

HEADLIGHTS



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ON THE COVER

Croydon Tramlink, London. Wimbledon tram 2550 approaches East Croydon station. New Addington tram 2548 (below) negotiates the Towne Centre loop. SANDY CAMPBELL PHOTOS



NEWS



CAR BARN BY MIKE BROOKINS, TROLLEYVILLE USA

CLEVELAND

Trolleyville USA Forced to Move

The Columbia Park mobile home community in Olmsted Township, Ohio, which houses Trolleyville USA, was sold on June 25, 2001. Trolleyville owns a collection of over 40 vintage streetcars and interurbans, many of them fully-restored and operational, on a 2.5-mile line through the trailer park. The new owners have given Trolleyville, the more familiar name of the Gerald E. Brookins Museum of Electric Railways, five years to relocate its collection. In the meantime, operations will continue at the present location, where at least 12 cars operate four days-a-week.

Trolleyville was originally developed by the late Gerald Brookins, a mobile home park developer. Upset about the closing of the Cleveland trolley system in January 1954, Brookins began saving cars from the scrap heap, first from Cleveland, and later from Chicago, Cincinnati, Pittsburgh, Mexico, Toronto and England. He opened the trolley line, originally known as the Columbia Park and Southwestern, in 1963. Brookins built the line with the idea of providing an internal transportation system for the 100 units of the trailer park.



Part of the Trolleyville collection in the Olmsted car barn, top, and an artist's conception of the West Side Market Trolley.

Brookins' died in 1983, but his facility evolved into an operating museum attracting over 15,000 visitors a year. Trolleyville is staffed by about 50 volunteers and two full-time employees. Clifford Perry is general manager and Mark Brookins, the director, is the grandson of Gerald Brookins. Both men are determined

to relocate to a facility in downtown Cleveland. Several sites are currently under consideration, such as the lower level of the Detroit-Superior Bridge between downtown Cleveland and the West Side.

TROLLEYVILLE USA

P.O. BOX 38117, OLMSTED TOWNSHIP, OHIO 44138
 WWW.TROLLEYVILLEUSA.ORG

ARTIST'S CONCEPTION BY RYAN VALENTINE, AETOMIC PRINT + WEB



DALLAS AREA RAPID TRANSIT

Dallas Doubles Size of DART, Just in Time for Christmas

Dallas has completed one of the largest rail expansion projects in North America, nearly doubling the size of the six-year-old DART light rail system. Four new stations were added to the Blue Line, extending the line 10.5 miles northeast to Downtown Garland. The Red Line was extended three miles north to Parker Road, adding three new stations. This is the first expansion of DART since the debut of its 20-mile starter system in 1996.

The opening of the Red Line stations on December 9, 2002, six months ahead of schedule, brings the total system to 44 miles in length and 34 stations.

The first extension of the Blue Line from Mockingbird Station opened on September 24, 2001. The 3.1-mile line was built at a cost of \$56-million, adding one new station at White Rock. It is served by five bus routes and has parking for 490 cars. Trains achieve speeds of 65 mph on the non-stop run, with only two grade crossings.

A second \$85.1 million extension of the Blue Line, adding one new station at LBJ/Skillman, was opened on May 6, 2002. This 3.5-mile section includes an elevated structure nearly a mile in length through Rock Lake Park, offering vistas of trees, flowers and wildlife to its passengers.

The final leg of the Blue Line, adding two stations at Forest/Jupiter and downtown Garland, opened on November 18, 2002. Downtown Garland Station is located at Fifth and Walnut streets, next to the Garland Central Transit Center. The station, which has 700 parking spaces, serves the adjacent Garland Center for the Performing Arts. Forest/Jupiter Station, located on Forest Lane near Jupiter Road, has 561

parking spaces and serves a vigorous industrial district where once crops of onions and cantaloupe thrived. Major nearby employers include Raytheon and Kraft Foods.

Daybreak at Downtown Garland Station, northern terminus of the Blue Line (above and below).

The Red Line extends three miles north from Galatyn Park, adding new stations at Bush Turnpike, Downtown Plano and Parker Road. Large tracts of land adjacent to



DALLAS AREA RAPID TRANSIT

Bush Turnpike Station are earmarked for large mixed-use developments. The station has 778 free parking spaces. Downtown Plano Station serves downtown Plano and has no parking. Parker Road Station has 1,385 free parking spaces and will serve as a commuter center for surrounding communities. **STEVE SIEGERIST, WITH ADDITIONAL REPORTING BY SANDY CAMPBELL** ☺

DALLAS AREA RAPID TRANSIT (DART)
1401 PACIFIC AVE., DALLAS, TEXAS 75202
WWW.DART.ORG



DALLAS AREA RAPID TRANSIT



DALLAS AREA RAPID TRANSIT



RAYMOND R. BERGER



DALLAS AREA RAPID TRANSIT

Above (clockwise from top right), Mockingbird Station Blue Line subway portal, floral splendor at White Rock Station, morning rush hour crowd at Parker Road Station, new terminus of the Red Line, and bus connection at LBJ/Skillman Station. Right, Downtown Garland Station.

