



CINDERS

October-November, 2025



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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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Chapter Website: www.nrhsphiladelphia.org

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 website: www.nrhsphiladelphia.org

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2025-26 ANNUAL MEMBERSHIP DUES: Effective September 1, 2025, \$25.00 per person, which covers Philadelphia Chapter dues through December 31, 2026. (NRHS National membership dues for 2026 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends will be mailed during November, 2025 via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to **Philadelphia Chapter, NRHS** in the amount of \$25.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

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.) Beginning in early 2023, we effected electronic delivery of *Cinders* to those who elect to receive same.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to reastwood2@comcast.net.

Meeting Notice

THURSDAY, NOVEMBER 20, 2025

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. **PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!**

MEETING START TIME: 7:00 PM

Philadelphia Chapter's meeting on **Thursday, November 20, 2025** will feature well-known **NRHS Member Dan Cupper** from our Harrisburg Chapter as our program speaker. Among other things, Dan is a railroad author, **Trains Magazine** correspondent and editor of **Railroad History Quarterly**.

Professionally, Dan spent ten years as a conductor, then locomotive engineer for **Norfolk Southern Railway**. His book-writing were histories of the Horseshoe Curve, Rockville Bridge, and the Pennsylvania Turnpike.

Born in Lewistown, PA Dan is the grandson and great grandson of PRR Railroaders and his father once worked for a subsidiary of the Baldwin Locomotive Works. When a small boy, his parents often took him to the PRR station in Lewistown to watch the parade of PRR trains, many of them still steam-powered at that time.

Dan was a graduate of Penn State University with a B. A. in journalism and worked for the Pittsburgh & Lake Erie as a freight Station clerk before entering the media field. He and his wife, Shirley, now live in suburban Harrisburg.

We will end our 2025 program year on **Thursday, December 11, 2025 (Note, please our December meeting is on the SECOND Thursday)** with a program (subject to be determined) provided by our longtime friend **E. Steven Barry, Editor, Railfan & Railroad Magazine**.

Some Reflections on the Life of RICHARD S. SHORT
From the Memory of Evelyn Short, his daughter

Richard S. Short, who was internationally known for his railway photography, passed away on August 16, 2025, at the age of 93.

Some of his earliest childhood memories from the 1930's were of the Jersey Shore and riding the trolley from his home at 6733 N. 15th Street in North Philly to go to the Willow Grove Amusement Park. In 1940, when he was eight years old, his family moved to a house on the Main Line very near the Merion Train Station. Four train lines ran behind his back yard, which was at Pennsy Catenary pole #100.

In 1946, Richard wanted to go swimming. But his mother told him she was afraid he would get polio at the pool. She told him to ride the Fairmount Park Trolley because it was in the last days of service.

The April 1951 issue of **CINDERS** welcomed him as the newest member of Philadelphia Chapter. The experience gained through his love of trolleys while at the Westtown School.

During college he was a driver for the Yellow Cab Company, driving passengers within a 30-mile radius of Philadelphia's City Hall. He loved driving their 1950's Chryslers.

As a student at Temple University he was in the ROTC program. Upon graduation in 1955 he entered the U. S. Army Reserves as a Second Lieutenant and was assigned to the Army Transportation Corps. He began his service at Fort Eustis, VA where he taught railway safety and map reading skills.

In the 1960's he had attained the rank of Captain and started his first civilian job which was with the Reading Company. He worked as a yardmaster at various locations and as a towerman at more than a dozen locations including Brown Street, Jenkintown, Norristown and Park Junction. He later worked as a station agent, including Roslyn, Lansdale, Willow Grove, Warminster and Ambler. He also worked as a train director.

After Reading's passenger service became SEPTA, he worked for Conrail he worked at the Morrisville freight yard. For the last part of his career he worked in Conrail's headquarters at One Liberty Place.

