



CINDER S

July-August, 2026



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Volume 87

Number 4

Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
Post Office Box 7302
Philadelphia, PA 19101-7302

Chapter Website: www.nrhsphiladelphia.org

Mkt.-Fkd. Trains Bypassing 11th St. Sept. 5, 2026 to August, 2027

Chapter Meeting Updates for September to December, 2026

In order that Chapter members may plan for our meetings during the period from September through December, 2026, here are the meeting and program dates for September through December, 2026:

Thursday, September 17, 2026 – Harrisburg Chapter Member Dan Cupper will present a program entitled *Marching Through Time on the Pennsylvania Railroad*. This program will show lines and station views from now and a long time ago. This was shown at a PRRT&HS convention and is well worth seeing.

Thursday, October 15, 2026 – Our speaker is author and Chapter Member Ed Duffy. He has created a new program, subject unknown at present – information not yet available.

Thursday, November 19, 2026 – Our speaker will be John Titterton, who worked for Sperry Rail Service who will present a program on working and living on a Sperry Rail Detector Car.

Thursday, December 10, 2026 – **PLEASE NOTE: Our December meeting is held on the Second Thursday in December and will feature Chapter Member Christopher Schulte who has written a book on Railroad Infrastructure. Chris worked as an FRA Inspector for 24 years.** His program should be quite interesting.

Between September 5, 2026 and August, 2027, the Market-Frankford 11th Street Station and 11th Street concourse will be closed to the public and El trains will bypass the station. Riders can board or exit at 8th & Market or 13th & Market, with both stations being wheelchair accessible.

To increase accessibility across our Metro network, crews will perform renovations at the 11th Street Station to fast-track elevator construction and station renovations. The work will result in a better experience for SEPTA riders of any ability who may utilize the 11th Street Station. When the station reopens in August, 2027, the remaining construction work will cause minimal disruption for riders.

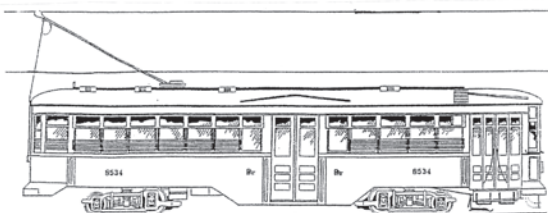
The typical duration for similar projects is approximately 35 months. Bypassing the station for 12 continuous months is expected to reduce the project duration by at least 10 months and save up to \$3 million. Read SEPTA's *11th Street Accessibility Project Press Release* for more information.

This station will still appear on PDF and digital schedules during this closure, but there will be no stop times at the station, and schedules will be adjusted to reflect these changes. Trip planners will not direct riders to this station during the closure.

Alternate directions for transferring between the El and Regional Rail – The concourse between 13th Street and 11th Street will also be closed for the duration of the project. Riders connecting to Regional Rail should do so from the El at 15th Street/City Hall. 11th Street Station is located at 11th Street & Market Street in Center City. Work will begin in August 2026 and should be substantially completed by June, 2028.

Project Details

- Elevators will be constructed to make 11th Street Station accessible and ADA-compliant.
- Renovated entrances, flooring, tiling and lighting.
- Structural repairs will be made to the ceiling, and that station will be made more waterproof
- Improved signage and maps.



CORPORATE ADDRESS:

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 were mailed during November, 2025 via separate mailing from *Cinders*. Become a member of Philadelphia Chapter, NRHS by forwarding remittance, in the amount of \$25.00 payable to **Philadelphia Chapter, NRHS** to Post Office Box 353, Huntingdon Valley, PA 19006-0353. *Please be sure to include your name, valid mailing address, telephone number and E-mail address, as applicable.*

ADDRESS CHANGES: Send to Editor 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 have effected electronic delivery of *Cinders* to those who elect to receive same.

Cinders is published bi-monthly six 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.