DALLAS AREA RAPID TRANSIT PHOTOS



Car 118 at Downtown Plano Station (above, top) and aerial view of Bush Turnpike Station.



RAYMOND R. BERGER

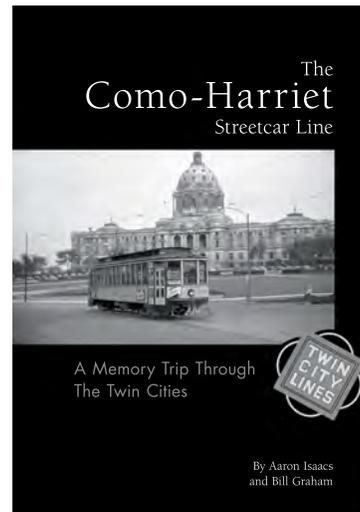
BOOK REVIEWS

By Aaron Isaacs and Bill Graham
 Published by the Minnesota Transportation Museum, 2002
 3816 Vincent Avenue South, Minneapolis, Minn. 55410
 7"x10" soft cover, 64 pages, \$12.75 (plus \$2.00 postage)

The Twin Cities of Minneapolis and St. Paul once had an extensive streetcar network, served by a fleet of home-built wooden cars and later PCCs, and operated by the Twin Cities Rapid Transit Company, which fell into the hand of speculators who hastily abandoned all the rail lines by 1954. This small book, essentially a fund-raiser for the Minnesota Transportation Museum (which operates a small tourist line), attempts to capture the essence of one of these trolley lines, the Como-Harriet route.

About equally divided between text and photographs, the book has five parts. They describe the route of this inter-city line, which had an extensive stretch of private right-of-way on its western end; a brief history of the line; and two accounts of childhood memories of riding the line in the postwar period, and a description of the Minnesota Transportation Museum operation. The route was an excellent (and cheap) way to tour the Twin Cities region and its varied neighborhoods. The 75 photographs, including nine in color, are clearly reproduced, and show the cars at different points on their routes. The text is primarily descriptive, and there is little information about the company, the cars, or other details. A map helps the reader to follow along, although it is somewhat cluttered.

While most likely to be enjoyed by those who recall the line, or who know the Twin Cities, *Memory Trip* makes pleasant reading for those who enjoy the traditional car lines of a half century ago. ☺



The Como-Harriet Streetcar Line: A Memory Trip Through the Twin Cities



MINNESOTA STREETCAR MUSEUM





CROYDON TRAMLINK

BY STEPHEN J.
PARASCANDOLO

With additional photography
by Sandy Campbell.

(Left) Wimbledon tram
arriving at Reeves Corner.

SANDY CAMPBELL

Over the years, Stephen J. Parascandolo's website has established itself as the international journal of record for anything related to London's Croydon Tramlink. Constantly updated, the volume of news and photos on *Croydon Tramlink: the Unofficial Site* is vast. In a *Headlights* exclusive, Mr. Parascandolo's online reports have been compiled and edited to create a comprehensive overview of the line for the first time in print.

Croydon Tramlink is an 18½ mile (28 km) modern tramway system that opened in May 2000 in South London, UK. Its three lines are largely on an east-west axis through a central loop around Croydon and provide a very useful, environmentally friendly, modern public transport system. Tramlink has been a huge success in getting people out of their cars and has proved very popular and reliable. Indeed, it is the most reliable public transport service in the UK.

The construction was complex and testing took a little longer than expected but the trams on all routes are now running and full of happy, fare paying passengers. The critics have fallen silent as the general population, rather than just dedicated enthusiasts, realized how good trams are for London.

You can rarely travel far on the trams before you overhear more praise of them from ordinary passengers. They are fast, efficient and accessible, and the staff are superb. This is a new kind of public transport showing what can be done if a little money and effort is put into a forward thinking vision of public transport. Latest research shows that Tramlink has already achieved its objectives, carrying 20 million passengers per year. Nearly four million car journeys a year — double original estimates — have been removed from London's congested roads. This makes Tramlink the UK's most successful light rail system, even overtaking the widely praised Manchester Metrolink.

