA’s ambitious SEPTA Forward five-year strategic plan (see March Cinders). “Development that supports and expands access to transit is key to reaping the benefits of public transportation, like reduced greenhouse gas emissions, reduced household transportation costs, and increased social mobility,” said SEPTA General Manager & CEO Leslie Richards. There is more TSCD information found on the planning.septa.org/projects website.

SEPTA has appointed a former assistant U.S. attorney as the agency’s inspector general. Denise L. Wolf had served as chief of the Criminal Division for the U.S. Attorney’s Office for the Eastern District of Pennsylvania, during which time she prosecuted a wide variety of crimes. Among her major areas of responsibility were white collar offenses, economic fraud, and public corruption.

There was considerable media coverage of a rape which occurred on board a westbound Market-Frankford train around 10 PM on Wednesday, October 14. A SEPTA employee alerted authorities by phone and the perpetrator was arrested by SEPTA police when the train arrived at 69th Street Transportation Center. There were numerous reports, including one from SEPTA, that other passengers had stood by and taken no action, with one person even taking videos of the attack in progress. Those reports later were debunked by the Delaware County district attorney. Supporters of the victim held a rally at Dilworth Plaza in center city on Saturday, October 30, where they demanded more security on SEPTA trains including live monitoring of cameras on transit vehicles, the education of riders about how to use an app to report violence and the availability of emergency call buttons. SEPTA GM Leslie Richards told demonstrators at the City Hall subway station that the agency already has begun addressing their concerns, including the hiring of more police officers.

SEPTA’s proposed multi-billion-dollar extension of the Norristown High Speed Line to King of Prussia has been accepted into the Federal Transit Administration’s Project Development Phase of the Capital Investment Grant program. This could give the KOP project access to New Starts funding, which typically provides about \$2.3 billion per year for new transit projects across the U.S. SEPTA is seeking money-saving ideas from its own employees, which General Manager Leslie Richards said could save the Authority over \$100 million a year. In the past, SEPTA has been criticized for spending a lot of money on hiring outside consultants.

All AMTRAK and SEPTA traffic between Philadelphia and



Wilmington ground to a halt around 6:30 Sunday morning, October 10, when chunks of wood and debris from a long-abandoned overhead bridge near Folcroft fell onto the tracks and caught fire.

An Amtrak catenary repair crew was called in and after the tracks were cleared Amtrak service slowly resumed with some trains delayed up to three hours. SEPTA's Wilmington service remained suspended for several hours. SEPTA continues to have problems with erratic grade crossing signals at Woodbourne Road on the West Trenton Line. Senior Vice President Larry Eastwood reports that this is a long-standing problem at Woodbourne, where both SEPTA and CSX trains cross and both have their own triggering circuits which govern both railroads, often resulting in long periods of lowered gates.

Governor Wolf spoke at the October 25 groundbreaking ceremony for a new AMTRAK station at Coatesville. Projected to cost about \$65 million, the new station will be located a short distance east of the seedy ex-Pennsy station at 3rd Avenue. About \$52 million of the cost will come from a Federal Transit Administration grant, with the rest from State and Chester County sources. Touted as an economic shot in the arm for the struggling City of Coatesville, the new station should be open for service by 2025. It's hoped that SEPTA's existing Thorndale Regional Rail service can be extended to Coatesville and perhaps beyond.

AMTRAK last month unveiled its new ticketing kiosks,



machines that will allow customers to purchase tickets from any station and select seats on any train offering reserved seats. The press release did not mention reserving first-class accommodations, stating that the kiosks will handle the "most common in-station transactions." It did specify that the machines eventually will allow contactless payment and be capable of sending tickets to a customer's e-mail address. Over time the 48-inch-tall kiosks will be installed in more than 200 stations, but initially they will be

available only at Washington Union Station, Wilmington station and the Moynihan Train Hall in NYP. More installations are expected this fall in Midwest and California stations.

Two of AMTRAK's newly delivered ALC-42 Charger diesel locomotives, #301 and 302, were photographed passing through Perryville, MD, on October 21. They were being towed by an

ACS-64 electric locomotive on a deadhead move from the Wilmington shops to Washington,DC. The 300 is dressed in the interim "Phase VI" paint scheme and #301 in the "Day 1" 50th anniversary scheme. Amtrak has ordered 75 of the 4,200 hp ALC-42s from Siemens. Deliveries will continue through 2024 (*Trains*).

