



HEADLIGHTS NEWS JOURNAL



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SOUTH SHORE PASSENGER SERVICE ABANDONMENT SOUGHT

In a not unexpected move, the Chicago, South Shore and South Bend Railroad applied to the Interstate Commerce Commission for permission to abandon all of its passenger service on its line between Chicago and South Bend, Indiana as of December 8, 1976.

The Interstate Commerce Commission turned down this date, and scheduled a series of hearing along the South Shore territory to gather testimony from the users of the passenger service regarding the proposed discontinuance of the service. The hearing opened on January 3 & 4, 1977 at Michigan City, Indiana where the South Shore will present its case. Individuals and organizations will present their testimony and voice complaints at a series of hearing schedule for Michigan City for January 5 & 6, 1977; South Bend on January 7; Gary, Indiana on January 8, 10 and 11; Hammond on January 12; East Chicago on January 13; Chesterton on January 15; and Chicago on January 14 and 17th. Both daytime and evening sessions are planned.

After waiting for several years for fiscal assistance from state agencies to cover the continuing losses from the commuter operation, and to help purchase new commuter equipment to replace its aging fleet the South Shore finally decided to give up and to try and join the ranks of all-freight railroads. In its application the South Shore cited the usual reasons for its request ranging from continuing losses, rising costs, declining ridership, etc., to growing problems arising from its overaged fleet of interurban cars and overhead electrification system.

It has been apparent that the Chessie System, which controls the South Shore, has wanted to turn the operation into an all freight one for several years. The decision to phase out the electric freight operation in favor of Chessie System diesels meant that the electrification costs would be placed entirely on the passenger operation and would help to prove the operating losses that could be saved by abandonment of passenger service.

While some of the operating costs are funded by the state of Illinois, Indiana has thus far refused to vote any rapid transit funds that could be used to either cover the operating losses or to help in the purchase of new equipment. However, Indiana's new governor has asked the state legislature for transit funds to help out the South Shore.

The Chicago, South Shore and South Bend Railroad, the nation's last interurban has survived all of its fellow interurbans because it is an interurban serving as a commuter railroad, and has a healthy freight business as well. The South Shore has the good fortune to be located in a heavily industrialized northern Indiana. A large portion of the line does not even resemble a typical interurban. From Chicago to Gary the South Shore operates over a double track, limited access right-of-way, but from Gary eastward to South Bend the line is unmistakably an interurban; a single track traversing the Indiana sand dunes country and past small stations where patrons must literally flag down a train to board. In Michigan City, the South Bend runs on city streets, as did most of the interurbans, before continuing across the farmland to South Bend.

It is the eastern sections of the railroad that moisten rail fans' eyes. There, time has passed the South Shore by. But time is running out on the South Shore. The railroad's management has petitioned the Interstate Commerce Commission to abandon its passenger service unless it gets some financial assistance. "We're not demanding public funds," said Albert W. Dudley, South Shore president. "What we are saying is that the public must decide whether it wants the passenger service. If it does, then it will have to pay for it. Northern Indiana wants someone else to pay for it. Over the past ten years, \$14.5 millions has been poured into this operation to absorb passenger deficits. Now we need new cars and have no money to buy them."

The South Shore's aging fleet of 48 m-u passenger cars were bought in 1926 and 1927 from Pullman and are now showing signs of structural deterioration, according to Louis. T. Klauder & Associates, a Philadelphia consulting firm. As early as 1963, then railroad president William P. Coliton warned that the railroad's fleet was in need of replacement but the road did not have the money.

However, Klauder's engineers found in 1975 that the car's steel frames were seriously rusted. Earlier this year the road presented the public with the company's ultimatum:

The South Shore will spend \$1 million to patch up its fleet to enable the cars to keep running for another three years. That is approximately the time it will take to order and build new cars; and

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FROM THE EDITOR'S DESK

It would appear that some of the ERA members have become a little upset and worried by their interpretations of my remarks in the first issue of the HEADLIGHTS NEWS JOURNAL. They seem to fear that I have taken over the job as editor in order to fill the pages with retreaded midwest interurban news or even worse, with bus news from the pages of Motor Coach Age.

I thought that I had made it rather clear what the journal was going to try to do. It was going to try and present current up-to-date news about electric railway operations, ranging from main line electrifications to mass transit to private electric operations.

Apparently I did not make myself perfectly clear over what I hoped to do. I realize that the bulk of the membership is located in areas that have mass transit and that their main interest is in rapid transit. Well, I hope to carry rapid transit news, but to do so, someone is going to have to provide it for publication.

When I made my offer to the Board of Directors, I offered to take over as editor and publisher. I did not offer to become THE Writer. As I told them at that time, the success or failure of the Journal would depend upon the support that would be received from the membership. What the Journal needs is a series of local editors who will be willing to provide a regular column on the news of their areas. So, if you want to see rapid transit news in the Journal, you or some other member is going to have to assume the task of providing it for publication. I am willing to do the editorial blue-pencilling on your copy, but I am not interested in writing it myself. While I appreciate receiving news paper clipping, press releases, etc., for background information, I do not have the time to do all the writing myself, nor am I interested in assuming this task.

It should be pointed out that both the staff of HEADLIGHTS and the JOURNAL are volunteers, and have only a limited amount of time to donate to the association. There are other activities that take time. I am willing to donate the time required to edit and publish the Journal. I don't have the time to read the newspapers to keep up with rapid transit news from across the country.

So, if you want to help out please contact either the Lancaster or Columbia offices. If you want to write a column on your favorite operation it would be appreciated if you would type it, either double or single space, using a 46 character line. That will help in determining the amount of space required. It would also help if you would put material in priority order, with the most important material first, so if I run out of space I will have some idea as to what items can be omitted. Sources of your information should be noted. If they shouldn't be used, indicate what should be left unsigned. If you don't want to be quoted because you are involved in the transit field you can either pick a pen name like Captain Spaulding or not be credited.

We hope to start using photographs in the next issue or two. Black and White, either 5x7 or 8x10, are preferred. Since the emphasis is on current news, photographs should cover current happenings as well. If your photograph is not used when submitted, it will be placed in the files for future possible use.

If no local agency steps forward to provide the local share of a capital improvements program to buy new cars and rebuild some substations, the railroad will petition for abandonment.

Approximately \$34 million is needed for the program. \$28.5 million for 30 new cars and \$5.5 million to improve the electrical system to handle the new equipment. What Dudley is looking for is a local or state transportation agency to guarantee the 20% local funding for an UMTA grant for the new cars.

Illinois' new Regional Transportation Authority could probably come up with 18% of the local share, however RTA has its own fiscal problems, including an anticipated \$52 million deficit for fiscal 1977. It has decided that since the South Shores 6,400 daily passengers mainly come from station in stations in Indiana to Chicago, the Illinois RTA should not subsidize the railroad at a rate higher than 18% of its operating loss. In 1976 the RTA funded the South Shore to the tune of \$843,000, but the line still had a \$2.6 million operating deficit on passenger service.

