



HEADLIGHTS NEWS JOURNAL



Volume I

OCTOBER 1976

Number 1

E.R.A. PUBLICATION POLICY CHANGE

On 12 August 1976 the E.R.A. Board of Directors voted a change in its publication policy, when it voted to begin publication of the HEADLIGHTS NEWS JOURNAL in addition to the continued publication of HEADLIGHTS.

This is the first issue of the new HEADLIGHTS NEWS JOURNAL. It will be devoted primarily to providing you with the latest electric railway news from the United States, Canada and Mexico. It will join with HEADLIGHTS in providing the members with the best available news and features dealing with the continuing role of electric railways. HEADLIGHTS will continue to be produced by Fred W. Schneider, III and Howard White at the Lancaster office and will be devoted primarily to feature articles.

While the emphasis in the HEADLIGHTS NEWS JOURNAL will be to provide up-to-date news on electric railways, it will also start including some feature articles that do not exactly fit the role of HEADLIGHTS, and the in-depth coverage that it provides. If you are interested in providing material it can be sent to either the Columbia or Lancaster addresses, where the final determination will be made as to what publication it will appear in.

The HEADLIGHTS NEWS JOURNAL is looking for short historical articles, material for an "outstanding car series", company rosters, either historical or current, or other material of this nature. For the time being this material will be used to help build up a reserve of material. After the production cycle gets shaken down, HEADLIGHTS NEWS JOURNAL will begin to use photographs. Either 5x7 or 8x10 photographs are acceptable. If you would like them returned please include a stamped, addressed envelope.

The success of this new journal will depend to a large extent upon the cooperation of the readers in furnishing news items for publication. While newspaper clippings, press reports, and other background material is acceptable and welcome, it will help the Editor if material is submitted in a final format that is ready for retyping. It takes a lot of time to read through the clipping and other material, decide what items are impor-

tant, and summarize it for use. The Editor is looking for people who will be willing to act as local news editors and to submit final copy for publication. I would still like to see all the background copy in addition to your final column, but only for my own information.

The Editor would also appreciate being placed on the distribution lists for club publications, etc. as this helps fill in background material on what should or should not be used. I would also appreciate receiving copies of any magazine articles that appear in technical journals for possible use or for background.

The HEADLIGHTS NEWS JOURNAL will try and cover the whole field of electric railroading, ranging from main line electrification to mass transit and city operations down to private electric operations. While I would like to focus the journal on North America, with some material from South America, the journal is also interested in world-wide news, particularly if it has a connection with North American manufacturers or operations.

From an editorial viewpoint there are several types of material that I am not really interested in receiving. I am not interested in fender-bender type wreck news, or any other type of accident material unless it deals with the cause of the accident and the steps that are to be taken to correct the problem. I am also not interested in, nor do I plan on printing long articles on proposals that are to be submitted to the Federal or State governments for grants-in-aid for mass transit studies. As far as I am concerned it is not electric railway news until funds are made available to start construction. UMTA grants for rail studies and aid to operating companies will be covered, but only in a series of brief notes.

My interests lie in the areas of main line and short freight line operation, followed by the midwestern and eastern interurbans lines. I have some interest in small city operations, but very little interest in any large city operation. I am left cold by mass transit operations, and have only ventured down to ride the Washington mess only once, while waiting for a delayed dental appointment. However, I do like trolley buses, and would welcome some news

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on their operations. I might even admit to being a closet reader (but not a subscriber) to some of the motor bus journals, but I rationalize my interest to the fact that they sometimes contain material on the early trolley operations.

I would appreciate receiving comments from the membership on the type of material that they would like to see in the journal. However, since this is a one-man operation the best way to see your favorite type of material is for you to provide it yourself.

David J Williams III

AMTRAK NOTES

AMTRAK's new ASEA Swedish electric locomotive entered passenger service on 5 October 1976, when it was unveiled in Washington's Union Station by AMTRAK President Paul Reistrup before it entered revenue service with northbound train #174.