Effective November 22, AMTRAK will require all employees to be vaccinated against COVID-19. This will eliminate the current option of weekly testing for the coronavirus. It's not known if the new requirement will inspire any protests from currently unvaccinated workers. Officials from AMTRAK, the City of Baltimore and the State of Maryland held a groundbreaking ceremony on October 22 to mark the start of a \$150-million project to modernize the city's 100-year-old railroad station. A new three-story facility will be built adjacent to the current structure, allowing redevelopment of the existing building for mixed commercial use (*Trains*).

Ex-Norfolk & Western steam locomotive #611 will remain on



the STRASBURG RAIL ROAD during the winter, following the October 3 end of its very popular operating season at Strasburg which began in May. The big 4-8-4 will undergo maintenance and inspection work in the

SRC shops. "It's been a privilege for tens of thousands of our guests to experience such a significant locomotive right here in the midst of beautiful Lancaster County," said Steve Barrall, SRC's vice president of guest experience.

Apparently undeterred by SEPTA's unfavorable experience



with all-electric buses (see September Cinders), NJ TRANSIT has announced plans to purchase eight new

electric buses. The new vehicles will be assigned to the Newton Avenue bus garage in Camden, the first step in NJT's commitment toward a 100% zero-emissions bus fleet by 2040. NJT has awarded a \$4.4-million contract for a conceptual design to replace the Walter Rand Transportation Center in Camden. This is the first phase of the huge project, expected to cost at least \$250 million (see March *Cinders*).



Former DELAWARE & HUDSON President Carl B. ("Bruce") Sterzing died October 8 at the age of 88. He led the D&H through five tempestuous years (1972-1977) during which he not only brought profitability to the railroad but became known for his positive attitude toward passenger service. Most railfans will remember him for bringing back the much-loved Alco PA locomotives to power the D&H

segment of AMTRAK's New York-Montreal *Adirondack*. He also bought two of the Baldwin "Sharknose" curiosities from a scrap dealer and restored them for local freight service. Those were the days! PATCO issued a special "leaf season schedule" effective October 9, showing the slight adjustments needed to cope with the notorious autumn leaves that cause slippery rails.

Both CSX and NORFOLK SOUTHERN had impressive third quarters—in spite of the scary supply-chain crisis that has paralyzed international freight traffic. CSX revenues increased by 24% to \$3.29 billion from the pandemic-stricken third quarter of 2020, and net income rose to \$968 million compared with \$736 million during the year-ago quarter. The operating ratio declined slightly to 56.4% from last year's third quarter. NS reported operating revenues of \$2.85 billion, a 14% increase over the same period of 2020, while net income of \$753 million established a third-quarter record for NS. The operating ratio of 60.2% also was a third quarter record...NS has set a deadline of December 8 for employees to get vaccinated, while filing a lawsuit in Federal court to enjoin the labor unions from filing suit to halt the mandate. The railroad contends that the matter should be addressed through arbitration.

Chapter Member Michael Burshtin recently walked a part of the original 1830 route of the Camden & Amboy Railroad southeast of Trenton. CONRAIL has removed the rails along part of the route in Hamilton Township, but north of the Turnpike overpass the rails remain in place even though operations have been abandoned. Mike made an amazing discovery near Cranbury where a 20-foot-long, two-foot-deep washout was caused by recent Tropical Storm Ida. At the bottom of the washout some of the original C&A stone sleepers, at least 190 years old, were still in place under all of the more recent ballast and sub-ballast. Mike has concluded that after a short period of operation the C&A decided to change over from stone sleepers to wood ties, but it never removed the original sleepers and simply built over top of them! (Bill Vigrass).

FROM THE STORAGE UNIT



Sadly, last week was the 38th anniv. of the GG1's final run. I missed the trip but no doubt some chapter members were there. This card was found in a box of postcards. We have literally

00s of postcards from Philly, local trolley and RR scenes, and strangely large numbers from Atlantic City and San Francisco. Using eBay's new standard envelope postage rate, I have started to list the postcards. A group of GG1 postcards plus this card just sold for \$14.30. A recent find of vintage ETTs from South

Jersey [P-RSL and early PRR & RDG ones] have sold well. Member Dave Briggs, who supplied information about the ex-B&O cars in Ft. Washington, purchased some Pullman items thru eBay that were mailed to him in CA. In October in addition to eBay, donated items were sold at two trains shows and a NMRA convention in MD.

