



# HEADLIGHTS NEWS JOURNAL



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## CHICAGO EL CRASH KILL ELEVEN

A crowded elevated train hit the rear of another train in the Chicago Loop at the peak of the rush hour service on February 4th, sending two cars into the street 20 feet below and leaving two cars hanging from the elevated structure. First estimates were that sixteen were killed, but this number was later lowered to eleven. The dead included both passengers on the train and bypassers on the street below. Fire Commissioner Robert Quinn estimated that about 200 persons were injured, some critically.

While tow cars lay on the snow-slushed street below the El's westbound turn from Wabash to Lake Street, two more hung off the tracks and passengers were trapped inside, until firemen and police were able to free them, sometimes by cutting through the car's roofs with power tools.

The other ten cars involved in the accident remained on the elevated track. The accident occurred at 5:29CST p.m. as the elevated tracks were jammed with trains carrying Loop office and shop workers home. Each car involved contained an estimated 50 to 75 persons.

Authorities said the crash occurred when an eight-car westbound train on the Lake-Dan Ryan line rounded the curve and struck the rear of a ten-car Ravenswood train. The Ravenswood train had stopped short of the elevated station, apparently waiting for a suburban express train that was in the station to leave. The crash came at the end of a storm that dumped nearly four inches of snow on the city.

Police appealed to all doctors living on Chicago's Near North Side to go to hospitals in the area to help treat the injured.

The last serious Chicago Transit Authority crash was on January 9, 1976 when one train crashed into the rear of another train standing on the tracks, injuring 333. There were no fatalities in that accident. After the 1976 crash CTA embarked on an extensive renovation program to revamp safety switches on its lines. Automatic fail-safe signaling equipment was installed at a cost of several million dollars, in an attempt to prevent further sugc collisions.

In 1974 there were four serious CTA accidents, the worst of which was a similar rear-end collision at a South Side station that injured 224.

The following day, CTA officials blamed a 34-year-old motorman for the rush-hour crash. James McDonough, Chairman of the CTA, said the Loop's el system remained safe for commuters despite the collision that sent cars and passengers plummeting onto a downtown street. Some riders were buried under tons of twisted metal.

As federal and local investigations opened an investigation into the causes of the crash, McDonough said at a news conference that safety equipment installed after the last serious crash remains in proper working order.

Although he blamed motorman Stephen Martin, who remained in serious condition in a hospital, McDonough refused to say what precisely the drive of the train had done wrong. He said investigators questioned Martin and the answers convinced him the problem was "man failure".

Meanwhile Senator Charles Percy, R-Ill., told reporters that the wreck should hasten the replacement of the el, which has been troubled by a series of major accidents over the years. Percy said the tragedy should add impetus for action on a five year old plan to tear down the elevated tracks that circle the downtown district and put in a subway system.

In 1972 state officials announced that the federal government had awarded \$5.8 million to the city to study a Loop subway to replace the Loop el, which was constructed in the 1890s. Chicago recently got anyother grant of \$3.5 million for engineering and environmental studies for the project. Although officials said they hoped to get the project rolling before this year, the plan has been stalled for lack of money to begin the work on the line which is tentatively known as the Franklin Street subway.

McDonough said he was "confident that the CTA system is safe...and even though the investigation is not complete and is very preliminary" the cause was "man failure".

"The motorman indicated that the equipment was properly functioning," he said. Besides refusing to say what lead him to the conclusion, McDonough also declined at the news conference to detail CTA regulations involving the distances that a motorman must remain behind the train in front of him.

Both trains involved in Friday's collision had electronic safety equipment that should have prevented the crash, but a CTA official said the system can be manually overridden, leaving all responsibility with the motorman.

Federal investigators attempted to restage the circumstances of the worst elevated train crash the following day. Vice-Chairman Kay Bailey of the National Transportation Safety Board said test at the scene of the crash in the city loop were conducted just after dusk, about the time one train bumped into the rear of another one on a sharp curve. Investigators hoped to determine the approximate visibility at the time of the accident and the braking conditions.