SEPTA Engaging Developers About Germantown Station Development

During June, 2026, SEPTA was seeking Requests for Information relating to development at Germantown Regional Railroad station on the Chestnut Hill East Line. The station is in the heart of Historic Germantown and serves as a gateway to the Central Germantown Business District. Information from developers to help advance a mixed-use development at the station, specifically on the vacant property at 120-128 Cheltenham Avenue. "To help grow revenues beyond the farebox, SEPTA is moving forward with joint development opportunities for Transit Oriented Communities", said General Manager Scott A. Sauer. "These help secure better returns on SEPTA's real estate assets and promotes and sustainable development around services." The primary location targeted for development is the vacant lot at 120-128 East Cheltenham Avenue. The lot is 61,821 square feet and approximately 1.4 acres

Four Chapter Members Receive NRHS Pins, Certificates

A total of four Philadelphia Chapter members have been awarded National Railway Historical Society pins and certificates in 2026. The pins and certificates are being mailed during the month of August. Those members are

60-Year Member

Bradford G. Phillips, Menlo Park, CA 94025-7030

50-Year Member

James T. Sparkman, Philadelphia, PA 19139-3517

25-Year Members

Charles B. Loutey, Collegeville, PA 19426-3436
David F. Martin, Holderness, NH 03245-0609

The Chapter thanks and salutes each member listed above for their loyalty and support. Their membership over the years has indicated their contribution to the strength of Philadelphia Chapter.

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**

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!

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA can now be judged as one of the winners in Philadelphia's massive FIFA World Cup week during early July, when millions of eyes around the planet were focused on our city. The international soccer competition, which rarely comes to Philadelphia, had six World Cup matches played here in three weeks. A key contest was on Saturday, July 4, the anniversary of the 250th anniversary of the United States. As everyone knows, it was on that date in 1776 when the momentous act creating this nation was officially signed in our own Independence Hall.

SEPTA had for months been planning on how to handle the huge numbers of futbol fans and other visitors who would be flocking to the city in early July. Not only would they be headed to Philadelphia Stadium (otherwise known as Lincoln Financial Field) in the Sports Complex that Saturday afternoon, but they also would be here to enjoy the city's many well-known restaurants and attend the multi-day FIFA World Fan Fest in Fairmount Park as well as other events. SEPTA counted 29,162 fans who jammed NRG station at the south end of the Broad Street Line after the July 4 game. Most transit lines, subway, bus as well as Regional Rail, saw bumps in ridership during the three prior weeks from June 14 through July 4, mostly due to the arrival of soccer visitors but also because of the concurrent Independence Day celebrations. A SEPTA spokesman later said it was "a unique opportunity...possibly one we will not get again for many years. We think there is a lot we can learn that will help improve special event service and everyday operations."

To make the crush of July 4 traffic even worse, that was the day UNION PACIFIC's famed Big Boy locomotive, #4014, arrived at its planned display site in the Navy Yard (see article in the May-June issue of Cinders). Of course, this rare event attracted legions of railfans and other curious, who in order to view the monstrous locomotive had to make their way down Broad Street at around the same time as many thousands of FIFA soccer fans were heading to the nearby Sports Complex. Big Boy had arrived on Friday leading a NORFOLK SOUTHERN special train, but terrible weather forced an early closure on the second day of the display. Even so, throngs of fans and other curious did manage to get there to gape at the huge locomotive. The special train included three trailing UP and NS diesels—two specially painted—two baggage cars and a string of private cars, ten of them UP and four NS bringing up the rear. Numerous brief stops were made enroute, both to and leaving the city over the ex-Reading Main Line, now NS, with big crowds everywhere hindering people-clear photos of the mighty engine. Eastbound in Philadelphia the train was turned at Falls on the wye bridges over the Schuylkill so that 4014 was trailing, thus would be on the point during the display and would again lead the train west. Philadelphia area hotels capitalized on the crowds flocking in for the futbol events, reaching some 90% of occupancy on July 4 which was the highest average for the area since records began in 2007.

The Saturday evening storm had mushroomed into a more serious event on Sunday morning, which caused downed trees and wires throughout the region. Many residents lost power and SEPTA Lansdale/Doylestown Regional Rail service had to be suspended for a time. In the city, heavy rains, lightning and wind gusts near 60 mph forced suspension of the semiquincentennial concert that evening on the Benjamin Franklin Parkway.

A week later Philadelphia declared a disaster emergency, after four so-called "microbursts" of wind and rain devastated homes, uprooted trees and cut power not only in the city but in suburban areas like Lower Merion Township in Montgomery County. One city resident told the *Inquirer* that he hadn't experienced winds this strong since the notorious Tropical Storm Sandy in 2012. Lower Merion still had 55 blocked streets remaining on Sunday the 12th, then PECO reported some 1,500 of its customers were still without power late on Monday. On Saturday the 11th SEPTA was forced to suspend all Paoli/Thorndale and Wilmington/Newark Regional Rail schedules due to track blockages, with service restored in phases into Monday the 13th. Other power outages caused disruptions in service elsewhere for high volumes of crowds trying to get to baseball All-Star Week special events. Then extreme heat during the week of July 13 continued the crisis for public transportation, as both SEPTA and AMTRAK's Corridor had to slow down the road speeds of their trains. Highs in the upper 90's for three days in midweek forced the delays on both systems.

