

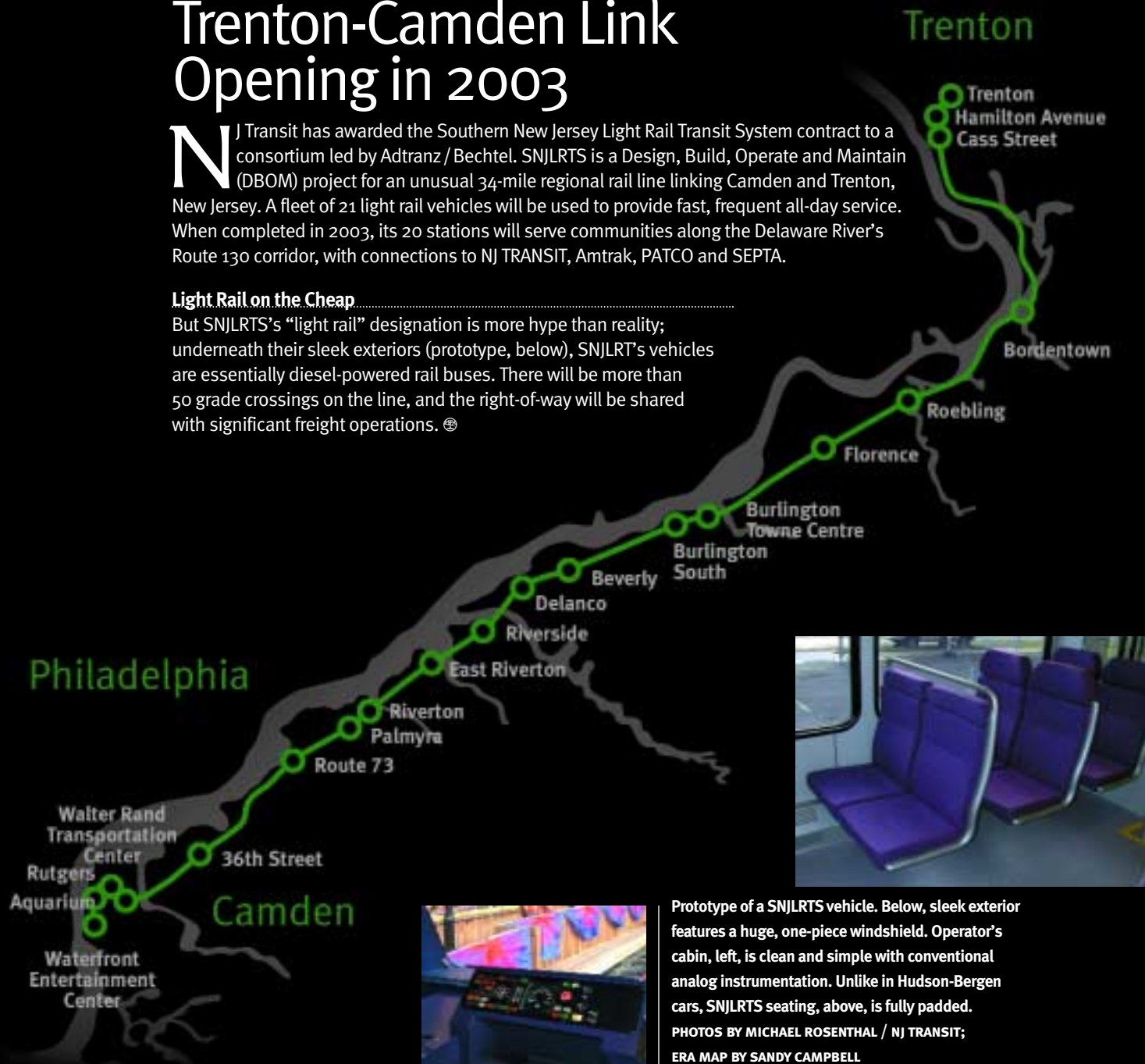
NEW JERSEY

# Trenton-Camden Link Opening in 2003

**N**J Transit has awarded the Southern New Jersey Light Rail Transit System contract to a consortium led by Adtranz / Bechtel. SNJLRTS is a Design, Build, Operate and Maintain (DBOM) project for an unusual 34-mile regional rail line linking Camden and Trenton, New Jersey. A fleet of 21 light rail vehicles will be used to provide fast, frequent all-day service. When completed in 2003, its 20 stations will serve communities along the Delaware River's Route 130 corridor, with connections to NJ TRANSIT, Amtrak, PATCO and SEPTA.