The topic of extensions is now on the agenda and plans are being made to extend the

Croydon Tramlink



benefits of Tramlink to other areas. Other systems are being developed for other parts of London and the UK. If you doubt the effectiveness of light rail, come to Croydon and see for yourselves what can be achieved.

EARLIER LONDON TRAMS

Croydon Tramlink is not the first tram system in Croydon; old London trams used to run through the town along the A23, which was London Road, North End and High Street. The threat from buses — both electric and diesel — came early. The Addiscombe route which branched off the mainline at the Almshouses and up George Street, passing East Croydon station and into Cherry Orchard Road, closed in 1927.

Trams along North End ran until April 7, 1951 and at that time were trunk routes 16/18 (Purley-Embankment) and 42 (Croydon Grayhound-Thornton Heath). They were closed as part of Stage 3 of Operation Tramaway. By then, the trams and infrastructure were living on borrowed time. In the end they met the same fate as streetcars in US cities like New York, Washington and Los Angeles, being torn up to make way for buses and cars.

ORIGINS OF TRAMLINK

All those cars created huge traffic problems in the Croydon area. A study was carried out by London Transport (now called Transport for London, or TfL) and British Rail in 1986 which covered all of London. From 1990, Croydon Council and LT worked to promote Tramlink.

Public consultations took place during 1991, discussing routes



B.J. CROSS

Construction of the System

S.J. PARASCANDOLO PHOTOS

(Top) Track laying in Sandilands cutting looking to Addington, March 8, 1999.

(Above, left to right) Construction work at Wimbledon tramstop, April 19, 1999.

Track laying at East Croydon looking West, March 8, 1999.

(Left) Track laying in George Street West by the Almshouses, January 30, 1999.

Tram 2548 being delivered on a transporter lorry at M25 Clacketts Lane services on April 12, 1999.

(Far right, opposite page) Reeves Corner under construction looking South, March 29, 1999.

Opening Day Ceremonies

S.J. PARASCANDOLO PHOTOS

Wednesday, May 10, 2000: Guests arrived at **New Addington** aboard two buses from Croydon. After speeches and a ribbon cutting ceremony (below) at around 11 am, trams 2543 and 2550, both with wreaths on the front, left for Croydon.



Thursday, May 11: **The last free tram** (above) left New Addington at 12:49 am. Tram 2540 left West Croydon at 4:29 am and arrived on time. There were as many revenue inspectors as passengers eager to check the new tickets!

Tuesday, May 23: The **Beckenham Line** opened at 10:45 am with a short ceremony at Beckenham Junction. The leader of

Bromley Council cut the ribbon (below) after making a short speech in which he wished the line success and also said that a feasibility study was underway into extending to Crystal Palace. After the ribbon was cut tram 2548 took invited guests to Croydon and back. The same tram then formed the first public service, the 12:02 from Beckenham Junction.



May 30, 2000: The **Wimbledon Line** was opened in secret by a small group of VIPs at Therapia Lane Staff Halt (above). A ribbon was cut and the VIPs travelled on 2548 to Wimbledon, stopping at Phipps Bridge for photos. After the VIPs returned to Croydon, all trams on the route started carrying passengers. The first departure from Wimbledon, tram 2538 at noon, was packed with enthusiasts and passengers.

and testing public feeling. Eighty percent of those asked felt Tramlink was a good idea. A bill was developed and in November 1991 was put to Parliament. Some amendments were made and the Croydon Tramlink Act received Royal Assent on July 21, 1994, giving London Regional Transport (LRT) the legal power to build and run Tramlink.

While Parliament was considering the bill, Croydon Council, LT and three private companies worked together to start the design process. This group was disbanded in 1995 when Tramlink went out to tender across Europe. As with many new schemes, the contract was a Design, Build, Finance and Operate (DBFO) concession.

A consortium called Tramtrack Croydon Limited (TCL) won a 99 year concession to run the system. TCL is made up of centerWest Buses Ltd., Bombardier EuroRail (now known as Bombardier Transportation), Royal Bank of Scotland & 3i, and Sir Robert McAlpine/Amey Construction Ltd.

Part of the First Group, centerWest Buses Ltd. became Tram Operations Ltd. (TOL) and later First Tram Operations. Design and building of the trams was awarded to Bombardier, who also won the contract to maintain and repair the fleet in service. Royal Bank of Scotland & 3i financed the project and Sir Robert McAlpine/Amey Construction Ltd. (Construction Joint Venture) constructed it.

Of the total estimated capital cost of £200 million, £125 million was provided by Central Government in recognition of the benefit to other road users and the easing of congestion.

