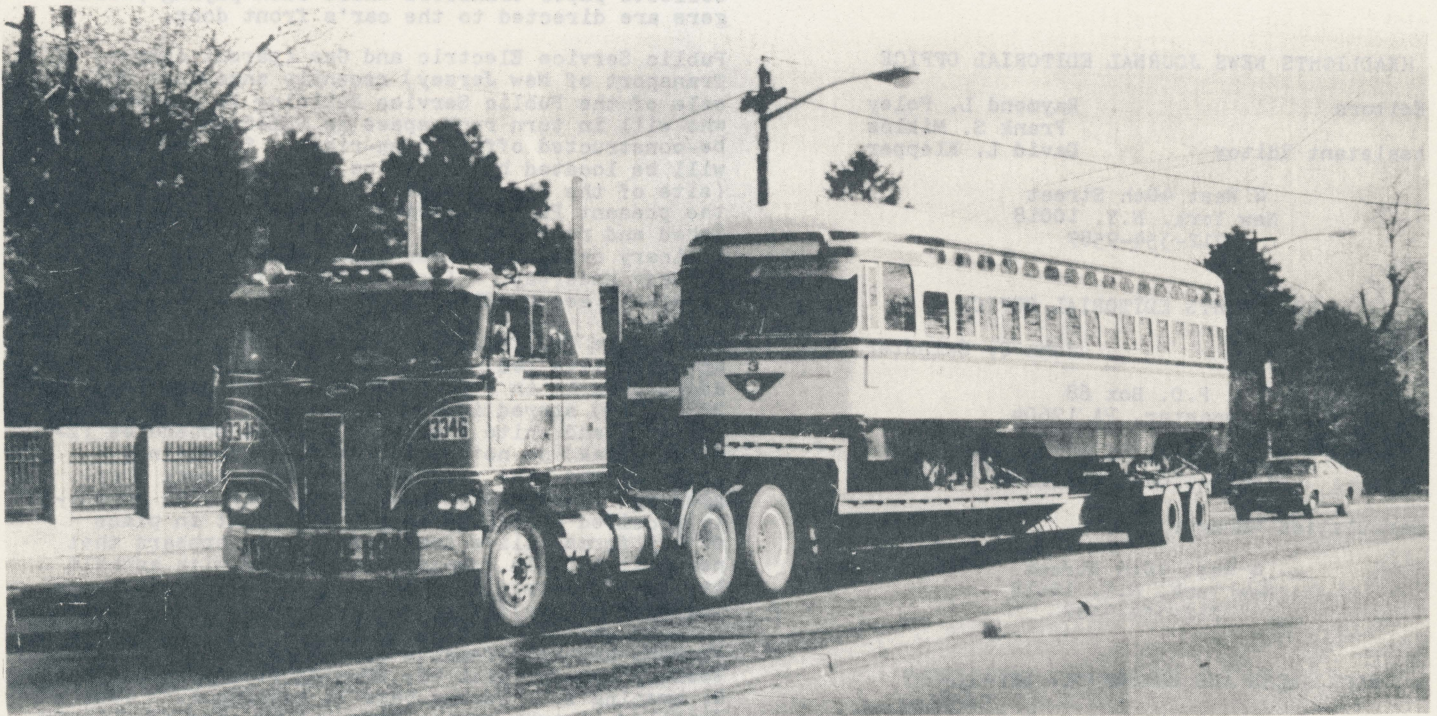




HEADLIGHTS NEWS JOURNAL



January 1978



Newark Update

Recent developments in Newark include extension of the Exact Change plan by Transport of New Jersey to the City Subway effective February 21, 1976. Used Keene fareboxes replaced the old Johnson boxes in the PCC's while new Duncan fareboxes were installed in Exact Change buses. The City Subway was the last trolley line in the United States and Canada to adopt the Exact Change system.

