

January–June 2000 • \$10.00 / Return to Pyongyang, North Korea • Red China's Last Streetcars • Plus, Expanded News Section

# HEADLIGHTS



# JANUARY JUNE 2000

## HEADLIGHTS

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### COLUMNS

#### News

Light rail developments from around the world highlight Headlight's  
newly expanded news section.

3

#### Book Reviews

By James N. J. Henwood. Reviews of *Pueblo's Steel Town Trolleys* and  
*South Shore: The Last Interurban, Revised Second Edition*.

14

### FEATURES

#### Return to Pyongyang

By Clive Foss. Public transportation has made steady improvements in  
the last two years, writer / photographer Clive Foss discovers on his second  
visit to the secretive North Korean capital.

16

#### Red China's Last Streetcars

By Clive Foss. The once extensive systems of Beijing and Shanghai are  
long gone. Only in Manchuria, where Soviet influence has always been  
strongest, can China's three surviving systems be found.

24

### ON THE COVER

**Pyongyang, North Korea.** Narrow gauge ex-Zurich cars 111/211 entering Jongsung station on  
the line built to serve the Great Leader's mausoleum. **CLIVE FOSS**

**Anshan, China.** (below) Anshan 1012, one of the fleet's workhorses, running at speed in the  
right-of-way next to the steel mill. **CLIVE FOSS**



# NEWS

NEW ORLEANS

## New Cars for Rebuilt Riverfront Line



JACK MAY

**New Orleans' venerable Perley Thomas-built streetcars still provide dependable electric service on the oldest continuously-operated rail transit line in the United States. No. 969, rebuilt several times since being constructed in 1927, is shown in the city's Garden District, operating inbound on St. Charles Avenue. This once lush carpet of green grass on the center reservation of St. Charles and Carrollton Avenues is now shared with joggers, who dodge the frequent streetcars and tear up the lawn with their running shoes.**

By Frank Miklos

**N**ew cars patterned after the ones on the St. Charles line have replaced the original rolling stock on the Riverfront line. When the line was first opened, a makeshift fleet was assembled. It included some Perley Thomas cars built for New Orleans that were reacquired from museums, along with some W-2 cars from Melbourne, Australia.

The new Riverfront streetcars were constructed at the Carrollton shops and are equipped with PCC trucks and controls from CKD-Tatra (originally, rebuilt trucks and controls from SEPTA PCCs were to be used). The cars sport the red paint scheme that was applied to the standard gauge cars they displaced. Extra doors for wheelchair lifts were installed in place of the third and fourth windows on each side of the car. These doors

incorporate windows that closely resemble the other side windows in the car to protect the basic Perley Thomas design. The interior seating arrangement is modified to accommodate wheelchairs. All seats are of traditional wooden slat construction.

### **Riverfront Line Rebuilt in 1998**

The Riverfront line was built for standard gauge service on industrial trackage along the Mississippi and was rushed to completion in time for the 1988 Republican Convention. The single track operation proved so popular that passing sidings were replaced with double track along its entire length. The line was completely shut down in the fall of 1998 and was rebuilt with broad gauge track to be compatible with the St. Charles line. Tracks were reinstalled on Canal Street to provide a connection to the Carrollton depot.



JACK MAY

Above, No. 2001, built as a prototype for the restoration of the Canal Street line, is shown between Carondelet Street and St. Charles Avenue. It shuttles between Barrone Street and a center turnback track near Peters Street, just before Canal reaches the Mississippi. Alongside it is a crossover to the St. Charles line, where cars from the St. Charles line swing onto Canal Street as part of their downtown loop.

Deck roof cars like this one can be very nostalgic if they look like authentic street railway rolling stock built at the beginning of the century. Unfortunately No. 2001, misses the mark; its ungainly clerestory was built in a misguided attempt to hide the air conditioning equipment.



JACK MAY



JACK MAY

Left, Tatra PCC is shown near the foot of Canal Street. CKD-Tatra, a Czech company that has built thousands of PCC-type streetcars for tramway systems in former Soviet-block countries, brought this demonstrator car to the United States. The double-ended T-6 unit, equipped with air conditioning and trolley poles, has been operating in New Orleans since 1999. It carries passengers between the temporary end of track on Canal Street at Barrone and the outer end of the Riverfront line at Esplanade.

Above, the connection between the tracks from Canal Street and the rebuilt Riverfront line (RTA route map at right), with one of the “new” broad-gauge cars, is shown in this view from a pedestrian bridge that links New Orleans’ main thoroughfare with the Algiers ferry. The car’s body, which accurately resembles the Perley-Thomas 900-series, was built by Gomaco, while its electric equipment was supplied by Tatra. The standard-gauge track alongside the levee that protects the Crescent City from floods is used by freight trains that serve the remaining industries and warehouses along the Mississippi.



