

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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14TH STREET LINE IS 80 YEARS OLD

On June 30, 1924, Williamsburg was dressed up in flags for the opening of the new 14th Street Line. There were parades through principal streets where banners, decorations, and flags were hung. Public officials met at the grandstand located at Bushwick and Montrose Avenues, just above the Montrose Avenue station.

As soon as they met, Mayor Hylan and Transit Commission Chairman George McAneny clashed. When McAneny said that the new line could not make a profit on a five-cent fare, Mayor Hylan offered to run it himself and make a profit on a five-cent fare.

After the ceremonies, the Mayor, McAneny, and other public officials took the subway to Manhattan for a luncheon at the Hotel Brevoort. Hylan did not attend.

Revenue service started at noon. Six three-car trains running on a six-minute headway were in service during the rush hour.

The original line between Sixth Avenue and Montrose Avenue was isolated from the rest of the system. In his detailed construction history published in the December, 1962 *Bulletin*, David Rogoff explains how the cars were transferred to this line. The roof was omitted at the north end of the station above the northbound (Manhattan-bound) track and a temporary ramp was built southward to the street level just north of Montrose Avenue. The track, which was not electrified, extended across Bushwick Place into the Long Island Rail Road yard over a small wooden trestle from street to yard level. In the yard, this temporary track was connected to the Long Island Rail Road tracks.

Cars were transferred from the main line by a circuitous route. A South Brooklyn locomotive hauled the cars on McDonald Avenue to

the Parkville Yard at Avenue I, after which a LIRR steam switch engine moved the cars to the LIRR Bushwick Terminal Yard.

A huge motor truck hauled each car separately to the top of the incline, where each car was hooked to a cable and lowered by a block and tackle on the 16.9 percent grade of the incline. Until service was extended to Canarsie in 1928, trains were turned on the Brooklyn-bound track. A small inspection pit was located beyond the end of the station on this track.

Twenty cars were assigned to this line. Two cars, 2700 and another car, were transferred on June 18, 1924, and they were followed by 18 cars on June 22, 1924. To increase rush hour train lengths from five to six cars, six additional cars were transferred on July 28, 1927.

Ground was broken on April 8, 1916. Construction was delayed by a shortage of materials and manpower during World War I and by the postwar inflation. The cost of the line between Sixth Avenue and Montrose Avenue was \$23 million.

The original plans called for an elevated structure east of Montrose Avenue. But it was never approved because local residents objected to an elevated structure on Wyckoff Avenue. Another route, over the Long Island Rail Road's tracks, was approved and subsequently revised.

The 1922 Transit Commission's report states that the municipal authorities first approved and then refused to approve any further elevated construction. The BRT declined to accept a subway as a substitute for an elevated line. Because a change in plans would result in a two-year delay and an addi-

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NEW ROCHELLE-SUBWAY LINE by Bernard Linder

Owners:

STREET CARS

June 2, 1893	Westchester Electric Railroad Company
January, 1899	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

December 17, 1950	Westchester Street Transportation Company
December 17, 1956	Fifth Avenue Coach Lines, Incorporated
December 12, 1969	Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty Coaches' principals had equal ownership in two New York City operations — Pelham Parkway and Pioneer Bus (whose name was subsequently changed to Command Bus) — and had a 25% interest in the operation of Westchester Street and West Fordham through a holding company, Bus Associates
About mid-1982	Liberty Coaches, Club Transportation, and Westchester Street were merged to form Liberty Lines Transit, Incorporated

Route:

STREET CARS

The following data was compiled from *Bullinger's Monitor Guide*:

APPROXIMATE DATE	FROM	TO
1893-94	Mount Vernon	New Rochelle
1896-99	Mount Vernon	Pelham
1899-1900	Mount Vernon	New Rochelle
1901-02	Mount Vernon New Rochelle	New Rochelle New Rochelle-Larchmont line*
1904	Mount Vernon	New Rochelle-Larchmont line
1904-08	Mount Vernon New Rochelle	New Rochelle New Rochelle-Larchmont line

*It was anticipated that service would be extended to the New Rochelle-Larchmont line on October 1, 1901

Other sources furnish additional information:

January, 1892	Completed new track on Huguenot Street and laid track on Bridge Street
December 22, 1898	Electric cars started operating from New Rochelle to Wolfs Lane, Pelham Manor and from Wolfs Lane to Mount Vernon. Three boilers were installed in an old West New Rochelle horse car barn because of inadequate power
January, 1899	Through service was operated between Mount Vernon and New Rochelle
June, 1899	Cars operated northbound on S. 4 th Avenue and southbound on S. 5 th Avenue between W. 1 st Street and E. 3 rd Street
About 1908	Extended to E. 177 th Street (West Farms Square)
October 7, 1908	Cut back to E. 233 rd Street
June 8, 1909	Extended to E. 177 th Street
November 7, 1910	Cut back to Rose Street (present-day North Avenue). E. Main Street and New York & Stamford Railway Company cars provided service between Lawton Street and the New Rochelle-Larchmont line
About 1916 or July 1, 1918 (our sources differ)	Cut back to E. 229 th Street

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New Rochelle-Subway Line

(Continued from page 2)

- March 20, 1921 Cut back to E. 241st Street
 - November 2, 1929 Discontinued E. Main Street service
 - June 10, 1931 Cars operated in both directions on S. 5th Avenue between W. 1st Street and E. 3rd Street
 - December 17, 1950 Buses replaced street cars
- Jack May furnished information regarding several route changes.

BUSES

- December 17, 1950 Route A buses started operating over the same route as the trolley
- About 1973 Renumbered to Route 42
- November 22, 1976 Extended to E. 233rd Street and White Plains Road (except evenings and weekends)

SIGNS

Route letters were assigned on December 30, 1926. We do not know when route letters were first displayed, but we know that large metal signs with "NEW ROCHELLE SUBWAY" on the bottom and a large letter "A" above it were hung on the dash as early as 1930. Cars continued displaying these signs until abandonment.

FARES AND TRANSFER PRIVILEGES

In accordance with the 1898 franchise, the company charged a five-cent fare for passengers traveling between Mount Vernon and E. 128th Street and Third Avenue. The company was bankrupt when it became independent again on January 18, 1908. Several months later, Third Avenue decided to economize by discontinuing through service to E. 177th Street, refusing to issue transfers to Bronx cars and collecting an additional fare from Bronx passengers. At a hearing held on February 2, 1909, the city opposed discontinuing transfers. Although the court upheld it, both parties tried to find a compromise. On June 8, 1909, the company resumed through service to E. 177th Street. Fare was five cents from W. 1st Street, Mount Vernon to E. 177th Street, where passengers received free transfers to southbound Boston Road cars. Unfortunately, passengers were not allowed to transfer in Mount Vernon.