The New Jersey Department of Transportation, in cooperation with the City of Newark and Transport of New Jersey, established an experimental 10¢ fare program in 1974 between Penn Station and Broad St. (Westbound AM; Eastbound PM ONLY.) This plan was aimed at luring commuters who normally walked to avoid the one-stop 40¢ ride each way. On Sept. 1, 1977, the successful 10¢ Reduced Fare Program was expanded to attract college students, shoppers and commuters to use the City Subway and hopefully reduce congestion in Newark's downtown streets. The new fare plan is as follows: 10¢ Eastbound (Warren St. to Penn Station) Monday thru Friday; 10¢ Westbound (Penn Station to Warren St.) Monday thru Friday EXCEPT between the hours of 4-6 P.M. when the fare is 40¢. (This also means Westbound fares are now PAY LEAVE when the plan is in effect.) The reduced fare is good between any two stations in the underground portion of the subway. A full 40¢ fare is required for a ride west of Warren St.

Between the hours of 4-6 PM, all fares are PAY ENTER, with pre-payment at Penn Station and at Broad Street (in both directions).

The 10¢ fare is not in effect on Saturdays, Sundays or Holidays. The New Jersey Institute of Technology (formerly Newark College of Engineering) recently expanded its High St. campus so that many of its buildings are located in close proximity to the Warren St. Station. Both the Newark Campus of Rutgers University and the Essex County Community College have recently opened modern educational facilities a short distance from the Washington St. Station. The combined enrollment of the three campuses is estimated to be 22,000 and it is hoped that a substantial number of these students will avail themselves of the 10¢ fare.

On weekdays, the 10¢ Reduced Fare Program, along with the implementation of the Exact Change program, have resulted in a mixture of fare collection methods. In the AM rush, fares are no longer collected at Penn Station (fares are PAY LEAVE as mentioned above), and passengers pay while exiting the fare barricade at Broad Street. AM inbound fares are collected on the station platform at Bloomfield Ave. A curious fare collection procedure exists on the inbound platform at Park Avenue in the morning. Since there is a large number of

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passengers transferring from buses terminating at this point, an attendant located by the rear door collects paper transfers while cash paying passengers are directed to the car's front door.

Public Service Electric and Gas (parent company of Transport of New Jersey) recently announced the sale of the Public Service Building to a developer who will in turn rent space to PSE&G in the yet-to-be-constructed office high-rise. The new building will be located between Pine and Mulberry Streets (site of the old "upstairs" trolley ramp), while the present Public Service Building will be demolished and replaced by a tree-lined plaza. Preliminary sewer and water line relocation work is already underway. (For history of Public Service Terminal, see HEADLIGHTS, September, 1961.)

The entire TNJ fleet of operable PCC's now sports an attractive red, white and blue paint scheme adopted early in 1975. Four damaged cars (8, 18, 29 and 30) stored in tunnel pockets remain in the old gray and white scheme. Present schedules (2-minute peak) do not warrant their rebuilding. Certain cars have received extensive truck overhaul and floor renovation. Flat car 5223 recently received a coat of bright red paint in place of its former olive drab color. It appears that new rail laid in concrete and topped with asphalt has been employed in the Orange Street grade crossing renewal project.

Present car requirements are as follows:
Weekday base 5, peak 16, evening 1. Saturday base 4, evening 1. Sunday base 2, evening 1. (For detailed history of the City Subway, see HEADLIGHTS, March, 1960.)

A surprise agreement was reached between Transport of New Jersey and the Greater Cleveland Regional Transit Authority for the sale of two PCC cars for use on the Shaker Rapid lines. It is reported that the purchase price of these two cars was \$50,000 apiece. If this is true, this shows the law of supply and demand in the transit industry. As the number of well maintained PCC cars diminishes, the price of such equipment escalates. (It might be noted that the original purchase price paid by Public Service for these cars was about \$11,000 each.) It is said that the former Twin Cities cars were handpicked by RTA officials to replace two like cars (RTA 59 and 65) that met head-on in the midst of a track renewal project last July 8th. First reports indicate the two cars will be placed in service immediately in their TNJ livery. Newark PCC No. 27 was loaded aboard a flatbed trailer and shipped to Cleveland in the evening of November 14th, while car No. 3 was loaded and shipped the following day. The sale of these two cars reduces the operable TNJ passenger car fleet to twenty-four PCC's.