Since he retired he and his wife of more than 60 years, Helen, could be found at area train shows selling his many photos from his vast collection until she passed on in 2021. A joint celebration of life for Richard and Helen was held at Buxmont Unitarian Universalist Fellowship in Warrington, Bucks County on Monday, October 27, 2025.

RICHARD S. SHORT
August 16, 2025



PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Philadelphia Express is being sent to you this edition with some minor alterations in a capsule summary of important happenings at SEPTA as things evolve during a somewhat turbulent time. We believe, however, that the material you are receiving is accurate and hopefully we will see steadier material in the coming months.
—R. Eastwood, Jr., Cinders Editor

SEPTA has been the subject of an incredible flood of news in the month since the last issue of Cinders appeared. Here are just the major events in recent weeks—both good and bad—involving our region's struggling transit system.

1. Responding to a court order, SEPTA on September 14 restored virtually all of the bus, trolley and subway-el service that it had slashed on August 24.

2. This action was made possible after Governor Shapiro approved the diversion of \$394 million previously reserved for capital expenses in order to cover SEPTA's estimated \$213-million operating deficit in the current fiscal year. The new money made up for the Legislature's continuing failure to approve more state funding to cover the budget deficit and thus avoid what has become known as the "doomsday scenario."

3. But SEPTA nonetheless continued the process of implementing an average 21.5% fare increase on transit services that also became effective on September 14. This too was sanctioned by the court.

4. Shortly after all the financial distress was dealt with, Regional Rail received a rather frightening order from the Federal Railroad Administration. Emergency Order #34 requires that SEPTA over a period of just 30 days remove from service for inspection and repair all 225 of the ancient Silverliner IV cars that make up two-thirds of the MU operating fleet. Following a list of some 40 tasks formulated over the past few months by the National Transportation Safety Board and SEPTA, the railroad must service all the cars to carry out the NTSB's recommendations. This action was mandated partly by the five fires that have occurred on Silverliner IV trains so far this year, which fortunately caused only minor injuries to one SEPTA employee and a firefighter. In its order, which is legally enforceable, the FRA gave SEPTA the list of urgent safety directives which are to be accomplished through enhanced equipment inspections, installation of new warning devices where needed, improved maintenance work and another round of training for employees. As each car is made safe through this procedure, only then can it be returned to revenue service.

5. Obviously, the only way for SEPTA to comply with the FRA order is to rotate each car through one of the three shops equipped to do this work. This would mean that an average of 7.5 cars would need to be repaired in the shops each day, but that figure has not been achieved. By mid-October only 46 cars had been completed, with 179 remaining.

6. With so many cars removed from service during this period, it was apparent that passengers would be faced with equipment shortages. On one of the first days 55 trains were actually cancelled but that figure was lessened as time went on. There continued to be a shortage of equipment which forced many trains—even during rush hours—to operate with only two or three cars. Not only did this result in overcrowding but in many cases trains had to pass up the more close-in stations. "Expect crowded conditions, skipped stations, delays and cancellations," SEPTA said in a public notice.

In addition to dealing with the massive shortage of Silverliner IV's, Regional Rail passengers during early October were caught in a series of service breakdowns resulting from electrical failures, signal outages and other issues. Among the problems was a massive halt in service on the afternoon of Thursday, October 9, when signal power was lost in the 30th Street Station area. The failure was blamed on a PECO power outage. Most operations did not resume until much later in the day. Around 3:30 that same afternoon an AMTRAK train struck and killed a trespasser near Holmesburg Junction station, so resumption of SEPTA service to Trenton was further delayed.