On December 3, 1919, the company received permission to establish two five-cent zones on this line. Passengers boarding cars in New Rochelle were required to pay a second fare at the Pelham Manor-Mount Vernon line and passengers boarding cars in the Bronx or Mount Vernon paid their second fare at the Pelham Manor-New Rochelle line. Pelham Manor was an overlapping zone.

New York City fares were raised to 7 cents on February 13, 1949. First zone fares were increased to 7 cents and second zone fares were still 5 cents on June 6, 1949. When fares were increased again November 16, 1950, first zone fares were 10 cents while the second zone fares remained a nickel.

ONE-MAN CARS

Effective September 13, 1919, night cars were operated by one man. Starting March 12, 1929, passengers entered and left the car through the front door at all

times.

When treadle cars were placed in service in April, 1933, passengers were able to exit through the rear door.

CAR ASSIGNMENT, 1933-1950

DATE	CARS
October, 1933	768-780, 839-850
November, 1934	279-300, 768-780, 839-850
December, 1934	279-300, 768-780 (B)
February, 1935	277-300
September 10, 1935	269-300
July, 1936	321-330
August, 1936	321-330, 1260, 1261
February, 1937	301-313 (A), 314, 315, 321-330
October, 1938	301-315, 321-330

- (A) Occasionally
- (B) Rarely

During the last days of trolley operation, 302-308, 310, and most of the cars in the 321-330 group were still running.

After abandonment, the out-of-service cars were stored in the Garden Avenue Yard in Mount Vernon. But they could not be transferred to Yonkers because the connecting tracks were covered with asphalt. To transfer these cars, one track was uncovered and a police escort accompanied the cars, which were towed by a truck during the midnight hours. When the car reached W. 1st Street, the Motorman raised the trolley pole and drove the car to the Yonkers Car House.

BUS CONVERSION CEREMONY

On December 17, 1950, the last car, 321, carried a sign reading, "The Street Car Named Expire," draped with black and purple bunting. The trip ended at the North Avenue and Huguenot Street Post Office. The smoke from smoke pots inside the car symbolized its demise. On the car were Fontaine Fox of Greenwich, Connecticut, creator of the "Toonerville Trolley" cartoon, Federal Judge Kaufman, New Rochelle Mayor Church, and a Motorman from 1900. The guests were trans-

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New Rochelle-Subway Line

(Continued from page 3)

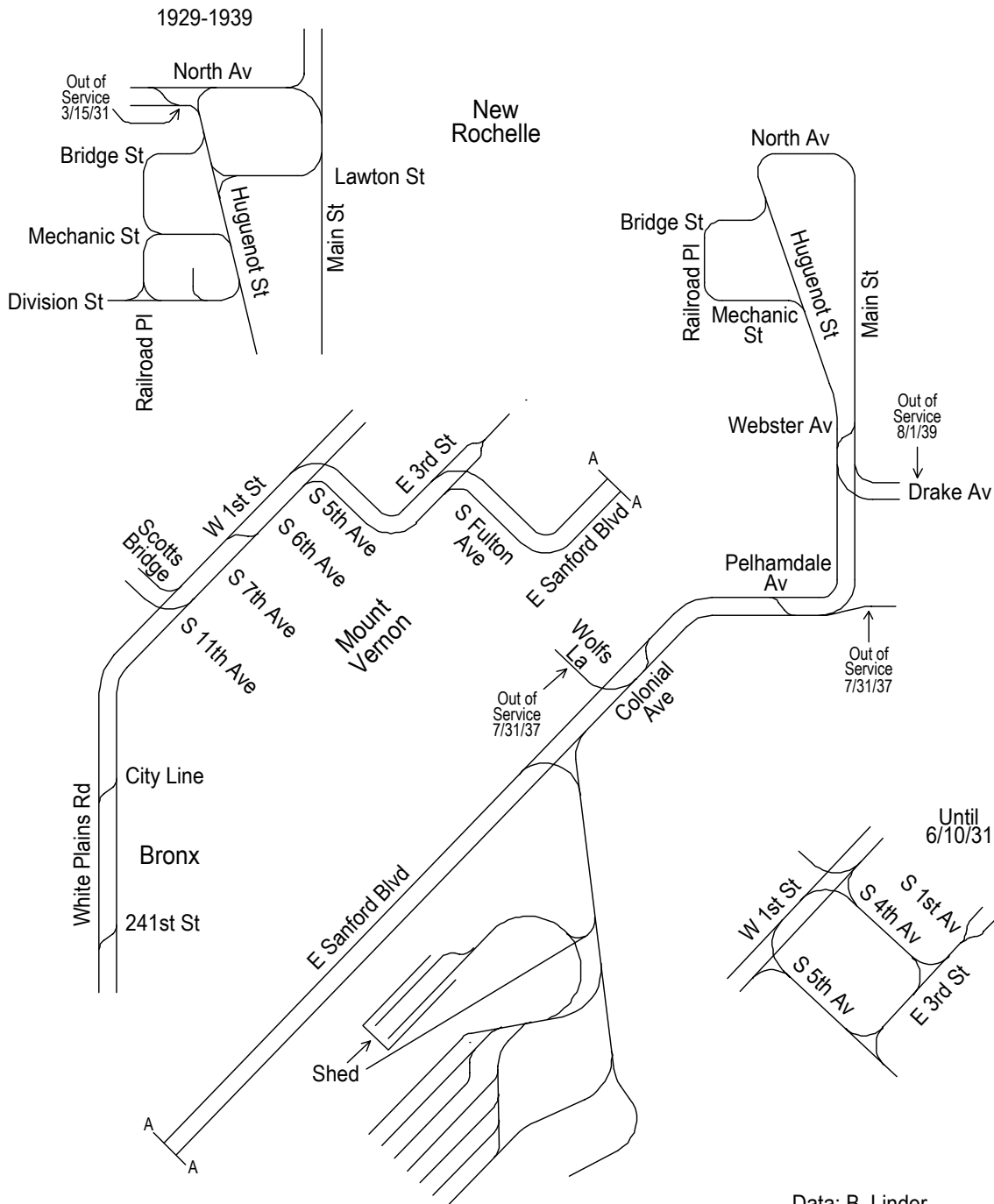
ported in buses to a luncheon at the Wykagyl Country Club on North Avenue. A police motorcycle escort led a parade with color guard marines and the New Rochelle High School band playing dirges and lively music. Fire-

men marching alongside the car were pallbearers. Four new buses followed the parade.