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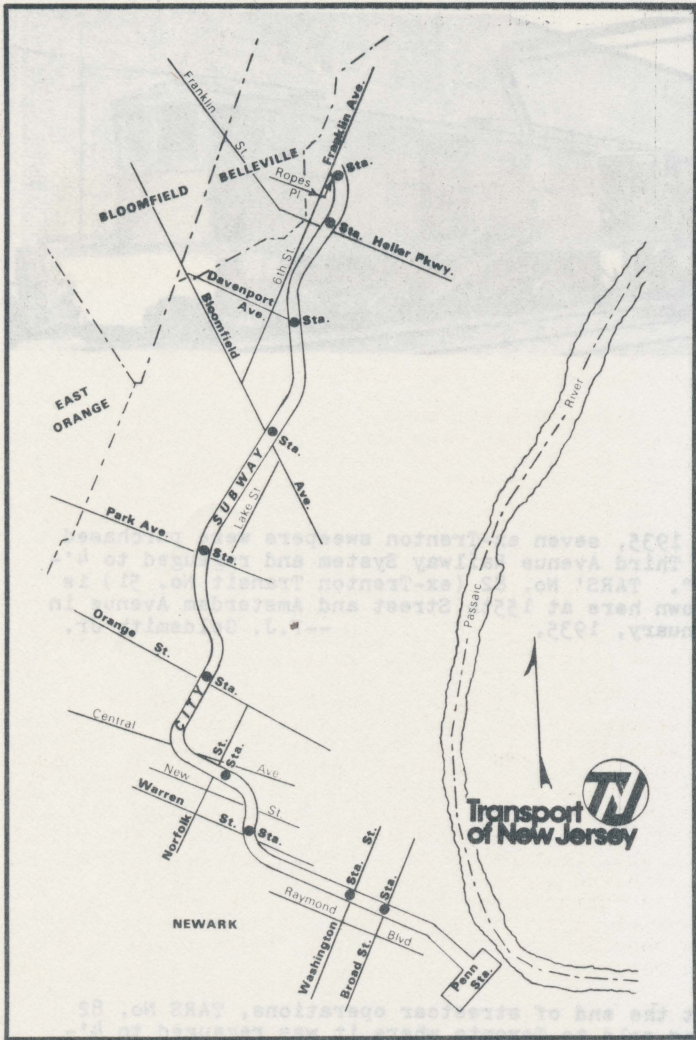
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FRONT COVER: Cleveland-bound ex-Transport of New Jersey PCC No. 3 glides effortlessly above the Bloomfield Ave. Station of Newark's City Subway on November 15, 1977.



TRANSPORT OF NEW JERSEY

City Subway Equipment Roster

Car #	Builder	Year Built	Description	Former TCRT #
1-20*	St. Louis	1946	PCC	320-339
21-25*	St. Louis	1947	PCC	360-364
26-30*	St. Louis	1948	PCC	415-419

Work Cars

				NOTES
5221	Russell	1912	d.e. line car	
5223	P.S. Ry.	1917	s.e. flat car	ex-2683
5245	P.S. Ry.	1921	d.e. plow	
5246	Russell	1921	d.e. sweeper	(TTC S-39)