Plans call for the restoration of streetcar service on Canal Street to the old Cemeteries terminal. Replica cars with modern propulsion equipment and air conditioning are planned for that service. The first of these cars has been completed and is used on a Canal Street shuttle service

between Carondelet Street and the Riverfront. It differs from the new Riverfront cars in having wheelchair lift doors in the center of the car and a deck roof to conceal the air conditioning equipment. Also in use on that service is a single unit demonstrator car from CKD Tatra of a modern double-end design. All equipment is based at the Carrollton Depot and must use the trackage on St. Charles Avenue when pulling into and out of service. While this provides many interesting photo opportunities, no passengers are permitted to ride on Riverfront or Canal Street cars deadheading to or from the depot.

Additional streetcar lines are proposed if the funding can be secured. Meanwhile the traction scene in the Crescent city is one of continuing interest with an expanding fleet of home built cars.

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MINNESOTA

## Twin City PCC Returns

By George K. Isaacs

**T**he Minnesota Transportation Museum's Como-Harriet Streetcar Line has completed the restoration of former Twin City Rapid Transit Company PCC car Number 322. The car was returned to service on the museum's line following a rededication ceremony on May 20, 2000.

Number 322 was part of the first order of 40 PCC cars that were purchased from the St. Louis Car Company in January of 1944 at a cost of just under \$21,000 per car. The car was built in December 1946 and placed in service in January 1947. The cars in this order were all equipped with General Electric motors and controls. They were first stationed at the Snelling barns and shop in St. Paul where they were assigned to the "Interurban Line" between Minneapolis and St. Paul. This busy line followed University Avenue for most of its route and the group of PCCs assigned to that service were originally equipped for two man operation.

Twin City Rapid Transit had a total of 141 PCC cars on its roster including one air electric car that was diverted from a Pittsburgh order. They were used on major routes in both cities until 1953 when they were sold to Newark, Shaker Heights and Mexico City. Number 322 was part of 30 PCCs that were sold to Public Service Coordinated Transport for use in the Newark City Subway where it became car Number 3. In 1977 it was sold along with car Number 27 (originally Twin City Number 416) to the Greater Cleveland Regional Transit Authority for use on the Shaker Heights

Rapid Transit. They replaced two PCC cars that were badly damaged in an accident. The two cars retained their Newark numbers until they were retired by the Greater Cleveland RTA in 1983.

**Above, Twin City Rapid Transit No. 322 (ex-PSNJ/NJT No. 3, SHRT/Cleveland RTA No. 3) at Linden Hills station, Lake Harriet, in May. JOHN DEWITT**

Both cars were acquired from Cleveland in July 1990. They were shipped to the museum's Jackson Street roundhouse in St. Paul for storage. In 1992 the Minnesota Transportation Museum leased a work bay at the Metro Transit Commission's bus overhaul base. While there, the interior was stripped to the underframe and major body and truck work was carried out. The yellow portion of the car sides and ends were painted at the base. In August 1997 the car was moved to the Linden Hills car barn at Lake Harriet for electrical work and the completion of the interior.

The complete restoration took eight years of work by over 50 volunteers representing over 11,000 man hours. The restoration cost just under \$50,000 including the cost of transporting the two cars.



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**MELBOURNE**

## Line Extensions On the Way

By Peter W. Duckett

The state government has announced a \$70 million (Australian) investment in rail transit improvements scheduled for completion in 2003. Under this program the East Burwood tram line will be extended to the Knox City Shopping Center. The extension will run on private right-of-way in the median of the Burwood Highway for an extra 20 stops to one of two possible terminals. One would be located just

beyond Stud Road, while the other would see trams turning into a concourse inside Knox City. This will mark the third extension of this tram route in recent years.

Under this program, three of the area's suburban electric railway lines will be extended as well. The Broadmeadows line will be extended to Craigieburn while the Cranbourne line will be extended to East Cranbourne. Both of these operations will involve the electrification of existing diesel passenger trackage. Another new service will see the extension of the

Epping line to South Morang over an old railway grade. A third track will be added to the Belgrave-Lilydale line (possibly between Mitcham and Blackburn) along with sections of the Pakenham and Cranbourne lines. This will allow the introduction of express services to speed travel to outlying areas.

**LONDON**

## Croydon Tramlink Opens

Trams returned to streets in the London area when the first section of the Croydon Tramlink service opened on May 10. The route between Croydon and New Addington began operation at noon with free rides offered on that date (regular fares applied beginning the next day). Croydon is a rapidly developing suburb of London with many high rise offices and apartments.