Washington Post  
Washington Star  
Baltimore Sun



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REFERENCE CORNER

The Reference Corner is open to all members who are working on traction histories and are seeking information for their publication, or who are just interested in finding out more about their favorite line.

O E Carson (Gene), 15 Charles Plaza, Apt. #801, Baltimore, Md 21201 is working on a history of street railway operations in the state of Georgia. Emphasis will be on Atlanta. However, he needs photographs of the operations in Albany, Americus, Augusta, Brunswick, Columbus, Macon, Tallapoosa, Valdosta, and Waycross. Also, needed are maps for Albany, Americus, Valdosta and Waycross. He has a question regarding the Atlanta operations. In 1946-1947 curved side interurbans #488 and 489 were renumbered 608 and 609. In the process #489 was renamed "Joel Hurt" when renumbered 609. Does anyone know for certain what happened to #488 when it was renumbered to #608. Did it keep its old name after renumbering or was it given a new name, and if it was renamed what was the new name. A photo showing the new number and name would help. The book will be published by Interurbans and the profit will be used for the operation and upkeep of Georgia Power Company #948 at Branford.

Ed Keilty, c/o INTERURBANS, P O Box 6444, Glendale, CA 91205 is working on "THE DOODLEBUG STORY" and is looking for information to complete his self-propelled railcar rosters for every system (line haul and short lines). He also needs data on the more obscure manufacturers. If you can help him out, please contact him through Interurbans.

Charles E. Benjamin, 12 Kingwood Drive, Poughkeepsie, NY 12601 is seeking information, photographs, and technical material for a work he is doing on the Los Altos Railway of Guatemala, a line which ran only from March 1930 to March 1933, when it was washed out by a flood. This electric railway connected Quezaltenango, 7656 feet with the rail system at San Felipe, 2257 feet with grades of up to 9%. It was a three foot gauge and was electrified by AEG of Germany.

NEW JERSEY NEWSNOTES

## Newark City Subway

Several minor snowfalls between Christmas and New Year's Day had virtually no effect on TNJ's Route 7-City Subway operation. The work crew, however, left regular subway chores to clear the snow from outdoor stations, platforms and stairways. The TNJ sweeper had its motors lubricated and was made ready for use if needed.

When the first snow falls in North Jersey each winter, the PCCs present a most unusual sight as they glide past Branch Brook Park, whipping up the new snow along the picturesque white-blanketed right-of-way.

Construction work on the Heller Parkwyz bridge has been suspended temporarily because of the cold weather.

## PATH

N. J. Transportation Commissioner Alan Sagner has called the PATH Plainfield extension a "go Project" in spite of mountains of current bureaucratic red tape as well as opposition from counties not served by the extension. UMTA funds will not be forthcoming until October 1.

The latest revision of plans to connect the airport terminal with the McClellan Street station one mile away in Newark provides for a "people mover," sometimes termed a horizontal elevator."

## Other New Jersey Briefs.

With casino gambling coming to Atlantic City there is new pressure to extend PATCO from Lindenwold to Atlantic City along the PRSL (ConRail) right-of-way. Governor Byrne does not think that this will happen within the next two years, however.

With well over 700 new DOT Flexible buses in operation in the state, there are more Flexibles than GMC buses now running on J.J. routes. Meanwhile a shakeup of the state's \$38 million bus subsidy program, from company executive salaries on down, has begun.

JACK O'MEARA

## PHILADELPHIA: THE BICENTENNIAL YEAR IN REVIEW

The Bicentennial year of 1976 was a mixed one for the transportation scene in Philadelphia. In some areas there were improvements; in others, setbacks. On the whole, the slow deterioration that has characterized much of SEPTA's operations continued.

The Bicentennial celebration resulted in some new services and improvements. Twenty-six PCC cars on Route 50 were repainted in an attractive red, white and blue paint scheme and named after one of the original states. Even more surprising was that an effort was made to keep them clean of graffiti, something which is on the rise elsewhere.