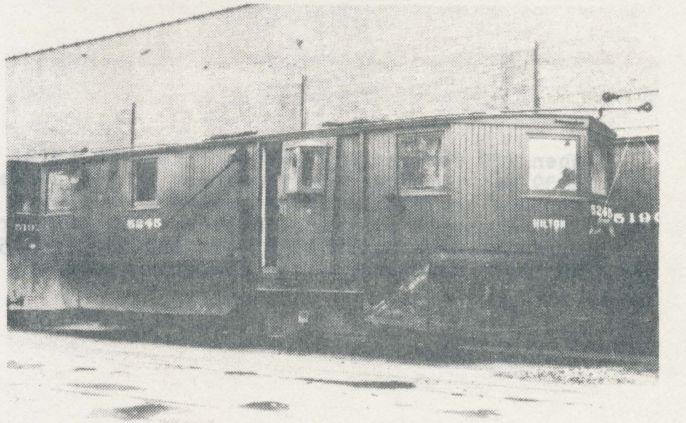
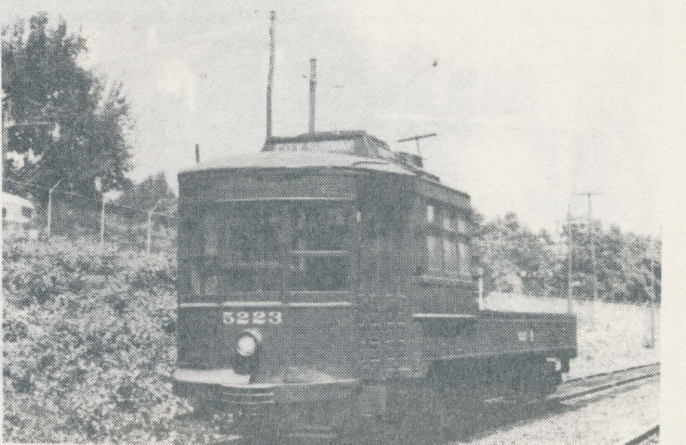
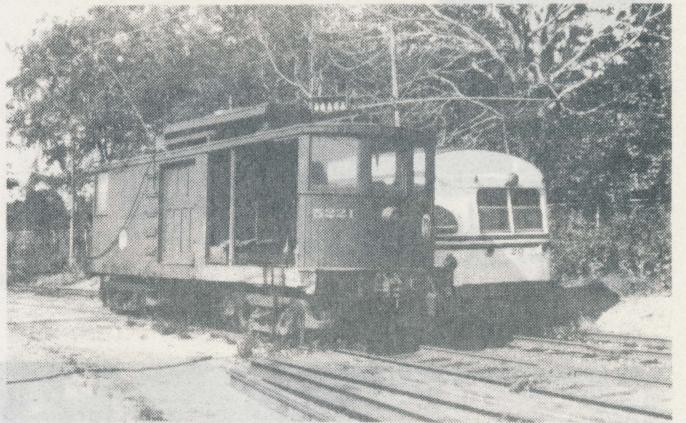
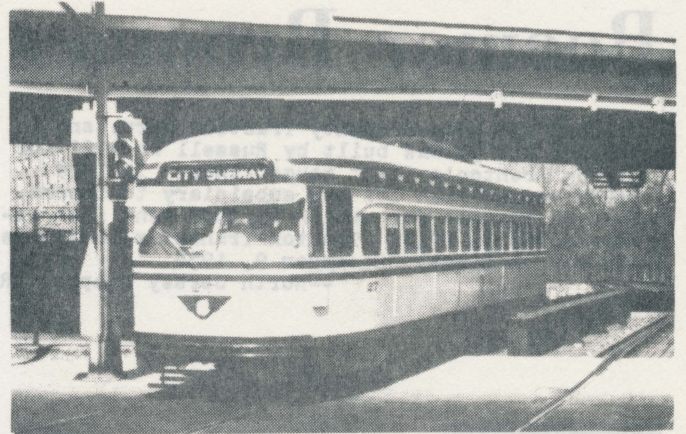
*Damaged cars 8, 18, 29 & 30 in storage; cars 3, 27 sold to GCRTA November, 1977.

PHOTOS THIS PAGE: Transport of New Jersey PCC No. 27 awaits the light at the Orange Street crossing in this 1976 scene.

Former Public Service Fast Line locomotive, line car 5221 poses on the siding at Franklin Avenue during a 1975 fan trip.

