



HEADLIGHTS NEWS JOURNAL



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Amtrak

A distinguishing feature of the new (April 30, 1978) Amtrak schedules is greatly slowed Metroliner service between New York and Washington. Most Metroliners now require three hours and twenty minutes for the run, instead of three hours and five minutes for previous schedules. The excuses are the need to substitute locomotive-hauled Amfleet consists for Metroliners on occasion (now that a number of Metroliners are being rebuilt), the many slow orders in connection with the re-

building of the Northeast Corridor trackwork, and the generally poor on-time record of the eleven-year old Metroliners under the previous schedule. Most conventional trains, with Amfleet equipment, require four hours for the run. In the last year before the first revenue Metroliner runs took place, the Pennsylvania Railroad operated the conventionally equipped Congressional on a three-hour-twenty minute schedule between New York and Washington. --David L. Klepper

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COVER PHOTO: Amtrak E-60 No. 969 with a string of new Amfleet equipment threads its way through the Harrison, N. J. interlocking on its way to New York's Penn Station.

California's Proposition 13

California transit systems face unprecedented cuts in services and increases in fares in the wake of the now famous Proposition 13 passed by the voters on June 6th. The initiative, which was passed by a margin of nearly 2 to 1, sets a state constitutional limitation of 1% of market valuation by which property may be taxed by local government jurisdictions.

The immediate effect in San Francisco was to cause Mayor George Moscone to declare a "fiscal emergency." Within days the Board of Supervisors, followed by the San Francisco Public Utilities Commission, had ordered an increase in the basic Municipal Railway fare from 25¢ to 35¢, and cuts in transit services by approximately 20%. Other fare changes would have included a 45¢ peak hour fare during traditional rush hours, a 50¢ express fare, and a 50¢ fare on all cable lines. Fare increases were expected to provide an additional \$13 million for the Muni budget (expected to be \$82 million for the 1978-79 fiscal year).

Proposed service cuts in San Francisco were to include elimination or rerouting to thirty-two of Muni's 66 bus and trolley-bus lines. Services on the cable and streetcar lines were not to be affected.

Before the fare increases and service cuts became effective, however, a state surplus of \$5-billion was released to various cities and counties, including San Francisco. Muni's fare increase and service cuts have been annulled by the Board of Supervisors as a result of state aid voted in Sacramento. Nonetheless, Mayor Moscone still wants the fare increase and has promised to bring up the issue later this year.

Meanwhile, the California Public Utilities Commission has granted permission to the Bay Area Rapid Transit District to initiate Sunday service effective July 2nd. This means that BART will operate seven days a week for the first time since it began operations in Alameda County over six years ago. Sunday service will be operated on two lines, Concord/Daly City, and Richmond/Fremont from 9 AM until midnight at twenty minute intervals. At the same time, PUC action will allow BART to expand its Saturday operations with an earlier startup time of some two hours. New Saturday hours are 6 AM until midnight.

--Robert Ramsay, Charles Rozema and Sam Ganczarik

PITTSBURGH

The Board of Directors of the Port Authority of Allegheny County recently approved a new five-year contract with the Baltimore & Ohio Railroad for continued operation of the Mon Valley commuter rail line and ordered public hearings held on a proposed fare hike for the Pittsburgh-Versailles rail service.

Under the new proposal, one-way fares between downtown Pittsburgh and Hazelwood, Braddock and McKeesport would increase by ten cents. The Pittsburgh-Versailles trip would increase by fifteen cents.

Robert M. Parker, director of PAT's transit operations, said the fare increase was recommended by a study of the Mon Valley rail operation by PAT's consulting firm, Michael Baker Jr., Inc.

He said the study recommended that fares be progressively increased to partly offset the impact of inflation on operating costs. Parker added, however, that state subsidy funds will con-

tinue to be required to defray the full costs of operating the commuter rail line. He said that even though patronage of the Mon Valley service has increased by 14.8% over the first four months of this year, it is not sufficient to lower the subsidy requirements.

--Passenger Transport

Elsewhere on the Pittsburgh scene, trolley service has been cut back to West Library loop on the Library light rail line while the outer end of the line is being rebuilt. This portion of the trolley line has been the scene of several rather spectacular derailments during recent years.

Finally, a use has been discovered for the recently completed and controversial Wabash sky-bus tunnel! The multi-million dollar transit tunnel, complete with concrete roadway and steel-beam guideway, is currently being utilized as a storage facility for surplus PAT buses.

MASHED TRANSIT

-Newark Style



Shortly after demolition work began on the former "upstairs" trolley ramp area of the Public Service Terminal, subsidiary Transport of New Jersey shut down its last passenger facility in Newark.

