



HEADLIGHTS NEWS JOURNAL



NOVEMBER 1978



Hello Again, Philadelphia!

In a refreshing departure from the usual, Southeastern Pennsylvania Transportation Authority (SEPTA) recently observed the fortieth anniversary of PCC operation in Philadelphia by unveiling car No. 2054 repainted in the 1938 Philadelphia Rapid Transit (PRT) livery of aluminum and blue, and sporting PRT decals. The car is not equipped with a farebox and is used primarily as an instruction car. Several private excursions have been operated

on weekends with No. 2054 thus far.

PRT PCC's No. 2001-2020 were delivered in July, 1938 and were scrapped in 1960. Philadelphia Transportation Company (PTC) succeeded PRT as operator of the property on January 1, 1940 and took delivery of PCC's No. 2031-2080 and 2501-2580 in 1940-41. SEPTA became operator of the city system on September 30, 1968.

November 1978



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COVER PHOTO: 1940-built PCC No. 2054, sporting the PRT paint scheme of aluminum and blue, poses for its portrait on SEPTA Route 13 on a special fantrip operated on Sunday October 22, 1978. --R. L. Foley

PAGE 3 PHOTOS: Top photo shows 1927 Brill-built Broad Street Subway Car No. 100 prior to shipment from the Brill plant. --Sprague Library
Bottom photo shows 1926 Brill-built PRT Peter Witt Car No. 8534 departing the Chestnut Hill loop on SEPTA Route 23 during the festivities of Saturday October 28, 1978. --Frank S. Miklos

Notice!

Effective immediately, the Lancaster Post Office Box has been closed. Please address all communications intended for John Swindler to the NEW Harrisburg address. Your cooperation will be appreciated. Again, the new address for the Harrisburg Editorial Office is:

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YES, WE KNOW! This issue of HEADLIGHTS NEWS JOURNAL is going to the printer's in January, 1979, hence the December, 1978 news in the November, 1978 NEWS JOURNAL. We're running late, but we're still running!

Philadelphia!

In commemoration of the September 1, 1928 opening of Philadelphia's Broad Street Subway, SEPTA shopped and restored BSS cars No. 1, 75 and 150 to their original condition. This included the installation of cane seats, ceiling fans and a white interior. The cars' exteriors were repainted in the original green body with gold lettering, cream window area and maroon roof.

On November 4th, the cars were sent to Fern Rock terminal for public inspection. After appropriate speeches, a "mummers" string band played "Golden Slippers" and the ribbon across the doors of one of the cars was cut. The entire group present then boarded the train for an express run from Fern Rock to the Vine Street Station. At that point, the group detrained to view the display SEPTA had set up featuring photos of the line during and after its construction. Afterwards, the group reboarded the train for an express run to Fern Rock terminal.

The cars are reported to be operating in express service in the Ridge Avenue subway, a branch of the Broad Street line. So far, no graffiti has appeared on the cars. --George W. Gula; PRMA Trolley Fare

Saturday, October 28, 1978 was to have marked the reopening of trolley service on the upper portion of SEPTA Route 23 on Germantown Avenue between Mermaid loop and Bethlehem Pike. The occasion was noteworthy in its own right because of the special attention given the combination sewer construction/track renewal/street repaving project. There had been pressure from Chestnut Hill businessmen to "restore" the Belgian block paving along Germantown Avenue thereby preserving the Colonial charm of the neighborhood. Also included in the project was the reversal of the loop at Bethlehem Pike in an effort to ease the flow of trolleys entering and leaving the street traffic.

Recently restored PCC No. 2054 was to have starred alone rededication ceremonies.

However, on Wednesday, October 25th, the SEPTA board made the sudden and surprising decision to borrow a car from the Buckingham Valley Trolley

(PHILADELPHIA continued on Page 4)

KAWASAKI LETS THE GOOD TIMES ROLL...

On December 21, 1978, SEPTA officials opened bids for 141 trolley cars, the first step in a \$128 million renovation program under which half the city's trolleys and the entire Broad Street subway fleet will be replaced by the early 1980's.

The apparent low bidder, at \$57.7 million, was the Nissho-Iwai American Corp. of New York. Prime subcontractor for Nissho-Iwai is Kawasaki Heavy Industries Ltd. of Japan, makers of the Kawasaki motorcycle. A SEPTA spokesman indicated that if the Japanese-American firm gets the contract, some parts of the cars, including the bodies, would be manufactured in Japan, while heavy components, such as propulsion equipment, would be produced in the United States. The trolleys would probably be assembled in the U. S.