In the midst of all the service problems, unfortunate accidents continued to occur on Regional Rail and suburban trolley lines. Around 11:30 PM on Wednesday, September 24, an inbound Media-Wawa train struck and killed a trespasser between the Morton and Secane stations. A shuttle bus was called to take the passengers on to center city. Then, about 7 AM the next day a fallen tree damaged the overhead wire along the D1 (former 101) trolley line near the Scenic Road station in Springfield. When the next inbound car came along its pantograph became entangled in the wire, penetrated the roof of the car and brought it to a sudden halt. All ten passengers were injured, with three taken to the hospital. Service on the line was restored by afternoon, and the NTSB is investigating. About an hour after the trolley incident an inbound Manayunk-Norristown Regional Rail train killed a man at the School House Lane grade crossing in East Falls. Shuttle buses took the passengers to center city, but service on the line was suspended for several hours.

Another power outage caused many delays on Regional Rail during the evening rush on Thursday, September 18. SEPTA said that soon after 5 PM Doylestown-bound train #6596 stalled in the tunnel just out of Jefferson Station. There was a loud bang due to an electrical safety device being triggered that immediately cut power from the catenary. (This device is one of many things on the checklist now being used in the inspection of the Silverliner IV cars.) Passengers were allowed to get off and walk back to the station. But power had to be removed from all four tracks in center city as smoke and a burning smell from the train entered the station itself, although there was no actual fire. This resulted in the

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evacuation of all passengers and staff from the station. Even after service was resumed later in the evening delays persisted systemwide (which also affected attendance at the NRHS Chapter meeting in Elkins Park).

Bus service replaced all trains between Malvern and Thorndale stations on Saturday, September 27, due to AMTRAK construction work.....A track renewal project at the intersection of 58th Street & Woodland Avenue in Southwest Philadelphia affected both the Route T4 trolley and motor traffic between September 13 and October 11. Shuttle bus service was provided between the Darby loop and the 40th Street portal, where passengers transferred between bus and trolley for the trip through the tunnel to center city. Removal and replacement of the special trackwork and switches at the intersection has resulted in a smoother ride for both trolley passengers and vehicular traffic.

SEPTA plans to postpone the purchase of 247 new hybrid buses, as well as delaying the expansion of the Frazer shop and yard facility near Malvern and an upgrade of the Bristol rail station for handicapped passengers. Other capital projects also will be postponed, including \$556 million for some 20 Americans with Disabilities Act projects. However, plans will proceed for the replacement of Market-Frankford Line cars and West Philadelphia trolleys as well as for modernizing the trolley system. According to the *Inquirer* report, the postponements were part of the deal with the State to release \$394 million from SEPTA's capital account to be spent on maintaining normal system operations (see above).

Up to Cinders' presstime in mid-October, remarkably little has been seen in the mainstream media about a possible strike by SEPTA's largest union. Members of Transport Workers Union Local 234 have been working under a one-year contract which is due to expire on November 7, but if there is no agreement by then is there fear of a citywide strike affecting all transit operations?

The *Inquirer* carried a story in early October about SEPTA's efforts to reduce fare evasion, which is costing it an estimated \$50 million a year. Six SEPTA police officers are now assigned to riding buses and trolleys in teams of two, a strategy which apparently is showing some results, especially in those known "hot-spots" as reported by operators.....A man was shot on the northbound platform of the Broad Street Line City Hall station around 7:25 AM on Friday, October 17, after some sort of altercation. The 27-year-old victim was taken to the hospital where he died and the gunman, who had a gun carry permit, surrendered to police. Trains bypassed the station for a time. SEPTA says that in 2023-2024 it recorded the largest drop in serious crime in its 43-year history, and this year there was a further 10% decrease in such crime.

No additional NextGen Acela trainsets have been added to the Northeast Corridor fleet since the first five were introduced in late August. AMTRAK has said that it hopes to begin service with one of the remaining 23 trainsets each month until all are available for the traveling public by 2027.....AMTRAK has a new board member from Pennsylvania. He is Robert Gleason, a prominent Republican from Johnstown, who has long been an outspoken advocate for Amtrak's intercity services, especially that between Philadelphia and Pittsburgh.

