

# CINDERS

## DECEMBER 2010



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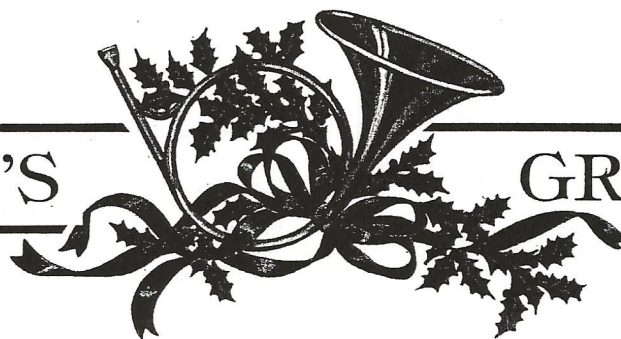
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Number 11

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

**PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: [www.phillyNRHS.com](http://www.phillyNRHS.com)**

## SEASON'S



## GREETINGS

It is my pleasure, on behalf of Philadelphia Chapter, to welcome everyone to Holiday Season 2010. It seems as if we count off each new Christmas or Hanukkah celebration (possibly with some sense of relief) as they pass us by, in almost the same way that mileage collectors do as they ride a train through new territory. But for people of faith, and indeed all people, this is truly a wonderful time of year. As many of us gather with family and friends to enjoy these happy days, we can reflect on the new and rewarding experiences which have changed or enriched our lives over the past 12 months. We count the blessings we received in 2010 while we prepare for a New Year which for us will bring an especially memorable occasion: Philadelphia Chapter's 75<sup>th</sup> anniversary!

For some of us, though, the recent times have been difficult, both in our personal and professional lives. Yet, for those who manage and work in the railroad industry, 2010 generally has been good to them. They are doing well and their business is growing. In a reversal from the recent past, even Amtrak is looking to strengthen itself with new equipment as it tries to keep up with rising demand. Transit agencies are taking delivery of new cars and locomotives as they work to modernize their fleets and infrastructure. Next year SEPTA hopes to complete its 120-car order for new Silverliner V cars, and to receive new buses, as it strives to become "greener" and more efficient. NJ Transit too is buying new passenger equipment.

As we were grateful for our blessings on Thanksgiving Day, we now look forward to another joyous Holiday Season. Some of us may even ride the rails to reach our destinations, but others—like me—will stay at home and settle for a Lionel train clattering around under the tree. We also remember our friends and fellow Chapter members who departed from us during the past year. Some were memorialized in the "black boxes" in *Cinders*, and we will miss them all.

FRANK G. TATNALL  
 President

## MEETING CANCELLATION NOTICE

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

## IMPORTANT NOTICE!!!!

### Regarding our Dinner/Meeting at Thomas Jefferson University

Philadelphia Chapter has been notified by the Catering Manager at Thomas Jefferson University that the Faculty Club we have been having dinner and meetings in for several years will no longer be available to us because it is going to be converted into a computer laboratory.

We hope on December 10 to again meet in Room 207, a theatre-style classroom on the Second Floor. Our optional dinner location may be on the First Floor, but please check with the Security Officer when you enter the building, where you will find a meeting location notice posted.

## MEETING NOTICE:

### FRIDAY EVENING, DECEMBER 10, 2010

Faculty Club, Alumni Hall, Thomas Jefferson University,  
1020 Locust Street, Philadelphia, PA (three blocks south of  
Market East Station)

#### Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11<sup>th</sup> Street just above Locust) which is very handy. *(Please note that we are in the process of updating the garages and prices and this will be completed during the fall months.)*

Our meeting on Friday, December 10, 2010, will feature Chapter Member Joel Spivak with a multi-media presentation entitled *The Archaeology of the Street Railway in New Jersey*. This is the program postponed from last May. Joel is well-known for his thorough research in his programs, and this is sure to be a treat for the transit and New Jersey historians among us. Plan to attend!! *(Note: Joel expects to have copies of his three rail books available for sale and autograph at our December meeting.)*

The evening begins with our usual optional sit-down dinner in the Faculty Club, Jefferson Alumni Hall, beginning at 6:15 PM, at a cost of \$20.00 per person. DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, DECEMBER 7, 2010 to National Director Larry Eastwood at 215-947-5769. The menu for the December 10 dinner had not been finalized by Jefferson's Catering Department by the deadline for this issue of *Cinders*. The entrée choices will be put on Larry Eastwood's answering machine on Saturday, December 4, 2010. The Chapter needs to meet a minimum guarantee of 15 meals in order to provide this benefit for members. Why don't you come out for dinner before our meeting. It's an enjoyable full-course meal, plus informal and interesting conversation, and it's priced at an affordable \$20.00 per person.

## 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 OFFICERS

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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Check at Security Desk in Lobby for exact meeting room location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

**ANNUAL MEMBERSHIP DUES:** \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

*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.