319, the last car from E. 241st Street to New Rochelle, passed Garden Avenue at 9:09 AM. It was followed by the first bus, which left Garden Avenue at 9:17 AM. When car 324 arrived at this location, passengers transferred to a bus.

NEW ROCHELLE—SUBWAY

1929-1950 Except as Noted



Data: B. Linder
Drawing: J. Erlitz

THAT '60S SHOW (?)



Last month's issue featured a set of R-33s painted in 1970s livery in celebration of the 100th anniversary of the opening of the first section of New York City's subway. This month, we have R-33s 9017-6 painted in their

original 1962-era colors, "tartar" red with yellow grab rails. This photo was taken at the Grand Central station of the 42nd Street Shuttle on a March of Dimes fantrip.

Andrew Grahl photograph

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

On the weekend of April 17-18, General Orders re-routed **C** trains via the Montague Street Tunnel in both directions, thus requiring more trainsets to maintain the usual level of service, while at the same time the tracks between Coney Island Yard and the Brighton Beach

station were out of service. On Sunday, April 18, a train of slant R-40s, probably a **B** train that had been laid up south of Brighton Beach for the weekend, was observed in **C** service.

BMT-IND CAR ASSIGNMENT

The following are different from the assignment published in the March, 2004 *Bulletin*:

CARS REQUIRED MAY 23, 2004

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
C	88 R-32, 56 R-38	88 R-32, 48 R-38	N	40 R-40, 104 R-68, 40 R-68A	20 R-40, 112 R-68, 40 R-68A
D	240 R-68	216 R-68	W	10 R-32, 70 R-40, 10 R-42	100 R-40

NOTE: One **N** train goes into **W** service in the AM and is shown under **N** in the car assignment

STILLWELL TERMINAL PROGRESS by Irwin Markowitz



Stillwell Avenue at Mermaid Avenue, looking east.



Main entrance, corner of Surf and Stillwell Avenues.



A few feet to the east from the previous picture.



Crew quarters takes shape on the Culver Line (F) platform.



A view of the Culver Line end of the train shed.



Another view of the Culver Line end of the crew quarters.

ⓕ and ⓐ service returned to Stillwell Terminal on May 23, 2004. These pictures were taken right before that service change took place.

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Stillwell Terminal Progress

(Continued from page 4)



The "front" end (for departing trains) of the Culver Line platform.



Culver Line Train Dispatcher's office.



The old tower, on Stillwell Avenue at Mermaid Avenue.



The W. 8th Street Brighton/Culver station is also part of the project.



All dressed up with no trains to roll...the W. 8th Street station under reconstruction.

Irwin Markowitz has been a NYC Transit employee for 24 years and is currently a Train Operator. He was kind enough to provide these pictures for your enjoyment. Thanks, Irwin!

TECH TALK by Jeffrey Erlitz

Saturday, May 15 saw the end of an era on the subway system. On that day the last General Railway Signal Company (GRS) Model 2 interlocking machine was removed from service at Third Avenue on the 14th Street-Canarsie Line. This work was done under the Canarsie Line CBTC project, contract S-32701. There is now only one old BMT interlocking left, at Eighth Avenue. This interlocking, however, was equipped with a GRS Model 5 machine since the Board of Transportation, not the BMT, constructed it.

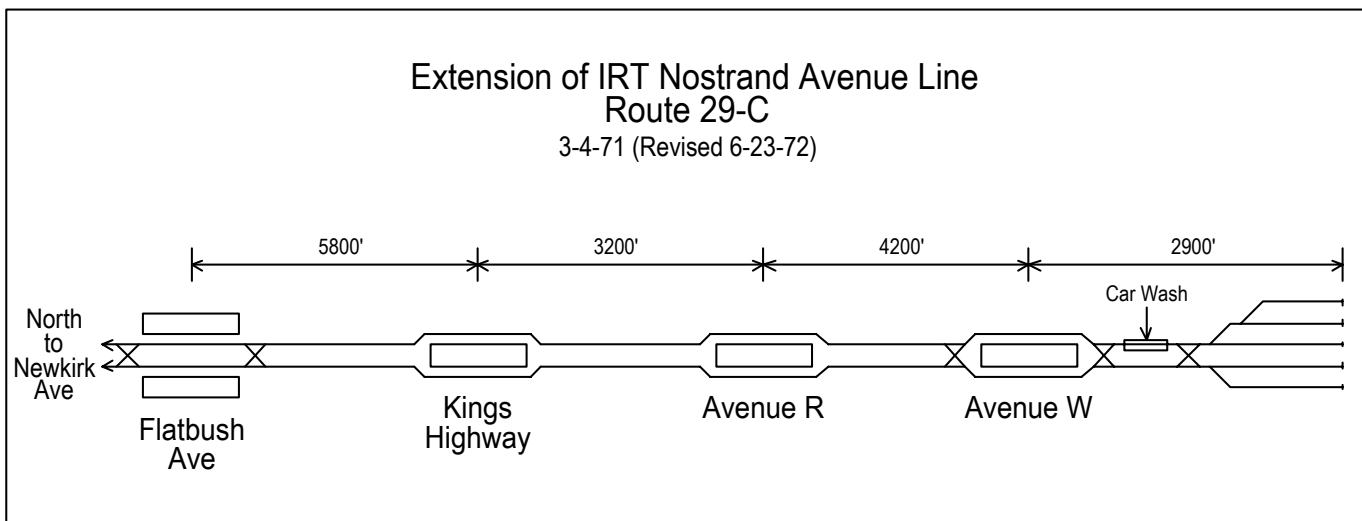
As was mentioned elsewhere in this issue, the part of Stillwell Terminal that had been under reconstruction was reopened on Sunday, May 23. Between May 10 and 12, Tracks B through F (or 1 through 6) and their associated signal equipment were placed back in service.