The Justice Department in September unveiled a new settlement between AMTRAK and NORFOLK SOUTHERN, under which NS has agreed to give Amtrak passenger trains the "highest priority" over freight traffic. The agreement appears to settle Amtrak's long-running complaint that its trains, particularly the New York-New Orleans *Crescent*, were being unnecessarily (and illegally) delayed by NS freight traffic. Since the complaint was filed, performance of the *Crescent* has improved by 34% year-over-year (*High Green*).

CSX officially reopened the 130-year-old Howard Street tunnel in Baltimore on September 26, after completion of a reconstruction project that began in early February. The \$450-million project rebuilt an 8,700-foot-long section of main line, most of which lies beneath city streets. In the tunnel the vertical clearances were increased by two feet to allow passage of double-stack container trains. Outside the tunnel itself clearances under three bridges also had to be increased. A vital link in the movement of north-south rail traffic along the East Coast, its closure forced CSX to pay increased costs and suffer traffic delays because of the roundabout routes that had to be used. Completion of the tunnel project also will open port facilities on the east side of Baltimore harbor to shipper-friendly double-stack service over CSX's direct main line to the west.

Yes, CSX now has another new boss. Steve Angel, 70, the new president & CEO, has more than 45 years of leading major industrial companies. Most recently he was CEO of Linde, one of the world's largest industrial gas and engineering companies. At CSX he succeeded Joe Hinrichs, who had been CEO for only three years. Hinrichs had come from another large industrial company and CSX customer, Ford Motor, where he was president. The press said that CSX, in removing Hinrichs, may have reacted to strong pressure from a large investor who said the railroad was suffering from "anemic stockholder returns" and "disastrous operational performance." CSX stock did rise on the news of Angel's hiring (*Trains*).

Some of NJ TRANSIT's operations were affected by the powerful nor'easter wind and rainstorm on Sunday and Monday, October 12 and 13. Both the Atlantic City and North Jersey Coast Lines were completely shut down over those two days, but no serious damage was reported. Service on numerous bus lines serving shore points also was suspended.....NJT is planning to install a state-of-the-art fare payment system as part of its modernization efforts. Included will be new reusable fare-pay cards which can store value on all bus routes and the three light rail lines. New mobile validation devices used by train crews to scan tickets also are part of the plan. The validation devices also will accept the new fare-pay cards. Ticket vending machines throughout the system will be upgraded to accept tap-and-go payments from credit/debit cards as well as sell new fare-pay cards. They also will accept mobile payments from systems such as Apple Pay. The new program was showcased last month with displays at Secaucus Junction station.

Television station ABC Channel 6 has been featuring an "Action News" series called "One Tank Trips." These highlight interesting places in the wide Philly area that can be visited using only a single tank of gas. On September 23 that destination was the Reading Railroad Heritage Museum in Hamburg, PA, which features displays including a wide variety of RDG diesel locomotives, freight cars, passenger cars, Blueliner MU cars, RDC's and model trains while emphasizing the important role the

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Railroad industry played in Pennsylvania's history. The host, Photojournalist Dan Sheridan, also did an on-camera interview with the museum's Dale Woodland, who is on the board of the Reading Company Technical & Historical Society, the museum's owner.

All PATCO service was suspended for three hours during the Wednesday morning rush on October 15 due to a power surge at PSE&G. Service was not restored until about 10:30 AM. To help riders NJ TRANSIT cross-honored PATCO tickets and Freedom cards at Lindenwold and elsewhere and operated special shuttle bus service to the 8th & Market station in Philadelphia..... PATCO's new weekday schedule effective September 1 continues in force, with no "owl" service between midnight and 4:30 AM.