ADVISORY COUNCIL REPORT

Bill Welk

The Fall 2021 NRHS Conference took place in Ronkonkoma, NY from October 7th to the 9th. I attended as our Chapter's national rep.

The purpose of the Advisory Council was discussed. Copies of "Article VIII Advisory Council" was distributed to the AC for clarification. I pointed out to President Al Weber that the attendance sheet does not show any national reps for at least half the chapters. Al Weber stated some of the chapters shown on the attendance sheet may no longer exist!

Summary of the various reports:

President's Report – the upcoming election will be for 2-year terms beginning in Jan 2022. Thirty-one Directors will be reduced to 11 (9 board members + president +vp).

RailCamp - RailCamp 2022 is on schedule to take place the last week of June for the East Coast RailCamp and the last week of July for the West Coast RailCamp.

Heritage Grants- how much money is available was determined at the afternoon's Directors meeting. The application process thru website will be completed by end of February.

Film Library - Slowly building digital library to put on website. Working on way that chapters can share existing video content.

Website – will add membership renewal process to website.

National Conventions -

2021 Milwaukee, WI 2021 - 173 registrations. Banquet was sold out. Bus charter rates are expensive.

2022 - Fullerton, CA in week of May 15th [meaning we'll move our May meeting to May12th.].

2023 - Orlando, FL in September.

2024 - Harrisburg, PA. w/ East Broad Top RR, date TBD

Conferences -

Ronkonkoma - 40+ registrations.

Fall 2022 – Location/date TBD.

Membership - a new program will replace NEON so members can access their personal data and renew online.

Publications - no reports.

By-Laws Committee - By-laws are being revised so new members immediately become members. The NRHS is moving away from calendar year memberships to 12 months from when you join.

RRMPA MEMBERS DAY

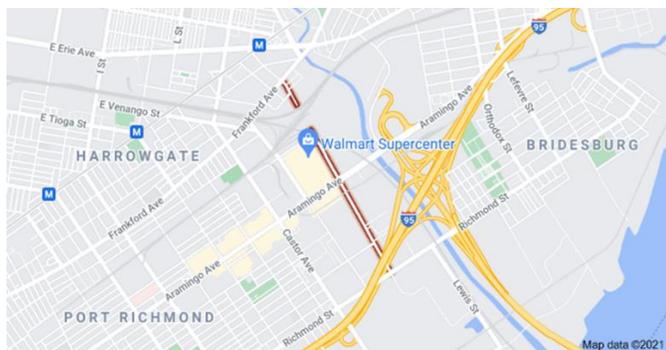
Continued from page 1

There were about 20 folks in the room and maybe another dozen online. The Museum had a soft opening in late April with 3 days a week, which expanded to 5 days in the summertime. Interestingly, attendance for the 5 days is averaging more than what it was BC [Before Covid] when it was open 7 days a week. Work continued on restorations and scanning their photo collection while the Museum was closed to the public so the time was not totally lost.

My wife and I brought our current home back in Nov. 2015 although we did not move full time to PA till 2/1/19 after we finally sold our house in CT. The house is located on *Wheatsheaf Lane* in Abington, PA. From using Google maps, I knew there was another "*Wheatsheaf Lane*" in northeast Philly. Hence, the 11AM presentation "Bridging the RR: The Wheatsheaf Lane Pedestrian Bridge" was of real interest to me. FYI, in case you did not know, a wheat sheaf [plural is wheat sheaves] is a bunch of wheat stems bound together after manual reaping.



This Google map shows the location [red double line] of *Wheatsheaf Lane* in Philly.



Back in the late 1890s, the Lane was continuous, but as RRs were built in the area [just south of what became Frankford Junction], it became difficult to cross the increasing number of tracks. Finally in 1899, the **Wheatsheaf Lane Pedestrian Bridge** was constructed by the City of Philadelphia as part of an agreement with the Pennsylvania Railroad to eliminate a complicated and dangerous at-grade crossing over multiple tracks. In the late 1910s, the bridge was extended when the Pennsy

added more tracks to the east side. The bridge has been closed for several years and ever since the deadly railroad accident that occurred nearby on May 12, 2015, AMTRAK has been trying to remove it.