Up on the IND Concourse Line, the express track

(Track C3-4) was removed from service from north of 145th Street to south of Tremont Avenue starting on May 24 and continuing through October 23. This is to aid in the installation of new signal equipment under contract S-32308-R.

On Saturday, May 22, three switches between the Bowery and Essex Street stations were removed from service as part of the Nassau Street Line reconfiguration project, contract C-34572-R.

This month we move on to a new series of track diagrams of subway lines that were never built. There were several subway lines that were part of the MTA's 1968 plans. Below is the diagram for Route 29-C, the extension of the IRT Nostrand Avenue Line south of Flatbush Avenue. The data for this track diagram is from Drawing #771-2-C, dated March 4, 1971 and revised June 23, 1972.



The next historic interlocking diagram in my current series is Myrtle Avenue. According to the BMT, Myrtle Avenue (and DeKalb Avenue just down the line) was on the Fourth Avenue Line, not Broadway and not Brighton. This is undoubtedly because the Fourth Avenue Line preceded the Brighton Line by five years (1915 versus 1920). As shown in the April, 2004 *Bulletin*, this interlocking was a little simpler than the track arrange-

ment of the current interlocking. Since the rebuilding of the DeKalb Avenue area in the late 1950s, the area controlled by Myrtle Avenue has been controlled by DeKalb Avenue and is informally known as Gold Street.

Next month, we'll move over to DeKalb Avenue Interlocking and see what it looked like in the days before the rebuilding.

Jeff may be contacted via e-mail at jerlitz@pipeline.com.

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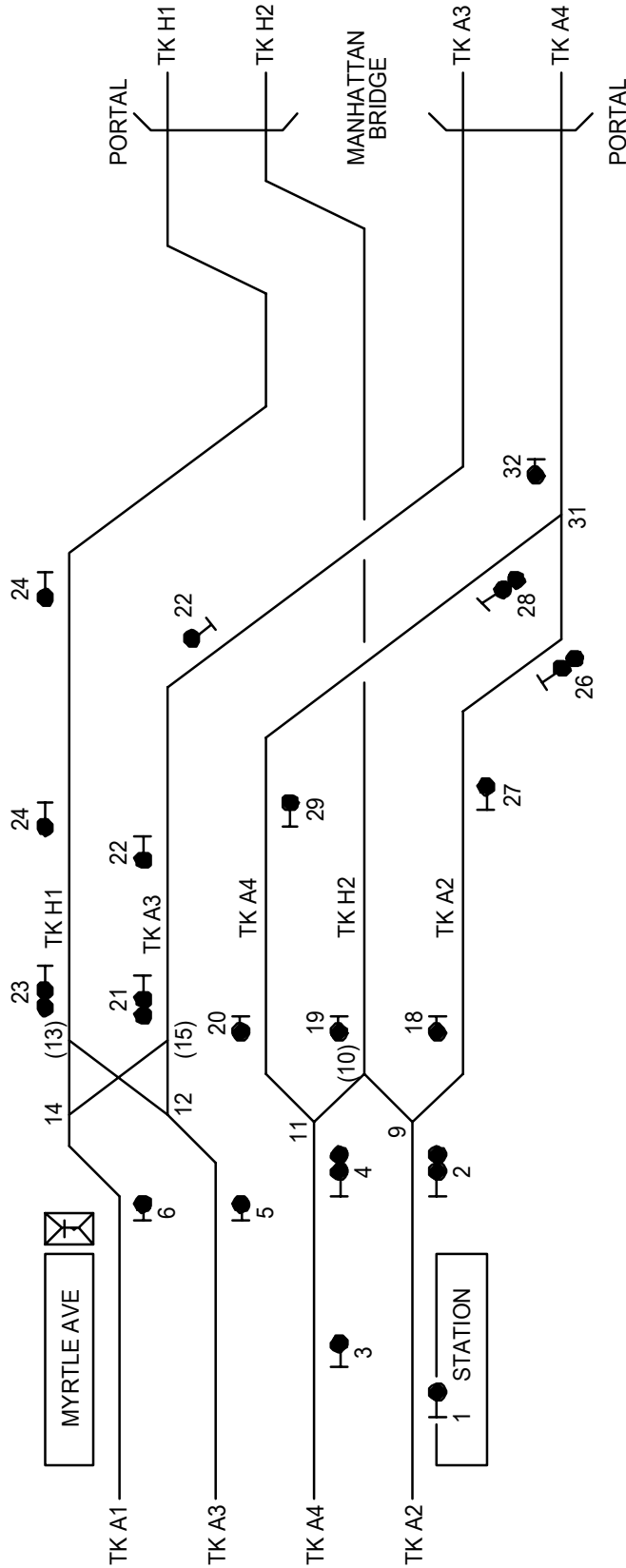


Tech Talk

(Continued from page 8)

4 AVE LINE MYRTLE AVE CONTROL

NORTH →



Legend	
	Home signal
	Approach signal
	Dwarf signal

TRAIN DESCRIPTOR PUSHBUTTONS FOR	
SIGNAL	2
	4
	TIMES SQUARE, CHAMBERS ST
	TIMES SQUARE, CHAMBERS ST

GRS MODEL 2	
	18 LEVERS FOR SIGNALS
	8 LEVERS FOR SWITCHES
	6 SPARE SPACES
	32 LEVER FRAME

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

It has been over a year since the Long Island Rail Road loaned Metro-North four M-7s for testing, and, as previously reported, the railroad's own cars began to arrive in mid-December, 2003. Since then, the cars have been subjected to rigorous testing, but the time finally came for them to enter revenue service. The day selected was April 23, a Friday, somewhat unusual since most events of this type typically occur earlier in the week, and Train #718, the 7:12 AM Tarrytown/Grand Central Terminal, got the honor. This run was selected so that the trainset would be available in Grand Central for crew familiarization.

Earlier that week, it was announced that the MTA and New York City Mayor Michael Bloomberg came to an agreement over the takeover of seven private bus lines in the Bronx, Brooklyn, and Queens. The Mayor then announced that he would no longer oppose Metro-North's plan to accelerate the purchase of 120 M-7s. This news item was reported in the March *Bulletin*. A friend who attended the May meeting of the MTA Board's Metro-North Committee told me that a second train of M-7s had been placed into service, and that there is a plan for the removal of the ACMUs (1100s). Once ten M-7s are placed into service, eight ACMUs are to be "removed from the property and destroyed." No details were provided on where these cars would go. Although the newest of the 1100s were delivered in 1965, their styling was decades old, and their appearance was striking when the first of the M-1s were delivered in 1968. They remain the oldest commuter cars in service in the metropolitan area.