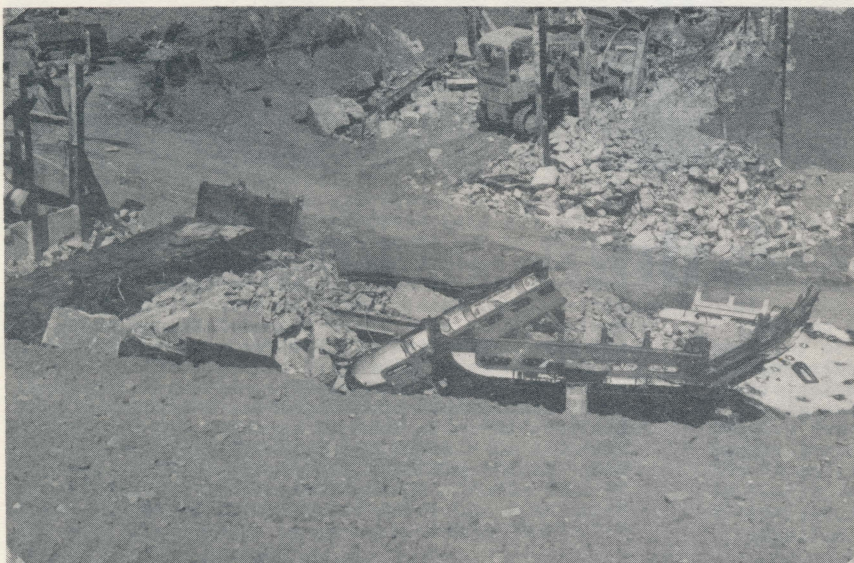
A new Trailways store-front ticket office located on Raymond Boulevard (around the corner from the former Pine Street waiting room) now acts as agent for the sale of TNJ long-haul bus tickets. Schedules for TNJ's heavily subsidized local bus routes are not available at the Trailways facility. Passengers desiring local bus schedules must now go to TNJ's main office at Maplewood or possibly secure them from "take one" boxes on board the buses.

Beginning July 1st, the special 10¢ reduced fare (originally aimed at attracting college students) in effect between Penn Station and Warren Street in the City Subway was expanded to include Saturdays and Sundays.

As excavation work continued at the site of the future office high-rise during late June, the former underground connection between the City Subway and the lower level of the Public Service Terminal was unearthed. Without hesitation, the contractor's wrecking ball commenced its task of destroying evidence of the former light rail network. On July

5th, the ball broke through the roof of the out-bound tunnel connection not more than 100 feet from Raymond Boulevard. The impact caused a huge piece of concrete to fall onto the roof of partially cannibalized PCC No. 29 (still in its grey livery). PSE&G spokesmen showed some surprise that PCC's No. 29 and 8 were stored so far out on the connection track from the yet-active subway. The two PCC's were slated for removal to Ferry Street (Plank Road) shops for dismantling anyway, and it is said, the contractor assumed responsibility for the removal of the two cars. On July 6th, however, PCC No. 29 found itself indiscriminately cut into odd-sized chunks, and has remained in the same spot ever since. PCC No. 8 has not as yet been thusly treated. Partially cannibalized PCC's No. 18 and 30 are likely to remain in storage on the inbound connection track.

As demolition work continues at the rear of the building, one cannot help but gaze in wonderment at the store-front displays of PSE&G at 80 Park Place. Depicted, along with oversized photos of early utility company facilities, are old-time street scenes of Public Service trolleys and buses, and the proclamation, "75 Years of Progress!"



Cleveland

The Greater Cleveland Regional Transit Authority has announced the purchase of nine PCC cars from Toronto. The cars were built by Pullman in 1946 for the old Cleveland Transit System and were sold to Toronto for \$26,250 each in 1952. They are being sold back to Cleveland for about \$20,000 each. The numbers of the cars obtained from Toronto are 4630, 4648, 4651, 4652, 4655, 4656, 4662, 4663 and 4665.

The former CTS PCC's will stay in service right up until the time that each car is pulled out of service for modification. Toronto will install GCRTA wheels and spacer bolts which will be shipped from Cleveland. TTC will regauge the trucks and install back-up controllers which, it is hoped, will be secured from Boston. Currently, GCRTA is making ready four trucks to ship to Toronto to go under the first two cars in an effort to speed delivery. The cars will be shipped to Cleveland two at a time on railroad flat cars.