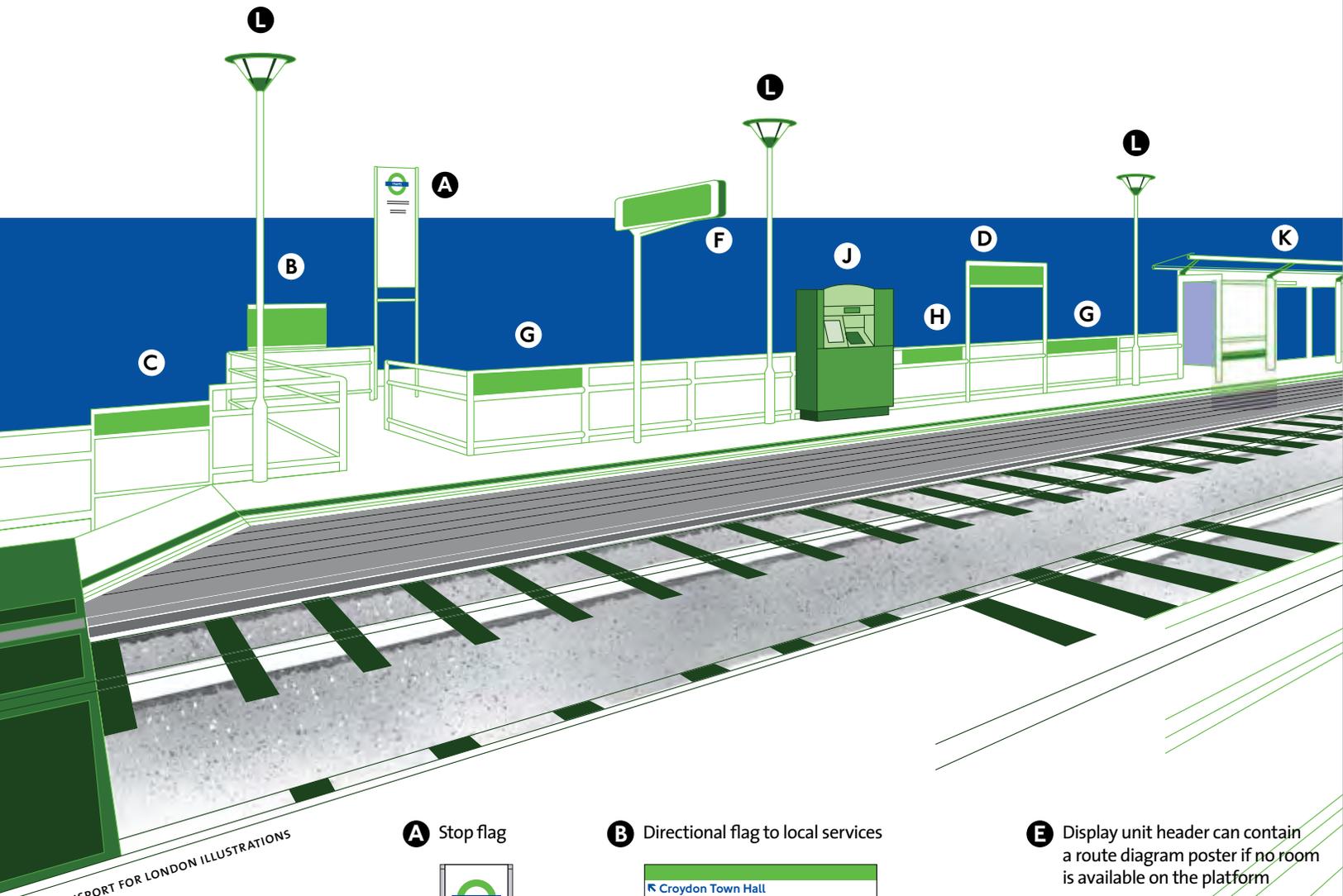


CONSTRUCTION OF THE SYSTEM

Work started in January 1997. This began with the closure of two National Rail lines. Completion of the construction process was scheduled for November 1999, but a variety of prob-

(continued on page 14)

Croydon Tramlink



TRANSPORT FOR LONDON ILLUSTRATIONS

A Stop flag



B Directional flag to local services



C Stop identifier



D Stop identifier with operator identity



E Display unit header can contain a route diagram poster if no room is available on the platform



F Electronic sign providing real-time information



G Direction of travel indicator

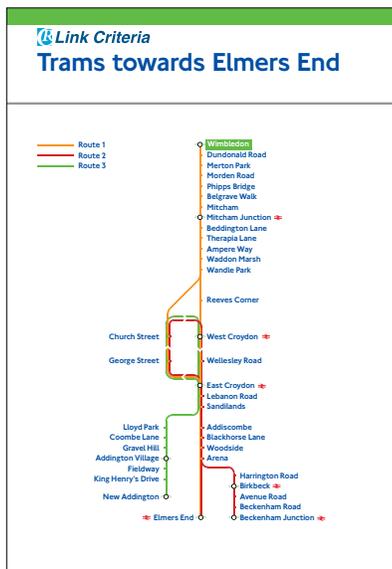


H Safety sign





1 Route map



Tramstops

SANDY CAMPBELL PHOTOS

Sign Positions

Official TfL diagram (left) shows possible sign positions at a tramstop.