The newly created Northwest Indiana Regional Transportation Authority has been of even less help, as it has no funds. A 1976 attempt to get the Indiana General Assembly to fund the NIRTA failed in the last session when Gov. Otis Bowen indicated that he would veto any measure that would lead to a pre-election tax increase. It is understood that the new administration would look more favorable on a taxing authority that would aid the South Shore. A head tax would give the NIRTA an estimated \$2.5 million to cover operating deficits or to be used as a local match. However, the NIRTA's authority is limited to the populous Lake County. Porter and LaPorte counties, which are also served by the South Shore have thus far opted not to join the agency. The reluctance of northwest Indiana local governments to provide either operating or capital assistance to the South Shore is at least partly attributable to the fact that the bulk of the riders work in Chicago.

A sore point with local residents is that the South Shore was purchased in 1966 by the profitable Chessie System. Some of them believe that the profitable Chessie can afford to subsidize the South Shore passenger service. The C&O originally acquired 94% of the South Shore stock in 1966 as a part of a deal with the Bethlehem Steel plant at Burns Harbor, Ind., to obtain a reliable source of coal. The C&O has not received one dividend from this road since its acquisition, and does not even need control of the South Shore for this coal traffic. The South Shore has been a poor investment. If the C&O hadn't acquired us, we would have been bankrupt long ago, said Dudley, a former C&O official transferred to the South Shore in 1972 to straighten the railroad out.

the South Shore Line YEAR ROUND TIMETABLE

TIME SHOWN IS CHICAGO TIME

EASTBOUND
A.M. Light Figures P.M. Dark Figures
MONDAY THROUGH FRIDAY

Lv. Rand- olph St.	Lv. Hego- wisch	Lv. Ham- mond	Lv. East Chicago	Lv. Gary	Lv. Tremont	Lv. Mich. City	Ar. South Bend
12:45	1:13	1:17	1:22	1:35	f 1:55	# 2:10	5:46
6:00	6:29	6:33	6:37	# 6:50	—	—	—
7:14	7:42	7:46	7:50	# 8:00	—	—	—
8:40	9:07	9:11	9:16	9:25	f 9:46	#10:00	—
9:20	9:48	9:52	9:57	10:10	f 10:33	#10:45	—
11:28	11:58	12:02	12:07	#12:20	—	—	—
12:28	12:59	1:02	1:07	1:20	f 1:40	# 1:55	—
2:02	2:35	2:40	2:45	2:54	f 3:15	# 3:30	—
2:58	3:28	3:32	3:37	# 3:50	—	—	—
3:28	3:58	4:03	4:08	4:20	f 4:40	# 4:55	—
4:05	—	4:36	4:41	4:50	f 5:13	# 5:30	—
4:28	4:59	5:04	5:09	5:20	f 5:41	# 5:55	—
4:53	5:25	5:30	5:35	# 5:45	—	—	—
5:04	5:35	5:40	5:45	6:03	f 6:26	# 6:40	—
5:18	5:45	—	—	6:01	—	6:30	7:10
5:28	6:00	6:05	6:10	# 6:25	—	—	—
5:58	6:28	6:33	6:38	6:50	f 7:11	# 7:25	—
7:00	7:29	7:33	7:38	7:50	f 8:11	# 8:25	9:05
9:15	9:43	9:47	9:52	10:05	f 10:26	#10:40	—

SATURDAYS, SUNDAYS AND HOLIDAYS

12:45	1:13	1:17	1:22	1:35	f 1:55	# 2:10	—
7:58	8:28	8:33	8:38	8:50	f 9:11	9:25	10:05
9:58	10:28	10:33	10:38	10:50	f 11:11	#11:25	—
11:59	12:28	12:33	12:38	12:50	f 1:11	1:25	2:05
*2:28	*2:58	*3:03	*3:08	*3:20	f *3:41	*#3:55	—
4:05	4:33	4:38	4:43	4:55	f 5:15	5:30	6:10
*4:58	*5:28	*5:33	*5:38	*5:50	f *6:11	*#6:25	—
5:58	6:28	6:33	6:38	6:50	f 7:11	7:25	8:05
9:15	9:43	9:47	9:52	10:05	f 10:26	#10:40	—

*Saturdays only. #—Terminates at Station Shown.

F—Stops on Signal—(Use Light at Night.)

Trains also stop at Van Buren, Roosevelt Road, 57th Street, 63rd Street and Kensington. (Chicago)

Trains operate on Sunday Schedules on Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and New Year's Day.



Service shown in this timetable is funded, in part, by the Northeastern Illinois Regional Transportation Authority.

the South Shore Line YEAR ROUND TIMETABLE

TIME SHOWN IS CHICAGO TIME

WESTBOUND
A.M. Light Figures P.M. Dark Figures
MONDAY THROUGH FRIDAY

Lv. South Bend	Lv. Mich. City	Lv. Tremont	Lv. Gary	Lv. East Chicago	Lv. Ham- mond	Lv. Hego- wisch	Ar. Rand- olph St.
—	4:30	f 4:42	5:05	5:14	5:18	5:22	5:50
—	5:25	f 5:37	6:05	6:16	6:21	6:26	6:55
—	6:05	—	6:19	6:48	6:57	7:02	7:40
—	—	—	7:05	7:15	7:20	7:25	7:55
6:10	6:50	f 7:02	7:25	7:35	7:40	7:45	8:15
—	7:19	f 7:30	7:48	7:58	8:02	—	8:35
—	7:25	f 7:37	8:00	8:10	8:15	8:20	8:50
—	—	—	8:20	8:30	8:35	8:39	9:09
7:55	8:35	f 8:49	9:10	9:20	9:25	9:30	10:00
—	—	—	10:15	10:25	10:30	10:35	11:05
—	10:35	f 10:49	11:10	11:20	11:25	11:30	11:59
—	—	—	12:30	12:40	12:45	12:50	1:20
12:45	f 12:59	—	1:20	1:30	1:35	1:40	2:10
—	—	—	2:20	2:30	2:35	2:39	3:13
—	2:50	f 3:02	3:23	3:35	3:40	3:45	4:15
—	—	—	4:25	4:35	4:40	4:45	5:15
—	5:15	f 5:29	5:50	6:00	6:05	6:10	6:40
—	—	—	6:50	7:00	7:05	7:10	7:43
—	8:15	f 8:28	8:50	9:00	9:05	9:10	9:43

SATURDAYS, SUNDAYS AND HOLIDAYS

—	5:55	f 6:09	6:30	6:40	6:45	6:50	7:20
6:40	7:20	f 7:34	7:55	8:05	8:10	8:15	8:45
—	*8:20	f *8:34	*8:55	*9:05	*9:10	*9:15	*9:45
—	9:10	f 9:24	9:45	9:55	10:00	10:05	10:35
—	*10:10	f *10:24	*10:45	*10:55	*11:00	*11:05	*11:34
10:35	11:15	f 11:29	11:50	12:00	12:05	12:10	12:39
—	2:20	f 2:34	2:55	3:05	3:10	3:15	3:45
4:40	5:20	f 5:34	5:55	6:05	6:10	6:15	6:45
6:35	7:15	f 7:29	7:50	8:00	8:05	8:10	8:40

*Saturdays only.

F—Stops on Signal—(Use Light at Night.)

Trains also stop at Kensington, 63rd Street, 57th Street, Roosevelt Road, and Van Buren Street.

