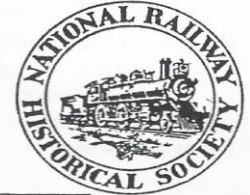


CINDERS

OCTOBER 2020



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Vol. 81 NO. 10 -OFFICIAL NEWSLETTER of the
PHILADELPHIA CHAPTER OF THE NRHS
PO BOX 7302
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LETTERS - Kevin Feeney

The “new” *CINDERS* format drew some email responses from our readers – as I hoped it would.

Sheila Dorr wrote to correct the spelling of her last name [done] and to ask that I do not show pictures of any more bugs as she does not like them.

Charles Long responded to “does anyone remembers Henry Dickson Jr.?” “I believe you mean Henry Dickinson Jr. [yes -ed.]. and I met him when Red Arrow first introduced the *Electroliners* from the **North Shore** to the **P&W** and ran them on Saturdays serving hot dogs in the lounge car. A lot of railfans and budding railfans rode these trips in 1964. Henry lived in the Glenolden area of Delaware County and worked for Atlantic Refining. When Henry retired, he moved up to Arundal Maine and volunteered with the **Seashore Trolley Museum**. In addition to his early efforts with our Chapter, he was considered one of the founding members of the Wilmington Chapter NRHS”.

Jeff Mora wrote to ask about the intended electronic distribution of *CINDERS*. The schedule for this has yet to be determined. While we intend to produce a paper version each month for the foreseeable future, some other chapters and other RR organizations have gone all electronic.

Jerry Goldman had a comment on my mention of about getting a cheaper ride on PATCO by using 2 tickets. Around that time, he was commuting from South Jersey to Drexel University. After a while he also heard about that scheme. As a poor college student, he tried it to save money. He read a newspaper article about people doing that and thereby breaking the law. The next day arriving back in Lindenwold there was a commotion near the exit. He went through the gate and was immediately rounded up by the police with a lot of other people. He had a court date, was fined and given a misdemeanor.

Thanks to the other Chapters and organizations that have send me exchange copies electronically.

PRESIDENT’S MESSAGE - R. L. EASTWOOD, JR.

October Brings New Challenges

When you read this issue of *Cinders*, the Columbus Day holiday will have passed us by, as will our second “virtual” meeting with its “ZOOM” program on Thursday, October 15. We hope you enjoyed the second part of **Clam Chowder** and **Lobster Roll**, featuring the states of VT, NH, and ME, plus add-ons from CT, MA and RI. A separate mailing was sent with sign-in information for our October 15th and November 19th meetings. The November 19th meeting will be entitled “**Montreal to the Maritimes**”, Canadian railroading in and east of Montreal.

Once again, there will be NO in-person Philadelphia Chapter, NRHS meeting in November and December 2020. During the first week in September, we were informed by the Cheltenham Center for the Arts, who controls the rentals for “Elkins Central”, our meeting venue, that the maximum number of people who could be present at our meetings would be 15, an unsatisfactory restriction placed upon us. Senior Vice President Kevin Feeney will provide us with his annual “Review of 2020” in place of our Thursday, December 17th meeting.

Chapter dues bills were mailed to members on October 1st, and a good percentage of them have been returned, with members signing up for 2021. New *Cinders* Editor Kevin Feeney has produced the September issue of *Cinders*, which was mailed to everyone on September 22, 2020. Members will receive a copy of *Cinders* during the months of October, November and December, but they may NOT be mailed in coordination with a meeting date. The anticipated mailing date for this issue is Thursday or Friday, October 22nd or 23rd.

Through our friends at the **Reading Company Technical and Historical Society**, we have learned that the Year 2022 will be the last for display of our FP7 #903 at Steamtown in Scranton. More on this in November *Cinders*.

NOTICE OF MEETINGS:

Philadelphia Chapter in person meetings for the months of November and December 2020 are CANCELLED. We expect to hold "ZOOM" meetings for these months with details to follow in the upcoming mailings and on our website. Please bear with us during these continuing uncertain times.

NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

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CHAPTER WEBSITE:

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

www.nrhphiladelphia.org

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ANNUAL MEMBERSHIP DUES:

Effective September 1, 2020, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2021. (NRHS National membership dues for 2021 are \$50.00, billed directly by NRHS.) NRHS chapters bill members separately for Chapter dues.