This photo, taken by the NTSB, shows the Wheatsheaf Lane Bridge the morning after the accident on the NEC. The presentation was by an architectural historian who wrote a booklet on this historic, albeit obsolete, structure <http://docplayer.net/146590926-Bridging-the-railroad-the-wheatsheaf-lane-pedestrian-bridge-and-the-grade-crossing-separation-movement.html>. Writing the booklet was part of AMTRAK's efforts to mitigate the impact on the local historical district by removing the bridge.

During the lunch break, I walked across the street to the



Strasburg Rail Road and got this photo of N&W 611 returning from a trip. It was later announced that 611 would spend the winter at the Strasburg RR for some

needed repairs. 611 has been here since May and had been here similarly in the Summer of 2019.

The afternoon presentation was on EMD's LaGrange ILL



plant in the 1930s and 1940s by Preston Cook, a former EMD employee and well-known author. His presentation was by Zoom and in it he mentioned that he is busy working on

new material for EMD/EMC's 100th anniversary in 2022.

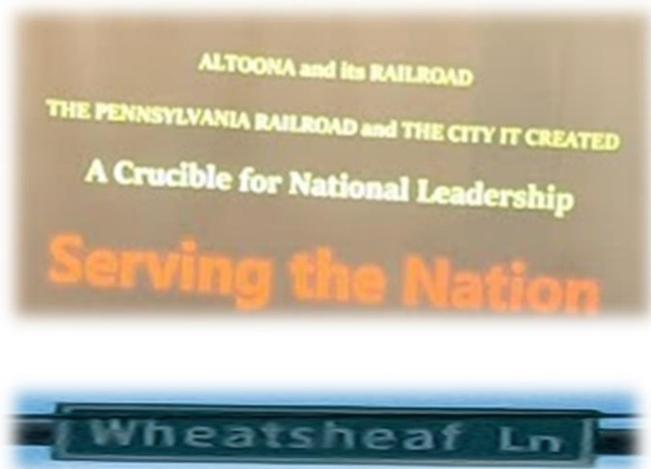
After the PM presentation, I walked around the Museum until closing.



I drove to the other end passing this rail yard.



I stayed to attend the banquet that evening so I could hear **Bennett Levin** speak about the PRR and Altoona.



The area around the west end of the bridge is mixed use. There were typical Philly rowhouses across the street from the bridge. There is a homeless camp made by some “urban pioneers” under this end of the original 1899 bridge with their personal possessions stored in a bunch of stolen shopping carts.

I felt it best to not even get out of the car and left the area shortly after taking this picture, never to return. At least now, I know all about the Philly’s *Wheatsheaf Lane*. Maybe someday. I will stop at *Wheatsheaf Road* in Yardley, PA.

The next day, Sunday, I attended the TCA train show in Philly and on the way home, I stopped to see the *Wheatsheaf Lane Bridge*. Clearly, it is not in the best neighborhood. There are big box stores on the east side in the *Aramingo Crossing Shopping Center*. The Lane ends by a building used by a towing company. This pix in the next column shows the extension that was added by 1920.

Longtime Railroader, NRHS Member Dick George Dies at 101

Frank G. Tatmall



Richard A. (“Dick”) George, career railroader, Philadelphia Chapter member and interurban historian, died at his home in Mount Lebanon, PA, near Pittsburgh, on October 24 at the remarkable age of 101. He is survived by his wife Lois, a son and daughter, seven grandchildren and two great grandchildren. His Chapter membership dates from 1967.

Dick was one of the very few people living in our present day and age who actually rode, photographed and documented the legendary Indiana Railroad and other midwestern interurban networks prior to World War II. All of the once-prosperous electric systems were forced out of business by the increasing popularity of the automobile, the last remaining IRR lines being abandoned following a deadly wreck in 1941. But before that sad day came, Dick was there with his movie and still cameras to record the classic trains in action. He came to Philadelphia several years ago to show some of those movies to an appreciative audience at an NRHS meeting. In later years, we often were pleased by his visits.

