

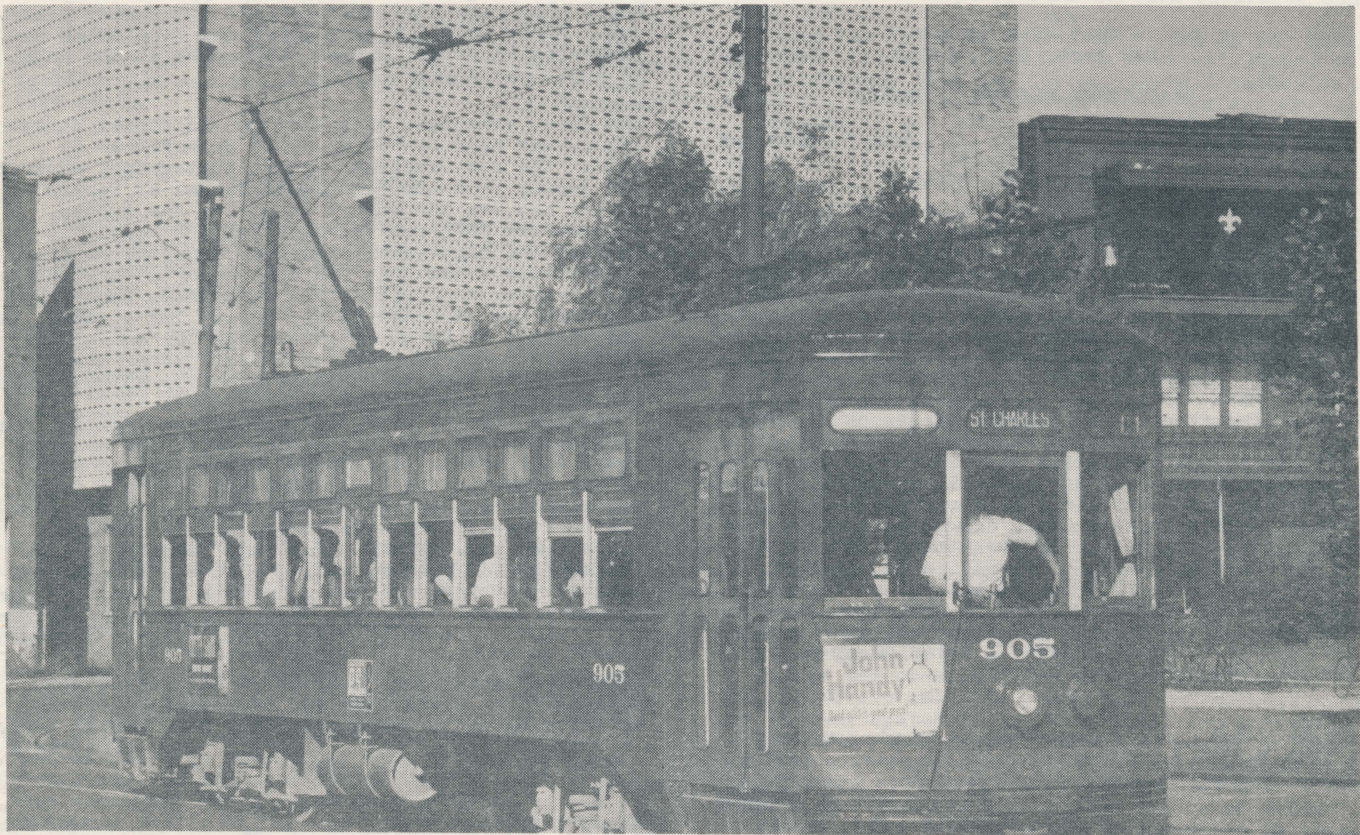


HEADLIGHTS NEWS JOURNAL



April 1978

'Way Down Yonder in...



NEW ORLEANS.

While Boston, Boeing and UMTA are hard at work reinventing the streetcar and the remaining PCC operators lament the condition of their elderly fleets, New Orleans stubbornly clings to its cherished half-century old conventional cars on the remaining line from downtown Canal Street via Lee Circle and stately St. Charles Avenue to Claiborne Avenue.