### Three Routes

The full Croydon Tramlink system has three routes, including service to Wimbledon. The Beckenham Junction portion of the line to Elmers End opened on May 23 while the Wimbledon and Elmers End services began on May 30.

Several rail services surround Croydon. The new tram system connects many of these lines with the downtown core. A fleet of low-floor cars sporting London's traditional red paint scheme provides the service. Fares are integrated with those of the buses and the Underground.

**WASHINGTON**

## Busy Metro Extends Hours

The Metro Board adopted a budget on June 7 which makes permanent the 1 AM closing time for Metro service on Fridays and Saturdays. It also authorized a one year trial of a 2 AM closing beginning on June 30, 2000. Service will be improved on 25 bus routes and eight new bus routes will be established. The changes come in response to a surge in ridership, and to restore service cuts made during the recession of the early 1990s. The board also announced that the last segment of the Green Line will open three months ahead of schedule. It was projected to begin service early in 2001 and should now start operating before the end of 2000.

**SACRAMENTO**

## Ground Broken for 6-Mile South Line Extension

Ground was broken on November 5, 1999 for the new South Line between downtown Sacramento and Meadowview. The six-mile route will serve a busy corridor where bus service is heavily used. It is expected to add 15,000 light rail riders to the system. Work is also moving forward on light rail extensions to Sunrise and the City of Folsom where service is projected to begin in 2002.

**KENOSHA**

## New Streetcar Line Opts for Updated PCCs

Dedication of Kenosha's new streetcar line is scheduled for June 16, 2000. The new route will operate between the Metra commuter rail station and a new park and residential development fronting on Lake Michigan where the American Motors plant was once located.

### Wheelchair Lifts Added

A fleet of five PCC cars from Toronto was acquired for this service. They have been modified to include a wheelchair lift at the center door and will be painted various liveries as was done in San Francisco. The first car will retain its Toronto colors while the second car will utilize the yellow paint scheme that was applied to PCCs in Cincinnati. Their Toronto trucks will be replaced with standard gauge PCC trucks from Chicago's 6000-series rapid transit cars.

The new line will be operated by the city's Department of Transportation, which also provides the local bus service. Plans call for service only on Mondays through Saturdays since there is no Sunday bus service in Kenosha. A 15 minute base service is envisioned with a single car operating on the two-mile counter-clockwise loop. Additional cars may be added during peak periods.



CALIFORNIA

# San Jose Railroad Gets a New Birney

San Jose Railroad Cars 143 and 129 meet at the switch in front of the fire station. MAC GADDIS

Right, with the author as its motorman, Car 143 makes its first trip out of the car barn under its own power on April 29, 1998.

By Malcolm R. "Mac" Gaddis

Mr. Gaddis is vice president of operations and electrical engineer for the California Trolley and Railroad Corp. Previously he worked for 35 years at Southern Pacific and SCCTA for 10 years.

In 1988 we received a phone call from MUNI informing us that they were going to pick up a couple of old trolleys from a backyard in Firestone, California. If we were interested in picking it up, the property also contained a very rusty 1922 Birney car body that would otherwise be flattened out and scrapped. (Birneys are named after their designer, Mr. Charles Birney, who worked for the Stone and Webster Co. at the time.) It had no windows, roof or floor and had found its way north from Fresno several years earlier. Three of us drove there with a flat bed truck and picked up the remains. Afterwards the rusting hulk sat at the County Light Rail Facility for a couple of years where I was then Manager of Historic Trolleys. I decided it would have to be moved to the San Jose Trolley Barn before I retired, or go to the dump. So the Birney was moved to the San Jose Trolley Barn at Kelly Park in late 1992. Hunting started in high gear looking for trucks, traction

Right, Fresno Birney Car 68 body in Firestone, Calif., 1988.

motors, seats, controllers, compressor and all the other hardware needed for a complete Birney car.

## Rebuilding Begins

Rebuilding the roof was started. The steel ends were pulled to replace all the wood work. Some 42" gauge car trucks were located that were used in a motorized cable car near the old Betteravia sugar beet plant by Santa Maris. The trucks originally came out of a Los Angeles Railway Birney car and were then cut up to fund under a cable car. Constructing a stan-





BRUCE RUSSELL, 1996

BRUCE RUSSELL, 1996

ard-gauge Birney truck with traction motors and brake rigging took nearly two years. A pair of 35 horsepower Westinghouse motors that had spent some time under water were found. Gears had to be made along with axles and support bearings. The motors were too large to fit in the standard Brill truck, so the frame had to be modified. One complete K63 controller was found and a second was built up from various collections of parts and scratch building.