### Light Rail on the Cheap

But SNJLRTS's "light rail" designation is more hype than reality; underneath their sleek exteriors (prototype, below), SNJLRT's vehicles are essentially diesel-powered rail buses. There will be more than 50 grade crossings on the line, and the right-of-way will be shared with significant freight operations. ☹



Prototype of a SNJLRTS vehicle. Below, sleek exterior features a huge, one-piece windshield. Operator's cabin, left, is clean and simple with conventional analog instrumentation. Unlike in Hudson-Bergen cars, SNJLRTS seating, above, is fully padded. PHOTOS BY MICHAEL ROSENTHAL / NJ TRANSIT; ERA MAP BY SANDY CAMPBELL



# HEADLIGHTS



**HEADLIGHTS**

The Magazine of Electric Railways  
Published since 1939 by the  
Electric Railroaders' Association, Inc.

Volume 63, Number 7-12  
July-December, 2000

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JULY  
2000  
DECEMBER

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By Sandy Campbell. A quick look at the Southern New Jersey Light Rail  
Transit System, a diesel-powered light rail wannabe. **24**

**ON THE COVER**

**Jersey City, New Jersey.** New York's skyline seems to look on with envy as an  
outbound Hudson-Bergen Light Rail car, no. 2020, enters the attractive Essex  
Street station while inbound Car 2017 rounds the corner onto Hudson Street  
towards the Exchange Place station.

Car 2003 (below) inbound at the Garfield Avenue station. JACK MAY PHOTOS



NEWS

**LOS ANGELES**

**Red Line Extension  
Premieres in  
Hollywood**

It was show time on June 24 when a host of local, state  
and federal officials turned out to dedicate the 6.3-mile  
three-station North Hollywood segment of the Los Angeles  
Metro Red Line subway, which was completed six months  
ahead of schedule and within the \$1.3 billion budget. The  
Red Line, which is completely underground, now totals 17.4  
miles in length; the first segment opened on January 30, 1993.

control of California to the United States. The North  
Hollywood Station honors the diversity of those who have  
come in search of "The California Dream."

**Standing Room Only**

Universal City has become a major stop on the extension.  
By the time they reach the station at Hollywood and Vine,  
many of the peak hour morning trains have standing loads.  
There are standing loads on some trains as late as 11 PM.

Since the North Hollywood extension opened, ridership on  
the Red Line has nearly doubled. Prior to the extension, the  
line carried an average of 65,000 daily riders; in July, after  
the opening of the extension, the figure was 119,150. Further  
increases are expected when Blue Line platforms are length-  
ened for three-car trains and the Pasadena Line opens.

**More Extensions Approved**

The MTA has approved a \$20.8 million contract for engineer-  
ing work on a six-mile light rail line between Union Station  
and a terminal near Atlantic and Beverly Boulevards in East  
Los Angeles. This area was originally supposed to be served  
by an extension of the Red Line, which is heavy rail, but that  
plan was rejected as too costly. The proposed light rail line is



The extension connects downtown Los Angeles with the  
suburban San Fernando Valley and puts millions of  
Southern Californians and tourists within walking distance  
of such world-famous attractions as the Hollywood Bowl and  
the Universal Studios complex.