Trains operate on Sunday Schedules on Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and New Year's Day.

Commuters are hoping that the ICC will order a one year's delay in the abandonment proceeding in order for the state legislatures to act to provide state and local funds that could be matched by federal funds.

What the ICC will do at this point in time is anyone's guess. However, the State of Indiana hasn't done anything in the past two years. Some predications are for an end to all passenger service early in April 1977.

SAN FRANCISCO CABLE CARS NEAR END OF LINE?

San Francisco city officials said on 19 October that the famed cable cars, a century-old symbol of the city would be shut down unless faulty parts blamed for three multiple-injury accidents were fixed.

Since June the three accidents have injured 46 persons. The cause of the accidents was problems arising from the depression beams, a six foot-long arm below the surface of the rail that is used to hold the cable down at a change of grade. When functioning normally, it slides aside when hit by the cable car grip to allow the grip to pass safely. When it fails and does not move, the cablecar grip slams into the beam, the cablecar is slammed to a sudden stop and passengers go flying. The last accident saw more than 20 persons suffering minor injuries when the cable car abruptly halted, jostling passengers and sending some sprawling into the street. The accident occurred as the car was moving uphill near Hyde Street and Northpoint, one block from the edge of San Francisco Bay. Police said that 23 persons were treated at hospitals "for bumps and scrapes."

"If the system is not fixed, it would have to be closed down, and I would be the first to call for it," said Supervisor Dianne Feinstein. "But it will be fixed, the money will be appropriated...I'm sure of it."

Ms Feinstein introduced an ordinance to limit the number of riders on the cable cars and calling for the installation of new traffic control signs to keep automobiles away from the cablecars. But the solution, said Ms Feinstein, is to replace all 71 depression beams with new ones of a standard size and shape, and made of modern materials. This would cost between \$140,000 and \$150,000, and maintenance officials said that they don't have the money or the manpower to do the job. However, Ms. Feinstein said that Federal funds are available.

People in San Francisco are up in arms at the suggestion that the city might have to abandon its famed cable cars, but the maladies of old age are catching up with the "creaky old tourist attraction" and it may have to go out of necessity. The system is facing problems arising out of the age of the fleet and the system itself, the lack of spare parts and probably structural fatigue.

Another problem facing the cablecars is too much business. "They get a year's wear in 45 days," said

Charles Smallwood, who retired two years ago as the Municipal Railways shop foreman. "They are jam-packed day and night. No system can take that. Why, if you had a bus system that was running to absolute capacity all the time, it would break down too."

Beyond that, there's a severe shortage of cablecar mechanics, and breakdowns are occurring more and more frequently. At the peak of the tourist season in late summer, only ten of the city's 39 cars were operating. The rest were in the car barn for repairs.

Also job freezes and other economic cutbacks have reduced the number of experienced mechanics to six. Stan Northrup, 59, a mechanic who is nearing retirement complained not long ago that repairing the antique system is becoming a lost art.

"They're not breaking in any new men," he said. Actually, not many men want the job because working on a cablecar is not like changing sparkplugs in a conventional bus. All machine parts, for example, have to be cast and forged by hand. The work is not always clean or easy.

And there are accidents. "The accident experience on a line that is over 100 years old naturally is higher," a railway spokesman said. "We're talking about an open entry car operating on narrow streets and steep inclines. The cars should not be carrying the loads that they are carrying. A comfortable load is about 60 passengers, so when we say they are jam-packed with 90, we are talking about packing 'em in like sardines."

Part of the problem is the antique technology of the system, which all but defies modernization if its ageless charm is to be maintained. Consequently, the cars still operate on the same principle and with about the same equipment as when they were first installed and made their first run in 1873.

On 9 December 1976 two cablecar repairmen were crushed to death by an underground two-ton wheel used to operate the cable.

AP, UPI, J. B. Marinoff

RAILWAY ELECTRIFICATION - TEXAS STYLE

On Thursday, October 7, 1976 the overhead wire in the newest electric railway to be built in the U.S.A. was energized, with the Texas Utilities Company starting service on its new electric line serving its Monticello, Texas plant on the following day.

Ohio was first, with the Muskingum Electric Railway. Then came Arizona, with the Black Mesa and Lake Powell. Now comes Texas with the nation's third and fourth electrified coal railroads.

What Texas Utilities Company is doing is on a larger scale than what American Electric Power did in Ohio, AEP's Muskingum Electric is fifteen miles long, but smaller than B&LP's 78 mile line between the Black Mesa mine and the Navaho generating station in northern Arizona. The two lines Texas Utilities will put under wire in 1976 will add up to only 32 miles.

But, as General Electric spokesman put it with some satisfaction, "The trend's the thing." GE is supplying several electric locomotives (five in 1976, 2 in 1977) to Texas Utilities Generating Co., a subsidiary of Texas Utilities. The new model E25B units will weigh 280,000 pounds, (70,000 on each axle) measure 64'2" long and 16' high, and run up to 70 mph on a 25-kV, 60-Hz AC power supply. The E25B is a thyristor-controlled, rectifier-type locomotive with four 1,000 hp GE 752V dc traction motors, one for each axle.

When electrification is completed early in 1976, these locomotives will haul lignite over the two Texas Utilities lines in northeast Texas. One is a 10-mile line (with 9 miles more under construction) running between the lignite deposits and TU's Monticello Fuel station near Mt. Pleasant, Texas. Earlier in the year three GE diesel-electrics (two U18Bs and one U23B) began pulling an average of 12 to 15 100-ton cars in shuttle runs over the 12-mile line. When replaced by the electric they will be used to haul fly ash collected from electrostatic precipitators at the plants.

The second line - 13 miles of track, 10 already laid, will serve the Martin Lake station now under construction near Henderson, Texas, about 90 miles south of Monticello.

The Monticello operation presently uses 30 100-ton bottom dump cars, with about 135 more cars being required with both lines are in operation. The fuel is loaded into the cars from overhead silos and is unloaded into underground storage and conveyance facilities at the plant site. Two trains at Monticello are now programmed for five round trips per eight hour shift, with the fuel hauling operation covering a 16-hour period. When the Martin Lake station is in full operation trains there will be running on a 15-minute headway.

Each train has one operator who also loads and unloads the cars automatically from control rooms at each end of his run. On returning to the lignite site from the plant, the operator "backs" his train into the silo, stops the train, steps out, enters the control room and actuates the equipment that moves the train at about 1/2 mph until the locomotive is the last unit at the control site. He then steps aboard the locomotive for the haul to the generating plant. There is no turnaround there. After unloading, the operator goes to a unique caboose mounted on one-third of the flatcar at the end of the train. The caboose has remote controls and becomes the head-end cab for the return trip, empty to the loading silo.

Traffic controls at Monticello were designed by General Railway Signal Co.; Martin Lake has WABCO traffic controls. The motorized switches at passing sites midway between each mine and station are actuated by the operator from his cab in the locomotive or caboose.

Texas Utilities will provide 25,000 volts to the Catenary systems at both stations. Gibbs & Hill was the design consultant on the overhead, variable tension facility, which was erected largely on wood poles (steel poles are used in loading areas). General Cable sup-

plied the bronzed contact wire. The rail was initially bolted, but will be converted to welded rail. Ties are of wood.