The Swedish electric locomotive arrived at Elizabeth, New Jersey on July 21st, and was delivered to AMTRAK two days later. The 51 foot long locomotive was brought over from Gothenburg, Sweden by the Atlantic Container Lines as a roll-on/roll-off cargo, mounted on a heavy duty trailer. From Elizabeth the unit went to AMTRAK's Wilmington, Delaware shops for outfitting prior to its evaluation runs.

The lightweight, four-axle locomotive, built by one of the leading European locomotive manufacturers,

ASEA, has been modified to meet AMTRAK requirements to permit it to evaluate properly the advanced design and technology embodied in the Swedish locomotive.

The Rc4a locomotive features a 6,000 horsepower continuous rating, yet weights only 180,000 pounds, or less than half the weight of the comparably-powered General Electric E-60s. It uses an advanced thyristor control system that provides completely stepless acceleration and incorporates an "early-warning" wheel slip control device that enables it to accelerate rapidly, with relatively heavy loads, to a high speed.

The lease of the new unit, which includes an option to purchase similar ones in the future, reflects a need to develop a suitable high-speed locomotive for use with Amfleet equipment in the Northeast Corridor. Rather than replace AMTRAK's new E60s, such a unit would supplement them, giving AMTRAK both heavy duty and lighter duty pulling flexibility.

The leasing agreement with ASEA called for several modifications of the locomotive to meet AMTRAK operating and testing requirements. American couplers and AMTRAK-furnished pantographs were installed on the unit. It was also modified to work within the voltage limitations of the corridor.

ASEA also installed a pneumatic bell and a complete cab signal and train speed control system supplied by AMTRAK.

The locomotive underwent a shakedown run on 23 August, and approximately four weeks of exhaustive testing during September before entering revenue service. The testing was designed to determine the locomotive's dynamic characteristics, braking and performance characteristics at speeds up to 120 miles per hour.

What makes the prolonged testing especially valuable is the extent to which AMTRAK will be able to measure the locomotive's performance. In addition to instrumenting the tracks to test for certain characteristics such as oscillation in the trucks, the locomotive is fitted with specially-instrumented wheels that measure directly the lateral forces exerted between the wheels and rails.

Previous testing methods restricted testing lateral forces to a specially-instrumented segment of track. The carefully calibrated and instrumented wheels, first used by AMTRAK on the SDP-40 diesel locomotives, allow inspectors to measure lateral forces continuously while moving over sections of the Northeast Corridor test track, a 20 mile segment located between County and Millham interlocking in New Jersey, or on any other tracks the unit make operate on. For the Rc4a tests, the test track will be set up to induce the most extreme case of dynamic wheel/rail interaction that this

or any similar locomotives would be expected to encounter in normal operation.

The testing program will be extended to include "in service" evaluations to demonstrate the manufacturer's performance claims and how the locomotive operates with our trains and electrified catenary system.

At the conclusion of the initial tests, the locomotive made a number of round-trips between New York and Washington, at up to Metroliner speeds, to get lateral force data over the entire system. When these dynamic tests were completed, the Rc4a went back to the Wilmington shops to have the instrumented wheels replaced with a standard set.

When qualified, the unit was placed in regular revenue service, much as if it were just another in the fleet of AMTRAK locomotives. It is anticipated that the Swedish locomotive will operate at the same speeds currently authorized for the Metroliners.

AMTRAK is also evaluating the cab layout, the operators console and a host of other innovations, as well as the advanced thyristor control system. It is interesting to note that the locomotive features a cruise control that works on the same principle as those found in many automobiles, and similar to the one used with the Metroliners.

The feature for the Swedish locomotive looks promising. It is already a proven and reliable performer in Sweden and in Europe. The Electro-Motive Division of General Motors is licensed by ASEA to build similar units in the USA, and has already produced two locomotives for freight use with many ASEA components. The locomotives are currently undergoing tests out of Harrisburg.

In addition to the ASEA locomotive, AMTRAK has also leased a French locomotive for testing, and it should go into service shortly.

Proposed plans for electrification will see AMTRAK needing to expand its fleet of electric locomotives. Proposed plans for electrification include New Haven to Boston by AMTRAK, and CONRAIL electrification from Harrisburg to Chicago and New York to Cleveland via Buffalo.