Standard gauge steam-powered trains of the New Orleans and Carrollton Railroad began operations in September, 1835, making this the oldest continuously operated railway line in the world. In 1976 the 35 cars ran nearly 750,000 miles and carried over 6 1/2 million passengers, quite an accomplishment for street railway vehicles built in 1923 and 1924. The secret of this longevity is the Carrollton shop which thoroughly rebuilt the cars in 1963 and 1964, forty years after their original appearance in New Orleans. All the Brill 76E trucks were completely rebuilt and the old friction journals replaced by roller bearings. The two motors per car were also rebuilt. As much structural wood was replaced by metal where possible except the flooring and the venerable mahogany seats. The wood and canvas roofs were replaced by aluminum and trolley-coach type poles were fitted to all cars.

Steel window sashes and aluminum doors completed the rebuilding, making each car weigh nearly 42,000 pounds, not exactly a lightweight!

The cars retain their original decor inside and out, no kooky paint jobs, and have been declared a National Historic Landmark. The cars are obviously well liked and provide 24-hour service every day with 4 to 5 minute rush-hour headways. It is assured that these eight-wheeled gems will continue to roll well into the future along their street level wide-gauge track featuring the grass paved "neutral ground" on St. Charles Avenue. Don't mention modern streetcars to a New Orleanian as even a PCC here would probably be considered as out of place as a Venetian gondola on the Mississippi River.

--Karl Groh

NEW ORLEANS PUBLIC SERVICE, INC. Streetcar Roster

900, 903, 904, 905, 906, 907, 910, 911, 914, 915,
920, 921, 922, 923, 926, 930, 932, 933, 934, 937,
940, 945, 947, 948, 951, 953, 954, 961, 962, 963,
965, 968, 969, 971, 972. 29(Rail Grinder)

29 built by St. Louis Car Co., 1900
900-945 built by Perley A. Thomas Car Works, 1923
947-972 built by Perley A. Thomas Car Works, 1924

April 1978



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FRONT COVER: New Orleans Public Service No. 905, a 1923 Perley A. Thomas product of classic design, heads inbound toward Canal Street from Lee Circle.
--Joseph P. Saitta

San Francisco

The newest rail car to enter revenue service in San Francisco is not an LRV from Boeing Vertol. It is cable car No. 25 which recently emerged from the Muni's shops where it was rebuilt from the rails up. Only the roof and iron grillwork were salvaged from the car that formerly bore the number 25. Even the wheels and underframing are new. The rebuilding cost about \$38,000 and took more than a year to complete.

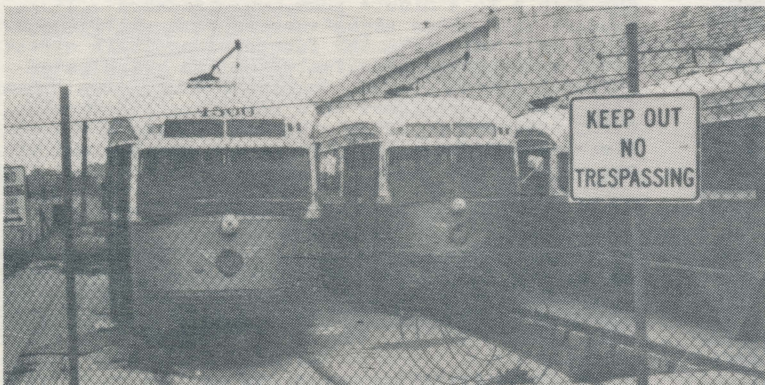
Car No. 25 is painted in the colors of the old Powell Street Railway Company which operated that line prior to the turn of the century. This paint scheme of maroon, blue and white with 24 karat gold leaf lettering and trim was also applied to car No. 1 which was similarly rebuilt about five years ago. Plans call for rebuilding and repainting the remaining 25 Powell Street cable cars at the rate of about one a year.

The first streetcar trip through the Market Street subway was made by PCC No. 1008 on November 8, 1977. The car, equipped with a pantograph, entered the subway from the Twin Peaks Tunnel at Castro Street and ran the entire length of the subway. Because the LRVs are narrower the PCC barely cleared the high-level platforms. On the return trip it was found that the contractor's work train was blocking the exit at the Twin Peaks Tunnel and No. 1008 was stranded in the subway for a week. It was removed on November 15 through the subway entrance at Duboce and Church Streets after line crews strung some overhead between the entrance and the existing overhead at Duboce Street.