Special train service was offered during the summer to Valley Forge and New Hope, the latter utilizing the New Hope and Ivyland between Warminster and New Hope. This was the first time in many years that a passenger could travel on a regular basis with a change at Westminister to New Hope from the Reading Terminal. Through tickets were sold, but judged by the consternation caused when this reporter bought one, apparently not many availed themselves of this service. The transition to ConRail in April brought no noticeable changes with commuter runs continuing as before. More silverliners were received during the year and assigned to the ex-Reading lines.

A plan to run four old streetcars on a historic loop along 4th and 5th Streets eventually resulted in a single car car offering service in August and September. This car was an open boat car from Blackpool, England, which presented an interesting contrast to the normal PCC service.

During the year, thirty former Kansas City and Birmingham PCC cars were purchased from the Toronto Transportation Commission to partially replace those lost in the 1975 Woodland carbarn fire. Still wearing their red paint the cars were placed in service on Route 60, Allegheny Avenue. This added equipment made it possible to restore trolley service on Route 23, Germantown Avenue, and Route 15, Gerard Avenue. Buses still run on Route 56, Erie Avenue, however. Repainting of the PCCs in orange and blue continues, although many of them were disfigured by ugly graffiti as soon as they appeared on the streets. Work is well underway in a "temporary" new barn at Woodland Depot. The rebuilt 5th Street station of the Market-Frankford line was opened, and much work was being done on the 60th Street El station. Work also progressed on the Frankford El relocation in the median of the Delaware Expressway, I-95 along the riverfront.

In the suburbs, SEPTA took over the former Schuylkill Valley lines bus operation in March, and designated it as the Fronteir Division. Plans were made for an extensive route changes, but they have been blocked by community opposition. On the Red Arrow Division, the Media line was double-tracked to Springfield, permitting more flexible scheduling. Car repainting in the orange and blue paint scheme also progressed on the Red Arrow line.

SEPTA's financial condition worsened considerably during the year. The SEPTA Board ordered layoffs and service cuts, sparking union walkouts, picketing by community groups and service disruptions. For example, on one May morning, only four trolleys were operating on the subway-surface lines, where sixty were normally scheduled. Less than half of SEPTA's revenue is earned through the fare-box, and the city, suburban counties, and the state disagree about the proportion of their subsidy responsibilities. Management efforts to obtain a fare raise have been vetoed by the city, but a five cents raise on the Red Arrow division was approved. At this writing, the crises has not been resolved and there are predictions that the system will shut down in the spring when its money runs out. Few take this threat seriously, so operations continue in normal fashion. The only realy solution is some type of broad based tax, but this will take legislative action and further embroil SEPTA in the political jungle.

The controversial center-city commuter tunnel was approved by the Federal Department of Transportation in January, despite rigorous opposition from community groups who want the more than \$300 million involved spent on upgrading city transit lines instead. Suit has been filed to block the project, but with the weight of the city and the Federal governments and the powerful construction unions behind it, it now appears likely the much-discussed tunnel will be built. The line will link the former Reading Lines from a point near the Reading Terminal with the former Pennsylvania RR suburban service from Penn Center.

SEPTA is faced with a number of inherent difficulties which have combined to produce poor service, dirty equipment, declining employee morale and public disgust. Among the factors besetting the agency are political interference and indifference; lack of money; vandalism and graffiti by parts of the public; union pay demands; old and dilapidated equipment; inadequate management and a general lack of direction and leadership. Until these and other problems are solved, transit faces a rocky and uncertain road in the Philadelphia area.

James Henwood

## PHILADELPHIA NOTES

The Wall Street Journal reported that the Souteastern Pennsylvania Transportation Authority said it approved a \$14 million contract for AM General Corp, a unit of the American Motors Corp., to build 110 trolley coaches for use in Philadelphia...The authority said that before the contract can be awarded, it must be endorsed by the Federal UMTA, which would fund 80% of the cost. In Washington a UMTA spokesman said it approved specifications for the project, but still must give a supplemental grant to fund it.