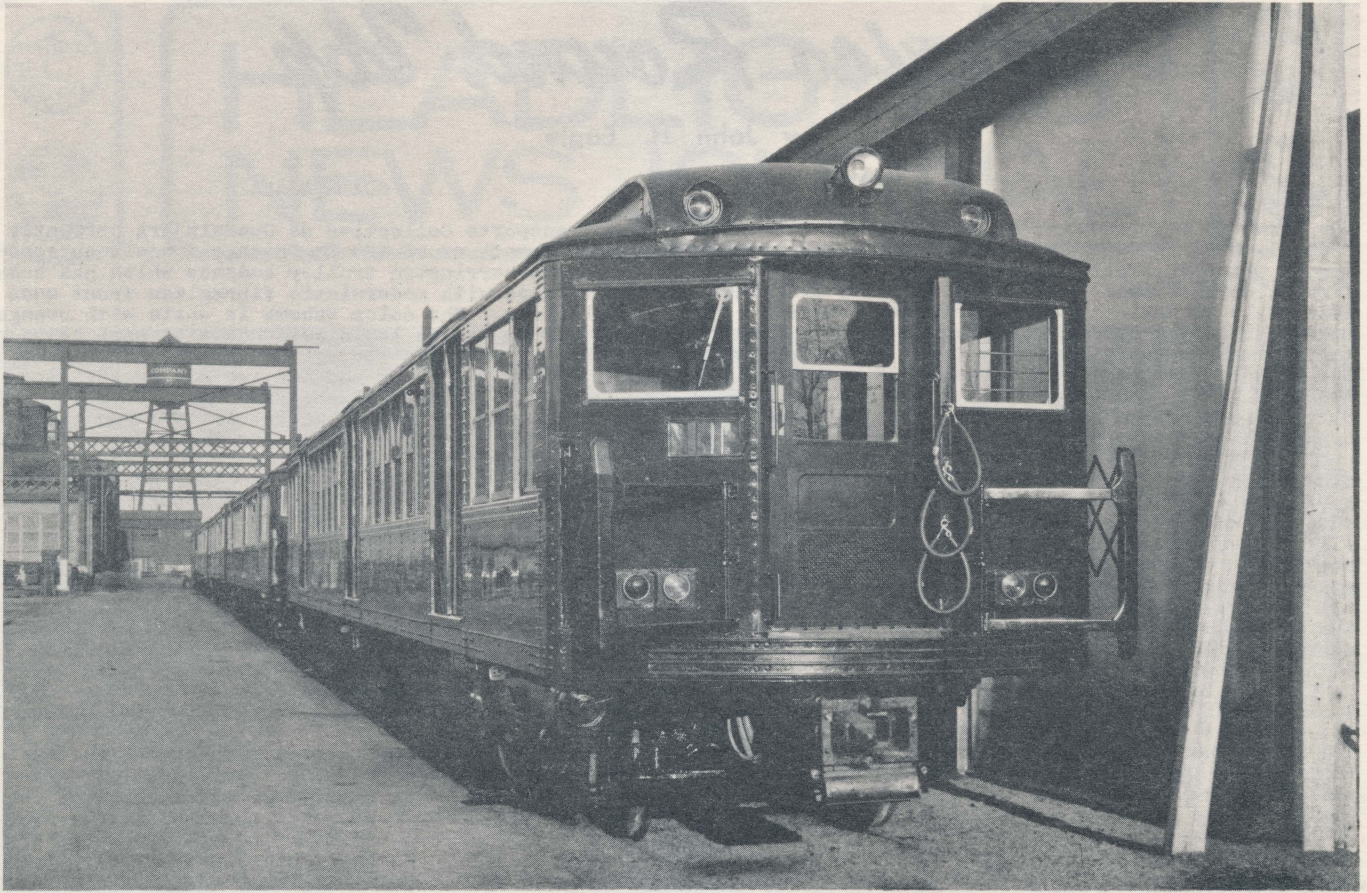
Also bidding were an Italian firm, two Canadian companies, a Belgian firm and an American firm (the Budd Company of Philadelphia). Budd was the apparent high bidder at \$84 million.

The SEPTA board will take up to 60 days to evaluate the bids before announcing an award. The federal Urban Mass Transportation Administration, which will put up 80 percent of the cost of the trolleys, must also approve the successful bidder.

Delivery of the new cars is to begin in 1981, coinciding with the construction of a new trolley barn in southwest Philadelphia and a heavy maintenance shop at Woodland Depot.

The new cars will replace 30-year old cars now in use on west Philadelphia lines and on the Media and Sharon Hill lines of the Red Arrow Division.

--The Bulletin, The Inquirer



Mexico Round Up

by John H. Eagle

MEXICO CITY

The Servicio de Transportes Electricos del Distrito Federal (STE) on October 1, 1978 inaugurated a system of priority trolley coach routes. This is the first time that mass transit has priority over the automobile in Mexico City and involves reverse transit lanes on otherwise one way streets. These trolley coaches have a reverse paint scheme of the former one, that is they are all white with orange logo and trim. The other trolley coaches and streetcars operated by the system retain the basic orange scheme with white logo and trim.