Lamp Posts

Each tramstop is lit by lamps (L) that glow orange at night. A sensor on top turns them on when it gets dark.

CCTV Cameras

All stops have closed-circuit television cameras which are monitored in the control room at Therapia Lane. Controllers are able to record evidence when necessary should an incident occur.

Passenger Information Display (PID)

Also known as Next Tram Indicators, PIDs (E) display the destination and expected arrival times of the next two trams. They can also display any message the controllers want to display. This could be information on delays or even direct instructions to vandals to stop placing objects on the track.

Passenger Help Points (PHP)

PHPs (left) are provided for emergencies. Pressing the emergency button connects the caller to a controller at Therapia Lane. When a PHP is activated, a CCTV camera automatically zooms in on the caller and recording is initiated.

Ticket Machines

All stops have Schlumber ticket machines (J) like the one below. They feature an electronic display (inset) and are operated by a simple toggle wheel. All stops except Reeves Corner have at least two. If one is out of order, riders can use the other. Cash is emptied daily and the machines are remotely monitored from the control room at Therapia Lane.



Noticeboard

All stops feature at least one noticeboard like the one to the left of the ticket machine below. This has the stop name at the top, the timetable in the left-hand pane and a route map (I) and other information in the right-hand pane.

Shelter and Seats

All stops except Reeves Corner have seats and

almost all stops have a shelter of some kind (K). These are of a modular design and the shelter size varies depending on the number of people that are expected to be waiting at that platform. For this reason, inbound platforms (towards Croydon) often have larger shelters. Many shelters incorporate a BT Payphone. All have lighting and most have illuminated advertising as part of the structure.

Litter Bins

Most stops have litter bins. There are two sizes, a free-standing one and a half-size one fixed to the back fence. They appear to be far too small for the job and are often overflowing despite being emptied daily. They were apparently designed mainly for used tickets. New, larger bins have now been provided at some stops.



Croydon Tramlink

lems with the contractors and with the mass of legal contracts caused a slight delay.

Bombardier delivered the first tram in October 1998 to the new depot at Therapia Lane. Testing on sections of the Wimbledon line began shortly afterwards. Tram 2535 was the first to run under its own power on the streets of Croydon on June 16, 1999.

OPENING DAY

Route 3 opened to the public on May 10, 2000 at New Addington. Route 2 to Beckenham Junction opened on May 23 and Route 1 from Elmers End to Wimbledon opened a week later on May 29 (see sidebar).

Tramlink proved an instant success. Ridership was predicted to be 20 million passengers a year after 18 months of operation, taking 2 million car journeys a year off the congested roads. In fact, passenger figures of 50,000 a day or 18 million a year were reached after only eight months, a rate of growth about 50 percent faster than predicted.

TRAMSTOPS

There are 38 tramstops. Most are 106 feet (32.2 meters) long and all are 13¾ inches (350 mm) above rail level. They line up exactly and closely with the doors and are all wider than 6½ feet (2 meters). This allows for wheelchairs, prams, pushchairs and the elderly to board the tram easily with no steps. In street sections the pavement is integrated with the tramstop.

Tramlink uses some former Rail-track stations (Wimbledon-West Croydon and Elmers End-Addiscombe lines were taken over). The existing platforms have all been demolished and rebuilt to meet modern standards. The only exceptions are at Elmers End and Wimbledon where the track level was raised to meet the higher platforms for cross-platform interchange.

All stops have disabled access, raised paving, CCTV, a Passenger Help Point (PHP, above inset, from a London Underground station), a Passenger Information Display (PID), litter bins, a ticket machine, a noticeboard, lampposts and most have seats and a shelter.



Wimbledon

SANDY CAMPBELL PHOTOS

Wimbledon is the westernmost terminus of Line 1 (yellow) to Elmers End. The station is located next to Wimbledon's Centre Court shopping center and is currently served by the London Underground District Line, South West Trains, Thameslink, South Central Trains and Tramlink, all of which arrive at surface-level platforms.

(Left, top to bottom) Tramlink arrives on platform 10, which it shares with Thameslink.

Adjacent buffers for Thameslink and Tramlink on platform 10.

The District Line, surface-running west of Earl's Court, uses platforms 1-4. The last 20 feet of track leading up to the train buffer is completely buried in debris.