In Detroit, a spokesman for AMC said the company couldn't comment since it hasn't yet received an order for the trolley coaches. Industry sources said, however, that if approved, it would be the first trolley coach order for AM General. The AMC unit has the coaches under development, but there aren't in production yet.

The SEPTA source said the contract is a part of a combined order with Seattle, which wants an additional 63 trolley coaches valued at another \$8 million.

Wall Street Journal -AM

The ill-fated SOAC experiment on PATCO has ended. The highly touted State-of-the-Art transit cars are being returned to the Boeing Vertol Company because of unsolved wheel problems which raised questions about the cars' safety. The SOACs operated only 2,939 miles during their many months on PATCO, having spent most of their time in the Lindenwold Shop. AMTRAK has leased another electric locomotive from Europe for testing in the Northeast Corridor. Bearing the number X996, the high Alstom-built French unit was unloaded January 23 at Port Elizabeth, N.J. The next day it was shipped to the Wilmington Maintenance Facility for inspection prior to its first test runs. ...Metroliner 820 has received a jazzy new front-end paint scheme, with "AMTRAK" spelled out in giant white letters on a red and blue background. AMTRAK has extended its lease on the Swedish electric unit X995 to April 1, 1977. The 6,000-hp locomotive has been extraordinarily successful in revenue operation over the past several months...CONRAIL logos are being applied to several older Silverliners on the former Penn Central...The New York-Washington mail trains # 3 & 4 are still being operated by ConRail, not AMTRAK. These five-day-a-week trains, which carry the last operating railway post office cars in the U.S. will probably remain ConRail until the expiration of the present mail contract with the Postal Service in June...ConRail GG-1 #4800 has not yet lost its Bicentennial paint scheme, but the current motive power crunch has delayed its trip to the paint shop, and it will be sometime before it becomes the first GG-1 to be seen in Conrail Blue...During January SEPTA continued to run five car trains on the Broad Street Subway due to a lack of replacement axles for a substantial number of cars. The removal of part of the Frankford El has been delayed by a problem with third-rail supports being insufficient for the new third rail. No date yet for the opening...Downtown people-movers have been approved by UMTA for Cleveland (\$41 million), Houston (\$33M), Los Angeles (\$125M), St. Paul, MN (\$45M), and Detroit (some portion of an earlier \$600 million grant) to revitalize their central city areas... Regarding Detroit, an argument is waging within that region as to whether to build a high-speed rapid transit subway under the streets serving the major population and commercial centers or to use streetcars on railroad private right-of-way (most of which have numerous grade crossing) to hold cost down...The 3 air-cushioned ferries that New York City is getting next summer may be used to replace the regular "Kennedy-class" ferries used on owl runs on the Staten Island Ferry. During the day, these 34-knot, 80-seat vessels would provide service from Co-Op City to 34th Street, between Riverdale and West 42nd Street Heliport, summer tourist trips to Jamaica Bay, Sandy Hook and Great Kills...UMTA has announced that it will commit \$380 million for Boston's Southwest Corridor Extension (delayed in part due to wrangling over an Interstate highway that had been planned for the same location) and \$303 million for the