Metro-North once again published a schedule for the "Bike New York – The Great Five Boro Bike Tour®." The event was held on May 2.

The 2004-2005 edition of *One-Day Getaways* was available in May.

MTA Metro-North Railroad (West)

Deliveries of new Alstom Comet Vs caused several Port Jervis Line trains to be equipped with them. Three cars (plus an NJ Transit cab) were also assigned to the Metro-North Express on the Pascack Valley Line (Trains #1606/1629), although their presence on these runs was sporadic. It is Metro-North's desire that these cars be kept on trains that run in New York State. Below is a roster of the 65 cars, all of which are to be delivered this year.

CAR NUMBERS	TYPE
6700-6719	Cab Car with Toilet
6750-6754	Trailer with Toilet
6755-6794	Trailer

Connecticut Department of Transportation

New Shore Line East timetables were issued as of April 26. They feature the return of "Summer" trains #1626/1675. Thanks to members Bob Underwood and David A. Cohen for sending copies.

MTA Long Island Rail Road

Several new timetables were produced. They include the New York Mets (April 12-June 20), Montauk Branch (April 19-21) for the "2004 Sperry Test," and the Port Washington Branch (March 15-June 20), which was reissued on March 31. For the Spring Meet (May 5-June 20) at Belmont Park, the usual timetable was issued.

Between June 14 and June 20, the 104th U.S. (Golf) Open will be held at Shinnecock Hills Golf Club, and a special brochure was produced. Extra trains will operate to the Southampton-LIU Station, which will be re-opened for this event. Southampton Campus-LIU was closed on March 15, 1998.

Bob Underwood wrote that he had heard a report that the retired Mitsui (C-1) bi-levels were in New Haven on April 7. He stopped what he was doing and headed over to the station, and there they were on non-station Track 6. Motive power was FP-10s 410-411.

NJ Transit

With the new timetables that went into effect on April 25, there were minor changes to many trains on most lines. The Atlantic City Line did not get a new timetable on April 25, because the October 26, 2003 edition was revised in March, 2004.

During mid-April, NJ Transit announced that it would not reverse its decision on restoration of the passenger service on the Lower Boonton Line. NJ Transit claims that reactivating the route would require \$26 million in immediate track and structure improvements and would cost \$3 million to operate annually while taking in only \$108,000 annually in fares. NJ-ARP reported that the New York & Greenwood Lake Railway would now pursue an operating agreement with NJ Transit and Norfolk Southern (owner of the tracks) because NY&GL believes that it could operate the service at a lower cost than could NJ Transit.

When I arrived at Secaucus Junction just after 5 PM on Wednesday, May 12, I found an unusually large number of commuters waiting on the platform of the lower level. After about 15 minutes, there was a PA announcement that there would be delays due to damage caused by a storm. As it turned out, a lightning strike, which was part of a system of electrical storms that had passed through the area just before 5 PM, had knocked out one of the key signal systems at the interlocking near the Bergen Tunnels. Because of this, NJ Transit

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Commuter and Transit Notes*(Continued from page 10)*

was unable to control the automatic movements of about 98 trains. In the meantime, the automated train arrival announcements continued to broadcast arrivals of trains as if there was no problem. The customer service agents on the platform were powerless to stop them. It was announced that all services would be operating on Track H. I was quite fortunate, because the first train that arrived after nearly an hour of no service was the Pascack Valley Train #1625, originally scheduled to be at Secaucus at 4:50 PM. My delay of 50 minutes paled in comparison to some other commuters who were delayed by up to two hours. NJ Transit's Customer Notice (issued the following day) reported that most riders were delayed by 60-90 minutes on all lines out of Hoboken. Commuters on Newark Division trains were affected by a separate lightening strike which caused delays of 15-30 minutes from 5:30-6:30 PM. Once I boarded the train, I turned on my portable radio to hear what the traffic reports had to say about the situation, and curiously NewsRadio880's Tom Kaminsky and WINS reported that trains were on or close to schedule!

Recently, while passing through the main rotunda at Secaucus Junction, a familiar noise reached my ears, and as I looked up, I saw that the overhead train departure signs were "flipping." Further inspection proved that the boards were indeed manufactured by Solari. It was interesting to see the signs "flip," watching as the letters and numbers filled in the spaces.

Riding into New York via Secaucus Junction, I do not get to see what is happening in Hoboken; however, a friend reported that as of mid-April, there were two tracks that were accumulating no-longer-needed Comet 1s.

The best laid plans sometimes go awry, and that has happened on the rail line that I use, the Pascack Valley Line. As originally proposed, there were to be six passing sidings installed between Pascack Junction and Nanuet, and the work was supposed to be done a few years ago. However, NJ Transit was busy with the Montclair Connection and Secaucus Junction, and this project was placed on the back burner. Well, now that the plate is clear, this project may be delayed until 2007, and the six sidings have been reduced to just three, which have been renamed. "Golf," in Oradell, is in jeopardy because of opposition by one assemblywoman and the Mayor of Oradell, who have now gotten nine towns along the line to join in a lawsuit against NJ Transit to halt the project. The siding at the southern end, "Long," is being redesigned because its location will be where the Pascack Valley Line is to connect to the Xanadu Project in the Meadowlands. At a presentation that I attended in early May, an NJ Transit official provided some details about the project, and in the initial phase for "Long," there would be a 1.9-mile connection

to the Sports Complex. Later phases would extend the tracks to the Bergen County and Main Lines. The northernmost siding, between Nanuet and Pearl River, is to be called "Pond."

Tie replacement and resurfacing of track took place along the Pascack Valley Line between early May and the end of June, requiring cancellation of midday Train #1621. Passengers were transported by train to Rutherford, where they boarded any one of three buses. Bus One served stations as far north as Emerson; Bus Two, stations between Westwood and Montvale; and Bus Three, Pearl River, Nanuet and Spring Valley. In its Customer Service Notice, NJ Transit promised that the bus service would deliver them to their stations within 10-15 minutes of the scheduled train time.