Of particular note are the North Hollywood Extension's three  
stations, which were designed by architects in collaboration  
with local artists to reflect the history and character of their  
surroundings. The Hollywood/Highland Station honors  
Hollywood's cinematic, theatrical and fantastical heritage,  
while Universal City Station focuses on the significance of  
the adjacent historic site where in 1847 Mexico relinquished

about twice as long as the original Red Line rapid transit  
routing and will include a 1.7-mile tunnel with two stations  
under Boyle Heights.

**LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY (MTA)**

ONE GATEWAY PLAZA  
LOS ANGELES, CALIF. 90012-2952  
(213) 922-2000  
WWW.MTA.NET/DEFAULT.HTM

# BOOK REVIEWS

## CENTENNIAL STATE TROLLEYS

by Ken Fletcher, 1995

Colorado Railroad Museum

P.O. Box 10, Golden, Colo. 80402

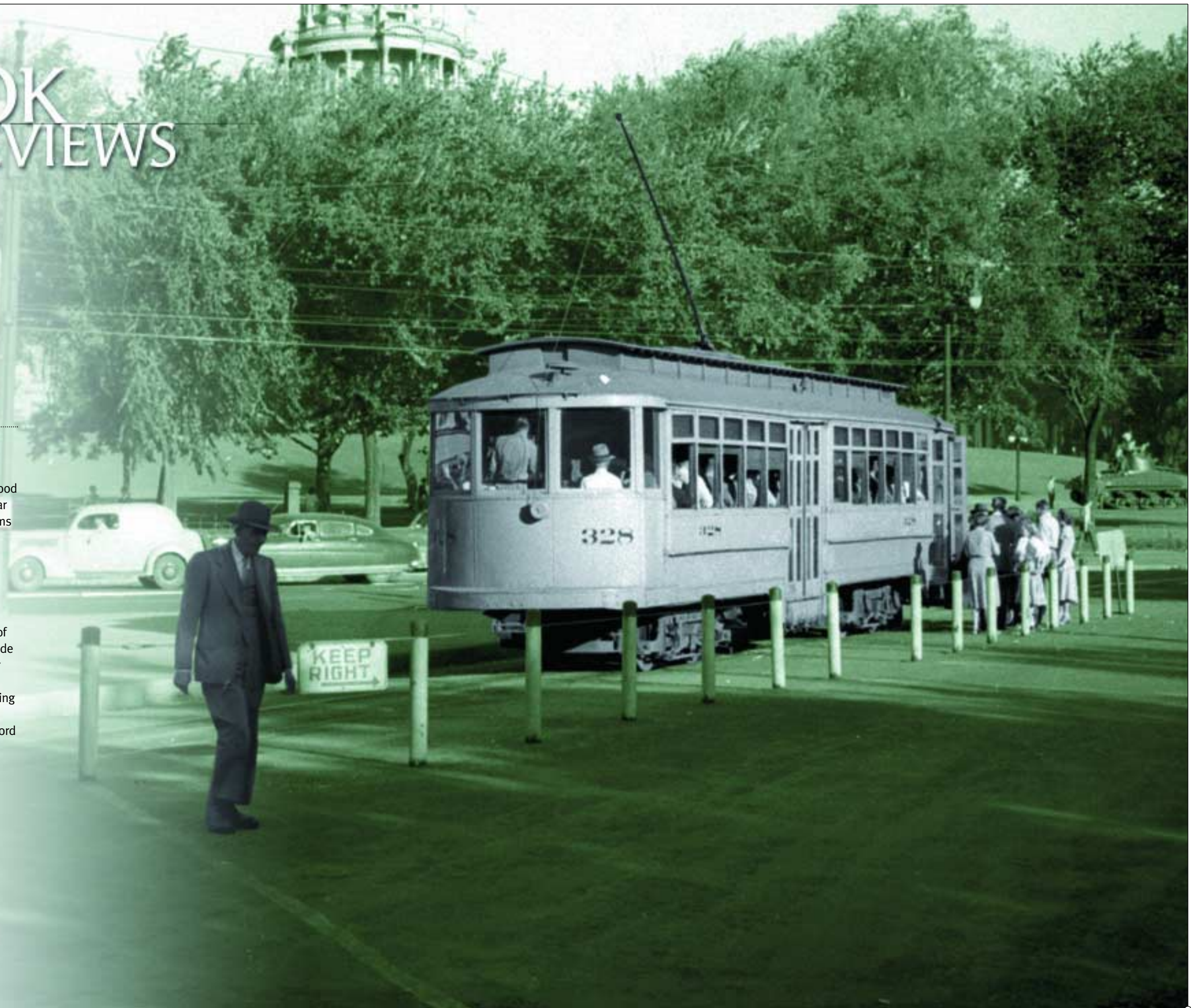
11"x 8½" soft cover, 160 pp., \$25.00

What did Aspen, Durango, Leadville and Pueblo have in common? Aside from their Colorado location and railroad connections, they all supported streetcar operations at one time. From Englewood and Leadville, which managed to build only short horsecar lines that never justified electrification, to the large systems of Denver and Pueblo, *Centennial State Trolleys* ranges across the Centennial state to illustrate all the trolley systems that ever turned a wheel there.

Organized alphabetically by town name, each section contains a short descriptive text, a map, and at least one photograph of the company under review. Reproduction of the 200 or so illustrations is excellent, and captions provide additional information. All are black and white, except for the cover pages, and a number are half page or larger in size. *Trolleys* concludes with a bibliography and one striking shot of the state's new trolley line in downtown Denver. Reasonably priced, Fletcher's book stands as a visual record of Colorado's once extensive electric traction network.

Right, rear view of Denver Car 328 loading passengers at safety island near state capital.

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# LIGHT RAIL BLOSSOMS IN NEW YORK'S BACKYARD