Red Line extension from Harvard Square, Cambridge, to Arlington...Montreal's Metro projects are slowing down a bit. A four month strike and a supplier's delays prevented Bombardier-MLW from delivering any of the intended 90 new rubber-tired cars for the Summer Olympics, although 15 had been delivered by the end of November and all 423 should be delivered by the opening of the western extension of Line 1 from Atwater to Angrignon (5.2 miles) in March 1978 or the opening of the western extension part-way to Rue Jean-Talon in September 1978. Construction of Line 2 northwest to Salaberry and a crosstown line from La Fleur in the west to Amos in the Northeast (crossing Line 2 west at Snowdon and Line 2 east at Jean-Talon[a different station from the above-mentioned Rue Jean-Talon station]) has been held up by a provincial financial moratorium. Ridership however, on the Metro, even with a severe car shortage, is up 25% over the previous year to 72 million. The new cars will have chopper controls and better ventilation, but Montreal believes its rubber tired cars are still good because of less vibration to surrounding buildings and better traction on steep grades (6.5%). ..Edmonton, Alberta should receive its first light rail vehicles (of 14) in April from Siemens-Duweg of West Germany for testing prior to its opening in the spring of 1978. A "pre-Metro" system of 4.5 miles with high level platforms, two underground stations downtown (Central and Churchill) and three surface-level stops (Stadium, Coliseum[to serve the Commonwealth Games in the summer of 1978] and Belvedere. Rapid Transits plan in Calgary has slowed somewhat and is dormant in Vancouver...

CINDERS Philadelphia NRHS

#### UMTA FUN AND GAMES

With his term of office coming to an end, Secretary of Transportation William T. Coleman Jr put on his Santa Caluse suit and told Dade County Florida transit officials that they may employ heavy rather than light rail technology on Miami's 16.5 mile proposed line from Dadeland to 65th Street NW. Furthermore, while not a winner in the people mover sweepstakes, Miami's proposal had sufficient merit for UMTA to permit them to reprogram part of a total \$575 million transit commitment to this project. Coleman also told Baltimore transit officials that their people-mover proposal was not a winner, but it was good enough for UMTA to allow Baltimore to reprogram part of their existing commitment for that project. Several months too early to be placed under the Christmas tree was a \$61 million grant to complete the last 0.9 miles of the Morgantown people-mover. In October UMTA personnel visited Dallas-Fort Worth Regional Airport to inspect the AIRTRANS people-mover. At that time high praise was heaped on the concept and operational capabilities of the line. Two months later, on Dec. 8 UMTA awarded a \$2.0 million grant to the airport board for "design and improvement modifications". Vought will be the primary subcontractor in a project to make their own system work. [See HEADLIGHTS, Jan-March 1976] The UMTA press release listed as objects of the 12 month project: "to upgrade the propulsion subsystem, improve the power collection subsystem, investigate and implement an improved steering subsystem, test under actual operating conditions an improved, more reliable command and control subsystem, and perform a vehicle test and demonstration program to verify the improved subsystems and to demonstrate operation of the system." And half the Federal budget is borrowed money, anyway.....

Fred Schneider/Howard White

## PATCO GETS AUTHORIZATION FOR NEW CAR PURCHASE

The federal Urban Mass Transportation Administration (UMTA) has approved a proposal by the Delaware River Port Authority to purchase 46 cars for the PATCO High-Speed Line from Canadian Vickers of Montreal.

The decision means the end of a two-year search by the authority to find a company to manufacture the cars.

At the same time, Camden Mayor Angelo Errichetti said he was optimistic that ground would be broken this fall for a new \$15 million Broadway station at Broadway and Mickle Street.

The DRPA says it needs 22 additional cars for maximum efficiency on the line. It also will need another 24 when Woodcrest Station Cherry Hill opens - probably December 1978.

The port authority ran into problems when Budd Co. the manufacturer of the cars currently in use made a corporate decision not to be the prime contractor of transit cars. The prime contractor is responsible for the warranty of the cars.

Last year, the DRPA began negotiating with Canadian Vickers, but the purchase had to be approved by UMTA, the agency paying 80% of the cars' cost.

The states of New Jersey and Pennsylvania are paying the remaining 20%.

DRPA executive director William Watkin said the cost of the new cars will be \$683,000 plus an import duty which is still the subject of controversy.

The amount of duty is set at 11% and would raise the cost of each car to \$730,000.

The port authority and Canadian Vickers both are attempting to get the duty reduced to 5.5%.

Although most of the duty would be paid by one federal agency, Watkin said the chief argument for reducing the duty is that many of the car parts will be manufactured in the United States and shipped to Canada for assembly.

