



# HEADLIGHTS NEWS JOURNAL



DECEMBER 1978



While MARTA and UMTA debate the practicality of both highway and rapid transit in the same corridor, Chicago successfully combines both modes in no less than three corridors. Shown here is a northbound CTA train as it passes 70th Street on the Dan Ryan Expressway. --Chicago Transit Authority

## ATLANTA

Atlanta's citizens may have to settle for Christmas in July because the first 6.7 mile section of rapid transit failed to meet its December 25, 1978 starting date.

The six-month delay in the inauguration of service was blamed on the failure of the French manufacturer Societe Franco-Belge to meet its delivery deadline. The car builder defended its position by accusing the Metropolitan Atlanta Rapid Transit Authority of causing start up problems.

Of greater concern to MARTA officials is uncertainty about future funding for the completion of the proposed 53-mile rail network. The 1989 date for finishing the system was based on anticipated annual federal assistance grants of \$160 million. Officials from the U. S. Urban Mass Transportation Administration recently indicated that only \$25 million a year may be provided to Atlanta for 1979 and 1980.

It was also reported that UMTA officials are questioning the competition between the rail pro-

gram and proposals to widen Interstate highways. The federal agency has withheld support of plans to extend MARTA's north line into DeKalb County, saying that the proposed widening of Interstate 85 in the same corridor casts doubt on the need for a rail line.

UMTA officials also warned that MARTA's projected line to Hartsfield International Airport might also be reassessed if plans to widen Interstate 75-85 in that corridor proceed. The highway expansion would cost about \$250 million including a pair of lanes for buses, taxis and car pools. The cost of the rail line to the airport is estimated at \$448 million. The issue is whether federal aid for two major projects in the same corridor can be justified.

Without the expected UMTA assistance, MARTA will have to fund a larger percentage of the construction costs or scale down the scope of the rail project. --Engineering News Record



December 1978



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## Boston

RIGHT: PCC No. 3022 leads a two-car train outbound on Boston's Huntington Avenue line. Its glistening exterior results from a program now underway on the MBTA to rehabilitate 50 PCC cars. The work involves the complete rewiring of the cars; rehabilitation of the traction motors and propulsion system; installation of new electrical and braking components; replacement of damaged exterior body panels and a complete repainting of the cars. Unfortunately, the MBTA's insistence on equipping these PCC cars with solid steel wheels results in a noisy, unstable ride which detracts from what would otherwise be a superb rebuilding program.

FAR RIGHT: Although the Watertown carhouse has not been used as an operating depot since June 21, 1969, it has recently seen increased activity. The facility now serves as a storage yard for PCC cars that were made surplus by the delivery of the new LRV's. As the tenth anniversary of the conversion of the Watertown streetcar line to buses approaches, there is no word of future plans for that service. The substitute bus service was originally brought about by a shortage of operable PCC cars.

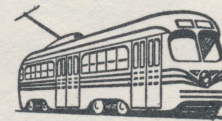


# Cleveland '79

At its December meeting, the E. R. A. Board of Directors voted to hold the 1979 E. R. A. convention in Cleveland on July 7th & 8th (there being no Fourth of July weekend in 1979).

The Greater Cleveland Regional Transit Authority operates several types of "heavy" rapid transit equipment on the former CTS Rapid as well as two makes of PCC's from six operators in at least as many paint schemes over the former Shaker Rapid lines.

Make your vacation plans early, and be sure to include the E. R. A. Cleveland Convention in your plans!



This will be the final issue of HEADLIGHTS NEWS JOURNAL.

The current editors and staff will join with the Harrisburg office in an all out effort to clear up the inherited backlog of HEADLIGHTS.

The 1977 issues of HEADLIGHTS are now complete and the final issue is in the mails.