AMTRAK NEWS

UA Turbos Removed from AMTRAK's NE Corridor

On September 9, 1976 AMTRAK withdrew the three United Aircraft Turbo trains that it owns from service in the Northeast Corridor between New York and Boston. These three trains had been protecting the schedules of trains #150/153 THE FLYING YANKEE, and #151/152 THE YANKEE CLIPPER between Penn Station New York and Boston. While two sets were in service, the third set would be in the shops at Providence, Rhode Island.

Pullman Standard built the two United Aircraft designed three-car sets for the U.S. Department of Transportation in 1967 for use on the then ailing New York, New Haven & Hartford RR. When their ownership passed to AMTRAK in 1971, it ordered four coach units from United Aircraft to stretch the consist to five cars. The addition of the new cars brought the consist of: Power Dome Coach, Coach (new), Snack Bar Coach, Coach (new) and Power Dome Coach.

While the DOT ordered their sets from Pullman Standard, the Canadian National ordered five sets from the Montreal Locomotive Works, and also ordered five extra cars. These sets were configured as: Power Dome Club/Gallery, 40 seat Club/Gallery, 38 seat Cafe/Coach, 56 seat Coach, 38 seat Cafe/Coach, Power Dome Club Lounge. The extra cars were three 56 seat coaches, one 40 seat Club/Gallery, and one 38 seat Cafe/Coach.

In 1972, Canadian National decided to reconfigure their turbos and consolidated five six-car sets to three nine-car sets. This made two of each type power cars, two 38 seat Cafe/Coaches, and two 56 seat coaches excess. These were sold to AMTRAK, but only one set arrived on the property as a grade crossing collision totaled one set. AUTOLINER converted the cars for NE Corridor service, and the result was two Power Dome Coaches, one Coach, and one Snack Bar/Coach. The conversion also included the addition of equipment and hardware for the 600V DC third rail operation into Grand Central Station. This set was identical to the two Pull Standard sets, but is one coach short.

AMTRAK has not announced a new assignment for these three train sets, but it is understood that they are for sale, perhaps to Canada. AMTRAK has assigned new equipment to the two runs. Train #150/153 THE FLYING YANKEE now has AMFLEET cars and an E-60 and P-30CH for its power, while train #151/152 THE YANKEE CLIPPER lost its name and gained RDC equipment and now runs between New Haven, Connecticut and Providence, Rhode Island. The New York-New Haven section of the trip has been annulled.

The two Pullman Standard Turbos have been used in other assignments in the past on an experimental basis. These assignments have included AMTRAK's previous attempt at a Los Angeles-Los Vegas train, and service on #701, 702, 703, 704 and 705, The BLUE RIDGE between Washington, DC and Cumberland, Maryland.

It is considered unlikely that they will be used for back-up for the Rohr turbo trains used in AMTRAK's Empire Service between Grand Central New York and Buffalo.

Cornelius D. Seon

Rohr Turboliners to Enter Empire Service

During September 1976 AMTRAK intends to re-equip the four Empire Service trains with the seven new Rohr

Turboliners for service between New York (Grand Central Station), Albany/Rensselaer, Syracuse and Buffalo. The trains that will receive the new equipment are #73/74 THE WATER LEVEL EXPRESS, #72/79 THE WASHINGTON IRVING, #62/75 THE SALT CITY EXPRESS, and #70 HENRY HUDSON/#77 DeWITT CLINTON. The three long distance trains which also service the route - #48/49 LAKE SHORE LIMITED, #63/64 THE NIAGRA RAINBOW, and #68/69 THE ADIRONDACK, will not get the new equipment at this time.

The Rohr Turbos, like their United Aircraft predecessors, have all the required equipment for 600v DC third rail operation required for operation into New York City, as the trains are not supposed to use their turbos in the tunnels entering Grand Central Station.

The third rail equipment is only one of the many modifications which were made on the ANF-Frango design by Rohr. These trains are larger (seven inches wider and a bit higher) than the ANF built trains; the floors of the new trains are at proper level for American high-level platforms. The trains are heated and cooled electrically and have electric doors with MUDC. The auxiliary power is 110v AC, and is causing some problems in the tunnels as it is supplied by an auxiliary turbo. This turbo must be run in the Grand Central tunnels to supply the AC power, and the heat build-up is causing some problems, and has delayed for some time operation into Grand Central.