(Right) Nearly two feet of concrete ballast were used to raise Tramlink level with platform 10. Outbound tram 2533 (Nescafé) awaits departure for Elmers End.



Croydon Tramlink





STEPHEN J. PARASCANDOLO

CROYDON TOWN CENTRE

Sandilands-George Street/Wellesley Road

Trams from the east approach Sandilands Junction in two directions along the alignment of the former Woodside and South Croydon Railway, which is in a deep cutting. Trams from New Addington approach from the south; trams from Beckenham and Elmers End approach from the north.

There is a section of street tramway using block paving that runs parallel to the road. **Sandilands** tramstop is at road level adjacent to the busy A232.

Addiscombe Road is one of the most traditional sections of modern tramway in the UK. It has many locations for excellent photography, a quiet pub and, half way along, staggered plat-



Croydon Loop

SANDY CAMPBELL PHOTOS

(Left) Passengers board 2548 at **East Croydon**, the main rail station for Croydon and also a major bus terminal. This is the busiest stop in the system and the lines split into three tracks.

(Above, top to bottom) Test tram leaving **Church Street** enters Reeves Corner junction on June 24, 1999.

Trams going in either direction are accessible during rush hours from a center platform outside **East Croydon** station.

2548 passes the **Forbidden Planet** bookstore near the **West Croydon** tramstop.

2548 departing from **West Croydon**.

Outbound 2550 (First) passes inbound tram under **Jubilee Bridge** (Roman Way) on its approach to **Reeves Corner**.



forms for the **Lebanon Road** tramstop. Bus stops have special bays to allow buses to pull in clear of the trams.

After leaving Lebanon Road, trams descend slightly to a junction with Cherry Orchard Road. Trams run on segregated track before reaching a signaled junction. All westbound trams stop here to request, via the vehicle computer (VECOM), a platform at **East Croydon**. East Croydon has a reversible center platform which is very useful in case of a problem or delays, to stable a failed tram, to swap trams or, as usually happens, to boost capacity for westbound trams.

Trams continue over Dingwall Road LC and along George Street East. They have sole use of the north side of the road which was formerly a dual carriageway and is now restricted to local traffic and public transport.

After passing the Dingwall Road emergency crossover and the Tramlink Shop on the left, trams reach the Wellesley Road/George Street Junction, the start of the Croydon Loop. Westbound trams now follow the single westbound track on the south side of the loop while eastbound trams turn into George Street East from Wellesley Road and the single track north side of the loop.

Croydon Tramlink

Croydon Loop (South Side)

Trams cross the busy junction with Wellesley Road to enter George Street West, a much older, narrower road. It is supposed to be pedestrianized for most of the day, but this is widely abused. **George Street** stop is a short distance down the road outside the entrance to Alders. This is one of the busiest stops for shoppers to access the Whitgift center, but the stop is small and often overcrowded. If the planned Park Place redevelopment takes place, this stop will be moved and enlarged.

Trams pass the ancient Whitgift Almshouses and cross North End, the pedestrianized main shopping street. Trams used to operate along North End until 1951 as part of the trunk London/Purley route. Tramlink, however, now descends the pedestrianized Crown Hill. With a 9 percent grade, it is the steepest part of the system. Drivers must exercise extreme caution here.

Trams now enter Church Street and pass the famous Surrey Street market on the left. They continue with normal traffic along Church Street, past McDonalds and into **Church Street** stop.

Beyond Church Street, the tramway splits into interlaced track. Trams to Wimbledon go straight ahead, crossing Tamworth Road and running into Cairo New Road towards Wimbledon. Trams going round the loop turn sharply to the right and join the line from Wimbledon and **Reeves Corner** stop on Tamworth Road.

Croydon Loop (North Side)

After the two routes converge on Tamworth Road (where a new stop will open in 2005 to serve the new Centrale shopping center), they run along the road towards West Croydon. At the top of Tamworth Road trams cross the other end of North End and enter Station Road where they run to the **West Croydon** stop opposite West Croydon Bus Station. This area is often congested with illegal parking and buses and the interchange with West Croydon station is far from ideal.

Trams turn right from Station Road onto Wellesley Road then run along a central reservation past Whitgift Center to the **Wellesley Road** stop. After leaving the stop they run up a slip road and turn left onto George Street East, where the south side of the loop diverges.



Croydon Town Centre

PETER FARRELL PHOTOS

Lebanon Road

(Top to bottom) 2547 near Lebanon Road with New Addington service.

Inbound 2534 approaches Lebanon Road tramstop with Wimbledon service.