The Raritan Valley Rail Coalition received a letter from NJ Transit Executive Director George Warrington stating that the use of dual-powered locomotives would be looked at as part of the Access to the Region's Core study. Ridership has increased by 50-100 peak-hour riders since service was restored to the World Trade Center station last November. Also under consideration for the RVL is a project to build a passing siding in the Whitehouse section of Readington, which would allow for all-day Hunterdon County service in both directions. Still under consideration is a "pocket track" east of Newark Penn Station, which would allow Raritan Valley trains to drop off passengers on the same track as the New York bound train.

On April 20, the Colorado Railcar DMU made a return visit to the Garden State. It was put on display in Englewood on Saturday, April 24 and Paterson on Monday, April 26, and did a two-day demonstration run on the Princeton Shuttle, also known as the PJ&B ("Princeton Junction & Back"), on Thursday and Friday, April 29 and 30. Because it is a car with controls only at one end, it ran with Comet V car 6051. The DMU, which is numbered 2002, wore its South Florida Regional Transportation Authority markings.

History was made on April 24, when a Cape May Seashore Line train carried passengers on the Cape May Branch between Tuckahoe Station and Woodbine Junction NJ Transit ended passenger service on this branch on October 2, 1981.

Port Authority of New York & New Jersey

The Port Authority produced a slick-paper brochure entitled, ***Airport Connections through NY Penn Station***. Inside are maps showing the relationship of rail lines to New York's three metropolitan airports, and a layout of Penn Station. There are also tables which show the costs and travel time.

Metropolitan Area

According to the U.S. Census Bureau, the metropolitan area leads the nation in commuters. Nearly one-third of the estimated 6.4 million people who commute to work in the United States live in our region. ***Metro***

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Commuter and Transit Notes

(Continued from page 11)

Magazine reported that an analysis found that New York City is the only city where the majority of workers, 55% (or 1.9 million people), commute via public transportation. How do other cities match up? Washington, D.C., 37%; Boston and San Francisco, 31% each; Chicago and Philadelphia, 27% each; Newark, 26%; and Baltimore, 25%. In comparison, in the nation's second-largest city, Los Angeles, only 12% of workers utilize public transportation. Nationwide, 5% of workers use public transit.

On May 3, distribution of *metro*, a free morning tabloid-style newspaper, began in New York City. *metro*, which has been published in other cities for several years, such as Philadelphia, joins *AM New York*, another free newspaper, which appeared last year.

Although the headline in the *Streetscapes* column of the real estate section of *The New York Times* (May 9) gave no hint that it contained a railroad item, the photograph on the lower half of the page of the Westchester Avenue station was a dead giveaway. The focus of the article was the architect Cass Gilbert, whose work spanned six decades beginning in the 1870s. Gilbert's railroad work began in 1908 when he built "a string of jewel-like stations of glazed terra cotta" for the Harlem River Branch of the New Haven Railroad. The New Haven also operated local service on this branch until 1931, when after struggling with ridership losses caused by the opening of the IRT (now NYC Transit) Pelham Line in 1920, service ended. From 1912 until the last day of 1937, these tracks were also used by the New York, Westchester & Boston Railway from New Rochelle to 133rd Street. Several of the ex-NYW&B stations are still in use today on NYC Transit's Dyre Avenue Line. Thanks to member Gary Grahl for filling in some of the details.

Amtrak

On April 26, just as was done last October, a System Timetable (Form T-1) was produced, and again, it had 128 pages. There were a number of changes, including four new *Acela* trips between New York and Washington, D.C., boosting requirements to 15 trainsets, which is an increase of one. Weekend services were also changed slightly.

In the post-9/11 era, we have all noticed that security has been tightened at airports and buildings. Even rail photography has become more difficult. In the wake of the train bombing in Madrid in March, the Transportation Security Administration installed a prototype passenger screening system at the New Carrollton station in Maryland, which serves Amtrak and MARC as well as Washington Metrorail trains. The TSA, in a *New York Times* article, reported that such a system had been planned even before the events in Madrid, and the test was to last for 30 days. Passengers who entered the station

walked through a machine that "sniffed" for explosives and they also had to put their bags through an x-ray machine.

Other Transit Systems

Boston, Massachusetts

In an effort to help speed up service on the B line, since April 20, B line cars have been bypassing four stops (Greycliff Road, Mt. Hood, Summit Avenue, and Fordham Road). After a six-to eight-month trial period, a decision will be made as whether to permanently adopt the program, modify it, or restore the stops. The stops selected were chosen based on the average number of boardings and the proximity of the stops nearest them. "T" officials said the Summit Avenue stop, for example, is just .11 miles from the Washington Street stop. Commonwealth Avenue B line trolleys make 22 stops in 3.94 miles. By comparison, the D line has 13 stops in more than 9.17 miles. Thanks to member Todd Glickman for the report.

In Boston, Todd says, they are not called G.O.s and they are pretty rare since its tough to do reroutes, and the system shuts down at night, allowing most work to be done, but there are a few "biggies" scheduled. Beginning Sunday, May 9, 2004 and continuing for approximately eight months, the Red Line's Savin Hill Station was closed due to station modernization and improvements. During this time period, substitute bus service will operate between the Savin Hill and JFK/UMass stations, running along Dorchester Avenue. This substitute bus service is in effect each day from the beginning of service through the conclusion of service. On Memorial Day weekend, May 29-31, 2004, a diversion of service was required on the Ashmont Branch of the Red Line between the JFK/UMass and Ashmont stations. Beginning at the start of service through the conclusion of service for the entire weekend, substitute bus service replaced regular train service between the JFK/UMass and Ashmont stations, making all local stops. The Savin Hill, Fields Corner, and Shawmut stations were closed.

On the Green Line, beginning Friday evening, May 14 at approximately 11:00 PM and continuing through the end of revenue service on Sunday, May 16, 2004, there was a diversion of service on the Green Line between the Lechmere and Government Center stations. During this time period, substitute bus service replaced regular Green Line train service between the Lechmere and Government Center stations, making all local stops. Passengers desiring service to Haymarket and North Station were encouraged to utilize the Orange Line. The Haymarket (Green), North Station (Green), and Science Park stations will be closed. This is preliminary work in advance of the cutover to the new "superstation" platform at North Station, anticipated for June 18-20.

Camden, New Jersey

Since April 26, the City Hall station in Camden has been open around the clock. Previously, this station was

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Commuter and Transit Notes*(Continued from page 12)*

closed between midnight and 6 AM. This action was taken in response to the opening of the River Line, population growth and development near the station. For the first ten years of PATCO's existence, and again from 1985-87, this station had been open 24 hours a day. Station lighting and telephone lines were upgraded prior to April 26.