Donation requests for Philadelphia Railfriends will be mailed during October, 2020 via separate mailing from CINDERS. 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
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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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Correspondence regarding Cinders or exchange newsletters should be directed to the Editor by email "ic4277eb@yahoo.com" or mailed to:

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OYSTER BAR IN GCT CLOSES-AGAIN!

Less than two weeks after it reopened on Sept. 30th for indoor dining under NY's strict COVID rules, this famed restaurant closed its doors again.

The *Oyster Bar* has been a fixture in **GCT** since 1912 but found that business was too slow defying the owner's hopes and expectations. While NY limited indoor dining to 25% of capacity, sales were only reaching 3% of pre-Covid levels.

Ridership on **Metro-North** is currently down 80% from pre-covid levels. The lack of tourists in the City and the slow return of workers to Midtown offices has also hurt businesses in GCT.

The **MTA** is developing a proposal to provide rent relief to most of its commercial tenants. Meanwhile, the Scandinavian-themed *Great Northern Food Hall* and another restaurant have closed permanently, while others are closed temporarily.

The *Oyster Bar* is hoping to reopen yet again at some point but cannot say when. (WSJ 10/13/20)



FRANK G. TATNALL, JR.

To spell out just how SEPTA will address the massive service and financial headaches it has suffered from COVID-19, a recovery plan entitled “Move Better Together” was issued last month. The plan, which takes into account the many lessons learned so far during the pandemic, offers various scenarios for moving the agency ahead as the crisis evolves. “We will be adjusting to this new normal for months, if not years,” said Chairman Pasquale T. Deon, Sr., and General Manager Leslie Richards in an introductory statement, “[but] no matter the outcome, we will be prepared.” The entire plan may be viewed on the iseptaphilly.com website.



For the first time in its 57-year history, the SEPTA board now has a majority appointed by Democrats. But long-time Republican Member Pasquale Deon of Bucks County remains as chairman, due largely to the respect he commands among the other 14 board members as well as his much-needed influence with the Republican-controlled State Legislature in Harrisburg. Democrats now hold majorities on the governing councils of all five counties in the SEPTA region.

SEPTA is still recovering from the effects of the malware attack that disabled a major part of its computer operations in early August (see September *Cinders*). While the agency has found “workarounds” to restore some functions, such as providing limited service information to the public, the *Inquirer* reports that employees still cannot access the internet or retrieve files on shared drives. The FBI is involved in the investigation as to where the attack came from and its purpose. SEPTA General Counsel Gino Benedetti, who is overseeing the recovery effort, said that there is no timeline for full restoration, because the system must be redesigned to become more resistant to cyber-attacks. Benedetti said that SEPTA people simply cannot go back to “the old way they were doing things.” The published report does not make clear whether or not this was a “ransomware” attack in which a financial payment is demanded in exchange for restoring normal operations.

SEPTA is working to provide pre-loaded Key farecards to the 60,000 school students who normally use TransPasses for travel to and from home. The SEPTA board has approved a \$500,000 spending increase to carry out the school plan, bringing the total cost of the primary Key Card contract to \$193 million, up from the initial estimate of \$122 million when it began in 2011.SEPTA has unveiled a “Tribute Wall” in Suburban Station which uses large photographs to recognize 28 of its frontline

employees for their work during the pandemic. No correlation has been found between transit ridership and the spread of the coronavirus, according to a study commissioned by the American Public Transportation Association. An analysis done in multiple cities showed that riders have a much lower probability of contracting the virus while on transit vehicles than at places where they may go after completing their trips. The fact that most transit riders—at least in Philadelphia—are quite diligent in observing the virus protocols no doubt contributed to that conclusion (Trains). In August, SEPTA performed a random survey of mask compliance, which showed that 96.3 percent of its riders wore masks and only 3.7 percent did not. Regional Rail was the leader, with an observed compliance rate of 100 percent.