**Last Minute Problems**

After the truck was nearing completion, it was moved under the car for the first time in March 1998 using its own motors. There were a number of differences in spring base locations and other fittings. It was then that we found out that the car was a St. Louis product and the reconstruction was following a Brill drawing. In addition to St. Louis Car Co., Birney cars were built by the Brill Corp., the American Car Co. and others. So after a few trips back and forth alterations were made to fit the body. The first time power was applied to the car with a standard 7 ohm resistor in the first position and the 35 horsepower motors, the car just about leaped off the track. After a number of tests it was found that 17 ohms in the first step made a very smooth start. The new San Jose Railroad Birney first properly moved out of the shop on April 29, 1998, but there was still

**Top, a 1928 era ex-Milan Peter Witt streetcar poses with several 1986 Canadian-built light rail vehicles at the end of the San Jose light rail line.**

**Above, a 1934 vintage former Porto, Portugal single-truck trolley operating on a short stretch of track inside Kelley Park. It is based on a 1907 design from Brill of Philadelphia.**

work to do before it could transport the public. Our scratch-built seats, windows, sanders and air doors had to be finished, the safety catches had to be installed, and the trip had to work perfectly.

Finally, the car was dedicated on August 20, 1998, when all of the volunteer workers had a barbeque and San Jose

Railroad No. 143 was shown in action on two TV stations.

The CTCRC was formed in 1994 by the merger of the San Jose Trolley Corp. and the Santa Clara Valley Railroad Assoc. Its mission is to restore, preserve and interpret railroad equipment as it was used to serve the people in Santa Clara Valley, California.

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SAN FRANCISCO

# F-Market & Wharves Line Opens

The extension of San Francisco's historic streetcar line from Market Street along the waterfront to the heart of Fisherman's Wharf opened on March 4, 2000. The new service is already swamped, with cars frequently carrying standing loads. The F-line extension replaces the bus service on the 32-Embarcadero route. Also discontinued was the streetcar service to the Transbay Terminal. There is some support for retaining those tracks for short turns in the event of a service disruption.

Rails and switches are in place just south of the Ferry Terminal for a future E-Embarcadero line that would operate between Fisherman's Wharf and the Caltrain Depot, but this is at least three years away. Muni says that more cars are required before any future expansion is possible. The E-line would share trackage with the N-Judah line south of the Harrison Street ramp from the Muni Metro subway.



Market Street Railway, founded in 1976, is an all volunteer non-profit group dedicated to the preservation and operation of historic transit vehicles in San Francisco. It has acquired and donated a number of vintage streetcars, cable cars and buses to the San Francisco Municipal Railway.

### Plans for Third Street Line

Construction will soon begin on the surface portion of a light rail line along Third Street as far as the Bayshore station on the Caltrain commuter line, a distance of about five miles. The first section of this service will connect with the N-Judah track adjacent to the San Francisco Caltrain depot. Long range plans call for the Third Street line to connect with a crosstown subway that would terminate in the



BRUCE RUSSELL

North Beach-Chinatown area. The subway will require considerable funding — an uncertainty at this time.

**Above, one of the streetcars used on the San Francisco "F-Line" is a former Philadelphia PCC painted to resemble a Brooklyn trolley.**

### Pac Bell Impact is Positive

Transit in San Francisco is receiving a big boost from the opening of the new Pacific Bell baseball stadium, the new home of the Giants. Fans are using public transportation to reach the ballpark which is situated on the N-Judah line, one block from the Caltrain depot. On the stadium's opening day, fans overwhelmed the Caltrain service, forcing some trains to operate past certain stations without stopping, much to the displeasure of waiting passengers. The Caltrain management has since adjusted its operations to respond to the needs of passengers attending games at the new stadium.

**Below, opening day activities on March 4, 2000. Clockwise from top right, 1914 Muni car 130 rumbles through the heart of Fisherman's Wharf on Jefferson Street, Melbourne tram 496 passing Philadelphia "Cream Cheese" PCC 1054 just south of the Ferry Building, PCCs 1052 and 1054 at the Ferry Building stop, still under construction, and Boston Elevated Railway PCC 1059 on the Embarcadero right-of-way near Pier 17.**

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SAN ANTONIO

## Majority of Minority Reject Light Rail

Voters rejected a plan to impose a 1/4 ¢ tax to finance a light rail system in that city. A last minute advertising blitz by opponents of the plan was largely credited with defeating the proposal which lost by a 70% margin. However, only 9 1/2% of the voters turned out, so apathy was

also a factor. Some in the community felt that the transit agency did not do a good job of informing the voters about the proposed system.