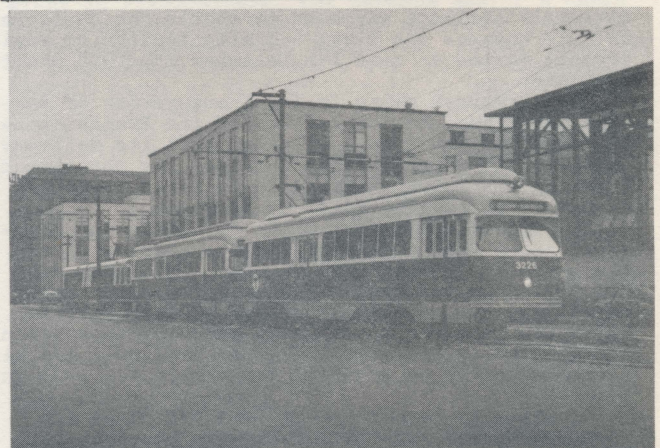
Six months worth of 1978 HEADLIGHTS issues are nearly ready to send to the printer, and at least two 1979 issues of HEADLIGHTS are underway.

Please send all news items and historical articles to the New York office. Feature articles may be forwarded to the Harrisburg office.

With your cooperation, HEADLIGHTS should be caught up to date within a few short months.

Thank you!

The Editors  
and Staff,  
HEADLIGHTS





# San Diego

Prospects for a light rail line in San Diego improved considerably on October 25, when the city council by a 6 to 3 vote approved a new rail proposal submitted by the Metropolitan Transit Development Board.

After the city council turned down a light rail plan in July, the MTDB answered the objections of the opponents and was able to dispel many of the doubts that existed about the merits of the proposal. The three councilmen who remained opposed were largely influenced by publicity about BART's construction cost overruns and subsequent operating problems. Supporters of the light rail plan were able to point to the success of the recently opened Edmonton line which was built for less than the \$65 million estimate and which was completed ahead of schedule.

The city council's approval clears the way for the MTDB to purchase 108 miles of the San Diego and Arizona Eastern Railway from the Southern Pacific Railway for \$18.1 million. Plans call for leasing the track between Plaster City and San Diego to a short line operator for freight service. The freight operations will include trackage rights over a 44-mile section of the SD&AE in Mexico which was given to the Mexican National Railway by the Southern Pacific. The light rail line will operate between San Diego and San Ysidro at the Mexican border. Some freight service will also be operated

along the light rail line.

The cost of the light rail line is estimated to be around \$86 million. Financing will come from sales and gasoline taxes which have been set aside for the project. Plans include the installation of welded rail and three passing tracks, the repair of nine bridges, the improvement of drainage and the relocation of utilities.

The MTDB plans to acquire 14 two-unit articulated cars for about \$10.7 million. They will be ordered as early as possible to ensure their delivery in time for the start of service.

San Diego's light rail line may be the first major transit project since PATCO's Lindenwold line to be built without federal funding. It is rumored that MTDB officials are concerned that compliance with UMTA's funding procedures will require lengthy studies comparing light rail with other modes of transit along with various environmental reviews. These studies could drain much of the project's \$86 million budget and delay the start of service for several years. There are also fears that even after complying with UMTA's requirements, the application may still be rejected as was the case with light rail plans for Dayton and Denver. By proceeding on its own, the MTDB hopes to have the light rail line in operation by 1982.

--W. E. Harmon, H. R. Howard

# Seattle

Although there were doubts that county-wide Metro could rid itself of the old Seattle Transit System's anti-trolley coach attitude and spend nearly \$39 million to rehabilitate and expand the 38-year-old electric system, there is today much evidence of great progress.