**Next Stop, New York?** The World Trade Center in downtown Manhattan looms deceptively over Jersey City (left); the Hudson River actually separates the two cities. Here, a HBLR train at the Jersey Avenue station is outbound towards the East 34th Street terminus in Bayonne.

**Stretching Room:** Although leg room is adequate, as the author discovered (below), seats in Hudson-Bergen Light Rail vehicles are not cushioned. Rather, they have thick fabric on top of a hard fiberglass base.

## PART 1: NEW JERSEY TRANSIT BEGINS A BUILDING SPREE WITH THE NEW HUDSON-BERGEN LINE BY FRANK S. MIKLOS

**N**ew Jersey's Hudson County is something of a paradox. With the smallest land area of any county in the state, the 12 municipalities within its borders are some of the most densely populated in the United States. Situated on the Hudson River across from Manhattan, Hudson County was in a strategic position to serve as a gateway for the westward expansion of trade from New York harbor. The completion of the Morris Canal between Jersey City and Phillipsburg on the Delaware River in the early 19th Century provided a route for canal boat traffic across the state, serving the industrial cities of Newark and Paterson en route.

The development of the railroad industry sparked an enormous expansion of the port facilities in Hudson County. Freight and passenger terminals were constructed by every major eastern railroad seeking access to New York City. By the turn of the century the Hudson County waterfront was lined with railroad yards.

On the Jersey City/Bayonne border the Greenville yards of the Pennsylvania Railroad served car floats that ferried freight cars to railroad yards on the New York side of the harbor. Continuing north through Jersey City, the Central Railroad Company of New Jersey (CNJ) had a large freight yard with an emphasis on coal traffic which was shipped via that railroad from the Anthracite region of Pennsylvania. Beyond this was the CNJ's passenger terminal, which also served the Baltimore & Ohio Railroad and the Reading Company. Bordering CNJ's passenger terminal on the north was a freight and small passenger facility operated by the Lehigh Valley Railroad which served piers handling barge traffic



in the Morris Canal basin.

Exchange Place in Jersey City was the location of the Pennsylvania Railroad's passenger terminal. North of there the Pennsylvania Railroad had another freight yard at Harsimus Cove which was

JACK MAY; SANDY CAMPBELL (INSET)