New schedules became effective July 5 on all SEPTA Regional Rail lines. Improved service was promised with more cars available as repairs from last winter's problems were completed on the 50-year-old Silverliner IV car fleet. One notable change was the elimination of three weekday Glenside locals with their cars used to increase capacity on other trains..... SEPTA last month introduced "Velomodo," a secure weather-protected parking pod for bicycles and scooters at the Fox Chase rail station. It is intended to translate currently popular bike usage into higher train ridership.

On June 25 the SEPTA board approved the proposed \$1.8 billion operating budget and \$920.7 million capital budget for Fiscal Year 2027, beginning this September 1. The new spending plan represents an increase of just 1.9% over the current year, and includes investments in new buses and more full-length fare gates to deter fare evaders. The board also approved SEPTA's five-year Strategic Plan, which recognizes that more money will need to be borrowed to fund critical replacements such as for the Market-Frankford cars, which are nearing 50 years old. In addition, the board approved a new contract with the union representing SEPTA police officers, thus heading off any possible strike. There will be no changes in service levels or fare increases in the coming year.

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PHILADELPHIA EXPRESS

(Continued from Page 3)

On Sunday, June 21, SEPTA observed "National Selfie Day," in which the public including trolley and bus fans were invited to enter stations or track areas to film or take videos of trains and buses. But visitors were warned to observe all safety precautions, including staying off tracks!

SEPTA is starting an experiment to extend its all-access transit pass, SEPTA Key Advantage, to residents of apartment buildings.

Currently, employers and schools can buy the passes then their workers and students can sign up to receive a free Key Card. Since its creation in 2022, beneficiaries have used Key Advantage for 25 million free rides. SEPTA received a \$150,000 grant from the Delaware Valley Region Planning Commission for a program extending the benefit to apartment building owners..... August is the month in which SEPTA finally starts to phase in its long-discussed "New Bus Network" initiative once known as the "Bus Revolution." It represents the first overall redesign of the system since SEPTA took over 63 years ago. While there will be fewer actual routes, at the same time there will be considerable improvements to speed service for thousands of customers using busy routes. The number of routes offering frequent service—defined as a trip every 15 minutes or less seven days a week—will eventually increase from eight currently to 29. New maps and streetside route signs will appear, with signs at stops for frequent-service lines appearing in red.

SEPTA has begun a major project on the Norristown High Speed Line (Route M) to rebuild the 115-year-old viaduct over the Schuylkill River between Bridgeport and Norristown. Total cost of the one-year-long project is expected to be \$55 million. From August 1 to the 21st bus shuttles will replace trains between those points, then later in the month buses will run between Gulph Mills station and Norristown. From August 31 to December 19 buses will run between Bridgeport and Norristown, and again from January 18 to February 6, 2027.

Some interesting crime events along SEPTA were reported in July. For instance, on July 23 an anti-violence leader noted for her work in a non-profit organization was arrested on board an "L" train at the 8th Street station after she attacked another woman with a box cutter in a physical confrontation. Both women were injured, then after their arrest taken to local hospitals. The woman who had founded the non-profit Operation Save Our City, was charged with aggravated assault. Then there was the SEPTA police officer who was videoed shoving another man outside the Allegheny el station. That person fell backward, knocking over a man in a wheelchair. The police officer reportedly was trying to arrest the first man for trying to enter the train platform without paying a fare.

A few days earlier, on July 19, a man was critically injured when he was stabbed by another man on board a Route 54 bus in North Philadelphia. The attacker ran away from the scene. A month earlier, on June 18, a male passenger was shot in the stomach aboard an L train at the 15th Street station. The suspect escaped and service was halted for about a half-hour while the investigation proceeded.