Two more major steam electric stations will be constructed by Texas Utilities during the coming decade at sites along the lignite formation that runs generally in a diagonal line from the northeast corner to the southwest section of Texas. Both will have company-built and operated railroads, both of which will start with railways constructed between nearby towns and the plant sites, and will be used for transporting the material and equipment for plant and construction. Electrification is planned for all such future facilities, adding up to about fifty more miles of electrified coal lines.

Jim Metz Railway Age.

LINDENWOLD LINE GETS FUNDS FOR CARS

The Delaware River Port Authority (DRPA) has received a \$15,593,512 supplemental grant from UMTA to help pay for 46 new cars and other improvements on the Lindenwold rapid transit line operated by the Port Authority Transit Corp., a DRPA subsidiary. For several months, the DRPA has been negotiating a contract for the cars with the Canadian Vickers Company. The DRPA Board of Directors approved entering into an agreement with Canadian Vickers on October 21, 1976, with the final contract to be signed by January 1, 1977. The new cars will cost about \$680,000 each. The UMTA grant will be supplemented by roughly \$5 million in local matching funds. The DRPA has previously received a grant of over \$23 million from UMTA and approximately \$11 million in local funds for the cars and line improvements.

A STATE OF THE ARTS CAR STATUS REPORT

The troubled State Of the Arts Car (SOAC) train continues to be faced with problems as its attempts to show off the current state of the arts in rapid transit car design while running over the Lindenwold line of the DRPA. Considering the problems that have been facing BART and the DC rapid transit line, the SOAC train has proved to be a better reflect of transit industries capabilities than was planned. A log of its activities for August to November 1976 is presented below.

8/10-11	In Owl revenue service - 5 hours
8/12	In revenue service 10AM- 2PM
8/12	Out of service due to motor failure #991
8/16	In revenue service 10AM-6PM
8/17	In revenue service 10AM-11:30AM
8/17	Out of service due to Chopper failure, line switch flashover and grounded motor brushholder - car 991 (SOAC1)
8/30	Test run - one trip
9/3	Test run - two trips
9/8	In revenue service 2PM-7PM
9/9	In revenue service 10AM-11:10AM
9/9	Out of service due to Chopper failure and line switch flashover - car 991 (set grass on fire)

9/29 Repairs completed, placed in storage
 10/8 Chopper of SOAC2 (992) disassembled, thyristors sent to Garrett for testing
 10/14 In Revenue service 10AM-3PM
 10/15 Out of service pending ATC Interface resolution
 10/19 Trips 3rd rail feeder breakers while operating through car washer, out of service
 10/25 In revenue service 10AM-11:30AM
 10/25 Central Lighting Inverter Failure - out of service
 11/8 Lighting problems continue

When the SOAC train is running, it operates on the following schedule:

Lindenwold	16th Street	Ferry Avenue
1000	1030	
1100	1130	
1200	1230	
1300	1330	
1400	1430	
1550		1600
(Deadhead)		
	1624	1640
	1700	1716
		(Deadhead)
	1733	1756
1838	1816	

Russell E. Jackson

BOEING VERTOL DELIVERIES FIRST CTA CARS

On August 24, 1976 Boeing Vertol Company delivered two modern rapid transit cars to the Chicago Transit Authority amid predictions that the firm faced a bright future in surface transportation. The trim, 48 foot long stainless steel cars were turned over to CTA officials at ceremonies at the Boeing Vertol complex on the Industrial Highway in Ridley Township, Delaware County.

Symbolically, the two cars were supposed to represent the first rolled off the assembly lines since Boeing Vertol began operating in the mass transit field in 1971. Actually, two other cars were dispatched to CTA earlier in the month, and are already being tested in Chicago. The four cars are scheduled for 600 hours of extensive testing, including regular passenger runs on the CTA system. If the cars pass the tests, Boeing Vertol will get the green light to start delivering the other 196 cars contracted for under a \$69 million deal with CTA. The last car would be delivered under this contract sometime in 1978.

Capable of carrying 98 persons at speeds up to 70 mph the silvery cars with red, white and blue stripes contain many technological innovations designed to increase passenger comfort and safety.

In addition to the CTA Boeing Vertol is also building 275 streetcars

In addition to the CTA cars, Boeing Vertol is also building 275 streetcars for Boston and San Francisco. These orders should keep the plant and its 1,500 employees working on land transportation busy through 1978. Boeing Vertol is also looking for new business

using the present rapid transit and streetcar models as standard units. CTA may be a possible repeat customer, with around 550 aging cars remaining to be replaced in the CTA 1,100 car fleet.

Philadelphia Inquirer

SEPTA NOTES

SEPTA Ends Run of Bicentennial Trolley

The end of October saw SEPTA putting its "boat" into drydock. The boat is the open-air Blackpool trolley car, a special Bicentennial attraction operated by SEPTA during the Bicentennial summer. The boat tram was purchased from the Blackpool, England transit authority by the State Transportation Department (sic) and has been operated along 4th and 5th streets between Girard Avenue and Catharine Street. The last day of regular service was 31 October, but the boat tram was available for rental for excursions through the end of November at a charter rate of \$30 an hour. It has been rumored that the car would be offered to New Orleans for operation during the winter.

Trackless Trolley Coach Bids

SEPTA's Sealed Bid #10126 for 110 trackless trolley coaches was cancelled on the 1st of October. A new bid with completely revised specifications, allowing the requirements of the Seattle Transit Authority to be included, will be forthcoming shortly.

Bucks County Gives \$92,000 For Rail Service

Bucks County commissioners voted to give SEPTA \$92,000 to prevent a threatened shutdown of the area's 13 rail commuter lines on 1 November. "If we let the commuter rail service to grind to a halt," said SEPTA board member and Bucks County Commission Roger Bowers, "it will never start up again."

The \$92,000 represents Bucks County's \$48,000 donation for rail service and \$44,000 owed SEPTA by Delaware County. "We will ask Delaware County to reimburse us," explained Bowers. "We put all the money up front today to prevent a rail shutdown. We don't want to play Russian roulette with ConRail." SEPTA operates the 13 rail lines under a purchase of service contract with ConRail. If Bucks County had not put up the funds, state matching funds of \$228,000 would have been withheld from SEPTA.

J. B. Marinoff

PATH PLAINFIELD EXTENSION GETS GO AHEAD

The Port Authority of New York & New Jersey has announced that it will start to develop operational criteria, environmental assessment and engineering design for the construction of the long discussed "Plainfield extension" of their Newark PATH line. This announcement comes close on the heels of the U.S. DoT's approval of a \$157 million grant for the construction of this line. Construction may begin following final approval of all the planning by PATH by UMTA, with the starting date being as early as the first six months of 1977.