WILMINGTON & WESTERN tourist railroad in Delaware, which has been shut down since February for maintenance and repair work, announced that it will restore service on Thursday, October 30. That will be the start of four days of "Hayride Express" trains, to be followed by trains on Veterans Day, then Christmas holiday trains starting on November 28 (*Trains*).....The Friends of Philadelphia Trolleys group chartered two special trains on Sunday, September 21 over the Woodstown Central Railroad in South Jersey. The trains were powered by ex-Reading FP7's #902 and 903, one on each end of the train operating over the former PRSL Salem branch. The 903 was owned for several years by Philadelphia Chapter NRHS before being sold to SMS Rail Service, which operates the Woodstown Central.....Hitachi Rail in September opened its new \$100-million railcar factory in Hagerstown, MD. Hitachi currently has an order from SEPTA for 200 new cars for the Market-Frankford Line.

UNION PACIFIC CEO Jim Vena met with President Trump on September 19, and secured the President's approval of the proposed \$85-billion merger of UP and NORFOLK SOUTHERN. While some intermodal shippers support the proposed merger on the grounds of improved service, many shipper associations have voiced their opposition. These groups fear that the huge coast-to-coast merger would eliminate competition while raising freight costs (*Trains*).....David Fink, the former president of New England's Pan Am Railways, has been confirmed as administrator of the Federal Railroad Administration. His confirmation, significantly, was supported by AMTRAK. Fink, who got his start on CONRAIL, is the son of a former executive on the Pennsy and later Conrail. Pan Am, which operated sections of the old Boston & Maine, is now a part of CSX.

The latest issue of **NRHS Bulletin**, the Society's national magazine, contains Part 1 of a major article on SEPTA RailWorks, the multi-million dollar construction and rebuilding project of Philadelphia's commuter rail system in the 1990's. It was researched and written by former Chapter Member Harry Garforth, who has also been associated with research on the history of the Frankford Elevated.

--Frank G. Tatnall

Important Phone Numbers

Cinders lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

SEE SOMETHING, SAY SOMETHING!

If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

DO WE HAVE YOUR CURRENT AND/OR CORRECT E-MAIL ADDRESS?

If you are not receiving CINDERS by electronic delivery, we recommend that you consider making this change now. For the fourth time in two years, the Postal Service has increased the one-ounce postage rate and this affects Philadelphia Chapter members who receive CINDERS by U. S. Mail.

The Postal Service snuck another SURPRISE postage increase to everyone, including its own employees on July 21, 2025 when First Class was hiked from 73 cents for the first ounce to 78 cents for the first ounce. There was no advance warning what so ever, either to employees, customers or news media.

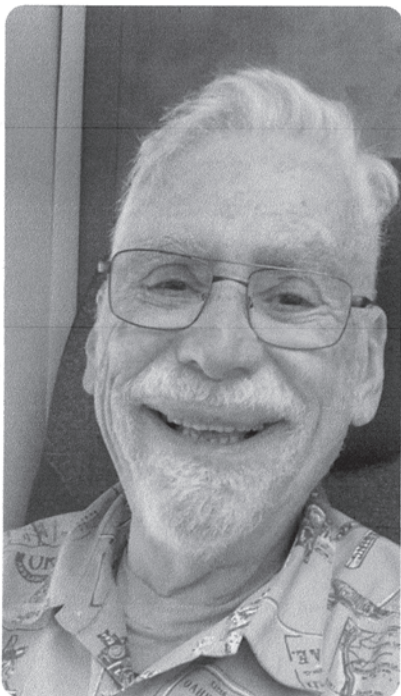
More and more Chapter members have changed their monthly delivery of CINDERS to electronic delivery. At present over 100 members have signed up for eCINDERS.

It is more important now that we have on file your CURRENT and CORRECT E-mail address. To that end, we would ask that you E-mail your correct and current E-mail address to mkecat@comcast.net upon receipt of this issue of CINDERS. We need to keep control the cost of mailing CINDERS to both members and, more importantly, to "exchange" newsletter recipients, from whom we have no revenue source.

MARIE K. EASTWOOD, Secretary
November 1, 2025

Harvey Glickenstein

October 7, 2025



Chapter Member Harvey Glickenstein passed away peacefully on October 7, 2025 in Bensalem, Pennsylvania at the age of 84. Born in the Bronx, New York, Harvey led an adventurous and principled life defined by curiosity, compassion and a lifelong love of trains.