The two greatest differences are the American style center-sill (with the resulting lack of European style buffer beams on the nose) and American style Type H Tightlock coupler at each end of each car. (The UA turbos are articulated, and the ANF-built units have European style hook-and-link turnbuckle couplers between the cars, with an American Type H Tightlock couplers only at the ends of the train.) This means that the consist of the Rohr turbos will not be static. The trains may operate with a maximum of six cars.

The standard consist will be of two types: Type A will consist of a 40 seat Power Coach, Coach, Cafe, Coach, 27 seat Power Parlor. The B Trains will consist of 40 seat Power Coach, Coach, Cafe, Coach, 40 seat Power Coach. Four sets will have the Type A consist, while the other three will have a Type B consist. The interiors are identical with those of the AMFLEET, except that the Turbos have a larger windows. The seating capacity of the standard consist is 265. The maximum speed of these trains is 125 miles per hour, but they won't travel that fast until the \$40 million trackwork project in the Empire Service corridor is completed.

The Cafe cars will offer a varied menu, which include club breakfasts, various sandwiches, beverages, and hot meals, such as Short Ribs of Beef.

The service to be provided by these trains will be the first new equipment on this line since the New York Central re-equipped long distance trains in the 1940s and short distance trains in the 1950s.

Cornelius D. Seon et al

NEW YORK

August 30th marked a major adjustment of service on the B Division of the NYCTA subway system. Ten lines were involved in the change, with two lines being completely abolished, two cut back, two extended and three receiving additional stops. When all of the rhetoric has cleared, however, all of the effected lines will have fewer trains passing a given point per hour during the rush hours than before.

Lines EE and K were completely eliminated. The EE ran between Whitehall Street on Manhattan's Broadway BMT line, and Continental Avenue on the IND Queens line, from just before the morning rush to just after the evening rush. The portion between Whitehall Street and Lexington Avenue paralleled the RR; and, with the elimination of the EE line, the N has been extended from 57th Street to Continental Avenue during the same times that the former EE ran. In addition, during rush hours some N trains now run southbound to Whitehall Street in the morning, returning to Continental Avenue in the evenings. N trains normally have Coney Island as their southern terminal, with some rush-hour trains terminating at Kings Highway.

The K line ran between Eastern Parkway on the Broadway Brooklyn (BMT) line and Manhattan's IND Sixth Avenue line, during the weekday rush hours only, paralleling the J line between Eastern Parkway and Essex Street, and the B Line between Broadway/Lafayette Street and 50th Street. The main purpose of the K line was to provide local service on the Broadway-Brooklyn line, allowing the J and M lines to provide express service in the prevailing direction. The through routing of the K between the Broadway, Brooklyn and Sixth Avenue, Manhattan, lines was convenient; however, the ridership remained light. The elimination of the K service means that passengers wishing to transfer between the two routes must climb a single flight of stairs at the Delancey Street/Essex Street station, instead of riding over one of the most recent additions to the system's trackage, which was opened as part of the Christie Street connection in 1967.

To fill the gap between 50th Street and 57th St. on Sixth Avenue, the B line now has alternate trains short turn at 57th Street and Sixth Avenue instead of turning left at 50th Street and proceeding to Washington Heights, 168th Street, the

usual northern rush-hour terminal. Along Sixth Avenue, the short-turn B trains run local, but those to or from Washington Heights run express.

Along the Broadway, Brooklyn line, M trains now run local between Marcy Avenue and Broadway/Myrtle Avenue during rush-hours, instead of running express in the prevailing traffic direction. Only the J line provides express service in this area in the prevailing traffic direction during rush-hour. Between Broadway/Myrtle Avenue and Eastern Parkway, instead of running express in the prevailing rush-hour directions, northbound J trains now run local at all hours, with southbound trains skip-stopping during the morning rush and operating as a local at all other times.