The line has been discussed for many years, and the prime controversy has been whether to let PATH build it, or whether to have the Central Railroad of New Jersey (CRRNJ), now ConRail, use U.S. DoT funds to improve their Newark-Plainfield line, which parallels the proposed PATH line. Both plans include a stop at or near the Newark International Airport. PATH's line will be electrified, and will offer direct service to downtown and midtown Manhattan. The CRRNJ line would have been diesel powered, as at the present, initially with a change of trains in Newark, and with provisions for future electrification and direct access to Penn Station, New York. The DoT announcement will probably mean that the CRRNJ line will be abandoned or reduced to a single track for freight service, with PATH moving right in along the right-of-way. This plan could permit operation as soon as 1980.

Cornelius D. Seon

NEW YORK CITY TRANSIT R-46 TRAVELS ABROAD

The Pullman-Standard Company has incurred monetary losses in its construction of rapid transit cars for the New York City Transit Authority under the R-46 contract.

To offset these losses, the Pullman-Standard Company would like to secure contracts for the construction of additional rapid transit cars, similar to the NYCTA R-46 equipment. Utilization of the same dies, tooling, fabrication set ups and component parts would permit better amortization of the original cost of setting up the R-46 production line.

Caracas, Venezuela will soon have a rapid transit system, and the Pullman-Standard Company hopes to sell them on the R-46 vehicle. Accordingly, NYCTA R-46 car #816 was shipped, by Pullman-Standard, from their Chicago, Illinois plant, via rail (flat car) to Miami, Florida. It was then placed aboard a steamship for Caracas, where on-board a flatbed trailer the car was placed on public display from November 3rd to the 5th, 1976. Car #816 carried the METRO DE CARACAS name in the blue band on the second center panel behind the cab, and the big "M" was altered (the New York City Transit obliterated) to signify their Metro. Inside the car a Caracas Metro map was placed on top of the New York map, and several door and wall panels were removed to show off some of the mechanical-electrical equipment and structural construction. The Caracas citizens loved the car, but as yet the Venezuelan authorities have not made a decision as to what type of car and from whom they will purchase them. Car #816 was returned to the Pullman-Standard plant in Chicago for completion and then will be shipped to New York for service.

NEW JERSEY NEWS NOTES

NEWARK CITY SUBWAY

PCCs #15 and #25 long in familiar gray paint scheme received red, white and blue paint jobs during the month of November. During the month rail work was done at Orange Street, both inbound and outbound, and new overhead wire was installed at several locations along the outdoor right-of-way.

City Subway cars were replaced by emergency bus service for one weekend in November, as they had been for one weekend in late October, to permit construction work to take place on the eastbound or southerly portion of the Heller Parkway Bridge. Because the overhead wire had to "hang loose" during the process over the weekends, trolleys were replaced by bus service using the Route 7-City Subway emergency routing. There will be no more interruptions in rail service until work is begun on replacing the westbound roadway above the Heller Parkway station.

PATH

PATH Chairman William J. Ronan has announced that he and his staff were asking Congress and the ICC to break the virtual monopoly which ConRail has in the New York and New Jersey harbor region, and to allow competitive rail service, chiefly in the New Jersey section of the port. He further suggested that the Erie Lackawanna system be removed from ConRail and then be joined by another railroad or operated independently.

"Airlink", a minicoach service with ten-passenger vans, has been inaugurated connecting Newark International Airport with rail and bus stations in downtown Newark. It is sponsored by the Port Authority, New Jersey's DoT, and the City of Newark.

On Sunday morning, November 7, while maintenance work was done on the ConRail lift bridge which carries PATH trains over the Hackensack River, substitute bus service was provided between Harrison and Journal Square Station, Jersey City. When PATH does weekend trackwork at stations, it uses a system of transferring passengers from train to train in order to bypass the work area.

The Federal Railroad Administration (FRA) has announced that it will take two years before Penn Station, Newark, is completely rehabilitated. It is to cost \$22.5 million and will be funded by PA, New Jersey and Federal funds.

OTHER NEW JERSEY BRIEFS

Amtrak put into regular service on October 5, 1976, a new lightweight Swedish ASEA electric locomotive that is capable of speeds of up to 120 mps, the first foreign electric passenger locomotive to run on U.S. rails. It operates through New Jersey on its regular Washington-New York run, which uses electric locomotives as far as New Haven.

A legislative committee doing a study for the DoT has concluded that counties should assume a greater role in local transit operations. Meanwhile, about 600 of the new DoT Flexible buses, both transit and suburban, have appeared in service on various lines.

A study of the various facilities along the ConRail (CNJ) tracks between Newark and Plainfield has begun by the Union County Planning Board and the PA. It will include a survey of existing stations, parking lots, bus lines, traffic patterns, and forecasts of anticipated use by 1985. It will determine what changes may be required by the proposed PATH extension to Plainfield.

Upgrading of the Newark City Subway is among the recommendations in the latest five-year plan of the Tri-State regional Planning Commission.

John H. O'Meara

NORTHEAST CORRIDOR NEWS

October 31st will be the day that Amtrak starts operations of their fall schedules, and there will be a few adjustments to operations within the N.E. Corridor.

There will be a new train in the corridor which will fill a new gap in the New York-Washington express service. Two Metroliner runs are being discontinued, and the northbound MONTREALER and both NIGHT OWL trains between Washington and Boston will have schedule adjustments.

The Friday and Sunday only METROLINER #129, 2030 hours (8:30PM) from New York to Washington with stops at Newark, Philadelphia (30th Street), Wilmington, Baltimore, Capital Beltway and Washington is being discontinued. Passengers will be diverted to train #179 THE MERCHANTS LTD, which leaves New York at 2100 (9PM) daily, and which is equipped with Amfleet cars.

The Friday and Sunday only METROLINER #128, 2000 (8PM) from Washington to New York, with stops at Baltimore, Wilmington, Philadelphia (30th Street), Metropark, Newark and New York is also being discontinued. Its passengers are being diverted to THE COLONIAL, #166, from Newport News, which leaves Washington at 2005 (8:05PM), daily and which is equipped with Amfleet cars. In both cases, passengers will get the benefit of newer equipment, no reservations on #179, and Parlor car service on #166. They will have to pay a price of an increase running time of not quite one hour.

THE MONTREALER, #60, will leave Washington at 1805 (6:05PM) rather than 1705 (5:05PM) as at present. It will now arrive in Montreal at 1045 the next day rather than at 0945 as at present. Intermediate station stops will fall back one hour, with no other service changes. This change will increase the amount of service between Philadelphia and New York during the time between 2000 (8PM) and 2200 (10PM).

THE NIGHT OWL, #66, from Washington to Boston will stop at Bridgeport, CT at 0428, while its twin, #67 will stop southbound at 0227. Both trains, which operate the last RPO cars in passenger service, can and will absorb this station time within their present schedule.

Up until the birth of Amtrak, one of the Washington-New York train pairs was known as the EMBASSY. This train had coaches, parlor cars, a dining car and a lounge car. It was not as plush as the SENATOR or the CONGRESSIONAL, but was a typical Pennsylvania Railroad train. It was displaced by a pair of METROLINERS in Amtrak's push for increased METROLINER service, but now the service is coming round in a full circle. The new train pair Amtrak is placing in service between New York and Washington will carry this great name. The southbound train will be #175 and will leave New York at 0900 Monday through Fridays,

absorbing the schedule of train #205 between New York and Philadelphia. Train #205 will continue to run on Saturdays and Sundays between New York and Philadelphia. This alteration will mean that when #175 is running, the 1000 stop at Trenton will not be made, while this train will stop at Baltimore and the Capital Beltway on its way to Washington. The train will be equipped with Amfleet cars. The northbound train will be #182, leaving Washington at 1705 Mondays to Fridays, filling the gap left by the change in schedule of the MONTREALER. This means that there will be no service in this time period on weekends, other than the all reserved 1700 (5PM) METROLINER.