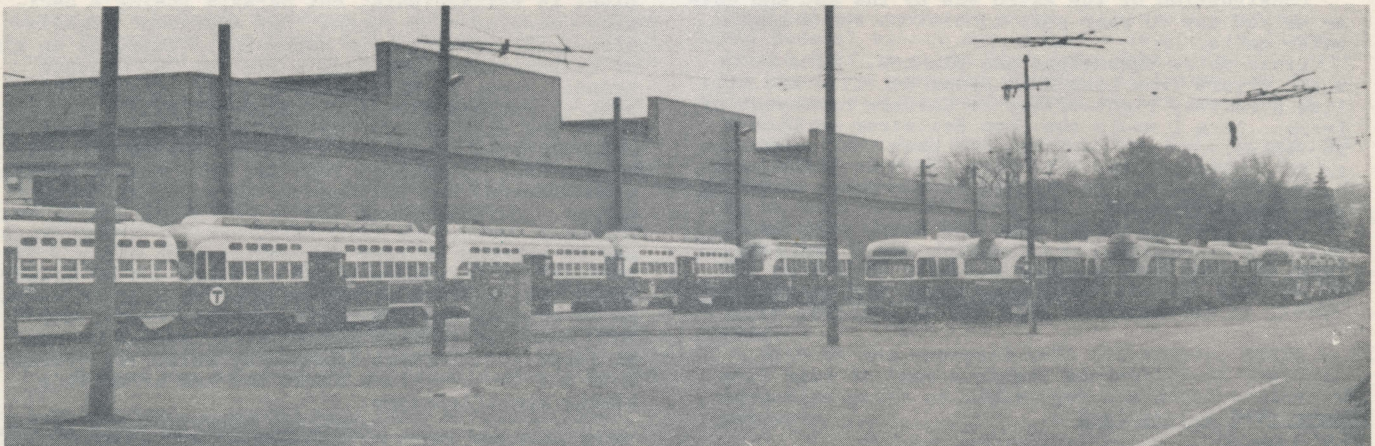
A prototype of the new vehicle to be delivered in early 1979 was tested recently under wire in Dayton, Ohio (as was a similar coach destined for SEPTA), and impressed Metro inspectors during long trial runs there. These inspectors were particularly pleased with the new electronic "chopper" control specified for the 109 trolley coaches. The new control feeds electricity smoothly to the traction motor thereby replacing the mechanical controller which made Seattle's old trolleys jerk while accelerating. After testing in Dayton, the prototype was towed back to Wayne, Michigan for completion by AM General.

AM General has frames for the first four production trolley coaches for Metro on a new assembly

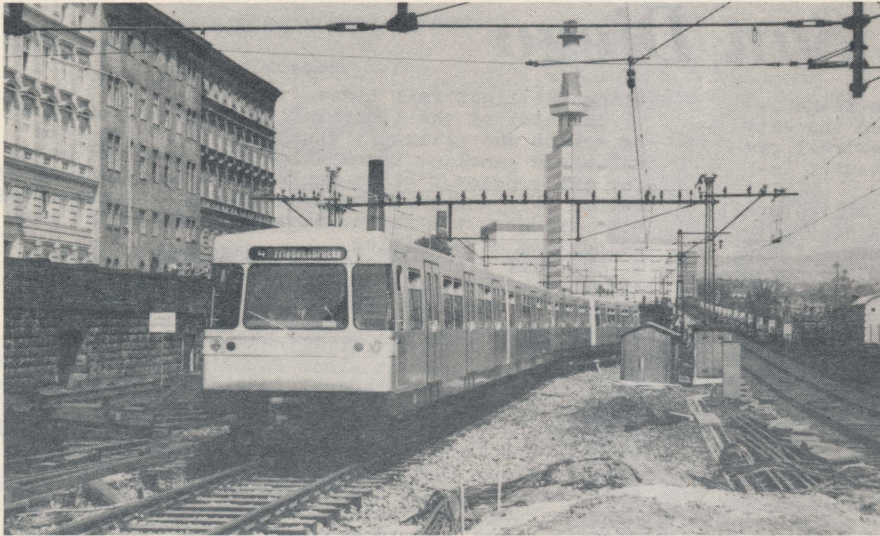
line at its factory in Marshall, Texas. This plant is building Seattle's order as well as 115 more trolley coaches for Philadelphia (SEPTA). They will be the first trolley coaches built in the U. S. in more than 20 years. At present, AM General appears to be on schedule and will deliver eight units to Metro in January, followed by 20 per month until the contract is complete.

The system, however, will not be able to test the new vehicles on Seattle's streets until early April because the installation of new overhead wire, substations and other equipment has slipped several months behind schedule. This has been caused mainly by a shortage of skilled journeyman electricians in the Puget Sound area and along the West Coast. Thus, the February start-up date has been changed to May. Trolley service on new routes, along Rainier Avenue South and between Ballard and the University district, scheduled for late 1979, is now slated for May, 1980.