The elimination of the K line from the Chrystie Street trackage opened in 1967 will leave this part of the Chrystie Street connection idle, except for rerouted, work, and service trains.

The E line normally runs between 179th Street, Jamaica, and the World Trade Center, (Hudson Terminal): but during rush hours, the line used to be extended to Rockaway Park, with short turns at Euclid Avenue, Brooklyn. Now all E trains terminate at the World Trade Center, and the rush-hour-only CC line, from the Bronx, which formally terminated at the World Trade Center, has been extended to cover the former E route to Euclid Avenue and Rockaway Park. The CC's length is more doubled, and for the first time, one line is now serving all four of the five boroughs that have subway service. (Rockaway Park is in Queens, reached via the IND Fulton Street line in Brooklyn.)

For the last ten years the GG line extended service beyond its normal Smith/Ninth Streets Brooklyn terminal to Church Avenue, Brooklyn, and on the IND Culver line, during rush-hour only. During the same period, some F trains ran express between Bergen Street and Church Avenue, while GG trains, later some F trains as well, made the local stops. With the cut-back of rush-hour GG trains to Smith/Ninth Streets, all F trains run local to this area. Possibly a more important change is the lengthening of headways on the GG from five to ten minutes during the rush hours, as service cut especially important for stations on the Brooklyn/Queens Cross-town line between Bergen Street and Queens Plaza, which sees no other service.

These changes are in response to changing ridership patterns, as well as a general loss of riders. Altogether, they result in a need for about 300 fewer subway cars, allowing the retirement of additional R1-R9 cars, the last pre-WWII cars still in service. When deliveries of the R46 order is completed, all R1-R9s will be retired from regular passenger service, and some early post-WWII cars will be stored.

As a result of the elimination of the EE, the Broadway BMT local service in mid-day will only be provided by the RR line on a ten minute headway. This marks the first time in history that a mid-Manhattan north-south route local service will be provided with less than a five minute headway.

Cornelius Sion/David L. Klepper

DETROIT, MICHIGAN

The first streetrailway line to be opened in the United States in a good number of years started service in Detroit's Washington Boulevard on Monday, September 20, 1976.

Three shiny, fire-engine red trolley cars clanged up Detroit's Washington Boulevard Monday, marking the first time in twenty years that trolley cars have rattled (sic) over the streets of the Motor City.

The trolley line, running from Grand Circus Park to Cobo Hall convention center, is the first phase of a multi-million dollar downtown revitalization program. Free fares and sunny weather helped to pack the wooden open cars full of shoppers, sight-seers and businessmen. The cars, all built around 1900, were a part of a fleet of six purchased from Lisbon, Portugal.

City planners said that they hoped the federally-funded trolley line, along with a new downtown mall and the restoration of Greektown, will draw people back downtown to bolster Detroit's sagging economy.

Monday's first day of the run went off without a hitch, officials said, with the cars being scheduled to run seven days a week from 0700 to 1800 hours with a 25¢ fare.

The nine-block long line costs some \$1.5 million to build.

UPI

GUADALAJARA, JALISCO, MEXICO

One hundred trolley buses are on hand and ready to start operation in November on a new trolley bus system under construction in Guadalajara. Several routes are under construction, including a 5.3 kilometer (3.3 miles) tunnel running under Calzada del Federalismo. This tunnel is planned as a "pre-metro" system, and can later be converted to rail operation. Installation of the electric lines is about 45% complete. The 100 trolley buses are said to have come from Chicago.

William D. Middleton

FORT WORTH, TEXAS

The old Leonard's Subway in Fort Worth has declined to a one car operation, primarily because the store

has been taken over by a new company, and under the new management it has lost its appeal. However, the Tandy Corp. is building a new "world headquarters" across the street and they have bought the subway. They intend to use it for overflow parking for their office complex. One car has been completely rebuilt, but in the original style. The interior is much more luxurious, with velour upholstery, etc. The cost of rebuilding the first car, including new motors, ran about \$19,000. A second car has been rebuilt, but it has an entirely new body, which is much more modern.

LeRoy O. King Sr.