Ridership on the Shaker Rapid lines rose by 4-percent or an increase of 143,000 riders over 1976 levels. Present schedules require 48 cars during peak periods. On several occasions last winter as few as 43 cars were available for service. The cars obtained from Toronto are in better condition than some now in use on the Shaker and Van Aken lines. The two former Illinois Terminal PCC cars on loan from trolley museums have been unable to hold up under the demands of daily revenue service. Their lack of a rear exit door results in delays while loading and unloading passengers. The ten cars obtained from St. Louis Public Service in 1959 are deteriorated to such an extent that they seldom see service outside of weekday rush hours. The Pullmans purchased new by SHRT receive good maintenance, and it is reported that Mexico City has expressed some interest in obtaining these cars.

San Diego

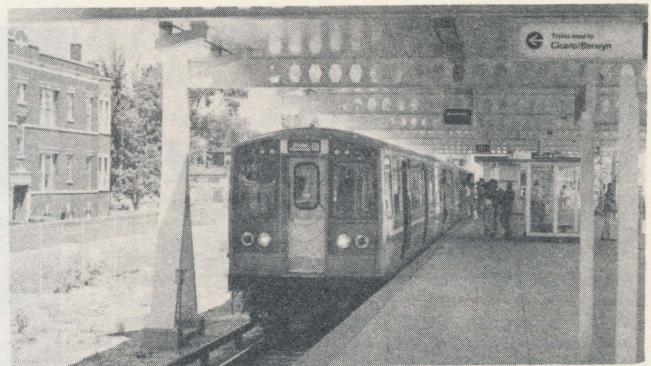
Plans for a 16-mile light rail line from downtown San Diego to the Mexican border are proceeding rapidly. An environmental impact report was completed in March, and as expected, the conclusions are generally favorable.

The proposed line will start at the soon-to-be restored Santa Fe Railroad depot--which will become a major AMTRAK and local transportation center--run in street service through downtown, then enter the San Diego and Arizona Eastern Railroad right-of-way for a fast run to the border at San Ysidro. The Metropolitan Transit Development Board is expected to purchase a portion of the SD&AE from the Southern Pacific Railroad which presently owns the line. The SD&AE has suspended service due to hurricane damage along part of its route in Mexico and the SP says that it will cost too much to make repairs.

The light rail line will be single track initially along the private right-of-way with a 15-minute headway between trains. The cost will be under \$50-million and no federal money is being sought because local officials want to build the line their own way and thereby avoid some of the red tape required to obtain funds from UMTA. It is planned to double-track the line and possibly add extensions at a later date.

Technical studies by the MTDB's consultant, Bechtel Corporation, call for all technology to be off-the-shelf. Cars of a European design may be obtained.

Little public opposition has been seen so far and the MTDB hopes to make a final decision shortly on whether to go ahead with the project. With a green light the 12-station line could be in operation in 1981. --Julian Wolinsky



A train of Boeing-Vertol cars pauses at the new Cicero Avenue station on the Douglas Park line. --Frank S. Miklos

Chicago

A new station at Cicero Avenue on the Douglas Park rapid transit line was opened on January 18. Located on the west side of Cicero Avenue, the new installation replaces an older station which was on the opposite side of that street.

The main entrance to the new station is on Cicero Avenue and is open at all times. An auxiliary entrance is located at the 49th Avenue end of the platform. Its proximity to the 50th Avenue station enabled the Chicago Transit Authority to abandon that facility. The 49th Avenue entrance is open for boarding passengers during the weekday morning rush period and serves as an exit at all times.

The new station has a 21-foot wide concrete center platform with a length of 420 feet. The station canopy is supported by steel columns on the outside of the tracks, thereby covering the tracks as well as the platform. This design provides an unobstructed platform entirely free of columns.

Fluorescent lighting is used throughout the station and many of the station signs are back-lighted for maximum visibility. Several glass-enclosed windbreaks are located on the platform. They are equipped with infra-red heaters which may be activated by the passengers when the weather is cold.

Ramps are provided at each station entrance instead of steps. A special gate for handicapped persons is available at the Cicero Avenue entrance.

The unused 50th Avenue station was removed on February 16 and transported 60 miles on a flatbed trailer to the Illinois Railway Museum in Union, Illinois. The station was donated to the museum by the MayFair Construction Company of Chicago, which acquired it from the CTA as part of the construction project for the new Cicero Avenue station. The museum will refurbish the old station for the use of visitors riding its collection of rapid transit trains and interurban cars.

The CTA also recently approved the modernization of two other rapid transit stations. The Davis rapid transit station in downtown Evanston will be rebuilt with entirely new street-level facilities. An attractive glass-enclosed area will house improved change booth and fare collection facilities.

Similar facilities will be provided at the street-level of the Granville station on the North-South rapid transit line. The Granville station will also have an elevator for the convenience of elderly and handicapped riders. A new concrete platform with a new canopy will be built on the track level. Glass-enclosed windbreaks and infra-red overhead heaters will also be provided.