--Jack O'Meara in Texas ERA Short Circuit Bulletin







## Vienna

The first official train on the U4 line of the Vienna U-Bahn is shown completing its run from Heiligenstadt to Friedensbrucke on August 5, 1976. A recent extension of this line beyond Friedensbrucke enables passengers to transfer between the U1 and U4 lines at Karlsplatz.

--H. Herrmann

Vienna's U-Bahn system took a major step forward when a two-mile underground segment of the U1 line was opened between Reumannplatz and Karlsplatz on February 25, 1978. Aside from some short segments of tram subway, this marks the completion of the longest underground rapid transit operation in the city. Trains on the U1 line continue underground without passengers to the Stephansplatz station in the heart of Vienna because there is no provision for turning trains at Karlsplatz. Revenue service to Stephansplatz is scheduled to begin early in 1979 when construction of that station is com-

pleted.

A further expansion of the U-Bahn system took place on August 15, 1978, when the U4 line was extended to Karlsplatz. Originally opened in 1976, the U4 line operates mostly above ground on railroad grades. When completed, the U4 line will be Vienna's longest U-Bahn operation with a total length of ten miles.

The U-Bahn network will consist of four lines when completed. Construction is scheduled to continue beyond the year 2000 until the full system is in operation. --International Railway Journal

## Lyons

The number of French cities with rubber-tired Metro systems rose to three with the opening of the Lyons system on May 2, 1978.

Line A is six miles long and runs from the French National Railways station at Perrache to Bonevay in the eastern suburbs of Lyons. A one-mile branch to Part-Dieu connects with Line A at Charpenes. This branch is actually the first section of Line B which will be extended another 1.5 miles to Jean Mace in the near future. The extension from Part-Dieu will serve the center of the city where connections will be provided with about 30 surface routes.

Rolling stock on the Lyons system consists of 21 three-car sets made up of two motorized cab cars with a trailer in between. They have thyristor chopper control and regenerative braking. Each train has seats for 164 passengers and room for 207 standees.

Construction of the Metro was by the cut and cover method due to poor soil conditions and a high water table.

Other Metro extensions are planned. Line C would divert from Line A at Hotel de Ville and utilize a railway right-of-way to Caluire northwest of Lyons. Line D would run from Bellecour on Line A to Venissieux. No decision has been made on whether to construct Line D to full Metro or light rail standards since it is planned to run on an existing rail right-of-way.

Lyons officials feel that the Metro will be especially useful when the new high-speed Paris to Lyons railway line reaches the city in 1981.

--International Railway Journal

## COMMENT

### Boeing Bows Out

So Boeing is following Rohr out of the rail business. The disastrous incursion of aerospace companies into the U. S. passenger rolling stock market is all but spent, the exception being Garrett as an electrical supplier. Boeing's departure leaves the field to two surviving traditional builders, Budd and Pullman-Standard. Both have been gravely weakened by the blunders of the Urban Mass Transportation Administration and its inexperienced advisers, made in the name of technical advance and standardization. Small wonder that the public image of urban rail transit in the U. S. has suffered, since it is now a matter for surprise if new cars perform as reliably as the veterans they replace without a lengthy period of debugging.

There has been talk of Budd closing its Red Lion plant in Philadelphia, but perhaps Boeing's decision—coupled with recent 'buy American' legislation—will prevent this happening. There is an air of desperation about Budd's bid for 300 Chicago transit cars; at \$133 million it is only 53 percent of Pullman-Standard's \$248 million.

So who will bid for up to 141 trolleys needed in Philadelphia? Canada's UTDC had imprudently hitched its star to Boeing, Budd has gone into a huddle with Siemens, but Pullman has no European partner as yet. Surely, there can be no choice but to use European technology this time, however the package may be wrapped to keep the politicians happy. Bids for the 208 Baltimore/Miami cars are due on January 18th. The picture should be much clearer in another 12 months, and hopefully the 1980's will see both Budd and Pullman nursed back to health—with at least some lessons learned by UMTA, the consultants and the operators about the art of writing viable specifications.

--Railway Gazette International