NEW HAVEN EP 5 FUND

Efforts are being made to preserve one of the ex-New Haven EP-5 electric locomotives before they are scrapped by CONRAIL. For additional information contact Frank Harvey, 4711 Neta Lane, Wichita Falls, Texas 76302.

KENNECOTT COPPER COMPANY

The Kennecott Copper Company, which is thinking of de-electrification of its its lines serving the Bingham Canyon mine, has closed its Visitors Center and observation platform at the mine until further notice to allow a complete reconstruction of the Bingham Road up to the center. The center was closed after Labor Day, but the electric operation can still be viewed outside the mine.

NEW JERSEY NEWS NOTES

NEWARD CITY SUBWAY

Beginning October 15th or 16th a new bridge over Route # 7 - City Subway tracks is to be installed at Heller Parkway, Newark. The present structure, a two-piece metal bridge with one section for westbound Heller Parkway traffic and the other for eastbound, will be replaced by a new "one-piece" bridge of pre-cast concrete in sections. The work is to be done on weekends and will affect trolley wires, requiring temporarily for those weekends only that PCC cars be replaced by buses using the Route 7 emergency route.

During September new ties and rail were installed between Orange Street and Norfolk Street inbound.

PATH

Federal DoT Secretary William T. Coleman announced in Washington on September 23rd the approval of a \$400 million UMTA grant for three major mass transit projects in northern New Jersey, including a "possible" \$157 million to construct a PATH extension from Newark to Plainfield. It is to be left up to state and local officials to determine if the funds should be spent on the proposed PATH extension or on another proposed plan that would

upgrade the existing CNJ (CONRAIL) commuter route. State authorities prefer the PATH proposal.

Electrification and upgrading projects on the EL (CONRAIL) Morris and Essex Division will receive \$133 million, and a similar project on a portion of the former PC-CNJ New York and Long Branch RR (CONRAIL) will receive \$110 million.

OTHER NEW JERSEY BRIEFS

For Giants' football games at the Meadowland EL (CONRAIL) will run special push-pull trains from Dover and Suffern. Trains will back into the Pascack Valley tracks to a 400 foot platform at Union Avenue in East Rutherford, from which the passengers will be shuttled by bus to the sports complex, some five or six minutes away.

DRPA in Camden has begun negotiations with a "Canadian firm" for 45 new rapid transit cars for PATCO use. No U. S. firms were interested.

Jack O'Meara

TORONTO TRANSIT COMMISSION NEWS

The Mt. Pleasant streetcar route was abandoned, finally. The last regular car was PCC #4504, which was scheduled out of the Mt. Pleasant loop (Mt. Pleasant and Eglinton) at 5:15 a.m. on Sunday, July 25th. However, to mark the occasion, a six hour Peter Witt charter trip (with car #2766) was travelling the system that night (July 24th-25th) and this car was, in fact, the last car to operate on Mt. Pleasant Road. The final last trip was made just after dawn (between 5:45 and 6:45 a.m.) with many photo stops en route. Buses began running on the route at 5:40 a.m. The bridge was closed and barricaded at 9:00 a.m. Two crane-mounted jack hammers have since demolished the bridge. One small consolation: the line will be converted to trolley bus operation in about a year's time.

Contrary to reports in several "enthusiast" magazines, there are not thirty ex-Toronto PCCs running in Philadelphia at this time. There should have been by now, but by the middle of August only 15 cars had been shipped. Shipments to date have included both ex-Kansas City and ex-Birmingham cars. At the present rate of shipment, the last cars might not be delivered until December. The first cars were shipped on March 15th.

Toronto Transit Commission expects delivery to begin on its order of 134 new subway cars from Hawker-Siddeley sometime in September. These H-5 class cars will differ substantially from the other 328 cars built for TTC by the same manufacturer. The deliveries will be made at the rate of two cars per week until the order is completed.

The Toronto Transit Commission is quite adamant in its resolve to open the Spadina Subway on time, in September 1977. However, a six week labor strike earlier this year has had a serious effect on the St. Clair West station, which features an underground trolley loop, and this station may open in either October or November of 1977 instead.

The Bay trolley bus route was inaugurated on September 5, 1976.