On January 31, 1978, the subway was used for the first ceremonial run of the new LRVs. An array of civic dignitaries were aboard including the mayor of San Francisco who took over the controls for a few minutes and became so engrossed in running the car that he overshot the Powell Street station where a brief stop was scheduled. Muni officials attending the ceremony stated that the first scheduled service into the new subway is planned for the spring of 1979. --Bay Area Electric Railroad Review
S. R. Ganczaruk, Foster Morrison

Effective March 18th, Muni-Metro has closed down weekend rail operations for approximately seven to eight weeks in connection with West Portal work.
--Timepoints

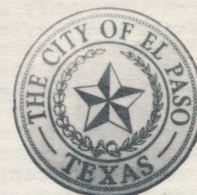
Out in the West Texas Town of El Paso...

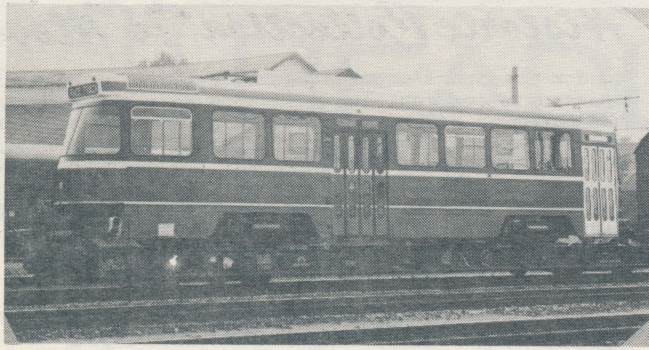


...the streetcars have been herded into the main corral, given a new brand, and are awaiting a better fate.

The rails have been removed from the curve at the intersection of El Paso Street and San Antonio Avenue, as well as the overhead from the same intersection, along San Antonio Avenue to Ochoa Street (about halfway to the Cotton Street barn).

While there has been no official word, it appears the future of El Paso's streetcars will be anything but bright.





TORONTO-BOUND - One of the new single-unit CLRV's was in Vienna for climate-chamber tests last August. The car was built by SIG in Neuhausen, Switzerland, and has since arrived in Toronto for further tests. --H. Herrmann

Newark

In addition to the regular trash-collecting duties of flat car No. 5223, the fleet of work cars in the Newark City Subway was kept busy by the severe weather in January and February.

Four inches of snow on January 13 followed by a severe ice storm affected all forms of transportation in the Newark area, including the City Subway. On Saturday, January 14, the PCC cars could not operate until noon and were temporarily replaced by bus service. The TNJ line car No. 5221, with an ice cutter on its front pole and a trolley wheel on the back pole, had to be sent out twice that morning in order to cut the ice on the overhead wires. Some ice had to be chopped carefully by hand.

Then 14 inches of snow followed by sleet on January 19 and 20 required TNJ sweeper No. 5246 to be out all night clearing the outdoor right-of-way, especially the high drifts adjoining Branch Brook Park. This was the first real use of the sweeper since coming to Newark from Toronto in 1973.

Another severe snowstorm hit the area on February 6 and by midday had intensified enough to again require the services of the sweeper. Several trips were made during the afternoon and into the night. As a result of the efforts of the TNJ maintenance forces, the City Subway was able to provide near-normal service during a period when transit facilities elsewhere in the east were crippled by the weather. --Jack O'Meara

Dayton

A new plan for light rail service in Dayton was approved by the Montgomery-Greene Counties Transportation Coordinating Committee. The proposal calls for the development of three rail transit lines and an expanded network of bus routes. A 1976 proposal for a light rail line received a setback when the Urban Mass Transit Administration returned Dayton's preliminary application for funding with instructions to give more consideration to buses. The latest plan calls for a network of 33 bus feeder routes to the light rail lines along with seven suburban express bus routes and five crosstown routes.

Three light rail options were considered by the transportation planners. One consisted of a single line which was basically the same as that which was proposed in 1976. Another plan called for a network of seven light rail lines and was the choice in a survey of Dayton residents. The proposal for a three-line network was approved by the planners and calls for light rail service through downtown Dayton from points southeast, northeast and northwest of the city at a cost of about \$300 million to construct.