If your *Cinders* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or be E-mail to [reastwood2@comcast.net](mailto:reastwood2@comcast.net).

**Philadelphia Chapter, NRHS  
Board of Directors Meeting- Winter, 2011  
Tuesday, January 11, 2011  
7:00 PM to 8:30 PM**

**Passenger Services Conference Room  
Amtrak 30<sup>th</sup> Street Station**

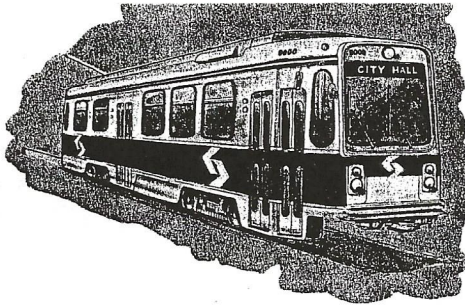
**Members of Philadelphia Chapter are  
welcome and encouraged to attend**

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

## SEPTA TRANSIT



SEPTA's ridership and revenues were higher than expected during the first four months of the current fiscal year through October. Average weekday ridership of 783,000 was 2.2 percent above budget, while passenger revenues of \$133 million were 1.2 percent ahead of budget and 7.1 percent higher than the year-ago period. Following the fare increase on July 1 transit token sales declined by five percent over the four-month period but cash fares went up by 14 percent. Regional Rail saw a ten-percent drop in ticket sales but a four-percent increase in TrailPass use. The unemployment rate in the City is 11 percent but only seven percent in the suburban counties. SEPTA reported a \$2.7-million surplus for the four months, after subsidies.

Trolley service on Route 15 Girard Avenue resumed on November 13, after the installation of new track at Girard & Frankford Avenues (see November *Cinders*). Work is well along on the new double track in Frankford Avenue between Girard and Delaware Avenues, which will become the turnback for Route 15 cars after the eastern end of the line is closed next year for I-95 bridge construction. The specialwork connecting the spur with the existing line has been completed, but no wire strung as yet .....Route 15 was bused for most of the day on Sunday, November 21 because of the Philadelphia Marathon race .....SEPTA operated its annual "Black Friday" shoppers trains to Market East Station on November 26. Two specially-decorated Market-Frankford trains originated at 69<sup>th</sup> Street Terminal and Frankford Transportation Center, while a Broad Street Line special train ran to the Gallery at 8<sup>th</sup> & Market Streets. On Regional Rail one holiday special ran from Elwyn to Market East and another from Warminster. Santa Claus and his helpers were on hand to welcome the bright-eyed shoppers, both young and old.

SEPTA will reissue most of its transit schedules in February. One notable change will occur in the Norristown High Speed Line timetables, as both inbound and outbound trains will be listed on the same side of the timetable, replacing the traditional back-to-back format.....SEPTA has issued its annual Route Operating Ratio Report, which shows how much of the operating cost of each route is covered from the farebox. The resulting figure is expressed in the operating ratio (OR)—the higher the ratio the better the financial performance of the service.

Among the better-performing routes are the Market-Frankford and Broad Street Lines, with O/R's of 45 percent, the Media-Elwyn Regional Rail line (63 percent) and the Warminster Line (54 percent). A few bus routes fell below the minimum acceptable O/R of 22 percent. Overall, City Transit Division produced an O/R of 34 percent, Suburban Division's Victory rail and bus operation was at 24 percent and the Railroad Division 45 percent.

SEPTA failed to win a \$29.3-million "TIGER II" grant from U.S. DOT to help pay for the first phase of its controversial "smart card" fare collection system (see September *Cinders*). The high-tech system, expected to cost upwards of \$100 million, has suffered numerous setbacks since first proposed in 2008. Press reports indicate that SEPTA still wants to award a contract by next spring, but this might be contingent on a deal in which the manufacturer would design, install and operate the system in exchange for a share of the revenue.....SEPTA will hold two public meetings on Wednesday, December 15, to discuss its preliminary capital budget for Fiscal Year 2012 beginning next July, and its 2012-2023 capital program. The informal meetings begin at 11:30 AM and 5 PM in the Board Room at SEPTA headquarters, 1234 Market Street. In recent years these meetings have been held in January.

PORT AUTHORITY TRANSIT of Pittsburgh is in serious financial straits. Its board has approved a fare increase and a 35-percent cut in service effective early next year .....Eight people—five of them trolley passengers—were injured when a SEPTA Route 10 car collided with an SUV at 49<sup>th</sup> Street & Lancaster Avenue on Thursday evening, November 18. Buses were substituted on the line for two hours until the scene could be cleared.....Evidently, SEPTA does not plan to reissue its 2009 Philadelphia street and transit map next year to reflect the change in Regional Rail route designations and other updates, as stated here in September.