### Last Call for Brewery Line

Meanwhile the Pearl Brewery has announced that it is closing its San Antonio facility which is served by the Texas Transportation Company's electric freight operation. This is one of the last industrial electric lines in the United States and its

MONTAGE BY SANDY CAMPBELL USING MARKET STREET RAILWAY PHOTOS

survival is mostly due to the service it provides to the brewery. Its roster consists of two locomotives namely a Baldwin Westinghouse steeplecab from Monongahela West Penn, and a home built boxcab from Texas Electric. Without the Pearl Brewery's business, the future of this service — which includes operation in city streets — is very much in doubt.

#### MINNEAPOLIS

### Light Rail Plan Advances

Plans are advancing for the proposed light rail line which will link downtown Minneapolis with the airport and the Mall of America. A last minute challenge by Republicans in the State House failed to overturn funding that was authorized during 1999. Federal funding is expected to be approved before the end of 2000.

#### HOUSTON

### Astrodome Line on Track for 2004

The Metropolitan Transit Authority of Harris County is proceeding with plans for a 7½ mile light rail line between downtown and the Astrodome. If all goes according to schedule the \$300 million line could be completed in 2004. It will have 17 stations and will serve major universities, museums, the Texas

Medical Center, Hermann Park and the Zoo en route to the Astrodome Theme Park and stadium. The outer terminal will be adjacent to a large park & ride lot south of I-610. Initial ridership is projected at 15,000 per day. Service will be provided by a fleet of low floor cars with a proof of payment fare collection system.

#### NEWARK

### Airport Monorail Grounded Again

The monorail at Newark International Airport will be closed for several months to repair rust damage to steel plates which support the trains. The work will be carried out by AdTranz which built and maintains the system. A design flaw caused cracks to develop in welds bonding the steel plating to the girders. Moisture was able to seep through and cause rusting.

#### De-icing Comes Up Short

This is not the first time that problems have been experienced on the airport monorail. Earlier this year the line was shut down for more than a week when a de-icer substance caused electrical shorts.

#### Amtrak Link Proceeding

Meanwhile, construction continues on a one-mile \$415 million monorail extension that will link the airport with a new railroad station for Amtrak and NJ Transit trains on Amtrak's Northeast Corridor line.

#### PITTSBURGH

### Upgrades Enter Stage 2

The Port Authority broke ground for Stage 2 of the Pittsburgh light rail system on April 12. This project includes the rebuilding of the 12 miles of route on the Overbrook, Library and Drake lines that were not upgraded in the 1980s. The Overbrook portion of the system was closed in 1993 due to deteriorated roadbed and bridges. Service on the Library line continued in operation using light rail vehicles from the existing fleet. The Drake line was cut back to a shuttle from Castle Shannon using the system's few surviving PCCs. This route along with PCCs was discontinued in September 1999. Reconstruction of the Overbrook service is scheduled for completion in late 2003 and will be welcomed by commuters from the suburbs beyond Castle Shannon because of its faster, more direct route to downtown Pittsburgh.

#### New System to Replace Wayside Signals

A modern signal system will replace the wayside signals on Pittsburgh's light rail lines. A \$7.6 million contract was awarded to HSQ Technology of San Francisco to develop plans for the installation of new signal equipment. The 28 new cars to be delivered in conjunction with Stage 2 of the light rail program will be delivered with cab signals. Existing rolling stock will be retrofitted with this equipment. The new signals will be designed to allow more frequent service on portions of the line that have long blocks restricting track occupancy to a single car or train. A modern control center is under construction at the South Hills Village yard where supervisors will be able to track the movement of cars and respond to operating problems. New wayside signals were installed on portions of the system which were rebuilt in Stage 1 of the modernization program. However the remainder of the rail system has signals dating back more than 75 years.

#### PHOENIX

### Voters Approve Sales Tax Boost to Fund Light Rail Line

On March 14 voters overwhelmingly approved a plan for a light rail transit line and a major expansion of the city's bus service. The improvements will be funded by an increase in the sales tax from 7.1% to 7.5%. A group calling itself De-Rail the Tax conducted a campaign designed to defeat the measure, but the business community joined with others to rally support for the transit funding package.

LOS ANGELES

# Big Reds Return, Sort Of

In conjunction with the tenth anniversary of the Blue Line, two of the original light rail cars have been repainted into the traditional Pacific Electric colors. This was done as a thank you to the passengers who made the service a success. The paint was applied by the car builder Sumitomo as part of its contract to repaint the entire fleet, but MTA employees were responsible for the interior and exterior details. The exteriors of cars 109 and 148 bear the gold “butterfly wings” and center headlight of a 1940-style Red Car. Above the side windows are the words “Pacific Electric” in gold letters. The interior walls have a light mint green wainscot with cream above. Forest green upholstery replaces the



original blue fabric on the seats. The cars also received new brass whistles with the same E-flat tone that was first installed on the original Pacific Electric Cars in 1914. That sound was so admired that it was licensed to Westinghouse for use on trains nationwide. The cars will enter revenue service on July 14.