He is survived by his devoted wife, Helen May Glickenstein (nee Molis), his sister, Yvette Gralia (nee Glickenstein), his son, David Glickenstein and Daughter-in-law, Tricia Haynes, and grand-daughters Allie and Maddie Glickenstein.

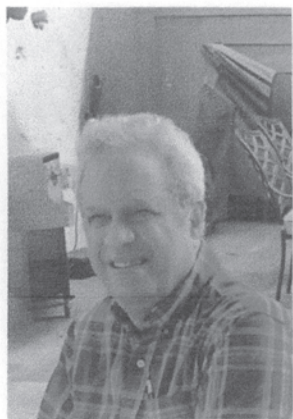
Harvey's professional journey spanned continents and railways. Starting with his work at the New York Central Railroad, he held a variety of roles in the railroad industry across the U.S. and abroad. He was always driven by a passion for making transportation safer and more welcoming for passengers. Harvey was a problem-solver at heart—known for asking “How do we make this work?”—and he always found a way to do it safely.

Harvey was a tireless worker—whether pacing train platforms, exploring city stations, or hiking forest trails—and a voracious reader of science fiction, history, technology, fantasy, biography and puzzles. He traveled the world, especially by train, always eager to learn and connect. He will be remembered for his brilliant mind, his unwavering values and his radiant smile that lit up every room.

Services were held at 3:30 on Sunday, October 12, 2025 at Goldsteins' Rosenberg's, 330 Second Street Pike, Southampton, PA 18966

Charles P. Long

September 24, 2025



Chapter-only Member Charles P. Long, 77, passed away at his home in Fort Washington, PA on September 24, 2025. Charles was born in Philadelphia, PA to Charles W. and Gilda S (nee Sesso) Long. He graduated from Central High School in Philadelphia and went on to earn an engineering degree at Temple University.

Charles was employed as a telecommunications engineer for Bell Telephone Company of Pennsylvania (later known as Verizon) for more than 25 years, before retiring in 1999.

He was best known as an enthusiastic buff of railroads and trolley cars. He was a member of the East Penn Traction Club and the Electric City Trolley Museum Association (Scranton), where he was a board member and served as treasurer.

Charles is survived by his loving sister, Ann Marie Leva and her husband, Joseph, of Philadelphia, nephew Joseph C. Leva and wife Danielle, Michael W. Leva and fiancée Tyler, and his niece Jill Marie Leva.

Services were held on Tuesday, September 30, 2025 at the Heritage Chapel at George Washington Memorial Park, 80 Stenton Avenue, Plymouth Meeting, PA. A funeral service followed by burial began at 10:00 AM. Photos and condolences on Charles's tribute page at www.UrbanFuneralHome.com.

Some Additional Richard Short Photos.....

TOP: Reading EMD FP7 #904 and mate pass "Trent" tower at West Trenton, NJ on Philadelphia-Jersey City semi-express Train #620 in July, 1962. **BOTTOM:** Philadelphia Transportation Company 1955 General Motors TDH5106 #777 lays over at 69th Street Terminal, Upper Darby, PA on Route D enroute to downtown Philadelphia in July, 1955.



OYRHS Sets Annual Bryn Athyn Train Wreck Talk and Walk Dec. 6

The Old York Road Historical Society, in cooperation with the Pennypack Ecological Restoration Trust has set its annual Bryn Athyn Train Wreck Talk/Walk this year on Saturday, December 6. This head-on collision between two Philadelphia & Reading Railway trains took place 104 years ago on the former Newtown Branch near Woodmont, PA, resulting in the deaths of 26 people.