SEPTA paid out nearly \$59 million in overtime claims to employees in the year ended last June 30, as reported by WHYYNews. The same report revealed that fewer than ten percent of SEPTA’s 9,300 employees accounted for half of all overtime payments. (Labor costs make up about 70 percent of SEPTA’s \$1.5 billion operating budget.) Finance experts say that overtime payments in excess of 20 percent of base salary indicate a systemic problem. Some SEPTA employees earned considerably more than their bosses last year, the most glaring example cited being a police lieutenant who racked up \$116,000 of overtime, bringing his total earnings to almost \$212,000 for the year. That’s about \$36,000 more than Police Chief Thomas Nestel’s annual salary. The FBI already had been investigating various instances of fraud at SEPTA maintenance facilities (see September 2019 *Cinders*). A shop manager was fired last month for alleged overtime fraud, and now is facing charges of theft by deception and receiving stolen property.

The busy streets of Philadelphia and nearby suburbs may become absolutely gridlocked in rush hours as the COVID-induced closures are gradually lifted. In a front-page *Inquirer* article on October 5, several experts predict that a significant number of former transit riders will start using their own automobiles to get to work, adding to the serious congestion that existed even before the pandemic. In addition, there already has been a spike in auto traffic generated by people who “are just tired of getting stuck in one place”—at home. Others are opting for road trips over air travel.....As October arrived Route 10 trolleys still were not back in service due to a Water Department project at 56th Street & Lansdowne Avenue. Buses have been used on the route since early summer, initially to allow for track replacement work on Lansdowne Avenue.

In early October most Regional Rail lines continued to operate on the reduced schedules that took effect on August 16. A new West Trenton timetable was issued September 6 while Cynwyd and Chestnut Hill West service remain suspended. Ridership hovers around 15 percent of normal, and on weekdays a lot of empty space can be seen in parking lots at suburban rail stations. At *Cinders* presstime no announcement of a timetable reissue had been made.....The Terminal A train platform at

International Airport was closed effective September 15, until further notice. PHL has shut down Terminal A-East due to the reduction in the number of flights during the pandemic.

A look back to another era came on Wednesday, September 30, when Presidential Candidate Joe Biden and staff took to the rails for an old-fashioned whistle stop tour. On the day after his debate with President Trump in Cleveland, Biden boarded a chartered AMTRAK train for a ten-hour trip through eastern Ohio and western Pennsylvania, areas which Trump carried in the 2016 election. Stops along NORFOLK SOUTHERN's ex-Pennsy route were made at Alliance, OH, Pittsburgh, Greensburg, New Alexandria, Latrobe and Johnstown, PA, where he gave speeches to carefully-sized crowds all wearing masks. The train, assembled in Chicago and dubbed the "**Build Back Better Express**," consisted of two P42 locomotives, conference car #9800, two coaches, a dinette, Viewliner diner and glass-end inspection car **American View**.

AMTRAK last month announced the schedules of the long-distance trains that have been reduced from daily to tri-weekly operation (see September Cinders).



The new and much criticized schedules become effective during the weeks of October 5, 12 and 19. The only train serving Philadelphia to be cut back is the **Palmetto**, which will depart 30th Street for

Savannah, GA on Mondays, Thursdays and Saturdays, while arriving on Wednesdays, Fridays and Sundays, beginning October 19. The two Silver Service trains already have begun operating a combined daily service to and from Florida. Among the critics of the downsizing are former Amtrak President David Gunn, who believes the move will lead to a permanent reduction in serviceable rolling stock and the loss of many knowledgeable employees.

A group co-founded by former SEPTA Manager Scott R. Spencer is developing a plan for private sector investment in the Northeast Corridor. The group, known as AmeriStarRail, is proposing a new way of running the NEC. This would include a complete realignment of service with at least six distinct operations using the current AMTRAK infrastructure as well as several other segments. The key would be *through running eliminating most terminal operations* at Washington, Philly and NYC. A new station in Alexandria, VA, would replace Washington as the southern terminus for electrified NEC service. Among Spencer's colleagues at AmeriStarRail are onetime AMTRAK President Paul H. Reistrup and J. William Vigrass, former assistant general manager of PATCO and a member of the Philadelphia NRHS Chapter (*Railway Age*).

AMTRAK has added a second weekday round-trip between New York and Harrisburg. Keystone trains #641 and 652 were extended beyond Philadelphia effective October 5, restoring some of the service that was cut during the pandemic. There

already are two weekend roundtrips between New York and Harrisburg... AMTRAK is offering customers an extra health and safety benefit when booking seats via the website. Now passengers before booking can view how full their train will be, i.e., the proportion of seats sold based on the total number of seats on the train. To avoid crowding and promote social distancing, only a limited number of seats are available on any given train.