The STE is looking for 500 used trolley coaches from which to obtain components to build 500 new look trolley coaches to be constructed in their own shops as well as the Casa Body Works. The coaches will have chopper controls and the electrical and mechanical technology will be Japanese. This program is expected to be accomplished by 1980 when all present second-hand coaches will be retired. The 500 coaches are needed to provide the margin necessary for rebuilding while maintaining service with the present coaches.

The STE is planning to abandon all streetcar lines except Tlalpan and Xochimilco which are basically private right-of-way routes which feed the Metro. The others would be replaced by trolley coaches by 1980. The reason given is the inability to maintain a suitable service and schedules due to Mexico City's narrow streets and traffic congestion. Abandonment will take place sooner, if possible. This will reduce the city's streetcar routes from eleven to two.

The used Marmon-Herrington and St. Louis Car Company trolley coaches purchased second hand from the San Francisco Municipal Railway are being refurbished at the Azcapotzalco depot while others still reside in the yard in San Francisco livery. Ex-Chicago Transit Authority Marmon-Herringtons are being refurbished at the Tetepilco depot, some in the new white with orange logo and trim.

When the streetcar lines are phased out, 1902-vintage Brill No. 0, presently in operation as the tourist tram, will go into storage at Tetepilco depot with the ex-Shreveport Brill T-405 trolley coach. They will be held for future display.

The Servicio de Transportes Electricos del Distrito Federal operates a network of thirty-three trolley coach routes and eleven streetcar routes with 550 trolley buses and 176 streetcars. 650,000 passengers are transported daily. The fare on all services is 60 centavos whereas the tourist tram charges a fare of one peso.

Sistema de Transportes Colectivos del Distrito Federal, operator of the Metro, is currently extending Line 3 northward from the Manuel Gonzales terminal. Metro Line 3 is the Potrero route.

GUADALAJARA

The Transporte Colectivo de Guadalajara currently operates a fleet of 124 Ex-Chicago Transit Authority Marmon-Herrington trolley coaches which has been refurbished with modernistic fibreglass front ends and bumpers. The color scheme is white with orange trim. Body damage is in evidence with some holes punched through the fibreglass on some coaches. The fare is two pesos and the two routes operated are ZAPOPAN-TLAQUEPAQUE and PANTEON NUEVO-PLAZA DEL SOL which together form the letter "H." On the common (central) portion of the "H" the routes operate through a 3.25 mile subway with seven stations in the underground portion. All trolley coach service is operated out of the Abundancia depot.

VERACRUZ

The Coopertiva de Transportes Urbanos Y Sub Urbanos de Veracruz is down to three routes operated with ten cars. The routes operating outward from the Central Square are REFORMA ZARAGOSA, VILLA BRAVO, and VILLA DEL MAR.

Two single-truck open cars, ex-Connecticut Company double-truck Birneys, ex-Pacific Electric 100's, and ex-Mexico City Peter Witts comprise the Veracruz fleet. A fare of 30 centavos is charged on the regular cars while a fare of two pesos is charged on the newly built open car No. 001. The open cars operate primarily on the VILLA DEL MAR route which operates along the Gulf of Mexico.

The streetcars and trackage are decrepit but somehow the system plods along seemingly unaware of modern times.

TAMPICO

Operations of the Sociedad Coopertivo de Transportes Electricos de Tampico ceased with an employees' strike some three and one-half years ago. The car barn has been torn down and the cars have been scrapped. Only one of the 1923 Brill cars remains at the former car barn, and this is only a body resting on blocks without trucks. The route formerly operated from downtown Tampico via private right-of-way to Madero on the Gulf of Mexico. In addition to conventional cars built for Tampico, there were secondhand PCC's from Kansas City, St. Louis and Toronto. Some of the Toronto cars originally operated in Cincinnati.

(PHILADELPHIA continued from Page 2)

Association (a Philadelphia group) for the festivities in Chestnut Hill. Peter Witt Car No. 8534, a 1926 Brill product built for PRT, was trucked to Luzerne depot the following day. On Friday, October 27th, No. 8534 received a new set of doors, as well as a completely revarnished interior. The car was also checked out by shop crews while being readied for service.

On Saturday, October 28th, PCC No. 2054 and Peter Witt No. 8534 were cleaned and polished prior to proceeding to Chestnut Hill for the parade and ceremonies. It had been planned to operate the two cars from Mermaid loop to Chestnut Hill loop once in the parade before returning to Luzerne depot. However, the public and railfan response was so

great that it was decided to operate the cars in a free shuttle service between the two loops before returning to Luzerne at dusk!

On November 25th, a lease agreement between SEPTA and the Buckingham group was signed, thus making the car available for charter service.

Car No. 8534 again found its way to Chestnut Hill on December 2nd for the annual Christmas parade, and brought in the New Year in style in a special New Year's Eve charter!