Flat car 5223 can usually be sighted while going about its trash collecting duties on Thursday mornings. This 1955 scene by Albert L. Creamer.

Ready to do battle with just about anything, wing-plow 5245 sits in storage at Plank Road Shops in this October, 1937, scene. Having since been transferred to the City Subway, the car has not ventured above ground in many years; oversize blades tend to cause undue wear and tear on fence-



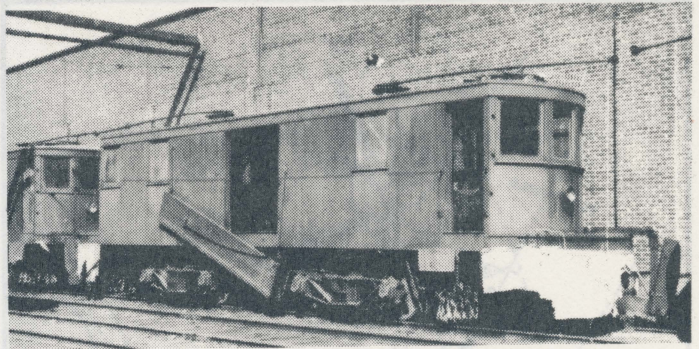
ing at Franklin Avenue loop, and winter-time armor and girder-trucks cause strain on aging bridge over the Erie Lackawanna at Orange Street.

--Sprague Library

Boomer Broomer

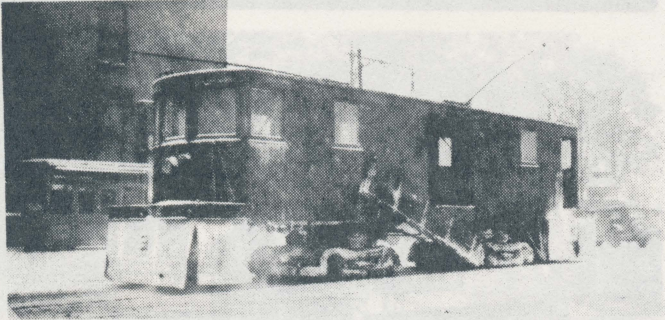
Trenton and Mercer County Traction Corp. snow sweeper No. 51 was built by Russell in 1921 for use on Trenton's 5'-2" gauge lines. In 1929, T&MCT merged with its bus subsidiary to become Trenton Transit Co., which in turn went into receivership in 1933. Trenton Transit's last streetcar ran on Sunday, December 9, 1934.

--North Jersey Chapter NRHS



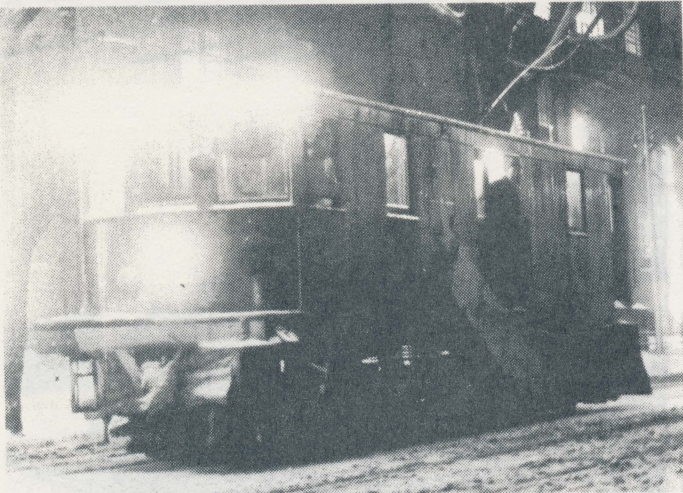
In 1935, seven ex-Trenton sweepers were purchased by Third Avenue Railway System and regauged to 4'-8½". TARS' No. 82 (ex-Trenton Transit No. 51) is shown here at 155th Street and Amsterdam Avenue in January, 1935.

--F.J. Goldsmith Jr.