NORFOLK SOUTHERN last month closed the classification hump at Enola yard near Harrisburg,



another step in a cost-cutting plan based on its Precision Scheduled Railroading strategy. All operations in the yard now will be handled with flat switching, which NS says will shorten the time each car spends in the yard and thus improve service. This has been

made possible partly by increased pre-blocking of traffic. NS now has shut down the humps at five major yards, including Enola and Allentown, leaving the railroad with five active humps, one of which is at the Conway yard near Pittsburgh. But CEO Jim Squires said it is likely that additional humps will be closed in the future. Rival CSX, which pioneered PSR under its late CEO E. Hunter Harrison, also continues to operate five humps, down from a dozen before Harrison took charge in 2017 (*Trains*).

With business lagging on the major U.S. railroads, Class I employment fell 16.68 percent in July 2020 from the same month a year earlier, to 117,230. Freight traffic dropped by 17.6 percent in the same period, or 12.7 percent when coal is excluded (*Railway Age*).....U.S. and Canadian railroads in cooperation with Operation Lifesaver, Inc. (OLI) conducted "Operation Clear Track" during Rail Safety Week last month. "Every three hours in the U.S. a person or vehicle is hit by a train," said OLI Executive Director Rachel Maleh, which means that the public must be constantly reminded about the dangers posed at grade crossings and by trespassing on railroad property.

The diesel engine in an NJ TRANSIT light rail train caught fire about 7:40 PM on Monday, October 5, near the Pennsauken Transit Center. The 17 passengers were safely evacuated at the station and Pennsauken firefighters extinguished the blaze within 45 minutes. Service on the Camden-Trenton line was suspended for a time until the damaged train could be moved out of the way. NJT announced earlier this year that it planned to replace the diesel engines in all 20 of the articulated trains with cleaner, more efficient units.

The reawakened East Broad Top railroad held a 60th anniversary weekend at Orbisonia, PA, in mid-August. This occasion marked 60 years since the former coal-hauling narrow-gauge line began tourist operations in 1960. A diesel-powered train was operated during the August weekend, but steam

locomotives are expected to be in service during the 2021 season. The organization behind the revival is the non-profit East Broad Top Foundation, Inc., the principal backers of which are Henry Posner III, chairman of Railroad Development Corp. of Pittsburgh and a Philadelphia Chapter NRHS member; Bennett Levin, owner of JUNIATA TERMINAL COMPANY of Philadelphia and a well-known locomotive and private car operator; and Charles (“Wick”) Moorman, retired chairman and CEO of NORFOLK SOUTHERN and former CEO of AMTRAK. Moorman was known for instituting NS’s “Steam for the 21st Century” program and for creating the “Heritage Fleet” of 20 new diesel locomotives painted in the historic colors of NS predecessor railroads.

EIGHT TRAINS & A BUS

By Kevin Feeney

My wife Carol and I spent the last weekend of August in New Bedford MA, for a bucket list trip to Martha’s Vineyard. Since Carol was planning to stay several days at our daughter Colleen’s house in Norwich CT, I needed to find a way home to Abington PA on Monday 8/31.

Of course, my first thought was by rail. I could have easily taken **AMTRAK** from New London. I have done this in reverse several times; I wrote up one trip that appeared in a recent *Cinders*. **AMTRAK** train #171 leaves NLC at 09:54AM and arrives in Philly, some 217 miles to south, at 02:10PM. But with short notice, the fare would have been \$104. We have over 150,000 **AMTRAK** Guest Rewards points, but I am saving them for some long-distance trips, including one in September/October.

Instead, I traveled by a combination of commuter rail and mass transit ultimately using three rail lines, three subway trains, a light rail line, **PATCO** (not sure how to classify it) and a bus. I started in New London’s station with its unusual, curved platforms. The building was built in 1887 as a **Union Station** for two predecessor lines of the New Haven and the Central Vermont. Today besides **AMTRAK**, New London serves as the eastern most stop on **SHORE LINE EAST**. This service, which is celebrating its 30th anniversary this year, was rebranded in 2018 under the new **CT rail** banner. The original plan was to replace the **SLE**’s diesel-powered equipment

with new M8 electric MUs, so that the **SLE**’s diesel equipment could be transferred to the new **CT rail** line between New Haven – Hartford – Springfield MA. This did not happen and, as a result, the new line acquired used equipment from the **MBTA** that was refurbished.