## SEPTA REGIONAL RAIL

Following their public introduction October 29 on a Cynwyd turn, the three Silverliner V pilot cars operated almost every day during November, covering all but two lines. The restricted lines are the Airport and West Trenton, owing to certain clearance and station issues. On its website SEPTA has been publishing the trip schedules for the new cars, but a few runs were

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missed because of signal or power problems. At *Cinders'* deadline, nothing had been heard as to when the first production cars would be delivered to SEPTA from the South Philadelphia assembly plant. As of late October, 37 car shells were in storage at the Port of Philadelphia due to a lack of space at the Weccacoe Avenue facility, with 69 more car shells on hand at the plant including those in various stages of assembly. Eight shells were in the production test area, but progress was slowed by a lack of qualified workers and delays in receiving materials. It was hoped that the testing program could resume sometime during November. The final 11 shells were to be shipped from Hyundai's facility at Changwon, South Korea early last month.

The next general timetable change will occur on February 20, 2011. At that time, seven Sunday round-trips between Wilmington and Philadelphia will be added, with funding from the State of Delaware, the same as on Saturdays. Currently, there is no SEPTA service on Sundays south of Marcus Hook .....Regional Rail's annual emergency drill took place Sunday morning, November 7, on the Northeast Corridor near Bristol, in which AMTRAK also participated. The drill simulated a bomb exploding on a SEPTA train, which was then struck by a passing Amtrak train, with numerous injuries. First responders were trained in how to deal with a serious rail emergency.....SEPTA has settled on new contracts with 11 of its 17 unions, but the two major unions representing Regional Rail employees, BLET and UTU, are still in negotiations.

This has been a particularly bad leaf season, with slippery rails delaying trains almost every day during the past several weeks. SEPTA deployed three rail washing trains, powered by switchers #51, 60 and 70, and by early November the white traction gel sprayed on railheads could be seen in many locations.....SEPTA's last remaining SW1200 switcher, #52, is receiving a new diesel prime mover in the Wayne Junction shop.....SEPTA last month completed some of the work for the new "Link" controlled siding south of Chalfont on the Doylestown Line, but track and wire on the siding have yet to be installed (see November *Cinders*).....SEPTA has decided to eliminate the magnetic-stripe cards which are used to pay parking fees at five of its commuter lots—Ambler, Fort Washington, Jenkintown, Warminster and 69<sup>th</sup> Street Terminal. Among the problems cited is the fact that the cards often became demagnetized when they come in contact with an electronic device such as a cell phone. Card users will need to deposit coins just as riders do at many other stations.

Among the reasons for train delays last month was a tractor-trailer which got hung up on the River Road/Nixon Street grade crossing north of Ivy Ridge on the morning of Tuesday, November 2. Manayunk-Norristown train service was shut down for three hours and buses substituted as six trains had to be annulled between Wissahickon and Norristown. A couple of Hughes Park expresses on the Norristown High Speed Line were extended to Norristown Transportation Center to pick up stranded passengers during the shutdown. A switch failure at AMTRAK's "Overbrook" interlocking caused serious delays to four westbound Paoli-Thorndale trains during the evening rush on Tuesday, November 9. Vandals placed debris on the track at Wister station on the Chestnut Hill East Line on Saturday night the 13<sup>th</sup>, then

tried to stone the crew of train #7329 as they removed the blockade. After police arrived the track was cleared.

The push-pull trains had a bad week in mid-November, with several engine failures reported. On Tuesday morning the 16<sup>th</sup> express #9212 out of Newark, DE, was halted south of Wilmington with a compressor problem on AEM-7 #2307. Passengers were transferred to following #9216 and the disabled train was towed to Powelton yard. Then, on Wednesday the 17th no fewer than four push-pulls were delayed by mechanical problems on their locomotives: Media-Elwyn express #9340 at Morton with AEM-7 #2304 (37 minutes), West Trenton express #6325 **Pennypack Limited** at Neshaminy with #2303 (64 minutes), Thorndale express #9571 at Glen Loch with #2306 (30 minutes) and express #9254 with AEM-7 #2302 at the end of its run near Temple U. (terminated). The next morning AEM-7 #2304 failed again with the same train, #9340, at the same location, Morton, but got moving after a 39-minute delay. That afternoon Newark express #9251 was 30 minutes late leaving Wayne Junction due to a loss of power on AEM-7 #2307, and had to be annulled from Wilmington to Newark.

One of the leaf washing trains had its own problems when it stalled on the grade to Chestnut Hill West during the late evening of Friday, November 19. Diesel #51 finally got the train moving but it delayed regular train #857 behind it for 35 minutes. Around 5:15 AM on Monday the 22<sup>nd</sup> a wire train became disabled at Trevoise, delaying a host of West Trenton line trains until its diesel could be restarted an hour later. Dispatchers lost control of signals systemwide for about 20 minutes starting at 11:30 AM on Wednesday the 17<sup>th</sup>, delaying more than 25 trains for anywhere from six to 23 minutes. A tree fell on #1 track just west of Villanova station at 4:30 PM on Tuesday the 16<sup>th</sup>, delaying six SEPTA trains and slowing two of AMTRAK's Keystone Service trains until the tree could be removed three hours later.