Courier-Post, Cherry Hill

## PATCO SERVICE CHANGES

The Delaware River Port Authority voted Wednesday to allow folding bicycles on the PATCO High-Speed Line during a three-month trial period.

Robert Thomas of the Philadelphia Bicycle Coalition told the commissioners that folding bicycles take up no more room on the trains than suitcases. For some passengers the bicycles is "an absolute necessity," he added.

The genius of the automobile is its ability to take us exactly where we want to go when we want to get there," Thomas said. "Mass transit cannot offer this service."

With the bicycle, however, he said, the flexibility of mass transit can be increased.

PATCO General Manager Robert Johnston argued against allowing the folding bicycles during rush hours. But the commissioners said they didn't believe the small number of persons using folding bicycles would cause a problem.

Courier-Post, Cherry Hill

## NEW YORK CITY SERVICE CUTS

Following the January 5 public hearings, MTA approved the following:

1. Elimination of Bowling Green-South Ferry Shuttle. This was set for early Sunday morning Feb. 13 and, although not announced, means elimination of all Lexington Ave. service to South Ferry (trains will loop but not stop).
2. Cutting back both West End "B" and Sea Beach "N" trains from Coney Island at 36 St - 4 Ave. between 1 AM and 5 AM, eliminating Broadway Bridge as well as service to 57 St. - 6 Ave. during these hours.
3. Cutting back "GG" trains from Brooklyn at Queens Plaza between 10PM and 5 AM, with "F" trains running local in Queens.

Dates from 2 and 3 have not been announced but are expected to take place sometime in August.

Because of public opposition, MTA agreed to study proposed elimination of the "AA" and Franklin "SS". then later decided to keep the Franklin and the "AA" would continue to run except from 1 AM to 5 AM.

As part of the package of service cuts, train lengths are approximately half size in non-rush hours.

New York Div. Bulletin

## SUBWAY TRAIN LENGTHS CUT

Although NYCTA had announced plans to reduce length of off-hour trains, few expected the cuts to be so drastic and to start so soon. It began to be implemented on January 24 (postponed from Jan 17 due to very cold weather). Approximate hours 9:15 AM to 2:15 PM, after 6:45 PM (Monday thru Friday) and all day Saturday and Sunday. Train lengths are: A,D,E,F,N,RR: 4 cars; #1,2,3, 4,5,6; 5 cars; #7; 6 cars except 4 in owl (1 AM-5 AM) Exceptions: RR (4 Ave Local) cuts to 4 cars during evening hours (7 days) and #6 (Lex-Pelham) runs 10 cars Sat. afternoon.

New York Div. Bulletin

## THE MBA ON WHEELS

At 6:58, on a very cold, very snowy morning, a half dozen students climb into the first car of the Long Island Rail Road's Port Jefferson commuter line and join a dozen of their peers. They are on their way to jobs in Manhattan. During the commute, they also will get a bit closer to their Adelphi University MBA degrees.

By taking 352 one-hour courses during the morning and evening trips, and paying around \$5,000 these students and 130 more like them on other commuting lines can earn their Adelphi MBAs in two years or less - assuming, of course, they can keep their eyes open and ignore rattling and train-whistle interruptions.

Most Adelphi students say they love the "MBA ON WHEEL" programs. The train classroom, they say, fits perfectly with their everyday lives. "I've got two kids whom I love, and I also love to work," says Barbara Schmidt, 30, a tallish, blond research coordinator in the investment management division at Lehman Brothers. "How could I work, see my kids and get my MBA if I had to enroll in a traditional day or night school program?"

The rolling classroom has been good to Adelphi University, too. Leasing its four train-car classrooms costs the school \$17,000 a term. Teachers for the program cost another \$16,500. Tuition from the 150 students (80% of whom are funded by their employers or the government) comes to around \$52,000 - for an annual net profit of around \$50,000. This is enough to hire, say, two professors of English Literature. So successful is the program that Adelphi's associate professor of marketing, Gregory Gutman, who helped start it, says that he will most likely expand it to two more commuter lines.