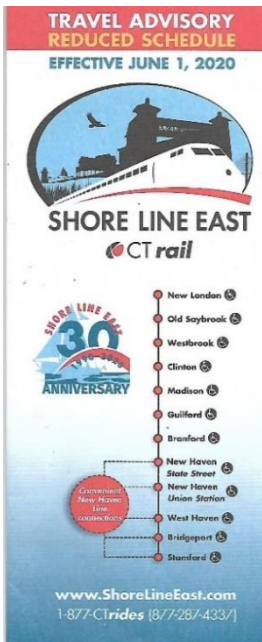
When **SLE** begin service, it terminated in New Haven. However, back in 2001, service was extended during rush hours to/from Bridgeport and Stamford. Looking at the current timetable, I learned that thru service has been suspended due to the Chinese Covid crisis. I could have taken a **SLE** train (#3621) at 08:18AM but would have had to pay the full fare of \$33.25 to GCT, because senior fares in CT are NOT available during the AM rush. Instead, I took #3631 at 10:12AM. I brought my \$5 senior fare ticket at the **NLC AMTRAK** ticket booth on the way to New Bedford. When I told the **AMTRAK** ticket agent about my intended trip, she asked me when I would arrive, and I said “Tuesday”! This stop allowed me to pickup the **SLE**’s “*Reduced Service*” timetable - Effective 6/1/20. However, I could not buy a ticket for the connecting **METRO-NORTH** train from NH to **GCT**. This forced me to buy the \$11.25 senior fare ticket using the **M-N** app- a first for me!

My westbound **SLE** train left from a short high-level platform just east of NLC. [**AMTRAK** **NEC** trains all use the traps]. My train had been there since arriving from New Haven at 09:20AM (#3604). The consist included: ex-**AMTK** #838 P40DC [built in November 1993] and three coaches #1701, 1730 & 1764. The coaches were built in Brazil by Mafersa; **SLE** acquired them used from **VRE** in 2004. **SLE** began service in 1990 with rebuilt F7s and Pullman Standard coaches acquired from **PAT**, after that line discontinued commuter service between Pittsburgh and McKeesport. All **SLE** trains operate push-pull; #838 was facing west.

A few minutes after #171 with its 7-car consist passed, we left promptly at 10:12AM. After crossing the CT River, we arrived at Old Saybrook at 10:45AM and for some reason sat there for 10 minutes. There was once connecting service from there to the **Valley RR**. We made several shoreline stops with empty parking lots and minimal dwell time.



I saw a new station is being built in Clinton. We got to the State Street Station in New Haven at 11:26AM. This station was



opened in 2002, closer to the downtown. The main New Haven station, a beaux-arts edifice opened in 1920, is separated from downtown by an urban highway. We arrived at 11:30AM, a bit ahead of schedule on Track #8. My next train was **METRO-NORTH** # 1559 at 11:39AM [though the printed schedule said 11:43AM] would be across the platform. It backed in a few minutes later with a consist of eight Kawasaki M8s, bracketed by #9214 & # 9355. Over 400 M8s have been purchased since 2011 replacing **M-N's** older M2, M4 and M6 Metropolitan MUs. Like all **M-N** MUs, the M8s operate using 12.5 KV catenary in CT (3rd rail is illegal in CT!) and parts of Westchester County NY before switching to 750V DC 3rd rail into **GCT**.

I traveled on **M-N** countless times during the several decades I lived in Fairfield County, CT. During my last 6 years there, I often commuted to NH and took SCSU's bus to campus where I attempted to teach accounting to students that spent the entire class looking at their phones! Train #1559 was a 14-stop local to Stamford [37 miles] arriving 12:48PM -10 minutes early vs. the timetable. Again, there were empty parking lots and minimal dwell time at every stop. Stamford is the 2nd busiest stop on **M-N**. From Stamford to **GCT** is just 31 rail miles, but #1755 is carded for 57 minutes. However, it arrived on Track #23, a few minutes early at 01:48pm. Since I was in no hurry, I walked around **GCT** a bit and looked at the emptiness – few travelers, no tourists and many of the stores were closed. No stranger there, I was at the celebration of the renewed **Terminal** on 10/1/1998 and attended some of the 100th anniversary events in 2013. I wanted to stop in the *Transit Authority Museum Store* before heading to the subway, but it was closed.