Born in Indianapolis on January 16, 1920, Dick was a true “Hoosier.” He grew up loving anything that ran on rails and in June 1941 hired on with the Pennsylvania Railroad as a clerk in the Louisville office. But he soon joined the U.S. Army and for three years was assigned to managing military shipments at the Watervliet Arsenal in New York. (The fact that he was color-blind precluded his service overseas.)

After the war Dick returned to the PRR and rose through the ranks of the Traffic Department. In 1960, he was the railroad’s district sales manager at Cincinnati, then was promoted to DSM at Harrisburg in 1962. He decided to leave the PRR the following year, when he was lured away for an executive position at the Delaware & Hudson Railroad. He was appointed freight traffic manager at D&H’s Albany (NY) headquarters during the administration of President Frederic C. Dumaine, Jr., and later was named assistant vice president-pricing, with responsibility for determining the rates on all of the railroad’s freight traffic.

Dick often talked about serving under a later D&H president, Carl B. (“Bruce”) Sterzing (1972-1977), who not only led the railroad to several years of profitability but also was a strong proponent of passenger service. Sterzing significantly upgraded the D&H’s famed Adirondack, which operated in conjunction with Amtrak between New York City and Montreal. Not only did the D&H contribute several well-maintained 1950s-era passenger cars, including a dome, but to power the train from Albany northward he obtained four historic Alco PA passenger locomotives from Mexico. Of course, he had all of the D&H equipment painted in the railroad’s attractive blue, gray and yellow livery.

Dick recalled that Sterzing was so proud of the Adirondack that he assigned each of his top executives, on a rotating basis, to travel to the Albany-Rensselaer station and every day personally inspect the

northbound train, inside and out, to make certain that it was clean and that all passenger equipment was in proper order! Dick said that he was one of those assigned the duty, and enjoyed viewing such a beautiful train.

After more than 20 years with the PRR and two decades at the D&H, Dick retired in 1982. But he immediately was offered an executive position at the Pittsburgh & Lake Erie Railroad, so he and Lois moved to Pittsburgh in 1982. He was named director of marketing & pricing at the P&LE, retiring again in 1985 at the age of 66—well before the railroad was purchased by CSX.

On January 16, 2020, Dick was honored at a well-attended 100th birthday party held at the premier Duquesne Club in Pittsburgh. Among those enjoying the occasion were Philadelphia Chapter Member Lewis L. Hoy and his wife Marge.

While Lew Hoy is the first person to be awarded a 75-year service by NRHS, Dick George at his passing was most likely the senior member of the Society in terms of age. He will be fondly remembered by many, both in the railroad industry and in the ranks of rail and traction historians.

Mark A. Brennan, Retired Steamtown Employee



Mark A. Brennan, 75, retired Chief of Interpretation, Visitor Services and Public Affairs, Steamtown National Historic Site in Scranton, PA passed away peacefully at the Regional Hospital of Scranton on Friday, August 20, 2021, with his family at his side.

Born in Carbondale, Mark was the son of the late Mark and Margaret Moran Brennan and a lifetime parishioner of St. Rose of Lima Church, Carbondale. He was a graduate of Benjamin Franklin High School, Class of 1965 and he also attended Keystone College. He served in the Pennsylvania National Guard and provided security in the aftermath of Hurricane Agnes in 1972.

He was initially employed as a locomotive engineer by the Erie Lackawanna Railroad at Scranton, and later by the Delaware & Hudson Railroad. He held numerous leadership positions with the Brotherhood of Locomotive Engineers and eventually became a manager for the National Park Service at Steamtown National Historic Site. He initially served as Chief of Rail Operations, ultimately elevated to the Chief of Interpretation position.

Mark was instrumental in hosting NRHS’s Basic RailCamp, which began at Steamtown in 1998. He helped coordinate the program with the Canadian Pacific Railway and the University of Scranton. Later, he coordinated the appearance of CP’s famous Holiday Train at Scranton as well as Amtrak appearances at Steamtown’s Railfest each year.

Surviving are a son, Mark Brennan and two daughters, Christen Brennan Pinto and Stephanie Aldrich. Funeral arrangements were not known at press time, and services were said to be private.