Forbes, March 1977

#### FIRST NEW LACKAWANNA M-U's ARRIVING TO BE TESTED ON PENNSY

The first new M-U cars (#1334 & #1335) for electrified lines of the former Lackawanna RR (now Conrail) were delivered Feb. 15 to CNJ Yard at Harrison. Since they cannot be used on the present electric system of Erie-Lackawanna, they will be tested on former Pennsylvania RR lines of Conrail in New Jersey. This will permit temporary withdrawal of the Arrow I cars for rebuilding. The E-L lines will be changed to Pennsy system so that some E-L electric trains may eventually operate to Penn Station (NY). The new cars are being purchased by the State of New Jersey. There will be 30 single units, numbered 1304-1333 and 150 cars in two-car sets, numbered 1334-1483, and are being built by General Electric.

New York Div. Bulletin

#### PEOPLEMOVER PROJECT RUNS INTO TROUBLE

The California Transportation Board has turned down an application for planning and preliminary engineering funds for a proposed Downtown People Mover in Los Angeles. A spokesman for the board said the Community Redevelopment Agency, (CRA) which is in charge of local urban renewal projects, had failed to study possible alternatives and did not have substantial citizen participation when planning the people mover - both primary conditions for state financial aid.

The federal government, through UMTA, has promised Los Angeles up to \$125 million for the project providing the city and county each contribute \$8 million and the state another \$16 million. The city council has already approved the project in principle and has voted funds for the initial engineering study.

A recent series of investigative reports by a local television station (KABC-TV) revealed that a Citizens Advisory Panel (CAP) appointed by the CRA to investigate downtown transportation problems voted unanimously against building the people mover after a year of study and public

hearings. That report, however, was not widely circulated and not given to local lawmakers or made a part of the funding application to UMTA.

CRA, which was to have begun construction on the 2.67 mile line - which would be operated by 30-60 passenger driverless cars - in November, will now have to meet the state criteria before receiving any more money from either Sacramento or Washington.

Julian Wolinsky March 1977

#### PHILADELPHIA CENTER CITY TUNNEL APPROVED

The long debated Center City commuter tunnel, designed to link over 400 miles of the former PC and Reading systems will now become a reality with the signing of a contract between Federal and City officials. The project will cost an estimated 307 million. The tunnel will connect PC Suburban Station at 17th & JFK with a new Reading Terminal at 11th & Market. This project has been called the keystone of the Market St. East redevelopment project and is supposed to sharply reduce the number of automobiles now clogging the center city streets. The Railroads are now owned by Con/Rail and operated by SEPTA

The idea of connecting the lines was originally proposed while Richardson Dilworth was mayor in 1958, with the price tag then \$28 million. Of the present \$307 million cost, the Federal Government will pay \$240 million, and will also make up the proportionate difference in cost overruns, unless they are due to the city's neglect. Construction is now planned to begin this summer, but some community groups and other concerned citizens are threatening court action to block construction.

Opponents of the tunnel argue that the money could be better used to fix up existing SEPTA facilities; that the tunnel will cater to a small group of suburbanites; that the estimate of \$307 million is too low; and that all that money for 1.7 miles of underground track is just not worth the expense. Some of the mistaken notions that the city is trying to correct is the idea that the money should be spent to rehire drivers on the SEPTA system. The money can only be used for capital improvements.



James Martin, executive director for the Old Philadelphia Development Corp., says he would rather see the suburbanites take the train rather than drive, but in fact there are 56 stations on the PC and Reading within Philadelphia.

Robert Stacy, City Transit Engineer, who spoke at the January MPRA meeting, says the line will be a four-track project, and that already properties along Filbert St. have been acquired for the tunnel. A major part of the job will be supporting the present Reading Terminal which will be preserved since it is an historic landmark. According to Mr. Stacy, this will greatly help in the change-over period from the present route to the new tunnel. Also the construction of the tunnel will create many jobs for the people now out of work, and will be beneficial in helping unemployment.