Cornelius D. Seon

PENN STATION COMPLETION STATUS REPORT

It was previously reported that Amtrak and the New York Metropolitan Transportation Authority had purchased Penn Station on a 60/40 basis, and that these two agencies were planning on spending a few Megabucks on the upgrading and completion of this great station. Since that time, quite a lot has happened.

Amtrak has completely replaced the car and shaft for all of the passenger elevators that run between the arrival concourse and the platforms for tracks 5 thru 14, the baggage elevators for all platforms, most of the escalators in the building, and most of the low voltage electrical wiring. In addition, they have revamped the air conditioning system for the entire building, as well as improve the lighting system and relettered the SOLARI arrival and departure boards. Obviously Amtrak markings are showing up all over the place and ConRail is taking a back-of-the-bus seat as far as identification is concerned.

As far as the M.T.A. contribution is concerned, they have a much longer way to go. Neither the Penn Central or the Long Island Railroad got around to finishing up the Long Island's waiting room, nor the two corridors which feed the Long Island waiting rooms. Construction has progressed to a visible level in these areas, and the result will be a waiting room which will be almost identical with Amtrak's. The construction in this area requires quite a bit of basic steel work and masonry work, as well as the cosmetic work which is being done throughout the entire station. In the meantime, service is not being disturbed: and this is quite impressive, since no other railroad, other than rapid transit lines, has as much service in and out of one station, or as high a level of ridership, at this present time.

Cornelius D. Seon

A.S.E.A. LOCOMOTIVE IN REGULAR SERVICE

It was reported in the last issue that the Swedish electric locomotive had entered testing service and that the testing had gone along very well. On October 5, 1976 the locomotive entered regular revenue service, with its first revenue assigning being THE STATESMAN, #173/174 between New Haven, CT and Washington, DC, but after a short spell on this service it began hauling a set of Amfleet cars on the schedule of METROLINER #108, the 1000 hour train from Washington to New York, and METROLINER #117, the 1430 (2:30PM) train from New York to Washington. These trains run on a Monday to Friday schedule only.

Amtrak chose METROLINER schedules to explore the locomotives speed capability. It is capable of 120mph operation (track conditions permitting!) and has acceleration and deceleration capabilities which match or exceed those of the METROLINER cars with trains of up to six cars. The locomotive weighs less than half the weight of the GE E60Cps, which makes the ASEA design ideal for METROLINER type service.

If Amtrak accepts the Asea concept, it would be used for various lightweight Corridor trains, (Philadelphia-New York CLOCKSERS, Washington-New York Expresses, etc) with the E60Cps replacing the remaining GG-1s on the heavier trains which exit the Corridor. General Motors EMD has the U.S. license from ASEA, and would be expected to build any ASEA type locomotives for Amtrak. The lease on the Swedish prototype, which will return to service on the Swedish State Railway, will run out in six months, unless extended.

Effective on November 8, 1976 METROLINERs #108 and #117 reverted back to METROLINER equipment and the ASEA locomotive entered the motive power pool. It is scheduled to operate the following METROLINER trains:

Monday-Wednesday-Friday	Trains #102-111-120
Tuesday-Thursday	Trains #105-114-123
Saturday	Train #105

The normal consist of a northbound train is ASEA locomotive X 995, a power car, one AmClub car, two AmCoaches, a AmCafe car, two AmCoaches, and an AmClub car. The train capacity is 420 coach seats and 51 club car seats. The trains will operate on METROLINER speeds and will be handled at all times as a METROLINER train.

Cornelius D. Seon, Russell E. Jackson

LONG ISLAND RILROAD GRADE CROSSING ELIMINATION

New York State Transportation Commission announced on October 28th that contracts had been let on low bids, which total \$67,296,049.60, for major bridge, rail and highway projects. Of these three projects only one of them is related to electric railroading. This one is the elevation of 1.8 miles of track on the Montauk Branch of the Long Island Railroad, with the resulting elimination of three grade crossings. This project, which is expected to cost \$29,700,000, is scheduled for completion by September 30, 1980. The work involves an embankment between Massapequa station and the beginning of the Sunrise Highway overpass. This is the last remaining portion of the electrified track running on the surface along the Montauk Branch. The portion east of Babylon to Montauk Point is on the surface, but all operation here is with diesel-electric locomotives. The grade crossing which will be eliminated are: Park Boulevard, Broadway and Unqua Road. The station at Massapequa Park will be replaced with an elevated station and modifications will be made at Massapequa. The completion of this section of track will allow the Long Island to raise the speed limit here from 65mph to 80 mph, the speed limit at present on all of the elevated portions of this line.

This marks the end of a project which started in the 1930s, and means that the Long Island RR can now concentrate on other lines with grade crossings.

Cornelius D. Seon.

SOUTH AMERICAN NOTES

The San Paulo Conference on Urban Transport proved to be very interesting, both from the general aspect of urban transportation planning and also for the chance to inspect several new subway operations. The 45 man team of general managers and others were given a detailed inspection of the new Sao Paulo subway and were permitted to walk through 3 kms of the Rio tunnel. Both systems are expanding, but the cost escalation is threatening both. They are now both going for broke, in a financial sense. It is now beginning to worry various officials, including those from the Federal government which is going to have to bail-out the two municipalities. The construction costs for these systems has been escalating, as has been the case throughout the world.

However, it is setting new records in Brazil. This is partly due to the interest in "Nationalization" of the technology and parts supply coupled with the resultant high initial costs of learning how-to-do-it. A most interesting case in point is the actual cost of rolling stock. The first set of cars for Sao Paulo costs about \$225,000 each. This is in general line with costs on the international scene. However, the order for the final 108 cars is running about \$750,000 each. A Six car train will have a value of about \$4.5 million, so that five trains will cost as much as one Boeing 747 aircraft.

The subway cars for both Rio and Sao Paulo are being built by NAFASA, under license to Budd and is basically a Budd design from the late 1940s in stainless steel. The Rio car order is still be contracted, but it seems as if the agreed price will be about \$725,000 each. The price of the Nationalization components is about 80-85% of the total cost, which seems to be a rather high price for "National Pride". It is expected that from the standpoint of reliability that the cars can be little worse than those now in use in Sao Paulo.

While Sao Paulo will not give out any exact figures on day-by-day break-downs of its present equipment, it is felt that one of the reasons for the present order of new cars is that there are enough technical problems so that the existing 198 cars are insufficient to handle the traffic. Only 26 out of 33 trains can be put into service in any one peak period. Seven trains out of 33 available means nearly a 25% maintenance factor, which is rather large. Hopefully it should be around 8-10%. It may not be any surprise to find that many of the components giving serious problems are those from a sub-contractor who is new to the field...Westinghouse. The couplers and brake system (which includes chopper control) are particularly troublesome. There has been some

structural problems with the bodies due to the light construction of the frame and floor. This has been remedied without trouble.