Regional Rail had a good share of service problems over the summer. Early on Wednesday morning, July 1, an outbound train to Manayunk/Norristown derailed at 16th Street interlocking in North Philadelphia, resulting in a total shutdown of the Main Line. Numerous trains had to be annulled. Service on the Chestnut Hill East, Manayunk/Norristown and Fox Chase was suspended during the day while Paoli/Thorndale, Trenton and other inbound trains from the west were terminated at Suburban Station. Trains on the West Trenton, Lansdale/Doylestown and Warminster went only as far as Fern Rock Transportation Center, where passengers could transfer to the Broad Street line. By evening, all train service was resumed through center city, but with up to an hour delay.

On Sunday, May 12, the Paoli/Thorndale and Wilmington/Newark lines had to be shut down for much of the day due to downed trees and wires blocking the tracks. Six days later on Saturday the 18th some inbound trains from Doylestown had to be cancelled due to a fallen tree blocking the track on the branch to Lansdale. On Saturday afternoon the 25th, most lines saw significant delays due to signal issues and a power outage from Temple station to 30th Street. Downed trees also caused delays or bus substitution on suburban trolley lines on Monday July 6 and Wednesday the 22nd.

On August 1 SEPTA began running shuttle bus service along two Regional Rail lines. The Manayunk-Norristown line was to be bused for several days in mid-August between Norristown Elm Street and the Norristown Transit Center. West Trenton line service also was to be bused from Yardley to West Trenton for two weeks in August due to work on the Delaware River bridge.

SEPTA reports that serious crime on its system—such as aggravated assaults—declined 21% in the second quarter of 2026 versus the same year-ago period. Part of the reason is the recruiting and training of new police officers, the SEPTA force now numbering 220 officers which is six over the budgeted headcount.

AMTRAK and the Schuylkill River Passenger Rail Authority have formalized their plan to restore rail passenger service between Philadelphia and Reading. The Authority operates as an agency of the three suburban counties which lie in the path of the proposed service. The plan will require securing trackage rights over NORFOLK SOUTHERN which owns most of the right-of-way outside the city.

AMTRAK's Keystone service suffered numerous delays and cancellations on Sunday, July 5, due to the lingering Northeast heat wave which affected both track and overhead catenary. Train speeds were reduced between 1 AM and 7 PM while one of the reported cancellations was Philadelphia to Harrisburg #671. Some alternative bus service was provided.

Passenger train manufacturer Alstom has purchased a 20-acre site in Newark, DE. This will be part of its \$55-million investment in building a facility to provide service and maintenance for AMTRAK's new fleet of NextGen Acela II high speed trains.

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PHILADELPHIA EXPRESS

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About 100 workers will be employed at the shop which will be located close to the Northeast Corridor (*High Green*) A July 25 visit to AMTRAK's Penn Coach yard near 30th Street Station resulted in an online report that three of the new Acelas were still stored there, as well as four sets of Airo Cascade trainsets sent from the West Coast for testing on the Northeast Corridor.....Traffic on the Corridor was disrupted for several hours on Saturday afternoon June 6 after a barge struck the Susquehanna River bridge at Perryville, MD.

AMTRAK President Roger Harris departed the railroad effective on July 31, and was succeeded as interim president by longtime executive William Harris. Amtrak has not had a permanent chief executive officer in several years, but the board said it would conduct a search for a new CEOAMTRAK recently released an updated map of all its 27 construction and improvement projects planned or in progress along the Northeast Corridor. These are in addition to new equipment received or planned around the system, which includes the NextGen Acela trains, the new Airo dual-power trainsets, the ALC42 Charger locomotives and new long-distance cars, for which Amtrak says it has begun the procurement process to advance the largest-ever replacement of cars for this service.

AMTRAK has unveiled a replica of the Liberty Bell, which is being displayed at 30th Street Station. It is located at the West Plaza on North 30th Street. The bell, with its train-inspired design, will remain on display for the rest of the year as part of the celebration of the nation's 250th anniversary.

An eastbound CVS freight train traveling on the New York Short Line through Philadelphia's Bustleton area struck and killed a 15-year-old boy late on the night of Monday, July 20. For unknown reasons the missing boy was trespassing on the railroadThree weeks earlier, on the afternoon of Tuesday, June 30, an eastbound 72-car CSX train derailed 16 cars in Bensalem near the Neshaminy Falls station, thus blocking SEPTA's West Trenton service. Three cars contained hazardous material but there were no hazmat leaks and no danger to the public as CSX worked quickly to remove the derailed cars. By 7 PM SEPTA had resumed limited service.....CSX has painted two Wabtec CM44AH locomotives in colorful U.S. flag colors to commemorate the nation's 250th anniversary. CSX predecessor Baltimore & Ohio founded in 1828 is considered to be America's first railroad. NS also has custom painted a series of six locomotives to mark the 250th anniversary event this year. They will tour the NS system with public events to be scheduled.