**NORTHEAST REGIONAL AMTRAK**

AMTRAK's fall-winter system timetable was issued effective November 8, with a nice color shot on the cover of train #302 passing beneath the famed Gateway Arch in St. Louis. Larger than ever at 144 pages, the new timetable is bound rather than stapled and contains all Northeast Corridor and West Coast corridor schedules in addition to all long-distance service. Also issued last month was the annual Thanksgiving holiday timetable for the Northeast Corridor, effective November 23-29. This 36-page publication shows the expanded service available during this busiest travel week of the year. A new feature at the top of each page displays check marks for the days of the week that an individual train operates, rather than spelling out at the top of each column the days of operation as was done in the past. Borrowed equipment for use on Sunday the 28<sup>th</sup> included two MARC trainsets and two sets of NJ TRANSIT MU's. A SEPTA push-pull set was held for protect service at Philadelphia.

Since the recent national elections shifted power in Congress and in some state capitals, it has become increasingly uncertain whether some of the Obama Administration's high-speed rail initiatives actually will be carried out. Republican Representative John Mica of Florida, who stands to become

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chairman of the House Transportation & Infrastructure Committee, supports AMTRAK but believes that the proposed \$8-billion high-speed line between Orlando and Tampa in his home state should be cancelled, or at least scaled back. He told the press that the money should be redirected toward helping create a true high-speed service in the Northeast Corridor. Other projects, such as those in Ohio and Wisconsin, also are in danger of being cut because of opposition from newly-elected Republican governors, who have said they want the Federal money diverted to highway or freight rail projects. Mica will replace longtime Minnesota Democrat James L. Oberstar, who was defeated for re-election.

Northeast Corridor service suffered some delays on Friday morning, November 5, because of an accident at Washington Union Station. An AMTRAK crew switching an empty seven-car MARC commuter train caused a low-speed collision with Amtrak SW1000 switcher #799, which was moving a cut that included ex-UNION PACIFIC private car **Silver Foot** and Amtrak dome car #10031. Five Amtrak employees were injured, but there was no damage to the private car or dome car. A temporary hold was placed on all movements in the terminal and many lengthy delays to inbound and outbound trains ensued. To minimize engine changes at Washington, through trains #50, 80, 83, 85 and 92 operated with diesel power on the Corridor, making their electric-diesel swaps at Philadelphia instead.

By early next year AMTRAK will begin removing the three remaining highway grade crossings on its Philadelphia-Harrisburg mainline. The crossings are at Irishtown Road near Ronks and at Eby Cheques Road and New Comers Road east of Mount Joy. One crossing will be bridged and the other two closed, using Federal stimulus funds (NARP).....Country Music Star Keith Urban traveled by AMTRAK from New York to Philadelphia with a group of fans on Tuesday morning, November 16, and staged a concert in 30<sup>th</sup> Street Station to promote his new CD "Get Closer".....Members of the Eagles team rode chartered AMTRAK trains to and from Washington for their Monday night football game against the Washington Redskins on November 15.



**CSX, NS,  
OTHER ROADS**

No sooner had Governor Christie of New Jersey pulled the plug on NJ TRANSIT's plan to drill two new rail tunnels under the Hudson River (see November Cinders and earlier issues) than AMTRAK's name was added to the mix. Amtrak earlier had said that it might be interested in building new tunnels into Manhattan as part of a long-range plan for higher-speed service in the Northeast Corridor. But in mid-November Amtrak issued a statement making clear that it had "no interest in a partnership" with NJT on reviving the ARC (for "Access to the Region's Core") project. As a result of the Governor's action, U.S. DOT will be sending NJT a bill for \$271 million plus interest and penalty charges, representing the Federal funds already spent on the now-cancelled project.

Then, out of left field came a new proposal for increasing rail capacity beneath the Hudson River. This one originated with a development organization in New York City, suggesting that the newly-extended #7 subway line be further extended from the City's West Side under the river to a connection with NJT at Secaucus Junction. It was stated that this project would cost far less than the now estimated \$11 billion for ARC—which included a "deep-cavern" station below 34<sup>th</sup> Street in Manhattan.....Shortly before 7 AM on Friday, November 19, NJT Corridor train #3703 enroute to New Brunswick became disabled near Metropark station after apparently snagging the catenary wire over #4 track. The wire over two other tracks also came down causing many delays to both NJT and AMTRAK trains until around 8:30, when power was restored to all but one track. Passengers on #3703 were held on board for two hours until a rescue train could be brought alongside.