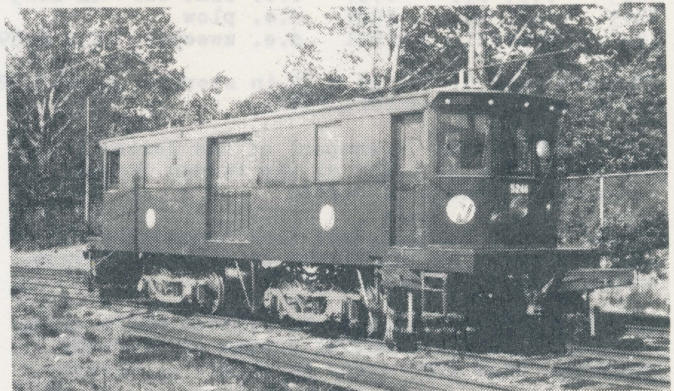


At the end of streetcar operations, TARS No. 82 was sold to Toronto where it was regauged to 4'-10 7/8" and renumbered S-39. The car is shown on Dufferin Street in this December 28, 1966 view.

--John D. Thompson



When TTC retired its sweeper fleet in 1973, the S-39 was purchased by Transport of New Jersey to replace two single truck sweepers destroyed by fire a couple of years earlier. The sweeper was regauged once again to 4'-8½" and numbered 5246 in TNJ's maintenance car numbering scheme.



trucks en route, and has made the 48-mile trip from Trenton to Newark in a mere forty years, setting a record of some sort.

HEADLIGHTS NEWS JOURNAL

WHAT'S HAPPENING...

ITALIAN FIRM WINS CLEVELAND LIGHT RAIL BID

After receiving a total of 20 separate bids for new light-rail cars, the Greater Cleveland Regional Transit Authority (RTA) approved the bid submitted by the Italian firm of Breda and voted to negotiate with this car builder on the final terms of a contract for an order of 48 cars. They will replace PCC cars on the Shaker Heights lines. The Breda bid was reported to be 3.4 million dollars below the next lowest qualifying bid submitted by Pullman Standard.

The RTA asked for bids on 4,000 seats and this drew a response from ten different manufacturers. The Breda bid was based on a total of 4,032 seats or 84 per car. The two-unit, six-axle articulated cars will be constructed of steel and will be double ended with three sets of doors on each side. They will be 9'-3" wide and 77'-10 13/16" in length over the anti-climbers. Although Breda will assemble the cars at a new factory at Pistoia, Italy, 40 percent of the component parts will be American. They will not copy previous Breda designs for European tram systems such as Milan, but will conform to American design specifications which will include air-conditioning.

The light-rail cars are being purchased by RTA as part of a \$55 million grant from UMTA. They are scheduled for delivery in 1980. UMTA will provide 80 percent of the purchase price, with Ohio paying the other 20 percent from a 1 percent transit tax in Cuyahoga County.

Pullman Standard immediately sought a permanent injunction to block the award of the contract to Breda, based on allegations that the Breda bid failed to meet specifications laid out in the bid announcement. In its plea, Pullman Standard charged that the 11.5 percent customs duties on the cars were excluded from the purchase price, the bid did not meet the equal opportunity requirements, and certain mechanical and safety requirements were omitted. The action was taken when RTA failed to respond to Pullman Standard's formal protests. Pullman Standard stated that they were not against free trade, but that since unemployment was so high, and the federal government is advocating a jobs program, that inconsistencies existed when federal tax dollars were being spent for foreign-made equipment.

Pullman Standard's request for a temporary restraining order and preliminary injunction were subsequently denied by a U. S. district court in Washington.

--Cornelius D. Seon

WAREHOUSE POINT, CONN. - The Connecticut Electric Railway Association has purchased Niagara Junction Railway line car No. 1 from Conrail. The trolley was built in the early 1900's by the J. G. Brill Co. as an open car for Morris County Traction Co. of New Jersey. In 1925-26, the car was purchased by the Niagara Gorge Railway where it carried many sightseers over the Niagara Falls route. In 1935, it went to the Niagara Junction Railway which purchased it a year later. The car was rebuilt into a line car and served the Niagara Junction Railway until late 1977.