Philadelphia, Pennsylvania

Member David W. Safford wrote the following about the Philadelphia area. "The 11 and 36 trolley lines (SEPTA use in preference to 'light rail') were shut down for a week while about 14,000 feet of street-running trackage on Woodland Avenue between 40th and 58th Streets was renewed. Work will continue in two block increments through September 3. There are 89 SEPTA grade crossings on the Regional Rail system, and another 46 on the former Red Arrow interurban lines. Six will be completely rebuilt this summer (this works out to a 22.5-year replacement cycle). New crossings will use precast concrete 'tubs,' expected to have a longer service life than the older directly bedded crossings. The new entry kiosk to the Market/Frankford line at 30th Street is open to the public, although the elevators aren't in service yet. Interesting — although still blocked off, the finished entry stair goes down another level. It looks as if SEPTA may be reopening the underground passage to Amtrak's 30th Street station. Work is finishing up on the east end of the Suburban station concourse. Sprinkler piping appears complete throughout the area, the main stair down to each platform is enclosed and the elevators are being clad in marble to match the existing station walls, (I believe) new trim of the same pattern as the original brass metalwork installed. And housings for the electronic platform indicators hung. Exploratory holes are already being cut at the west end, and stores are being relocated to facilitate construction. The last platform (2) is receiving its tactile edging."

New Regional Rail timetables were issued on April 25. There was some retiming of some midday trains on the R3/Media-Elwyn and West Trenton Lines to accommodate track work; R5/Paoli-Thorndale to provide more separation between SEPTA and Amtrak trains. Schedule adjustments were made on the remaining lines to reflect changes in ridership and to provide increased time separation between trains. One more item for R5 riders to Thorndale: more trains are being routed to the track closer to the parking lot. Thanks to David for sending copies.

An e-mail was received from member Russ Jackson (ERA #1859), who has a different version of the SEPTA new car procurement story that appeared in the March **Bulletin**. As Russ lives much closer to Philadelphia than I do, he does not have to depend on the newspapers for his information. Russ wrote that ASEA built

many streetcars, railcars, and rapid transit cars before getting the Norristown car contract. In fact, the company was late in delivering these cars because it decided to have the U.S. assembly performed by Amtrak, which was late in performing its part of the work.

Adtranz includes the former ASEA organization, which constructed the Market-Frankford cars, which were incredibly cheap at \$1.3 million per car. Even with the additional costs, the end price was still well below that of other orders built around that time. Russ also informed me that the Kawasaki Broad Street Line cars had so many problems that the fleet was almost removed from service and that the whole door control system had to be completely redesigned and rebuilt. The car bodies had a series of cracking problems that had to be patched up. I will try to keep the column as accurate and trustworthy as possible.

Pittsburgh, Pennsylvania

On June 2, PAT began service on the Overbrook Line, which connects Library and downtown Pittsburgh. A dedication ceremony was held the previous day at Castle Shannon Junction. Route 42S/South Hills Village LRVs will continue to operate through Mt. Lebanon, Dormont, and Beechview for several months after the 42L/Library route switches to the new 5.5-mile-long Overbrook Line. After both of them are rerouted to the Overbrook Line, Castle Shannon will become a transfer station for 42L and 42S riders continuing to Mt. Lebanon, Dormont, or Beechview destinations, and vice versa. PAT officials estimate that riders who use the Overbrook Line because it is an express service will be saving about 10 minutes off of the current travel times to the ends of the lines. Mt. Lebanon, Dormont, and Beechview riders will get their own route this fall on tracks now used by the 42L and 42S cars, with LRVs shuttling between Downtown and Castle Shannon. Thanks to member Karl Groh for forwarding this report from the **Pittsburgh Post-Gazette**.

Baltimore, Maryland

MARC also issued new Penn-Camden Lines timetable as of April 26. Member Steve Erlitz wrote that there were only minor changes on the Camden Line.

Washington, D.C. area

It is hard to believe, but with Winter still a fresh memory, on Monday, April 19, the first really hot day of spring, CSX imposed heat restrictions that affected Virginia Railway Express trains. Heat restrictions are issued when one of two conditions are met: 1) there is an extreme temperature shift of 30-40 degrees or 2) the temperature is above 85 degrees for several days in a row. On April 19, the reason for the heat restriction was due to the former. The temperature changed from a low of 60 degrees to a high of over 91degrees. When they are in effect, VRE trains must operate at 20 mph below the posted speed limit. Over the next few weeks there were several other days where these restrictions were

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implemented.

Charlotte, North Carolina

Railway Age reported that Siemens was awarded a \$52.5 million contract to construct 16 91-foot low-floor LRVs for the South Corridor Line. An option was included for up to 25 additional cars over the next four years. The South Corridor Line will have 15 stations along its approximate 10-mile route between uptown Charlotte and I-485. Separate tracks would be built along the existing railroad right-of-way. Construction is set to begin later this year, with revenue service in October, 2006.

South Florida

When I was in Miami during April, I was unable to get any Metrorail timetables, because as I wrote in the May **Bulletin**, new ones were "about to be issued." Karl Groh reported that the effective date was April 25, more than two weeks later, and the reason was elimination of midnight service. It seems that only Metrorail was carrying only 250 riders each overnight (1 AM-5 AM), and that could not justify the \$3.3 million cost. Metromover service also does not operate during those hours. Some additional bus service is being provided.