Mass Transit as a Fringe Benefit

In 1974, the Massachusetts Bay Transportation Authority introduced a plan enabling employers to buy commutation tickets for distribution to their employees either at cost or at a discount. These tickets are good for unlimited rides during the month of sale on all of the urban transit lines. At present the MBTA has 575 steady companies which use this program as a fringe benefit to lure and hold employees. The participating firms include Polaroid, Gillette, New England Telephone, Mutual Life Insurance Company, John Hancock Insurance Company, and the state government.

Since the introduction of this idea by the MBTA, Hartford, Pittsburgh and Dallas have all jumped on the bandwagon, with the Chicago Transit Authority being the latest to experiment with the system.

Chicago is now offering a \$22 monthly ticket to employers for use on the CTA. Some firms have offered the ticket to their employees at discounts. For example, the employees of the Consolidated Insurance Company have access to unlimited travel on the subways, elevateds, and buses of Chicago at any hour of the day for the price of \$14 per month.

Riders in Pittsburgh now save \$55 to \$60 a year over what they spent prior to the start of this program. In Boston, where a number of employers sell the tickets at face value, the MBTA ticket, which is valued at the equivalent of 18 round trips, costs an average of \$16 per month, \$192 per year.

The MBTA has stated that since the introduction of their program, ridership has increased 10 percent. A study has shown that when an employer subsidizes part of the cost of the ticket, ridership among those employees can rise up to 33.3 percent. The same study has shown that if the ticket is widely used, employers can experience a parking expense saving of \$100 per year per space, and a one-time construction cost of from \$600 to \$3,000 per space. Boston's ridership now averages 492,000 daily, of which 10 percent are users of the ticket program.

All of the present users of the ticket system are relatively small in comparison to the huge subway and bus system in New York City, and proponents of the plan state that it will work properly there too. However, officials at New York's Metropolitan Transportation Authority are not convinced that the program can be adapted to handle the large volume of riders. The subways could be converted to handle the ticket, but this might require the relocation of most change booths, an expensive undertaking. As of now, New York has not said no the use of the ticket. Ridership there fell 17 percent during 1977, and any program that will raise the ridership levels will definitely get a hearing.

The commutation ticket idea, as applied to urban public transit services, is not a new one. It has been in use in varying forms in all of the major European cities for many years. As recently as 1974--about the same time that Boston started its program--the FVV system centered in Frankfurt, West Germany started an advanced program in cooperation with the cities of Mainz, Wiesbaden, and Darmstadt, to include all of the transit facilities in those cities, as well as the commuter rail services between them. A comparable program in the United States would be Chicago-Gary-Milwaukee-South Bend, or New York-New Haven-Jersey City-Newark-Trenton-Philadelphia. --Cornelius D. Seon

RAPID TRANSIT SERVICE CAME TO MARYLAND on February 6 when a 5.5-mile extension of the Washington Metropolitan Area Transit Authority's Red Line was opened. The new Metrorail segment has four stations and brings the total rail system to 23.3 miles.

Numerous bus lines were rerouted to link up with the Red Line Extension. --Passenger Transport

London

Heathrow Central Opens

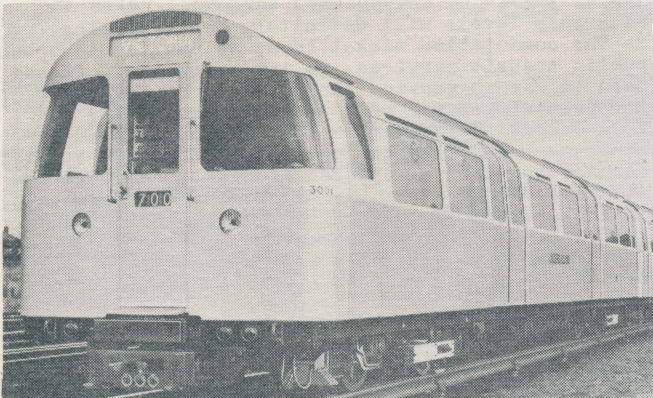
On December 16, the extension of London Transport's Piccadilly Line to Heathrow Central was opened. This newest addition to the Underground provides a direct rail link between Heathrow Airport and the heart of London. It is expected that 12 million passengers a year will use the rail service and at busy times, trains will operate from the airport on a four-minute headway.