Delaware River Port Authority announced in October that it no longer will sponsor the effort to build a light rail line between Camden and Glassboro, NJ. DVARP reports that this decision likely will mean that DRPA also will abandon its proposal to build a \$500-million light rail line along the Delaware River waterfront in Philadelphia (see December 2009, April 2010 Cinders). It's not known whether NJ TRANSIT will step up and take the lead in building the Glassboro line, which would operate with diesel light rail cars similar to those currently in service on NJT's Camden-Trenton River Line.....A DRPA committee has approved a \$194.2-million contract with the French firm Alstom to rebuild PATCO's aging rail cars. Some of the 120-car fleet dates back to the opening of the high-speed line in 1969. But now the *Inquirer* reports that Bombardier, an unsuccessful bidder for the contract, has filed a complaint, charging that it wasn't given enough time to make a "best and final offer."

PennDOT plans to replace the 83-year-old steel-and-concrete bridge at Birdsboro, PA, which spans the Schuylkill River and NORFOLK SOUTHERN's Harrisburg Line. Long a favorite vantage point for rail photographers, the bridge is rated by PennDOT as the Pennsylvania highway bridge most in need of repair (Rick Bates).....PennDOT last month awarded another \$32.5 million for freight rail projects in the State. One of the recipients was the STRASBURG RAIL ROAD, which got \$1 million for trackwork and construction of a transfer facility for bulk products.....Five ex-CONRAIL, ex-NS C39-8 locomotives are stored on the NEW HOPE & IVYLAND for possible repair and use on the proposed "Greenbrier Express" service to White Sulphur Springs, WV. (See August Cinders). They are #8202, 8207, 8208, 8211 and 8212.

The Main Line Antiques Show in Radnor last month featured programs related to the Pennsylvania Railroad, whose predecessor through the area, the Philadelphia & Columbia, was a part of the State-owned Main Line of Public Works. Well-known Artist and Historian Ted Xaras presented his dual-projector program on the origin and development of the railroad, and a panel which included Frank Weer of PRRT&HS; Gerald Francis, president of the Lower Merion Historical Society; this writer and others discussed the development of the railroad and its adjacent communities now known as the "Main Line."

One highlight of the NRHS directors meeting hosted by Lancaster Chapter last month was a lengthy discussion regarding the new NRHS logo. As can be seen on the 2011 membership

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cards, the new emblem is simply a large "NRHS" in block letters, replacing the traditional circular logo with a 4-4-0 steam locomotive in the center. Many directors, including our own Larry Eastwood representing Philadelphia Chapter, voiced their strong objections to the new emblem (which was designed by a consultant) as having no meaning to anyone not familiar with the Society. In a contentious roll call vote, the directors instructed the officers henceforth to include the words "National Railway Historical Society" on all letterheads, publications and business cards.....The Federal Railroad Administration reports that during the first eight months of this year rail operations were safer than in the same period a year ago (e.g., derailments were down 0.8 percent), but that grade crossing fatalities were up from 161 to 170 and trespasser deaths from 278 to 322.

**A very happy Holiday Season to all – Frank Tatnall**

### "Liberty Limited" to Run Again

America's war heroes again will be honored with a sumptuous train ride from Washington to the Army-Navy football game in Philadelphia on Saturday, December 11. And again it is Levin family, Bennett, Vivian and Eric, who have organized this third edition of the "Liberty Limited," consisting of about 18 private cars hauled by the Levins' ex-Pennsylvania Railroad E8A locomotives #5711 and 5809. The train will cruise up the Northeast Corridor at 90 mph, the E8's resplendent in their tuscan red and gold PRR-style paint, giving photographers a memorable view as the train roars across the long bridge at Perryville!

The passengers will include wounded military personnel from Iraq and Afghanistan who now are patients at the Walter Reed and Bethesda Naval Hospitals. They will be treated as VIP's aboard the luxury train and enjoy premium seating at the game. The railroads, Amtrak, CSX and Conrail, donate their services as do the on-board staff and the suppliers of the food, souvenirs and just about anything else the guests of honor will need. The last "Liberty Limited," operated in 2006, was considered by all to be a great success. The schedule for this year's special train most likely will be similar to the previous runs, leaving Washington Union Station around 9 AM and arriving at Greenwich yard in South Philadelphia about Noon. SEPTA buses then will convey the guests to nearby Lincoln Financial Field, except for those guests with severe disabilities who will receive special transportation. The train will leave Philadelphia about an hour after the end of the game for the return trip to Washington.

As in the past, the Levins have insisted that the "Liberty Limited" be a low-key event, with very little advance publicity. They have barred politicians, military officers and media people from the train, with the exception of *Daily News* Writer Ronnie Polaneczky who will be working as a uniformed attendant. She also worked the 2005 train, recounting her experiences in a later newspaper column.