Bus passes Lebanon Road tramstop. Lebanon Road has "staggered platforms" to fit in bus bays for the adjacent bus stops. NLA Tower is visible in the background.

Outbound 2550 approaches Lebanon Road with Beckenham Junction service.

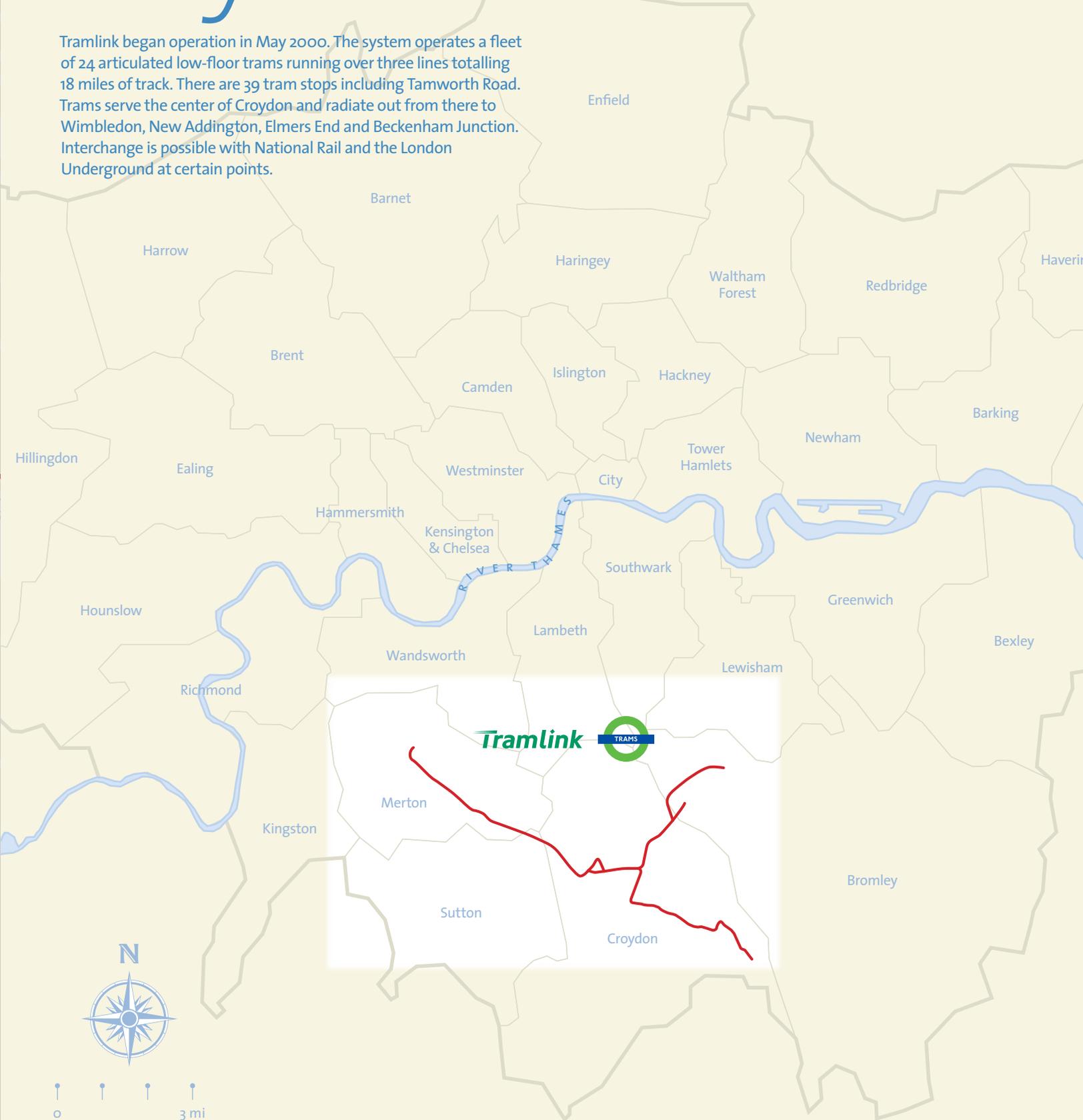
Sandilands

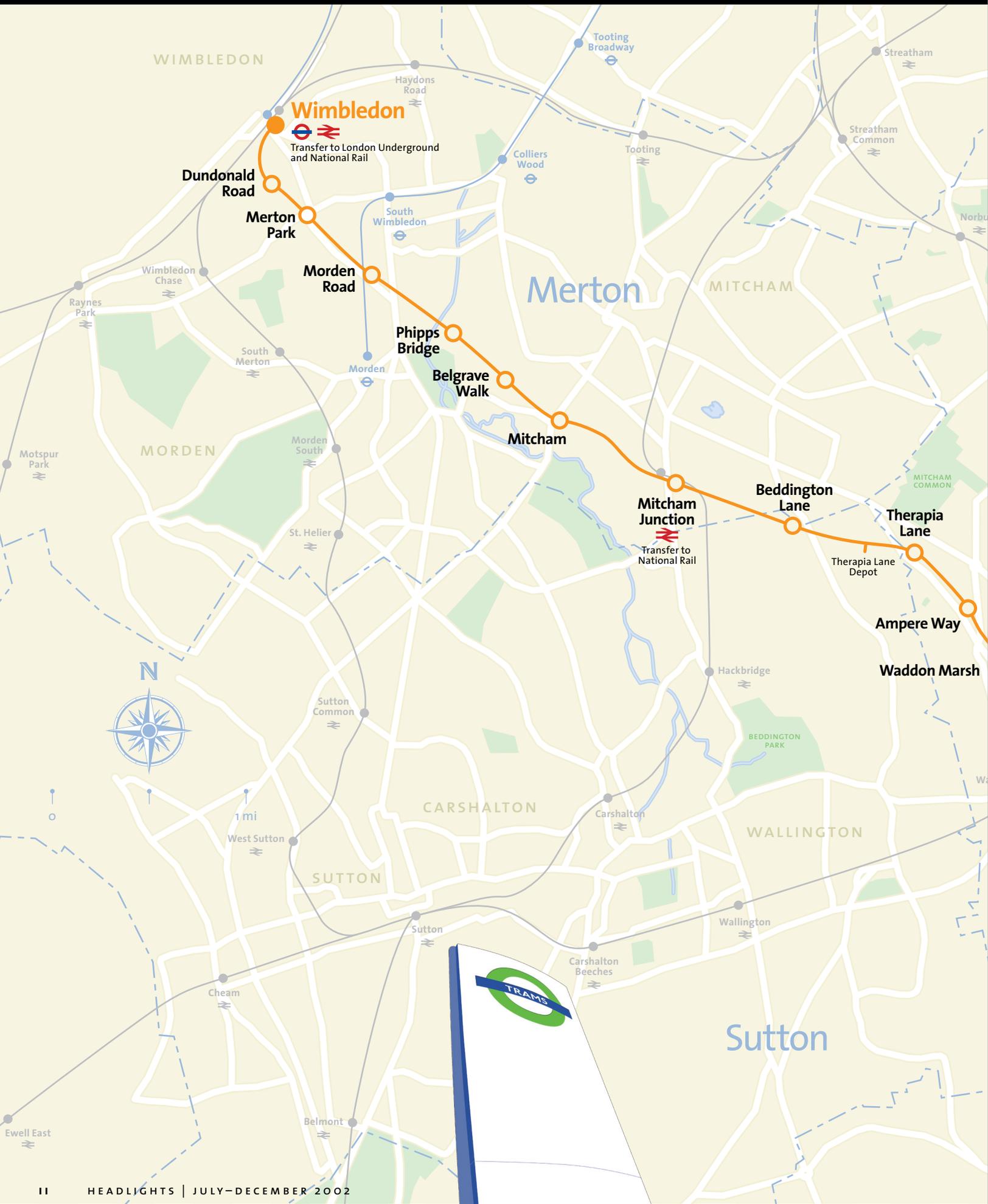
(Right) 2530 runs on reserved track beside the street as it approaches Sandilands. Beyond the stop, this Elmers End tram will turn right at Sandilands Junction and into the former railway tunnels towards Lloyd Park.

ERA MAPS | DESIGNED & ILLUSTRATED BY SANDY CAMPBELL

Croydon TramLink

Tramlink began operation in May 2000. The system operates a fleet of 24 articulated low-floor trams running over three lines totalling 18 miles of track. There are 39 tram stops including Tamworth Road. Trams serve the center of Croydon and radiate out from there to Wimbledon, New Addington, Elmers End and Beckenham Junction. Interchange is possible with National Rail and the London Underground at certain points.





TRAMLINK ROUTES





West Croydon

Transfer to National Rail



Bus Terminal

Lunar House (Home Office)

Whitgift Centre

Tamworth Road (Opening 2005)

Centrale

Wellesley Road

Post Office

NLA Tower

Reeves Corner (Eastbound Only)

East Croydon

Transfer to National Rail



Church Street

George Street

Croydon College

Croydon Park Hotel

Law Courts

Magistrates' Courts

Fairfield Halls

Parish Church

Old Palace School

Library
Town Hall

QUEENS GARDENS
Taberner House (Council Offices)

Police Station

PARK HILL



1/8 mi