The talk, presented by Philadelphia Chapter, National Railway Historical Society President Larry Eastwood, begins at 1:30 PM at the Pennypack Watershed Association's Visitor Center at 2955 Edge Hill Road, Huntingdon Valley, PA, followed by a walk to the crash site, led by OYRHS President David Rowland at 2:45 PM.

Pre-registration for the event is required through the Pennypack Trust website (www.pennypacktrust.org) by December 3, 2025. Pennypack Trust and Old York Road Historical Society members are free; non-members are \$10.00 per person.

WANTED!!

**Members are invited
to submit short railroad or
traction history articles (up to one
page) for publication in *Cinders*.**

Please contact:

**R. L. Eastwood, Jr., Editor
with complete details on articles to
Post Office Box 353,
Huntingdon Valley, PA 19006-0353**

Baltimore Streetcar Museum Presents Fall Photo Festival

On Saturday, November 15, 2025 the Baltimore Streetcar Museum invites you to join us for a special photography Session. The Museum is not open to the general public on this day and participants will have a unique experience. The event will start at 1 PM with a safety briefing before operations begin.

We will have re-enactors in appropriate vintage attire and antique cars during day and into the evening (weather permitting). The night photo session will begin at sunset after a quick dinner break. We recommend that you bring a meal for dinner.

The event organizers will have constant LED lighting for use by participants who will need to have their own camera with a cable release/remote shutter trigger, tripod and flashlight. The cost for this event will be \$50 and will be limited to 25 photographers. All photographers must be registered in advance and reservations are first come, first served.

For additional information, please contact Bill Monaghan at FPT2799@comcast.net or Matt Nawn at matthew.nawn@baltimorestreetcarmuseum.org. The Museum's street address is 1901 Falls Road, Baltimore, MD 21211.

Steelton Rail Plant Closing

STEELTON, PA.....The Cleveland-Cliffs Steelton (PA) plant, which had been one of just three U. S. locations producing railroad rails, will be closed permanently as of January 13, 2026. The plant, just southeast of Harrisburg, PA had been closed this past June in a move the company described as temporary but indefinite.

Plant employees were informed of the decision in a letter that said the Company no longer sees the plant as "economically viable" because of "weak demand and insufficient pricing for the products produced at the facility. Television station WGAL-TV reports the United Steelworkers Union said the closing date will follow a 90-day notice of closure. While more than 500 workers had previously been employed at the plant, the union said 37 people are still working on the site, addressing environmental cleanup ahead of the closure.

The plant, founded by the Pennsylvania Railroad, dates to 1866 and was the first U. S. facility to produce rail for commercial sale. The earlier closure also shut down the plant's railroad. The 3.7-mile Steelton & Highspire. Steel Dynamics, Inc., of Fort Wayne, IN and Orion Steel in Pueblo, CO are the remaining U.S. locations producing rail.

Philadelphia Chapter September 18 Meeting, Hit By SEPTA Regional Service Shutdown

Just as Philadelphia Chapter members were gathering at our Elkins Central on Thursday evening, September 18, SEPTA Regional Rail service experienced a systemwide shutdown caused by a power problem to one car in Train #6596 destined for Doylestown.

This occurred about 5:17 PM, when an electrical safety device triggered a power system shutdown on the overhead wire system designed to protect the train's electrical equipment. The action produced a loud bang followed by some smoke, which was described as a burning odor. While disturbing, major disruptions throughout the Regional Rail system occurred, including to many enroute to our regular monthly Thursday evening meeting. The passengers on board #6596 were held inside the train until the scene was cleared every everyone to safely get off the train.

While the Philadelphia Fire Department and SEPTA personnel investigated the situation, power was removed from all four tracks in Center City resulting in major delays for the remainder of the evening.

Eventually, Jefferson Station was also evacuated. At 7:10 PM, SEPTA and Philadelphia Fire Department personnel deemed the situation safe and service resumed although with delays all evening.

Members noticed continued delays at Elkins Park station, but were relieved to learn that there were no casualties as a result of the situation during the entire evening.