**Cascade Rails 2011 – Tacoma, WA  
June 20-26, 2011**



DECEMBER 11-12, 2010:

Greenberg's Train & Toy Show at Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10:00 AM to 4:00 PM both days. More than 400 tables and 90 vendors. Admission: \$7 adults (for both days), children under 12 free. For additional information, visit website: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**DECEMBER 31:** Friends of Philadelphia Trolleys will operate their annual New Year's Eve trip along SEPTA's current trolley routes. A holiday decorated 1981 Kawasaki LRV will be used, marking the 30th anniversary of these reliable cars. Trip leaves 63<sup>rd</sup> & Malvern loop at 10:00 PM sharp, returning about 2:00 AM January 1. Trip is expected to operate in the subway-surface tunnel, but Route 15 operation is subject to route availability. Fare: \$40.00 per person. For tickets, send remittance, payable to FPT, Inc. to: Friends of Philadelphia Trolleys, c/o Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. Further information available from Harry Donahue at [had2709@aol.com](mailto:had2709@aol.com) or Bill Monaghan at [FPT2799@comcast.net](mailto:FPT2799@comcast.net).

**JANUARY 8-9, 15-16, 22-23, 29-30, 2011:** Keystone N-Trak Model Railroad Club expects to hold their 2011 open house in basement auditorium of Burholme Baptist Church, 905 Cottman Avenue (Five Points), one block east of SEPTA's Ryers Regional Rail stop on the Fox Chase Line. Hours are 1-5 PM. Club, had suffered some water damage last year due to water main break, so please check for additional information, by calling 215-722-4250 or visit website: [www.keystonetrak.com](http://www.keystonetrak.com) to confirm.

**JANUARY 16:** "Birth of a Town: How the Railroad Gave Life to Lansdale", will be presented by Richard D. Shearer, Lansdale Historical Society President, at the Historical Society of Montgomery County headquarters, 1654 DeKalb Street, (just south of Johnson Highway), Norristown, PA. Admission free. Program time not available at presstime, but will be provided in January *Cinders*. For additional information, telephone the Society at 610-272-0297 or visit website: [www.hsmcpa.org](http://www.hsmcpa.org).

**THROUGH MARCH 26, 2011:** "The Railroad in Delaware History" exhibit at Delaware History Museum, 504 Market Street, Wilmington, DE. Museum open Wednesdays-Fridays 11 AM-4 PM, Saturdays 10 AM-4 PM. Admission is free on Fridays. Extensive exhibit on Delaware's railroads is housed in former Woolworth store, a short walk from Amtrak's Wilmington station. For information, telephone 302-656-0637.

**APRIL 9, 2011:** Philadelphia Chapter's 75<sup>th</sup> Anniversary Banquet at Maggiano's Little Italy Restaurant, Filbert Street between 12<sup>th</sup> and 13<sup>th</sup>. Additional details forthcoming.

### "QJ" Steam Videos Appear on Website

Those attending Chapter Member Henry Posner's very interesting presentation at the November 19 Chapter meeting may enjoy several videos of the famed Chinese-built "QJ" 2-10-2 steam locomotives in action on the Iowa Interstate Railroad. Of course, those who were not at the meeting also are invited to access these dramatic videos. Iowa Interstate is a subsidiary of Railroad Development Corp., of which Henry is chairman. Simply go to the website [www.rrdc.com](http://www.rrdc.com), then click on "News" and finally "QJ News." Several entertaining movies of these powerful locomotives operating in freight and passenger service are available at that site.

## Philadelphia's Kawasaki Light Rail Vehicles Mark 30<sup>th</sup> Anniversary

By Joseph F. Boscia

**Editor's Note:** This article appeared in the December 2010 issue of the *East Penn Traction Club Newsletter* and is reproduced with permission of the author.

By the mid-1970's, SEPTA was planning a procurement of trolley cars for the five subway-surface routes in West Philadelphia. The disastrous Woodland Carhouse fire of October 1975 which destroyed so many PCC cars, brought new urgency to the effort. In addition, there was pressure from Boeing to purchase the locally manufactured Standard Light Rail Vehicle (LRV). Still, it would be several years before funding was set and a spec completed.

Potential bidders were invited to complete a two-day PCC car familiarization program out of Woodland. The course was offered to enable bidders to better understand the operating conditions and environment the car would deal with. Only one company showed any interest – Kawasaki Heavy Industries. They and representatives from their proposed suppliers, like Westinghouse, participated in three courses.

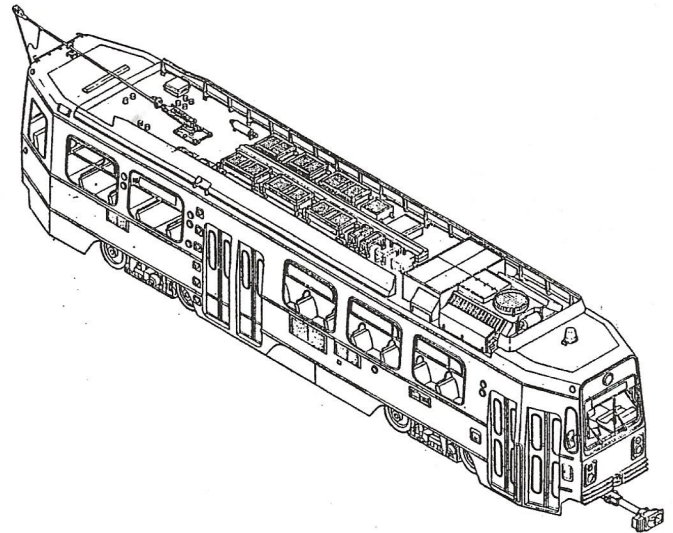
On September 13, 1978, a Request for Proposals was issued. Six bids were received in December. On March 29, 1979, a contract with Kawasaki was approved for 141 cars (112 single-end for the City Division, and 29 double end cars for Red Arrow). The agreement called for a mockup, and two pilot cars, one single-end and one double-end, to be delivered and tested before production cars were manufactured.