While the conference was being held in late October a small accident occurred in the tunnel between two stations. A third-rail shoe rode up and over the under-running third rail with the result that it

severed the supports of one section, dropping it on to the ties and closing the line for several hours. The accident was considered a fluke, but nevertheless it is the type of technical bugs that is being ironed out.

With the type of rapid construction found in both Sao Paulo and Rio certain developments which are not unlike the more "reasoned" planning and development of BART and WMATA can be seen. The noise level is extremely high and in the United States would be totally unacceptable, with the cars exceeding the original noise specifications. This is partly due to the un-airconditioned cars with the ventilation coming from the opened windows. Inside the concrete tunnel it is like being inside a drum. It is some- one less noisy than the 1926 Philadelphia Broad Street cars, but not much. Another source of noise is the disk brakes, which like Washington, are causing a major amount of noise when braking. The cars ride on a Pioneer III truck designed by Budd for commuter cars in the Philadelphia area. As far as is known, this is their first use for subway service.

In Rio, the Carioca tram line is still running, and now terminates behind the Petrobras building in the center of the city. The terminal facilities were dedicated after a total rebuilding in 1975. This suggests that the future of the system is guaranteed for at least the next decade. However, the track is in rather poor condition, and are not recommended for anyone suffering from motion sickness. The entire track structure needs replacing, which would give a more acceptable ride to the daily users. With the many urban construction and renewal projects in the center of Rio the line has become easier to photograph. Several buildings around the aqueduct have been razed, which provides a panorama view of the little open cars gliding across the structure. There is a note of caution for photographers-the terminal of the line joins the police/military academy, which is patrolled by armed guards. One should be careful of the angle of the photo taken.

Trolleycoaches are operating in Santos, Sao Paulo and Recife. The Recife system is using 115 trolleycoaches built in 1959-60 by Marmon-Herrington. Some of these units were originally used in Belo Horizonte, but were transferred to Recife at the end of that service. The operations in Salvador (Bahia) and Rio are now closed. ...There is one open tramcar of the Pernambuco Traction, Light and Power Company still in existence in a Recife public park, but it is in poor condition and suffers from vandalism....The city of San Jose, Costa Rica has just concluded a commercial agreement with the Soviet Union to obtain thirty trolleycoaches which will be used on at least one route from the center of

the city to the suburbs of Pavas, about 5 kms to the west. It appears that the agreement is similar to the one the USSR reached with Columbia, in which trolleycoaches were bartered for coffee. The USSR has incurred a deficit in trade relations with Costa Rica for several years, and with the current world price for trolleycoaches, this deal should go a long way towards making the accounts balance...

In Mexico City the STE is operating the tram system with only the refurbished PCCs. No cars in the old livery were seen on a recent trip. The system still suffers from a lack of enough cars to operate all the services....Tampico is still closed down due to a dispute within the cooperative about continuing tram operations. Both Mexico City and Vera Cruz are trying to obtain options on the cars, which have been out of service now for more than two years, to augment their fleets. The future for trolley operations in Tampico does not look too promising...In Vera Cruz the cooperative is having both good and bad times. On the good side, the mayor of the city considers the trams to be an asset from a function and tourist standpoint. He has provided city finances for the cooperative to build a new car. As a result, on October 16, 1976 the mayor dedicated the first new open car to be built in North America in more than five decades. The trucks and controls were obtained from a derelict Birney, but the entire wooden body is totally new construction. It is a ten bench open car with a center aisle and running boards. The new car will be run in tourist service, with a two man crew. The vehicle is numbered 001 and looks like a 1903 Single Truck, Single End Brill Open. The only modern touches on the car is that it has been wired for a stereo sound system and the rear platform has been made into a snack bar, with an ice cooler (sic) for food and drinks.

On the negative side, the regular equipment of the cooperative continues to decay. The Peter Witts are totally unsafe for operation from the standpoint of body structure and corrosion. The coop is only able to put eight to ten cars on the line on any day. As a result the city has suspended permission for the coop to operate several routes in the north and north-west sections of the city. Only the four routes to the south are still running. Even on these routes, the limited number of cars can not cope with the number of passengers, so increasingly the patrons are taking the busses. The track structure is an excellent test-bed for experimentation on the rail-holding ability of the flanged wheels. The city and the coop still hope to obtain second-hand cars at a low price to replace the existing fleet, but the track structure will soon have to be upgraded as well. The next two years will either see a major rebuilding or closure.

"Captain Spaulding"

TRANSIT FLASHES

The MBTA will put its operational fleet of LRVs into service on the first of the year. Twelve Boeing Vertol LRVs have been accepted by the "T", and they hope that they will be able to keep at least six cars in service at any one time. While

the route they will run on has not been announced, it is expected that they will be running mainly in the tunnel. -- SEPTA has repainted some 24 PCCs in the "Gulf Oil" livery since their repainting program was resumed last summer after the Independence cars were completed. Most of the cars are assigned to Woodland Depot, but several are at Callowhill...ConRail's Reading Division should have its last eleven "green" cars retired by sometimes in April. GE should have all 18 Silverliner IVs in the supplemental order (171-188) delivered by January 15. There would be expected to be three daily rush-hour trains using "Blue" cars after all the Silverliner IVs are in service, probably two West Trenton and one Fox Chase round-trips...ConRail's ex-Penn-Central service in Philadelphia still requires three trains of "red" cars. Trains 505 and 542 to Trenton use 7 cars. Trains 712 and 1749 to Media-Elwyn use 11 cars, and Trains 908 and 937 on the Wilmington line use 7 cars. At least 16 more Silverliners would be required to replace these cars, so they'll have to keep on running...The actual numbers of the 59 surviving "red MUs" are: Class MA9F: 409-458 (less 414, 420, 423, 451) [46 cars]; Class MA9E: 643, 651, 660, 665 and 684 (Philadelphia) [five cars]; 631, 648-649, 669, 671, 677, 679 and 681 (Baltimore) [8 cars]. ... ConRail GG-1 #4800 went to the Harrisburg shops early in January to shed its Bicentennial paint scheme, and will emerge as the first GG-1 to wear ConRail blue...General Motor's experimental electrics 1975 and 1976 "double-headed" a grain extra from Harrisburg to South Philadelphia on December 16, returning the next day with train PW-1. The EMD test car was coupled between the two units. Since then, both have been running (separately) on ConRail piggy-back trains between Harrisburg and Kearny, N.J.... Ex-New Haven E40s 4973 and 4977 are out of service at Harrisburg... Another GG-1 has been sent to the Strasburg Railroad for repairs. On December 12 #4855 was cut off a ConRail mail train #10 at Parkesburg, PA with an overheated bearing. On the 14th it was hauled behind a steam locomotive to have its axle repaired. The GG-1 returned to service on the 16th. Silverliner #395, which had been reported as having ConRail logos applied to it, was recently spotted at Paoli with those logos replaced with new Penn Central emblems...The high speed French electric locomotive which AMTRAK is leasing for tests in the NE Corridor is due to arrive at Port Elizabeth, N.J. on January 17. It is aboard the vessel Atlantic Cognac, ship which carried the French turbotrains to the U.S....Those ill-fated State-of-the Art transit cars are out of service again at PATCO's Lindenwold shops because of wheel problems. They did operate more or less regularly for a few weeks in December....Here's an update on Boeing-Vertol's Light Rail Vehicle program: For Boston MBTA - 175 ordered, 28 delivered as of December 31, four accepted for service. For San Francisco MUNI - 100 ordered, non delivered, 20 under construction. The first revenue run with an LRV occurred on Dec. 30th when car #3418 operated in Boston's trolley subway. Other cars in service are 3415, 3416, and 3420. No more are to be delivered in the