NJ TRANSIT also suffered many service problems due to the foul weather which struck the region during the 4th of July period and afterwards. Service on several lines remained suspended on Saturday morning the 4th, after thunderstorms downed trees and knocked out power on Friday when temperatures reached triple digits in parts of the State. Trains that did run had to operate at reduced speeds, and the delays continued for several days after the worst of the storms. The Atlantic City line managed to run but

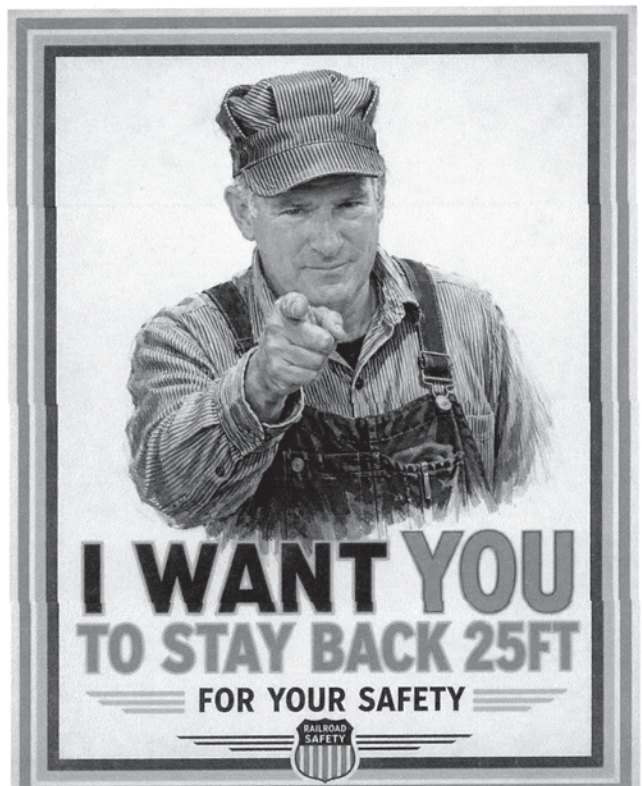
with delays, although several days later on Wednesday, July 15 train service had to be suspended between Pennsauken and Philadelphia because the CONRAIL bridge over the Delaware River became stuck in the open position. Substitute bus service was provided.

The NJT board in July adopted its \$3.5-billion operating and local program budget for Fiscal Year 2027 and authorized \$1.7 billion in capital funding for the year. NJT said that 28% of the operating funds will come from passenger fares, with the rest in dedicated funding from the Turnpike Authority, the corporate transit fee and various State and Federal appropriations. About 60% of the operating budget will be dedicated to paying labor costs which support the approximately 12,900 employees.

In a late July meeting AMTRAK's board of directors was informed that a series of planned construction projects will soon have a significant impact on Corridor operations. These will include a complete shutdown of all Amtrak service south from Washington for nine full service days, October 16 through the 26th due to necessary track replacement that cannot be performed under traffic. Overlapping that project will be the second stage of the Portal North bridge cutover on the Corridor in North Jersey. The necessary single tracking will require a 62% reduction in Amtrak and NJ TRANSIT service for at least a week. Another report revealed 15 of the 28 new NexGen Acela trainsets have now been accepted from Alstom, with 14 of them in revenue service.

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.



"Dock" Bridge in Newark, NJ To be Rehabilitated

NEWARK, NJ.....Amtrak has awarded construction and management contracts for rehabilitation of the six-track, triple-span "Dock" Bridge in New Jersey, a \$242-million project to begin later in 2026.

More than 700 Amtrak, NJ Transit and Port Authority Trans-Hudson trains use the bridge across the Passaic River connecting Newark and Harrison, NJ. Four tracks are used by Amtrak and NJ Transit and two by PATH.

The project will see the bridge, opened in 1935, converted from a movable lift bridge to a fixed bridge under a permit granted by the U. S. Coast Guard in 2024. Skanska was awarded a design-bid-build contract, while LiRo-Hill received the project management contract to provide oversight and support. The Federal Railroad Administration awarded a \$188 million grant for the project; the remainder will be funded by NJ Transit, PATH and Amtrak..