Work on the extension was started in April, 1971 and the two-mile section between Hounslow West and Hatton Cross was opened on July 19, 1975. Another one-and-a-half miles of construction was required to complete the line to Heathrow Central.

Moving walkways connect Heathrow Central station with the three airport terminal buildings. The station ticket hall contains a travel information center which is staffed by representatives from London Transport, British Rail and the London Tourist Board. British Rail tickets can be purchased at Heathrow Central along with those sold by London Transport including the Go-As-You-Please ticket and other tourist tickets. A hotel booking service is provided by the London Tourist Board.

London Transport purchased 88 new six-car trains to replace the rolling stock formerly in use on the Piccadilly Line. The cars are basically similar in appearance to the unpainted aluminium-alloy tube stock purchased since 1952, but a red panel below the cab windows dresses up the new cars considerably. They are six feet longer than the cars they are replacing so that the length of a new six-car train is just seventeen feet less than a seven-car train of the older rolling stock. The slightly shorter length of the new trains enables them to fit entirely within the existing platforms at below-ground stations. This was designed in consideration of the cars' provision for conversion to automated operation with a one-man crew. Extra space is provided inside the car near the doors so that passengers with luggage will not obstruct persons getting on and off the trains.

The Heathrow Central extension was well received and carried an average of 22,500 persons during the first few days of operation. This was far above the number of riders expected to use this service.



Modern tube stock, similar to these purchased for the Victoria line, are now providing service to Heathrow Central on the Piccadilly line.

--London Transport

Historic Collection To Move

London Transport's priceless collection of historic transportation vehicles will move to a new home, the location of which is itself of great historical significance. The setting for the transport museum will be the former flower market building in Covent Garden. The 19th century structure will be remembered as the locale for the opening scene of George Bernard Shaw's play "Pygmalion" on which the musical "My Fair Lady" was based. The flower market shut down several years ago and is presently in a state of disrepair.

The London Transport collection was housed in a former bus depot at Clapham until the spring of 1972 when that facility was closed in an economy move. In May, 1973 the exhibit of vehicles was put on display at Syon Park which is about nine miles from central London.

The Covent Garden location will put the transport museum on the main tourist circuit and will play an important part in helping to revitalize this section of London. Work is expected to start shortly on the task of bringing the dilapidated flower market up to the standard required for creating a first-class transport museum. In addition to the historical exhibits, the building will contain a research library for students. London Transport officials hope to open the facility before the end of 1979. It is expected that the attendance at the new location will rise to 400,000 persons a year compared with the 75,000 persons who annually visit the Syon Park exhibit.

Included in the collection are steam locomotives, trams, trolleybuses, buses, and numerous small relics, such as buttons, maps, posters and tickets. Among the advantages of the move to Covent Garden will be a greater floor area to house the ever-increasing number of exhibits. A recent acquisition is the oldest Underground car which was formerly on display at the York Railway Museum.

Tehran Profits From Oil Crunch

While many American cities make feeble attempts to solve transportation problems brought on by the energy crisis, it is interesting to see the mass transit plans for Tehran, the capital city of oil-rich Iran. As might be expected, the costs of operating automobiles in Iran is very low and the number of vehicles on the streets of Tehran is growing at the rate of 100,000 a year. This has led to daily traffic jams lasting several hours. Tehran decided that some alternative to the automobile is needed if the city is to survive and a rail rapid transit system was the alternative that was chosen.

The rail network will consist of four underground lines totaling 40 route-miles. Two east-west lines will intersect with two north-south lines in the central business district. Each line is designed to carry 40,000 passengers per hour in one direction. Plans call for the operation of eight-car trains on 2.4-minute headways.

Although French consultants have been hired to design the system, Tehran's metro will use trains with steel wheels rather than rubber tires. The cars will be 55-foot long and 8.25-foot wide. They will take power from a 750-volt dc third rail. A total of 880 cars will be purchased. All cars and stations will be air-conditioned.

The first line is scheduled to be opened in 1981 and the entire network should be completed by 1985.

--Railway Gazette International