During August, 1977, Warehouse Point acquired, through the use of private funds, three 1951 Pullman Standard trolley coaches from the MBTA in Boston. Coach No. 8488 will be put into condition for display in the visitor area, while No. 8483 and 8491 will be stored, with at least one of them being used for parts.

--Connecticut Electric Railway News

PITTSBURGH - South PATway construction is proceeding on schedule, with opening due December 15, 1977. The joint-use facilities in the Overbrook area were completed just before Labor Day, eliminating the single-track bottleneck which has plagued Library and Drake patrons for the past year and a half.

Currently underway is the installation of lighting and signalling of the PATway. Notably, signalling conforms to railway practice, dividing the facility into blocks, with signal heads displaying, from top to bottom, green, amber, red. This should present no problem to trolley operators who are used to such devices, but will no doubt cause consternation among bus drivers.

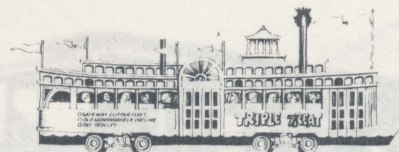
Palm Garden bridge work remains the major construction yet to be completed on this facility, and is progressing smoothly, including the installation of rails. Previous problems relative to availability of 5" girder rail were resolved by re-engineering the bridge deck to accept the 7" variety.

Early Action Program rail rehabilitation projects on Rt. 43-Neeld Ave. continue with trackage between Palm Garden and Cape May Avenue viaducts completely reconstructed. Brookside Avenue viaduct has undergone major structural repairs, and work is now in progress on the Cape May Avenue trestle. The outbound track on this trestle has been renewed, and work on the inbound side is well underway.

Late last July, the "Triple Treat" trolley, incline and riverboat tour package was introduced by PAT and the Gateway Clipper Fleet. The \$3.50 package tours begin with regularly scheduled departures of the Gateway Clipper Fleet at the Monongahela River wharf. Afterwards, tour passengers use the balance of their tickets to cross Smithfield Street Bridge by trolley and ride up and down the Monongahela Incline. Passengers then board another trolley for a return trip to Downtown Pittsburgh. The "Triple Treat" tour promotion will run as long as weather conditions permit operation of the Clipper Fleet boats.

Car 1794 (ex-1669) was selected for use in the "Triple Treat" promotion, and is gaily festooned with a painted ribbon not unlike those on San Francisco's fabled cable cars, declaring that this IS the Triple Treat, while an upper facade, imitating that on a sidewheeler, totally obscures the rooflines and rollsign box. Other identifying features include marker lamps, smokestacks, assorted flags and an imitation rear end life preserver which proclaims this vehicle hails from the Port of Pittsburgh (after all, it is the PORT Authority of Allegheny County). Front window cardboard destination signs are obviously standard for this car.

--PRMA Trolley Fare, Pittsburgh Press



SAN FRANCISCO - Muni Metro's LRV's No. 1220 and 1221 have arrived from Boeing-Vertol and are being tested on the lines at night.

Four PCC's are now sporting Muni Metro's new orange, white and red paint scheme.

--Charles Rozema

Seattle

On January 21, 1978, the streets of Seattle will be without electric mass transit vehicles for the first time in this century. Service on the ten remaining trolley coach routes will be suspended for one year to permit the complete rehabilitation of Seattle Metro's electrical facilities. All of the overhead, feeder cables and substation equipment will be replaced.

When trolley coach service resumes in January, 1979, it is expected that a new fleet of 119 AM-General vehicles will be available for operation. Meanwhile, the present fleet of 58 trolley coaches, built between 1940 and 1944, will be held in reserve to protect against unforeseen problems with the new vehicles such as late deliveries or "bugs" that may force them to be sidelined.