The SEPTA Light Rail Car was Kawasaki's first rail transportation venture in the United States. At that time, people here thought of Kawasaki in terms of motorcycles. However, the firm was building ships, railway rolling stock (including the famous Bullet trains) for customers in Japan and around the world, and assembling Boeing 747's for the Asian market. It would win the SEPTA Broad Street subway car order, build U. S. assembly plants and follow up with multiple rolling stock orders for New York City, PATH and others.

Kawasaki accelerated its efforts, and a double-end half-car mockup was ready for inspection by the SEPTA team at the factory in Kobe, Japan, in late August of 1979. Based on changes identified during the visit, Kawasaki went ahead with the prototypes.

By late May, 1980, the two prototypes were ready for the SEPTA team. After a thorough going-over, a Completion Presentation Ceremony was held at the factory on June 2. Car #9000 was shipped first, and arrived at Woodland on July 29, 1980. Car #100 came shortly afterward. Only 16 months had elapsed from contract award to delivery of the prototypes, a record not equaled by any other modern light rail car purchase.

After strenuous testing and operating training, K Car #9000 entered revenue passenger service on Route 11, with two back-to-back runs totaling 13 hours on October 10, 1980. Approval from passengers and operators was immediate. Some changes to the car were identified and incorporate into the



production run. Facilities changes were made to several subway station platforms, and a number of newly-created non-clearance curves on the street were relaid to provide clearance to passing light rail cars. Overhead was modified on Red Arrow to allow pantograph operation, but the City Division Facilities Department fought conversion in West Philadelphia.

Production cars were shipped starting in 1981, and final assembly to meet Buy America requirements was performed at the Boeing plant outside Philadelphia. By November 29, 1982, the last K Car, #9018, was delivered. The Kawasaki car is also the only light rail car procurement to date in the United States that did not utilize an outside consultant to manage the specification, construction, and testing process.

A recommendation to use the Kawasaki cars in base line service on Route 15 and the five subway-surface lines, supplemented by PCC cars in peak hours, was quickly rejected by bus-oriented top managers who didn't want the cars in North Philadelphia, lest the people there lobby for new trolleys.

Today, these veterans soldier on, serving the people of West Philadelphia and Delaware County. For how much longer, no one knows, as SEPTA has announced no concrete plans for their replacement.

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### **CINDERS in Envelopes Not Permanent**

The November and December issues of *Cinders* have come to you enveloped, with postage affixed. The November issue was printed with Page 8 upside down, and because of the stapling, mailing it could have risked considerable damage in handling in the Postal Service. Because it was eight pages, it could be mailed in an envelope and still remain under one ounce for postage.

This issue, also eight pages, is likewise being mailed in envelopes as a means of expediting its delivery due to the short time frame between mailing and the early December meeting date.

We expect to return to our normal mailing in January. Members are reminded that, if their *Cinders* arrives damaged or with pages missing, a replacement copy may be secured by calling Larry Eastwood at 215-947-5769 (E-mail: [reastwood2@comcast.net](mailto:reastwood2@comcast.net)).

## ODDS AND ENDS.....by Roy L. Hudson

*(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members.)*

**Potatoes and Pine Trees:** Over the last six months, the money-losing Montreal, Maine & Atlantic (ex-Bangor & Aroostook) has almost doubled its number of freight trains carrying remote controls so that about half of its trains now have only one crew member aboard instead of two. The railroad expects to have one crew member on virtually all its trains in three years (*The 470 Club*).....Maine's two-foot-gauge Wiscasset, Waterville & Farmington Railway went out of the railroad business after a train wreck in 1933. But the frugal management saw no reason to give up the lucrative \$9,200-per-year mail contract. A panel truck was acquired and the RPO clerk installed in the back and it proceeded to serve post offices along the route. Steam locomotive engineer Earl Keef swapped his throttle for the gas pedal and became the driver. After about four months, the unhappy Post Office Department put a stop to this service and ended the last official operation of the WW&F Railway (Ellis Walker-WWF Museum).....Not the first! In 2006 Guilford Rail System changed its name to Pan Am Railways. But, did they know that Pan American Railways operated its own railroad about 70 years earlier? That's right – when the China Clipper base was being constructed on Wake Island in 1935, a small two-foot-gauge railroad about 200 yards long was built to move supplies from the shipside island. The tiny diesel was built by Plymouth (no number) and used two four-wheel flatcars. It carried the "winged globe" on its cab just like Pan Am FP9 #PAR1 does today on the business car train (James Trautman/Roy). (P.S. – *Cinders* Editor wonders if any of the fraternity ever rode this "rare mileage"???)