immediate future. As for San Francisco, the first car (#1212) will not be delivered until this summer, with the balance to arrive by early 1978. Boeing is building about 15 cars a month at its Eddystone plant, and has requests for demonstration programs in Cleveland, Newark, Pittsburgh, and Philadelphia...A GG-1 electric repainted in its original Brunswick green, with pinstripes and Pennsylvania lettering? That the aim of an organization known as "Friends of the GG-1" (FOGG), which together with the Potomac Chapter, NRHS is spearheading a campaign to raise \$10,000 for the restoration project. All who are interested are being asked to join in the fund-raising effort. The idea originated with Howard Serig, an economist for the US DoT and a NRHS member, who discussed the proposal in a recent TRAINS editorial. While no decision has been made as to which locomotive will be selected for restoration, it appears that one of the nine unmodified GG-1s owned by AMTRAK would be the most appropriate. AMTRAK officials have agreed to consider such a proposal, if the necessary funding is obtained. The actual work would be performed at AMTRAK's Wilmington Maintenance Facility...The Philadelphia Chapter NRHS (Box 7302, Philadelphia 19101) has requested an excursion utilizing a train of "green" MUs on ConRails Reading Division for either Sunday March 20 or March 27. These cars are expected to go out of service in April and be retired.

CINDERS- Philadelphia NRHS

BUS MAKERS MAY SHUT DOORS

In late October the three US manufactureres of inner city transit buses have told the American Public Transit Association that federal procurement policies may force them to go out of business. The problem is that the federal government has placed "unnecessarily narrow" restrictions on how local transit systems may use federal funds in buying buses. The APTA sent a telegram to President Ford citing a "critical situation now exists" and asking Ford to short-circuit the bureaucratic red tape. Because of the bureaucratic requirements there is a current backlog of orders for buses that could close assembly lines in January 1977 for General Motors Corp and AM General, a subsidiary of American Motors. The third manufacturer, Flxible, a subsidiary of Rohr Corp., has indicated it may have to shut its assembly lines in April 1977.

Washington Post

REFERENCE CORNER

[If you have ever worked on a traction history and have had it published, I'm sure that you have had the experience of having some one come up to you after your tome has come out and said:"Gee, I wish I had known that you were working on a history of the A.B.&C. I could have corrected your information on cars 101-110." Well, the Reference Corner wil try and provide a forum for the exchange of information. If you are working on a history and are seeking information, or if you just want to ask a question about your favorite line, just jot it down

[please use a typewriter] and send it in to the editor, who will try and run them as space permits. If you are working on a history & have some plans on getting it published the editor would like to know, but will not publish this information if you don't want it known.] And now, for our first enquiry:

FELIX E. REIFSCHNEIDER, P O Box 88, Fairton, N.J., 08320 is working on putting out a history of the Ithaca-Auburn Short Line, and needs information on the booster at Preventorium. If you have any recollections of it or the Short Line please contact Felix.

ROHR SUBWAY CARS WOES GROW - SO GE OFFERS ADVICE

Two different approaches have been suggested by General Electric Company to the financially-troubled Rohr Industries in coping with the problems of building 300 rapid transit cars. Rohr has already lost an estimated \$48.8 million on the fixed price \$91.6 million Metro car contract, & has asked GE for management advice on ways of keeping costs down while speeding up completion of the contract.

One GE suggestion is that the Winder, Ga., plant where they are built stop production for one year after 150 cars are delivered to allow the cars performances to be evaluated and the remaining cars corrected to provide more reliable service.

Eventually METRO will need an additional 250 cars to operate a 100-mile system and the second suggestion is that because of the losses Rohr is shouldering on the first order that they be given the contract to build the remaining 250 cars. The reliability of the remaining 250 cars would be improved because of Rohr's experience in building the first 300, according to the reasoning of GE's experts.

The GE suggestion has been made to both Rohr and to Metro, however it has not been an official proposal. There are economic advantages to Metro in both of GE's proposals. Concerning the one-year moratorium approach, Metro would avoid expensive storage costs of the cars. These costs have already have started since Metro only uses 28 cars on its 4.6 mile long operation, while it has over 120 cars delivered, 84 which have been accepted for service.

The Rohr built Metrorail cars still have some defects. About once a day, a Metrorail car breaks down, causing a delay of more than five minutes. However, Metro's Tony Stefanac, general superintendent of train operations, said the cars are performing well overall. In San Francisco, where Rohr built 450 cars for BART, roughly half are out of service every day.

The delay in car deliveries would have to be agreed to by Metro, but when the second batch began rolling off the assembly line they would be far superior to the first group, thus reducing long-term

maintenance costs and giving Metro more opportunity to use the cars in regular service during their two-year warranty.

Rohr is behind schedule in delivering the cars- all 300 were due March 1 and the penalty clause of \$50 a day a car is in the contract and the final resolution of the amount may be the basis of a court suit, according to Metro.

According to GE the transit industry is "steering away from the concept of buying a whole lot of cars at once. The philosophy now is to fly before you buy.

General Electric is willing to help Rohr because it would like to own the Winder plant where the cars are built. General Electric has never built a rapid transit car, but has built hundreds of railroad commuter cars at its Erie, Pa., plant.

Any agreement on the Metrorail cars will require UMTA approval, who "tends to favor a delay in shipment".

In spite of the advice from GE, Rohr finally decided to get out of the transit business, after suffering great losses.

Washington Star

WORLD WAR II DUD HALTS TRAINS

Service on Japan's superexpress "bullet train" line was suspended for about two hours Saturday while demolition experts from the Japan Ground Self-Defense Force defused and removed a 550-pound World War II U.S. bomb found by a construction crew near the line's track in Hamamatsu, central Japan. The bomb was found eight feet underground by crews working on power lines, a Japan National Railway spokesman said. Some 2,000 residents of the area were evacuated and eight "bullet" trains were cancelled during the work. About 250 trains were delayed as a result of the bomb removal, affecting an estimated 180,000 travelers, the JNR said.

W.D. Middleton, who contributed this item, commented: "I'll bet Paul Reistrup wishes he was hauling enough business on the corridor that a two hour delay would affect 180,000 passengers. Think of it, 1% of AMTRAK's entire annual business in only two hours.

Pacific Stars & Stripes

I know that you are going to find typos in the Journal, so please don't write me about them. If you want to count typos please do it in your local paper, and write its editor. This is a one man operation, and self-proof reading does not work out too well. By the time I get done typing and laying out the issue I have read the material so often I just skim over the mistakes.