Down in the subway, I had to buy a single fare ticket for \$3 as the **METRO CARD** I had expired back in May. I then boarded the short **S** shuttle train between **GCT** and Times Square and then took an **IRT** express one stop downtown to **NYP**. It has been a while since I was in **NYP**, so I walked to see ex-location of the former *Tracks Bar & Grill*. **NYP** was torn up to allow for construction of the new \$600 million entrance from 7th Avenue, which began in June 2019. I tried to stock up with current **NJT** timetables, but the ones in the rack were from 2018 & 2019. I brought my \$8 senior fare ticket to Trenton and two slices of pizza at one of the few food places that were open. My **NJT** train # 3937 left at 02:59PM and is faster than most, carded for 1'13". **AMTRAK** covers the same 63 miles in as little as 58 minutes, albeit at a MUCH higher fare. As my **NJT** train whizzed down the **NEC**, we only stopped at Newark's Penn Station followed by New Brunswick, Jersey Ave., Princeton Jct., Hamilton and then Trenton TC. Per the timetable, the train may leave **AHEAD**

of schedule at the 2nd to 4th stops! As has been my prior experience on this line, we arrived in **TRE** a few minutes early at 04:09PM.

I needed a bathroom stop knowing what facilities would be available on my next few rides -NONE- but had to wait almost 15 minutes while the bathroom was being cleaned. I could have rushed out and made the 04:42PM **River Line** train. However, I was in no hurry. I have been riding this line, with its unique diesel electrical LRVs since it opened in 2004. I often made similar multi-train trips between my then office in Stamford CT and our then 2nd home in Center City. I brought my 75¢ senior ticket and validated it before boarding the 04:57PM train. Because of ticket fraud, the allowed time has been shorted to just over an hour, which is what the trip to Camden takes. My train was only about half full. We arrived at the always seedy **Walter Rand TC** at 05:54PM. The **PATCO** entrance near the **R-L** was closed so I had to cross the street and go into the main bldg. I used my **PATCO Senior Freedom Card** to enter. I have not kept up with how or when this card will be compatible with **SEPTA's Key Card**.



It is a short ride from **Walther Rand TC** thru the temporarily closed Broadway stop in Camden and then up and over the Ben Franklin Bridge. As we passed thru the long-closed **Franklin Square Station**, I looked for signs of the renovations that are supposedly happening to reopen the station but did not see any work. I exited at 8th & Market at 06:21pm with the ride costing \$1.40 and then using my **SEPTA Senior Key Card** boarded a **Ridge Spur** subway train a few minutes later. I thought I could stay on till **Fern Rock TC**, but the subway train ended at **Olney TC**. I was disappointed because that meant no ride on **SEPTA Regional Rail** – that would have been my 9th train! Instead, I went upstairs into the **Olney TC** and waited for the #55 bus that runs up RT611. The bus left at 06:56PM, and at 07:22PM I exited at my cross street and three minutes later was in my house in Abington.

All total the trip, including the three lengthy station stops, took 9 hours-13 minutes, and cost me a total of just \$29.55 (**SEPTA** rides all FREE). Since I am retired and like to ride trains, I consider this time and money well spent. What I would really like to try someday is a similar trip from Boston' **South Station** to as far as **VRE** goes in VA. or maybe take **MARC** to **WVA**. However, this would take two, maybe three days, and require some segments on **AMTRAK**.

LAST RUNS

David Ingles, former *Trains* Editor

Longtime *Trains* and *Classic Trains* staffer J. David Ingles passed away October 4th near his home in Waukesha, WI, after a short illness. He was 79.

The son and grandson of railroaders, Ingles was a lifelong rail enthusiast. He grew up in Homewood, IL and Dearborn, MI. After college and a stint as a newspaper reporter in Springfield, IL, he joined the *Trains* staff in 1971 as associate editor. In 1987, upon the retirement of David P. Morgan, Ingles was named editor of *Trains*, a post he held until 1992, when he became the magazine's senior editor. He retired from *Trains* as senior editor in 2005 but continued in that role for *Classic Trains* until 2018, when he transitioned to contributing editor, the position he held at the time of his death. At 47 years, his tenure is thought to be the longest of any Kalmbach Media employee.