**Above, two of the Los Angeles Blue Line cars were repainted into Pacific Electric colors to commemorate the tenth anniversary of the opening of service. The new “Big Red” cars are shown above waiting for the signal at Flower Street and Washington Boulevard. FRANK MIKLOS**

**Growing Pains for Blue Line**

Ridership on the Blue Line to Long Beach has grown to 60,000 daily passengers. To relieve overcrowding, stations on the line will be lengthened to accommodate three-car



trains. Rolling stock now in service on the Green Line will be transferred to Blue Line service when the work is completed. In turn, new cars built by Siemens will provide the service on the Green Line.

**Los Angeles Metro Green Line LRV's 201–207 under construction at the Siemens factory in Sacramento. The first of these SD-460's was delivered to the MTA in 1998. A total of 52 vehicles are on order, including two driverless prototypes.**

**BILL VIGRASS**

**Pasadena Metro Blue Line**

Contracts have been awarded for sections of the light rail line to Pasadena. This service was originally supposed to be through routed with the Blue Line to Long Beach utilizing an extension of the Flower Street subway through downtown Los Angeles. However, funding problems placed the entire plan in jeopardy. The project was salvaged when the voters approved the creation of a new agency to carry out the construction of the portion of the line between Union Station and Pasadena, a distance of nearly 14 miles. The new Pasadena Metro Blue Line Construction Authority has awarded a \$21 million contract for the construction of a 2,900 foot aerial structure through the Chinatown section of Los Angeles.

**Red Line Subway Opens**

The last 6.3 miles of the Red Line subway to the San Fernando Valley will be opened on June 24. The work ends 15 years of construction delays, accidents and cost overruns that made front page headlines. The Red Line was originally supposed to extend further into central Los Angeles and continue beyond Union Station into East Los Angeles. However, when the costs began to escalate, the voters blocked the use of local sales tax revenue for additional subway construction. The 17.4 miles of completed subway cost more than \$4.5 billion to construct, making the Red Line the most expensive rapid transit system in the nation's history. The rail service is projected to carry 100,000 daily riders.



Boston's 11 remaining PCCs are being rehabilitated and repainted into their original orange and cream colors for continued service on the Mattapan-Ashmont line. Car 3265 was the first unit to be completed and is shown with cars still sporting the green and white paint scheme in the Mattapan yard.

**BOSTON**

## Eleven PCCs Getting Makeover

**O**n September 14, 1999 the first of 11 refurbished PCC cars entered service on the Mattapan-Ashmont line. Car 3265 was completely rebuilt by the MBTA staff at the Orient Heights shops of the Blue Line. The rebuilt car was constructed by Pullman Standard in 1945 and is painted in its original Orange and Cream colors. The MBTA has pledged to continue rail service on the line with the vintage

PCCs which are being restored at a cost of \$400,000 per car (about 20 times their original cost). The MBTA has also announced that the Huntington Avenue route will be cut back to Brigham Circle during the Summer of 2000 to permit the installation of new track on South Huntington Avenue above the Heath Street loop. The transit agency has pledged to restore this service when the track work is completed.

The prospect of additional light or heavy rail transit lines in Los Angeles is subject to question because of the cost overruns experienced in the construction of the Red Line. There is strong pressure to invest more money in improved bus service. However, the South Coast Air Quality Management District Board in California recently adopted new rules that would force the use of cleaner-burning alternative fuels in public vehicles. Their action bans the purchase of diesel buses by transit operators with more than 100 vehicles in Los Angeles, Riverside and San Bernardino Counties. The study found that diesel emissions are responsible for most of the cancer risk in the region. Ironically, back in the post-war years when citizens were protesting the abandonment of the Los Angeles streetcars

and the Pacific Electric Interurbans, the public transit managers dismissed such objections by declaring that diesel buses didn't pollute.

### Port Line Planned

Another rail service is planned for the Port of Los Angeles. Former Pacific Electric car 1058 along with two replica 500-series cars will be used on a one-mile line between the Ports of Call and the piers which serve cruise ships and Catalina Ferry. Service may begin as early as the end of this year. ☺

EXCEPT WHERE NOTED, NEWS ITEMS WERE COMPILED FROM MATERIAL SUPPLIED BY **RUSS DAVIES, HAROLD W. GEISSENHEIMER AND J. WILLIAM VIGRASS.**

FRANK MIKLOS

# BOOK REVIEWS

JAMES N. J. HENWOOD



A two car train trundles down the street in South Bend in the late 1940s. The South Shore train service was cut back to the Bendix stop on the outskirts of the city following a series of accidents in the 1970s on the street-running portion of the line. The trains now terminate at the South Bend Airport.