Ted Wickson

S.E.P.T.A. PHILADELPHIA

The British Are Coming

August 2nd saw a historic "first" in trolley car operation in Philadelphia as Blackpool Corporation Transport boat tram #603 entered public service on the Historical Independence Loop in downtown Philadelphia.

Under the auspices of the Blackpool Transport Department and the Southeastern Pennsylvania Transportation Authority boat tram #603 was shipped across the Atlantic earlier this year for a proposed three year engagement. Tram #603, with its distinctive boat shape outline was built in 1934 for service along Blackpool's seafront line. The line is Britain's last city streetcar line, and was also Britain's first, opening in 1885. As built the car is an open car, but most of the remaining boat trams in use in Blackpool have been enclosed.

The tram went through a major reconditioning which made a number of significant technical modifications prior to its entry into service. The work was carried out by the Dushore Car Company (Ed Blossom) of Dushore, Pa., who was responsible for regauging the car trucks to Philadelphia's wide (5'2 1/4") gauge. The company also applied the striking (sic) paint scheme which was designed by PPG Industries, Inc. of Pittsburgh.

Independence Hall will be the starting point of the special tourist trolley car service which serves the historical area in the downtown area, with the cars passing through the historic Society Hill area.

The service, which will run during the summer months starts at 10 a.m., with the last car leaving the Independence Hall area around 3:00 p.m. Fare for the ride is \$1.00

SEPTA

The Germantown carbarn has been closed for street cars. It now houses buses only. Streetcar route #23, which was the last streetcar route to use the Germantown barn, now works out of the Luzerne carbarn. This reduces the number of streetcar barns

in Philadelphia from four to three. When the new Woodland barn is completed, look for the Callowhill barn to close for streetcar use. Its only line is route #10, which will probably be shifted over to Woodland. This would leave the city division with two streetcar barns for the entire system.

Air-electric PCCs are being used for the first time on route #23, Germantown Avenue. They were painted in the old PTC colors of green and cream because there wasn't enough time to completely rehabilitate them at the main shops (Courtland) and paint them in the fancy blue, orange and white. They were hand brush painted by crews at the Luzerne carbarn. Blue, orange and white is still the color scheme for streetcars in Philadelphia and in time, all cars will be painted that way. This was just an effort to get the needed cars in service for the opening of service on route #23.

SEPTA recently placed 33 PCCs up for bids for scrap. Due to the low bids received and other considerations, the bids were rejected and many of these cars will be completely rebuilt for continued service. At least seven of these cars are now in the process of being rebuilt.

SEPTA admits that it doesn't have the ability to do extensive electrical repairs to the PCCs. However, they claim to have the ability to do excellent body work and painting. In many cases, they will decide to scrap a car that is in need of rewiring, but has a good body. On the other hand, they often do extensive body work on a car with poor electrical equipment. They claim that there is no money to change this situation by bringing in new men. They hope that UMTA will change this.

SEPTA is about to start a pilot project on one or two PCCs in an effort to see if it's possible to completely rebuild 100 cars. This program would be quite extensive with a possible cost of \$100,000 a car. It would include complete air-conditioning and almost a new body from the trucks up. They are hoping for UMTA funding for such a project. They claim that the cars would look almost like a new LRV, even better than the Pittsburgh pre-light rail car.

[This program, and similar programs announced for San Francisco and Boston would seem to raise some questions as to when these operating authorities expect the new UMTA LRVs to actually go into service.]

SEPTA's reason for deciding to use air-electric PCCs on route #23 is that the cars have better brakes for use on the hilly line. The reason for using the ex-Toronto cars only on route #60 is because the cars are equipped with wide flanges which do not track well on SEPTA's narrow flange girder rail at curves. When the fleet receives the normal PCC wheels, they will no longer be limited to the straight route #60. SEPTA claims that elect-

rically, the Toronto cars are excellent, but that they are in poor body shape. To SEPTA, this is wonderful. They can and do expect to rebuild the bodies in the near future. They hope to obtain the Louisville Railway PCCs from Toronto as soon as they are available and then will begin a process of doing body work on cars with good electrical systems only. It looks like hundreds of ex-Toronto cars or cars from other cities may find their way to Philadelphia in the future. As long as the car is electrically sound, SEPTA wants it. They will take a rusting hulk with good wiring!