"Dock Bridge is one of the most heavily used rail bridges in the United States and a critical link connecting New Jersey, New York and the entire Northeast Corridor," Amtrak President Roger Harris said in a press release. "This investment is one important example of several Amtrak and partner projects helping to modernize and strengthen the Northeast Corridor, thanks to strong support from the Federal Railroad Administration."

The bridge's lift span has developed reliability issues, causing delays when tracks, signals and other rail systems fail to align properly after bridge opening, Amtrak says. Service disruptions also result when sensors and other components fail.

NJ Transit CEO Kris Kolluri said the project will "enhance reliability, improve long-term performance, and help ensure the safe and efficient movement of trains through one of the busiest sections of the rail network that sees more than 90,000 New Jersey customers using this critical infrastructure every day." PATH General Manager Claralle DeGraffe said her agency is "pleased to be collaborating with our Amtrak and NJ Transit partners on such a critical project. This initiative will result in a more modern and efficient ride for years to come for PATH customers depending on the Dock Bridge for reliable service in and out of Newark."

WORKING TOGETHER



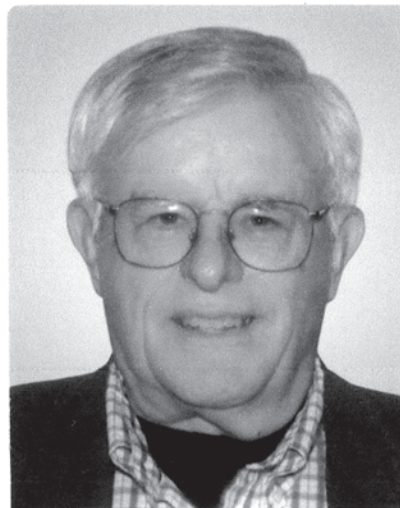
UNION
PACIFIC



KELVIN L. MacKAVANAGH

May 10, 2026

We regret to inform you of the passing of West Jersey Chapter member and longtime railroad employee Kelvin L. MacKavanagh of Atco, NJ at the age of 89 on May 10, 2026. Kelvin is survived by his wife of 60 years, Marion (nee Gallacher) and two children.



Kel graduated from Xavier High School in Manhattan, NY and Holy Cross College in Worcester, MA. He also earned a Master's in Business Administration from the Wharton School at the University of Pennsylvania. He used his lifelong love of trains in a railroad career in various marketing positions with New York Central, Penn Central, Conrail and CSX Transportation.

After three years in the Army Transportation Corps, Kel served in the Army Reserve for another 25 years, retiring as a Lieutenant Colonel. At his Pentagon retirement ceremony, he was awarded the Legion of Merit.

He was a trustee, lector and Eucharistic Minister at Christ the Redeemer Church, and volunteered at Virtua Hospital (Voorhees) and the Fountains, before moving in as a resident..

Services were held on Friday, May 15, 2026 at Christ the Redeemer Parish, Assumption Church, 318 Carl Hasselhan Drive, Atco, NJ 08004. Kel was known as a professional railroader as well as an avid rail historian.



From the Old York Road Historical Society.....

Each year with their "Summer" issue, our friends at the Old York Road Historical Society publishes some interesting anecdotes from older issues of their newsletter. We thought you'd be interested in one item from **The Corridor**, their newsletter.

From the *Public Spirit*, May 20, 1916

Bryn Athyn Postmaster Fined. Harry V. Young is Found Guilty of Padding His Accounts. Convicted in March of padding his account of stamp cancellations, Harry V. Young, for fourteen years postmaster at Bryn Athyn, Pa., a fourth-class office, was last Monday fined \$500 by Judge Thompson in the United States District Court. Young was also station agent for the Philadelphia & Reading Railway Company at Bryn Athyn.

The salary of compensation paid to postmasters of offices of the fourth class depends on the amount of stamps cancelled. Quarterly reports by Young to the auditor of the Post Office Department showed, it was declared, that the number of stamps cancelled by Young in certain periods exceeded the number of stamps furnished by the department for sale. An investigation by Postal Inspector G. L. Moser followed, resulting in Young being charged with padding his accounts and embezzlement. (Young was succeeded by Russell Clayton, who served into the 1950's.)