## **SOUTH SHORE: THE LAST INTERURBAN, REVISED SECOND EDITION**

by **William D. Middleton**

Indiana University Press, 1999

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8½" x 11" hardcover, 191 pages, \$35

**I**n 1970, Golden West Books published *South Shore: The Last Interurban*, William D. Middleton's history of the Chicago, South Shore and South Bend Railroad, the one-time interurban which evolved into a modern intercity electric railroad. Much has happened in the past 30 years, and Middleton carries the story to the present in this revised edition from Indiana University Press.

The basic story is the same as in the first edition. Opening in 1908 as the Chicago, Lake Shore and South Bend, this line featured a 6,600 watt, single-phase alternating current system to power its heavy, Niles-built cars. Connections were soon established with the Illinois Central, which provided a route to the downtown Loop. Freight service began in 1916, which ultimately became the line's salvation. After suffering financial losses in the post-World War I era, the line was reorganized by Samuel Insull, rebuilt and modernized with new cars and a new direct current electrical system. Prosperity returned briefly, until the Great Depression resulted in another bankruptcy. Recovering after World War II, the line faced declining passenger loads and seriously considered becoming a freight-only carrier, under Chesapeake and Ohio control. Public funds saved the service, which was again modernized, with freight operated by diesels and a private company.

In this manner, the hybrid public / private South Shore continues to run today.

In this revised edition of *The Last Interurban*, new paragraphs have been added to several chapters; some new photographs appear; an additional chapter has been added covering events since 1970; some illustrations from the first edition have been omitted; line drawings of the current cars have been inserted; a bibliography is included, and the index has been revised. There is even a new painting on the front dust jacket, while the original jacket painting has been shifted to the back. Unfortunately, most photo captions have not been changed and some appear dated.

Readers who own the original edition of *The Last Interurban* will have to decide if these changes justify purchasing this effort. But those who do not have the earlier work are advised to buy this reasonably priced version by one of the outstanding traction historians. ☺



**Rise and shine.** (left) Tatra T3 1199 and trailer waiting to enter service at Mangyongdae.



# CLIVE FOSS RETURN TO PYONGYANG

Public transportation has made steady improvements in the last two years, writer/photographer Clive Foss discovers on his second visit to the secretive North Korean capital.

Pyongyang ○

**Solemn occasion.** (below) Narrow gauge ex-Zurich cars 111/211 entering Jongsung station on the line built to serve the Great Leader's mausoleum.

In the Summer of 1999, public transport the North Korean capital of Pyongyang was showing real signs of improvement. Two years earlier, shortages of fuel and equipment had meant that only two streetcar lines were running (see *Headlights*, Oct–Dec 1997, pages 8–11). Now, all four are in operation using a good deal of new equipment. The second-hand cars from Leipzig and Dresden bought in 1997 have arrived, and are in active service on all three standard-gauge lines. These seem to provide the entire service on the East Pyongyang line, replacing the welded articulated units that formerly ran there. That line operates along both sides of the road, but the others run down the middle, except for the long stretch on the broad Kwangbok (Liberation) boulevard.

Despite several requests to my guides, I never managed to ride any of these cars, though it was possible to arrange a photo stop at the Mangyongdae (western) terminus of line no. 1. The main reason foreigners are prohibited from riding public transport is probably the excessive crowding which can be observed at all hours. In spite of the improved service, there are still enormously long lines of people, carefully supervised by the police, waiting to board the cars in the center of city during rush hours. Photography of these crowds or of people in general is not permitted.

In any case, there is much more frequent service everywhere by much more colorful cars: the German cars are painted cream and green, blue or red, and some of the old Tatra fleet now appear in bright blue and white, rather than unvarying red and cream. The German cars normally run in pairs—two motors or a motor and trailer—and rarely operate as single units except late at night. Unfortunately, it was not possible to find out which cars came from which German city.

**Meter-Gauge Line** On the other hand, I was able to visit the unique meter-gauge line in the northern part of the city. It runs about three miles in a straight line along a paved and landscaped right-of-way beside a broad boulevard, completely independent of the rest of the system. At the western end, the clean and modern Jongsung station is a good walk from the nearest metro, but connected by a long covered walkway to what appears to be a bus terminal. The cars make a loop into the station to collect and discharge orderly well-dressed crowds of pilgrims, for this line has a special function. It exists to serve the Kumsusan Memorial Palace, formerly the office, now the mausoleum of the Great Leader, Kim Il Sung. For North Koreans, this is one of the great attractions of the capital, and huge numbers of people come from all over the country to pay their solemn respects to the founder of their nation. Good behavior and correct dress are required. The line goes directly to the Palace, past Kim Il Sung University, making no stops until it arrives at the eastern terminus, which is connected by a covered walkway to the entrance of the vast mausoleum. The carbarn lies beyond, at the end of another loop.