**Maybe We Don't Care to Remember:** Stay off the tracks!! Was this the first??? "Poor Huskisson is dead. He has been killed by a steam carriage. The folly of several hundred people going 15 miles per hour in six carriages exceeds belief, but they have paid a dear price!!" (Lord Brougham commenting about the incident on the opening day of the Liverpool & Manchester Railway in England on September 15, 1830).....On May 6, 1950, Pacific Electric quit running the Los Angeles-San Bernardino Railway Post Office car. It was reportedly the last interurban trolley RPO line in the United States (*Ties & Tracks*, Dayton Railway Historical Society).....A Pennsylvania Railroad Bowie Race Track train, Extra 5893, originated at Philadelphia's 30<sup>th</sup> Street Station on February 2, 1961. The special was running between 57 and 62 miles per hour when it derailed on the north leg of the Arundel wye which had a 15-mph speed restriction. Despite six deaths and 243 injuries, nearly 100 people still insisted on walking to the racetrack to place bets on the remaining races (Wayne Sherwin).....Should there be a Transportation Hall of Shame? Inductees might include: 1954-American Motors came out of the merger of Nash and Hudson; 1958-Ford introduces the Edsel and 1970-Penn Central goes bust (*Transportation in America*).....In 2007, changes had to be made mollify residents along Boston's restored MBTA Greenbush commuter rail line. One issued considered was a woman's request to have the "T" pay for Prozac pills for her dog, who, she said, was "traumatized" by the train noise. The claim was denied. (Boston Chapter *Steel Wheels*).

## E. Lewis Pardee Passes; NRHS Chairman Emeritus

NRHS Chairman Emeritus E. Lewis Pardee passed away on Sunday, November 14, 2010 at the age of 90. He was a life-long resident of Collingswood, New Jersey. He was the son of the late E. Browne and Lyda J. Pardee.

Professionally, Pardee joined the Internal Revenue Service in 1939, working there for 30 years. During World War II he was loaned to the Navy Department as a Special Agent assigned to Intelligence. He was a 1948 graduate of the Wharton Evening School. Following his government career, Lew formed his own tax and financial advisory business, as well as a consulting company.

Part of a small cadre of rail historians who built the foundations of today's NRHS, Pardee and a group of ardent rail enthusiasts/modelers formed the West Jersey Model Railroad Club. On April 16, 1944, he was presented an NRHS charter by then NRHS President Edward G. Hooper for the West Jersey Chapter, NRHS, and served as the Chapter's first national director from 1944 to 1958. He followed this service by becoming NRHS president, following Hooper, and served in that position for some 18 years.

He was always helpful to many NRHS chapters, providing guidance on non-profit corporate status, based on his lifelong financial experience. He was also instrumental in guiding Philadelphia and West Jersey chapters through the 1976 NRHS Convention, which found the Convention Committee moving the convention hotel from the Bellevue-Stratford to the Sheraton hotel.

Lew is survived by his wife, Lillian (nee Chong). Services were conducted November 19 at the Foster-Warne Funeral Home in Collingswood, with interment in Harleigh Cemetery in Camden.

Philadelphia Chapter expresses its condolences to Lew's family on the passing of this NRHS pillar and pioneer.

**Better Happenings!:** Completing more than 49 years in New York Central service, James S. Miller retired on December 30, 1951, with his last run at the throttle of #6010, a Class S-1 4-8-4 Niagaratype steaming between Harmon and Albany, NY with the NYC/D&H **Laurentian** enroute to Montreal. Not a bad way to go out! (*Locomotive Engineers Journal*).....Over 120 years ago *New York World* reporter Elizabeth Cochran met Jules Vern and then completed an around-the-world journey of 21,740 miles in a record 72 days. The Pennsylvania Railroad honored her by naming a New York-Atlantic City train after her "nom de plume" – **Nellie Bly** (*Smithsonian*)....."The fact that a Harvard education might enable me to become president of the New Haven Railroad (or even the United States) was insignificant compared to my Dad's assumption that I would make it onto the Harvard Regatta crew. My aspirations to sport the dress blue uniform of a conductor on the **Merchants Limited** were never discussed!! (Douglas F. Kidd – Mass Bay RRE *Callboy*).....Speaking of presidents, did you know that John Quincy Adams was the first U. S. President to ride a train? Actually, it was after he left office, but on December 17, 1830 he rode the B&O from Baltimore to Relay House, MD (*The President Rides by Rail*).