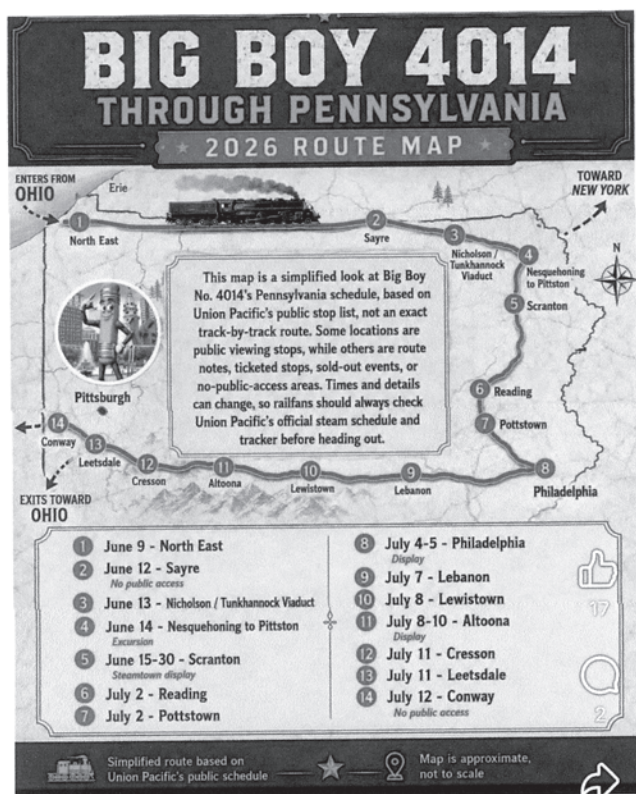
In our last issue, we mistakenly said that the United States was celebrating its 260th anniversary, when we should have stated it was our 250th. We apologize to Writer Frank Tatnall for the typo on the part of the Editor!!!

Union Pacific Railroad Sending 'Big Boy' to Philadelphia July 4

Union Pacific Railroad, in a seeming act of patriotism, is sending its famed "Big Boy" #4014, the world's largest steam locomotive, to Philadelphia to help celebrate the nation's 250th Anniversary. The massive 4-8-8-4, which still travels under its own steam, will be on public display Saturday, July 4, Independence Day, on Norfolk Southern tracks at the Navy Yard along League Island Blvd., which no doubt will draw a lot of traffic. The 4014 will remain there the following day before departing for Reading, Harrisburg, Altoona and on to Chicago via NS, enroute to its home base in Cheyenne, WY.

Prior to July 4, the 4014 will make its way to Philadelphia over a circuitous route, using NS rails most of the way. A number of stops are planned enroute for the big locomotive, including at Steamtown in Scranton and on the Reading & Northern to operate its only public excursion. The special train is scheduled for Sunday, June 14, with the Big Boy running one way from Nesquehoning to Pittston, PA. The famed locomotive also is scheduled for a brief stop at King of Prussia on its westbound trip from Philadelphia.

This event turnout out to be a good chance for the historic Union Pacific Railroad, whose founding dates to the Civil War, to join with NS in celebrating the memorable birthday of America on July 4. UP and NS currently are attempting to merge into a single system which if successful would establish the first truly transcontinental railroad in the United States!





**FRIENDS OF PHILADELPHIA TROLLEYS &
WEST JERSEY CHAPTER-NRHS
PRESENT A CHARTER ON
SEPTA'S MEDIA-SHARON HILL LINE**



The West Jersey Chapter-NRHS and the Friends of Philadelphia Trolleys invite you on this exciting joint charter with a SEPTA Kawasaki car. There will be plenty of quality photo stops on the Media-Sharon Hill Line. Safety vests are required. In addition, feel free to bring your own snacks and soft drinks with you as no lunch stop is scheduled.

- DATE:** Sunday, October 25, 2026
- TIME:** 10:00 A.M. until 2:00 P.M.
- LOCATION:** 69th Street Transit Center, Upper Darby Township, PA 19082; board car at the D-1-D2 outbound stop.
- EQUIPMENT:** SEPTA Kawasaki car; routing and equipment are subject to change.
- FARE:** \$65.00 per person.

PayPal Link for payments: [HTTPS://PY.PL/1ZPZBKIMUHE](https://py.pl/1zpzbkimuhe). Please note that there are no refunds or tickets sales after October 10, 2026. Need more information? Contact Bill Monaghan at FPT2799@COMCAST.NET.