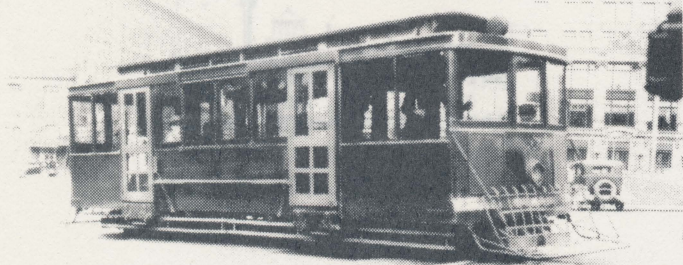
The rehabilitation program will utilize overhead and distribution facilities of the most advanced design and will borrow heavily from the technology employed on new trolley coach installations in Europe. Small solid-state substations will be spaced about a half-mile apart in the outlying areas. These will tap into a heavier contact wire and eliminate the need for heavy feeder cables along most portions of the trolley coach network. In addition to the ten existing trolley coach routes, six routes that were de-electrified in the 1950's and 1960's will be restored and two routes that were always operated with motor buses will be converted to electric operation.

At last report, purchase of two semi-open double-truck trams from Melbourne, Australia, won preliminary city council approval for operation along the Seattle waterfront on leased Burlington Northern trackage. The 1923-built cars will cost \$28,500 each.

The city of Seattle has historically been noted for a unique blend of transit modes. In 1888, the first cable car line began operation and within the next five years several other lines came on the scene. Electric streetcars were introduced to Seattle in the 1890's and their appearance marked the end of further expansion of the cable car system. Nonetheless, three cable car lines survived until 1940 when all of Seattle's streetcar and cable car lines were replaced by trolley buses or motor buses.

Today, Seattle remains the only North American city to employ a monorail in regular transit service. Linking the site of the 1962 World's Fair and the downtown area, the monorail will continue to provide the citizens of Seattle with electric transit while the trolley coach system is shut down.

--Timepoints, Short Circuit Bulletin



Seattle cable car No. 2, shown in 1934 with sliding doors and folding steps, originally was built as an open car in the California style. Sprague Library

Washington

WMATA's Blue Line opened to crowds of sightseers and tourists during the July 1-4 weekend, and later settled down to the task of carrying workaday people. The opening days brought with them unexpectedly large numbers of passengers and a shortage of farecard vending machines and card-controlling gates. --Modern Railroads

The Electroliners

Fifteen years ago, on January 21, 1963, to be exact, the Chicago, North Shore and Milwaukee Railroad's passenger trains completed their final runs and it was all over for "America's Fastest Interurban". Part of the North Shore's line in suburban Chicago was taken over by the CTA and became known as the "Skokie Swift". A handful of North Shore's conventional cars were acquired by museums, while others met with the scrapper's torch.

The Electroliners were spared such a fate, at least for the time being. In September, 1963, the two trains were purchased by Philadelphia Suburban Transportation Company for use on the highspeed, third rail Norristown Division. After renovation and modification for use on the former P&W line, the trains entered service as the Liberty Liners in January, 1964, with a great deal of success.

The two aging streamliners, however, had to be withdrawn from service from time to time over the years as they became increasingly more difficult to maintain.

When PST became the Red Arrow Division of SEPTA in January, 1970, the Liberty Liners, of course, were included in the sale, and continued to be listed in the Norristown schedules.

When SEPTA's City Transit Division was paralyzed by a 44-day strike early last year, the Red Arrow Division continued operations on a greatly modified schedule, but withdrew the Liberty Liners from service. Though not officially declared "retired", the Liberty Liners were not returned to service after the City Transit Division dispute was settled and full service was resumed. The two streamliners remain parked at the P&W car barn, sadly moldering away.



One of North Shore's articulated Electroliners squeals around the curve at Lake and Wells on Chicago's elevated structure in this unusual 1962 view.

--Joseph Gould