Metro Liner - Jan 1977

#### RIO DE JANEIRO TRAMWAYS TO BE REBUILT

The CTC in Rio has been granted CR\$ 23.9 million (about US \$2million) to rebuild the Santa Teresa system ("Carioca line"). This includes extensive track and wire work and reopening the 2.8 km (1.75 mi) Silvestre line which was closed in 1966. It also involves enlarging the depot on Rua Carlos Brant (atop the former inclined plane) and building a new small depot adjacent to the new terminal at Petrobras. Reopening the Silvestre line, according to CTC, "will serve as the basis for the future creation of new tram lines in the city."

It will also coincide with delivery in 1978 of new Swiss-built trains for the Corcovado cog railroad, which connects with the Santa Teresa line at Silvestre. The Muratori branch, also closed in 1966, will be reopened later.

The CTC also plans to replace most of the open cars on the Santa Teresa system with new closed ones. Four companies, Santa Matilde, Mafersa, Vilares and Nacional, will submit bids and a decision is expected in early spring. Santa Teresa residents and members of the Society of Friends of the Trams of Santa Teresa will be "consulted" on the design. A newspaper poll shows most people

want to keep the open cars. A closed car was built for the line in 1967 but proved unpopular and was rebuilt as an open car 19. CTC says a few of the original open cars will be maintained and operated "as a tourist attraction on weekends."

The first car will be tested on Rio's new subway in December, 1977, and regular passenger service, over an 8-station section of Line 1, is expected to begin in March, 1979. Work is expected to get underway in March, 1977, on Rio's first "pre-metro" line, which will be constructed on the right-of-way of the former Rio do Ouro Railroad. This will

be a northwesterly extension of subway Line 2, under construction. Bids are out for the construction of 68 pre-metro cars, which will operate singly and in groups of up to four units. Two other light-rail lines are planned for the Rio area, one across the bay in Niteroi.

Beginning Jan. 1, 1977, the Taquaral Park trolley in Campinas, Brazil no longer operates on Saturdays, but now only on Sundays. The city system was abandoned in 1968, but four singly-truck open cars built by Brill in 1926 were preserved and placed back in service in 1972 on this entirely new line constructed around a lake at the edge of town.

Old trams, inoperative but sometimes intact, abound in the parks of Brazil. A magnificent, freshly repainted trolley sits on the central square in Curitiba, which abandoned its rail system in the 1950's. The last trolleys to run in Sao Paulo, including former Third Avenue cars from New York, are scattered all over the suburbs of that city. Best source of information on these is taxi drivers rather than the transit company. The CMTC, however has a well-preserved very early single-truck open Brill trolley on display at the Bras yards on Avenida Celso Garcia.

Allen Morrison

#### MONTREAL METRO

In June of 1976 the first of three extensions to the Metro system opened to the public. This one the eastern extension of line 1 past the Olympic Site and on east to a new maintenance facility at Beaugrand. Two other extensions to the southwest and northwest will not open for some time due to construction delays and lack of money. Cost have escalated to over 600 million for the planned and proposed extensions and are expected to approach 1 billion soon. Line 5 has been shelved for the present.

No new cars were available right through the Olympics and some cars were diverted from line 2 to handle the extra crowds. The new equipment was delayed due to a strike at Bombardier the makers of the cars. They started arriving late in the year and now are being tested out in actual operation.

They are more modern than the ten year old fleet featuring ATO and other technical innovations. To the rider most noticeable are the square headlights and more angular styling, the recessed fans and red-orange upholstery, which brightens up the interior; the old ones having been gray. Minor bugs have been found but will be ironed out before the rest on the fleet is delivered. Hopefully the new PQ (Parti Quebecois) Government will give more money for public transit as they promised in the elections, but then they were only election promises - along with the good government pitch. Since being elected they have talked a great deal - done little - and mentioned much about seperation.

Andrew T. Ludasi