Ingles, "J.D. I.", possessed a boundless curiosity about all facets of railroading. His thirst for knowledge was matched by his markable ability to retain what he learned. Decades after the fact, he could recall the layout of a certain junction or the sequence of moves made by a particular train. His ever-present pocket notebooks seemed merely to verify what he carried around in his head.

Dave's particular interests were diesel locomotives (early on, he acquired the moniker "Diesel Dave") and the geography of railroading. Along with a handful of others who eschewed the prevailing early 1960's view that railroading's appeal had vanished with the end of steam, he saw that diesels could be as fascinating to observers as they were important to the industry. Two of his early major features – "Christine and the Mongeese," about the Rock Island's eclectic diesel fleet (Dec. 1965 *Trains*) and "Salute to a Different Diesel" on Alco's PA (Nov. 1966) – stand as landmarks.

Dave's command of the North American rail network, past and present, was second to none. He came by much of it firsthand, through a lifetime of riding scheduled and special passenger trains to nearly every corner of the U. S. and Canada. Always up for a new adventure on trackage he'd never ridden before, he was a preeminent "mileage collector." Those who traveled with him shared his infectious enthusiasm for the journey, those who weren't along could read about what they missed in his exhaustive trip reports. Although he made a point of visiting famous places like Tehachapi Loop and Horseshoe Curve, Dave knew it was all important, from branch lines in Iowa to secondary mains in Georgia. Significantly, there was no one railroad he called his favorite, and the ones he was partial to—Wabash and Gulf, Mobile & Ohio, to name two—were not marquee carriers.

Dave's passion for documenting the railroad scene extended beyond notebooks and countless magazine articles. His collection of 35mm slides – most his own work, but many acquired in trade from other fans – ranks among the largest and most complete in the country.

At his place of employment for nearly five decades, Dave Ingles is remembered as a big-hearted mentor, not just in matters of railroading, but also in the art and craft of magazine editing. The staffers—and readers—of *Trains*, *Classic Trains*, and the other Kalmbach rail titles, will benefit from his influence for years to come.

Ingles is survived by his daughter, Susan and two grandchildren. His wife, Carol, predeceased him in 2018. No services had been announced at Cinders press time

--Robert S. McGonigal, Editor, *Classic Trains*

Mountain Plains RVP Thomas R. Moss Dies at 99

An NRHS legend has passed away following a period of declining health. Mountain Plains RVP Thomas R. Moss, of Denver, CO, died on Saturday, June 20, 2020 at his retirement home in Denver at the age of 99. I knew Tom since the early 1980s, and he was an energetic ambassador for NRHS. Tom's membership in NRHS dated back to 1978.

My early years as an NRHS manager date back to 1972, when I became President of Philadelphia Chapter. In 1984, I became VP, Eastern Region of the Society, and became acquainted with my counterpart from the Mile-High City. In 1990, I became VP of the Society, rising to the position of Senior VP in 1996 upon the death of V. Allan Vaughn. It was during these years that Tom and I became close friends, both of us working on a parallel to grow and build NRHS. Indeed, Tom was one of the biggest supporters of my efforts

Tom and his wonderful wife, Margie, became good friends with my wife, Marie and myself, sharing dinners on trips to Philadelphia or Denver. Tom's life was one of achievement, and I often marveled at his accomplishments. In 1942, he and a friend enlisted as aviation cadets in the Army Air Corps. He and his flight crew of nine flew 51 bombing missions over Germany in a B24 "Liberator", and he was awarded the Distinguished Flying Cross Medal for his efforts. He participated in the Berlin Air Lift in 1948, flying C54s loaded with 100 lbs. bags of coal to the American sector of Berlin for six months. He retired from the Air Force after 22 years in 1964 with the rank of Lt. Colonel.

His last working years were spent training flight engineers on United Air Lines DC10s. He flew more than 60,000 hours, accident-free, in many different models of planes. He used his flight privileges to visit NRHS chapters in the vast Mountain Plains Region. Tom and Margie were married for more than 63 years and had three daughters. They were members of the Calvary Baptist Church of Denver. Margie left this life in 2006, and Tom continued an active life in support of NRHS for as long as he was physically able.