SEPTA has started to equip all PCCs at the Luzerne car barn with slide shoes. As the wheel and harp wears out on a car, it is replaced with a new Ohio Brass "steel insert" slide shoe. Later, when the overhead is further modified, carbon inserts will replace the steel ones. Most frogs and crossings have already been changed for shoe operation on the Luzerne routes.

SEPTA plans to replace the hand operated brake actuators on the all-electric PCCs with a reset switch at the motorman's control panel. It will eliminate the need to go outside the car to reset the electric brakes.

SEPTA has undertaken a special rebuilding program to rework the entire group of the 1955 Marmon-Herrington trolley buses. The first trolley buses to go through the program was #477 which received fluorescent lighting in place of the old style single light fixture, an alternator system, a new type of center door opener which uses a "touch bar" device to open the existing folding style door, the center door treadle has been eliminated, the trolley bus is now equipped with fiberglass trolley poles and is now equipped with a "diagnostic system" equipped with a terminal board that makes it possible to read trolley kilowatt hours, speed, traction motor current, braking resistor current, etc. Each trolley bus will receive the regular type seating now in use on the approximately 50 coaches, and will be repainted in the standard refurbished bus scheme of lime green, dark green, and white. They will not be air conditioned, nor will they receive air suspension. Only minor re-wiring will be done.

SEPTA hopes to convert completely over to fiberglass trolley poles if they prove to be successful. However, they recently had a bad experience with a fiberglass pole on a trolley coach which broke in a wirement.

J. B. Marinoff

PATCO LINDENWOLD HIGH SPEED LINE

UMTA announced on 22 September 1976 a \$15,593,512 supplemental grant to assist in the purchase of 46 new rapid transit cars and other improvements to PATCO's Lindenwold high speed commuter line. The line is currently carrying more than 42,000 passengers each day with 71 cars. The 46 new cars will

help to meet the increase ridership in the area. In addition to the cars the funds will be used for track improvements and expansions in the Lindenwold shops and yards, and improvements to the Ashland facilities.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

The first streetcar that the MBTA has completely refurbished and overhauled, PCC #3072 returned to service on the Arborway Line on 15 September 1976. Car #3072 was an attempt by the MBTA to return the PCC fleet to the quiet, comfortable and reliable vehicles that they once were. It is the pilot car of a 100-car overhauling program that MBTA is asking UMTA to fund.

The rebuilding program was proposed because the Green Line badly needs additional improved equipment to supplement the LRVs, and the cost of a rebuilt car is about \$120,000 compared to the estimated \$600,000 cost of additional LRVs.

#3072, which was delivered to the Boston Elevated Railway in 1945 was completely refurbished at the recently-modernized Watertown carhouse. The wheels, trucks, electrical equipment and other components were overhauled by the rail equipment heavy repair group at the Everett Shops.

A simple and more reliable temperature control system and a new baseboard heat system with heaters on both sides of the car to give more uniform heat were installed. Fiber glass seats replaced the cushion seats and backs to reduce vandalism.

Vandal-resistant stainless steel wainscoting was installed after sound deadening and insulating material was placed below the side body windows in order to reduce noise that is common to the environment under which the PCCs operate. The interior and exterior of the car were completely repainted. New, modern design ceiling panels that conform to the decor of the car interior and are more visually pleasing were installed.

Operational reliability was improved with the rehabilitation of the propulsion system and the traction motors, and the complete rebuilding of each component part of this equipment. A solid state low voltage regulator replaced the electro-magnetic regulator and a more efficient self-contained compressor unit replaces the air compressor that was belt-driven from the motor generator.

The car was completely rewired. A more modern headlight and side running lights on each side were installed to improve night time and subway safety. A new door operating system replaced the obsolete system. A roomier, safer and more comfortable seat and self-contained cab heater were installed for the operator of the car.

LATE FLASH.. THE NEW AMTRAK ASEA LOCOMOTIVE IS OPERATING ON TRAINS 108 AND 117.