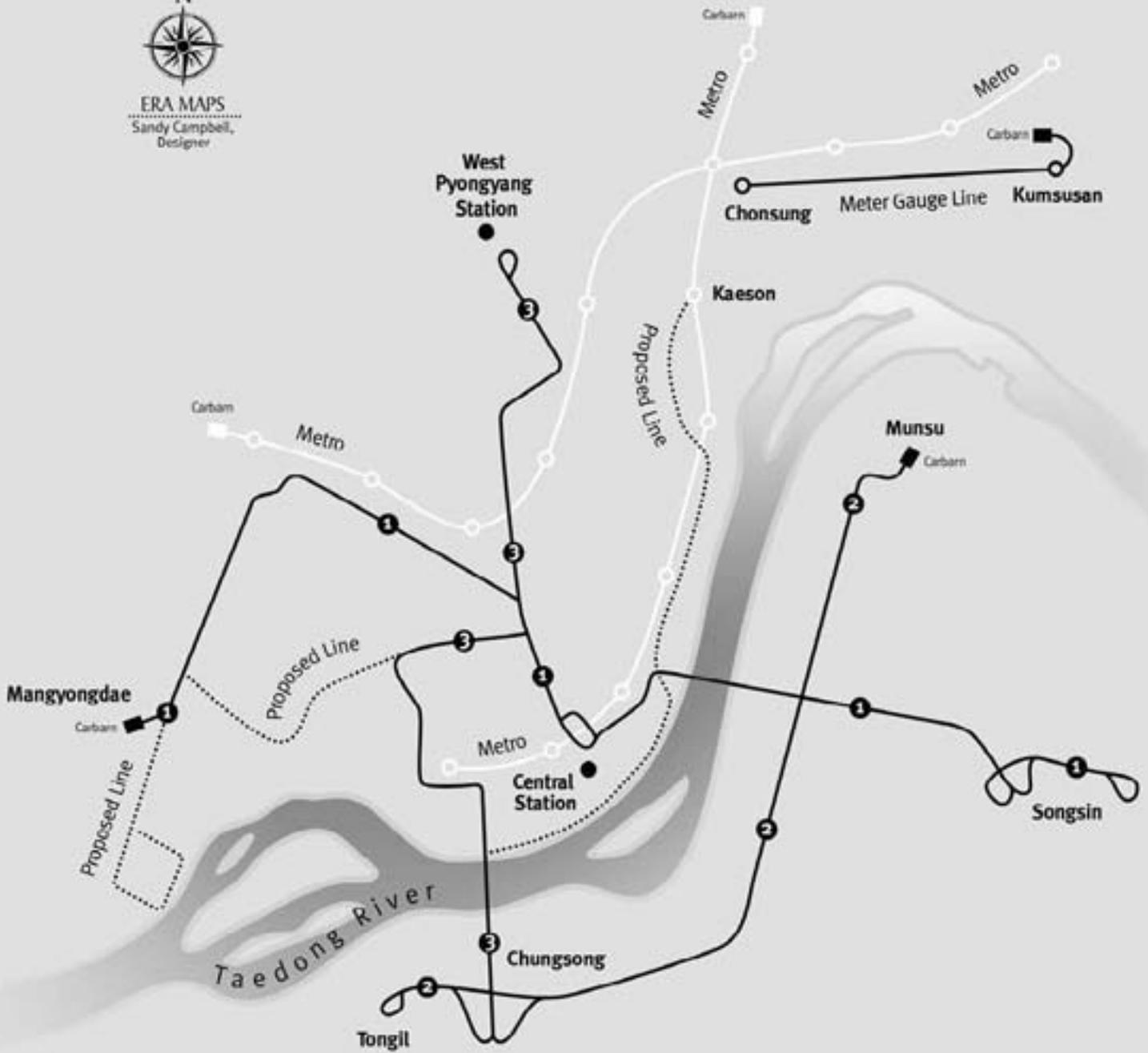
Good luck and much effort made it was possible to get a close look at this line. My guide and I entered the west station incorrectly along the track and were promptly stopped by the police. The guide then started negotiating with the station manger who took him off to his headquarters, and eventually returned with an unexpected treat: I would be allowed to ride the line. According to the manager and

**The immaculate and well maintained cars and trailers, painted in two tones of green, provide an extremely smooth ride.**





ERA MAPS  
Sandy Campbell,  
Designer



# PYONGYANG

NORTH KOREA