His support of me as an NRHS manager was invaluable over the decades I knew him. I will remember him as a valued friend always available to help in the mission of NRHS.

R. L. Eastwood, Jr., Huntingdon Valley, PA 19006

LOCAL NEWS & EVENTS

Steamtown to Create Weekly Turntable Display

SCRANTON, PA----It has been 60 years since steam locomotives performed mainline revenue rail operations in the United States and Canada. To commemorate the anniversary, Steamtown National Historic Site (SNHS), along with our friends' group, the Iron Horse Society, will throughout the month of October highlight some of the Site's mainline steam locomotives.

Every Thursday morning, beginning October 1, a different mainline steam locomotive will be moved to a place of honor on the Museum complex turntable and remain there for a week. The planned schedule of highlighted mainline steam locomotives, subject to change due to unforeseen circumstances, is as follows:

Week 1 (October 1-7): Grand Trunk Western #6039
(a 4-8-2 Mountain)

Week 2 (October 8-14): Displays highlighting ongoing Steamtown NHS restoration work:

In the Visitor Center on the **Boston & Maine #3713** (a 4-6-2 Pacific type)

In the Locomotive Cutaway area on the **Union Pacific #4012** (a 4-8-8-4 "Big Boy" type)

***Please note that neither the #3713 nor the #4012 will be on display on the turntable*

Week 3 (October 15-21): Nickel Plate Road #759 (a 2-8-4 "Berkshire" type)

Week 4 (October 22-28): Reading Company #2124 (T-1 4-8-4 "Northern" type)

Week 5 (October 29-November 4): Illinois Central #790 (a 2-8-0 "Consolidation" type)

Also, Canadian mainline steam locomotives **Canadian Pacific #2317** (a 4-6-2 "Pacific" type) and **Canadian National #3254** (a 2-8-2 "Mikado" type) will be located on tracks near the Core Museum Complex for easy viewing.

Located in downtown Scranton, PA, Steamtown NHS is open daily from 10 AM to 4 PM. From I-81, follow Exit 185 (Central Scranton Expressway), then follow the brown-and-white signs to the Park entrance at Lackawanna Avenue and Cliff Street. General Park information is available by phoning 1-570-340-5206

during regular business hours or by visiting the Park's website www.nps.gov/stea/planyourvisit/ anytime.

Need a Passenger Car?

Two ex-B&O heavyweight passenger cars that were part of a former restaurant in Upper Dublin [just above the Fort. Washington PA Turnpike exit] are available for free. Delivery NOT included! See>>>>>>>
<https://philadelphia.craigslist.org/zip/d/fort-washington-1959-train-carts/7212791376.html>.

Upcoming Train Shows/RR Events

Because of COVID, trains shows and other RR events have been cancelled into next year. A look at the calendar at https://www.railserv.com/events/train_shows.html is not very encouraging. Many groups including the [NRHS Wisconsin Chapter](#), RRMPA and the NMRA's NER are instead offering virtual presentations. However, an announcement on Oct. 6th by PA Gov. Tom Wolf paves the way for people to attend sporting events, fairs, concerts, and other events.

The **Rockledge Model Railroad Museum** [aka **GATSME**] at 323 Montgomery Ave. in Rockledge, PA was open to the public on Saturday Oct. 10 from Noon to 3 PM, for the second time since February. Attendance was about the same as in September. The club expects to continue being open on 2nd Saturday of each month, with additional dates during the holiday season. Visitors are asked to confirm the open house dates on its web site or Facebook page before traveling there.

On Saturday Oct. 17th, there will be a Train show at **Renninger's Farmers & Antique Market**, 740 Noble St. in Kutztown, PA 19530 from 7am to 1pm. There will be 300+ tables under covered, open-air pavilions with wide aisles. Best of all the admission is FREE!

Weather permitting on Sunday Oct. 25th, **Brian's Model Trains** at 109 W. Main Street, Myerstown, PA 17067 will repeat his outdoor train show from 9am to 1pm with more tables. Please note, this is a week later than the date that appeared here last month. The ex-**RDG** Harrisburg line runs just south of there with a steady stream of **NS** action in both directions.