Cleveland, Ohio

On the weekend of March 26, 2004, member Howard Mann and his son Daniel went to Cleveland and sent the following report. "At Hopkins International Airport, the Red Line of the GCRTA (Greater Cleveland Regional Transit Authority) is conveniently located in the baggage claim level. Fares are paid at the booth if one uses cash or wants to purchase a pass. If you already have a pass, as we did, you can go through the turnstiles. Red Line cars were made by Tokyu in the mid-1980s. At night and on weekends, single cars are operated. All trains are one-person operated and have fare boxes. At some stations, fares are collected on board, and at others, fares are paid to an attendant at a booth that contains a fare box. The operator is on the left side instead of the right, because the CTS (now RTA) used left-handed running. The trip from the Airport to Tower City (formerly Cleveland Union Terminal)-Public Square, takes 22 minutes. Red Line trains (Airport-Windermere) and Blue (South Harbor Waterfront-Warrensville Road/Van Aken Boulevard) and Green Line (South Harbor Waterfront-Shaker Boulevard/Green Road) cars share trackage but not platforms at Tower City. To transfer between lines, one must leave the paid area and go through another set of turnstiles, because no transfers are issued. The Waterfront line is an extension of the Blue / Green Lines and goes from Tower City to South Harbor, but cars are through routed. Headways are every 10 minutes on the red, and every 15 on Waterfront-Shaker Heights, with cars alternating to each branch. The fare collection system on the Blue/Green

Lines is pay enter outbound, pay leave inbound. The Shaker Heights LRVs were made by Breda in the 1980s and replaced PCCs. All lines share trackage from Tower City to E. 55th. Here the Red Line and Blue/Green Lines split. The Blue/Green Lines split just after Shaker Square. There are excellent opportunities to photograph and video here. The Blue Line runs in the median of Van Aken Boulevard until Warrensville Road, where it terminates. Connection can be made here with the 41A and 41C bus lines which can take you to the Shaker/Warrensville stop. Cars run every 30 minutes south of Shaker Square, so be sure to take schedules. The Red Line runs along the old CUT right of way to the Louis B. Stokes station at Windermere, East Cleveland. This line is by far the heaviest. Fares are \$1.50 Red line, \$1.50 Blue/Green Lines north of Shaker Square, \$1.25 south of Shaker Square. Individual and Family day passes are available on all RTA vehicles and at all booths. They are \$3.00 and \$5.00 respectively. RTA employees are generally tolerant of photography, and the cars have excellent railfan windows."

New Orleans, Louisiana

After several delays, the newly reactivated Canal Street Line opened for service early on Sunday morning, April 18, and member Sid Keyles, who happened to be in the Crescent City, reported that the first car left the car barn at 3:10 AM. Sid took several rides, but much to his surprise, the southerly terminus goes beyond the foot of Canal Street and interlines eastbound with the Riverfront Line into the French Market area. As a result of this interlining, the fare on the Riverfront Line was reduced from \$1.50 to \$1.25 so that it is the same as the Canal Street Line and all RTA buses.

Chicago, Illinois

A new stop has been added on METRA's Milwaukee North Line at Prairie Crossing. This station is located between Libertyville and Grays Lake, and, with 400 parking spaces, is expected to relieve the parking situation, which is restricted at those stations. There could be some confusion, because there is a station with a similar name, Prairie Crossing/Libertyville on the North Central Line, which runs to Antioch. New timetables were issued as of April 4.

Chesterton, Indiana

East Chicago station users got a new station on May 3, but in the interim passengers are boarding trains from a temporary low-level platform. The new station has a waiting area, ticket office, restrooms, and an elevator to the platform level, and is also the home of NICTD's transit police department.

Minneapolis, Minnesota

Fifty years and one week after the last two streetcar lines were abandoned, Minneapolis will once again have trolley service when the "Hiawatha LRT" Line begins operating on June 26, with two days of free riding. Initially the service will run from downtown Minneapolis

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to Ft. Snelling, a distance of 8 miles, and will require 23 minutes of running time, serving 12 stations. Service to the Airport and the Mall of America, will add 3.8 miles and is expected to begin this December. For the record, trolley service ended on June 19, 1954 with abandonment of the Como-Harriet-Hopkins and Intercampus Shuttle Lines. Thanks to Karl Groh for the report.

Albuquerque, New Mexico

Using the Trinity Railway Express (which runs between Dallas and Fort Worth) as an example of a successful commuter line, the cities of Albuquerque and Santa Fe are seriously hoping to initiate service within the next year and a half. The first phase will link Belen, just south of Albuquerque, with Bernalillo, on the city's northern edge. The Mid-Region Council of Governments, a regional transportation and planning organization for central New Mexico, is pushing this project, which would use existing Burlington Northern Santa Fe Railway trackage. Cost of the project was put at \$250 million.

Seattle, Washington

Riders who have asked for earlier train service will get their wish beginning June 7, when the present 6:55 AM train from Everett will start 15 minutes earlier, and will allow for arrival at work by 8 AM in Seattle. Tacoma/Seattle riders will also have earlier service with the re-scheduling of the 6:15 AM train to begin ½ hour earlier. The second train will depart 10 minutes earlier, and there will be no change to the third train, it will keep its 6:45 AM departure. Evening departures were also adjusted slightly. Completion of track and signal improvements in the South Corridor allowed these changes. However, Sounder officials are concerned about low ridership on the new train between Everett and Seattle, and that the subsidy could add up to more than \$38 for each one-way passenger. Adults pay \$3 for each one-way trip on the train. At current ridership levels, that amounts to a taxpayer subsidy of more than \$35 for each passenger. However, expenses per rider could come down as more trains are added and more people learn about the system. The current subsidy is just for operating costs such as train crews, equipment maintenance, and insurance. It does not include any part of the line's estimated \$393 million capital cost through 2009.

Sacramento, California

Western Transit reported that the Folsom South LRT would open three new stations, Sunrise Boulevard, Olson Drive, and Zinfandel Drive on June 13. A further extension to the city line of Folsom is expected to open next year.

San Francisco, California

Caltrain's "Baby Bullet" service begins on June 7. Not only will there be ten express trains (five in each direc-

tion), but the number of daily trains, 86, is the highest level of service that the transit agency has ever operated. The departure times have been changed since this story was reported in the January **Bulletin**, and instead of departing from San Jose's Diridon station on the hour, they will be at 5:45, 6:45, and 7:45 AM, and 4:45 and 5:45 PM. Departures from 4/King are at 6:11 and 7:11 AM, and 4:13, 5:13, and 6:13 PM. The running times on the "Baby Bullets" averages just under one hour, while locals require about 1:35. As a result of the public hearings which were held late last year, and comments that were submitted in writing and by e-mail, phone calls, etc., 22nd Street was added as a southbound stop. Weekend schedules were also adjusted so that there is more consistency.

Four public hearings were held between April and May on Caltrain's proposal to convert its operation from diesel to electric. If approved, catenary would be installed over the entire line between San Francisco and Gilroy, nearly 77 miles.

Los Angeles, California

Metrolink commuters may be paying an additional 4% starting next month. Also under consideration is a proposal to restructure its fare policy over the next ten years, beginning on July 1, 2005. What this means is that fares would be based on a measurement of driving distance between stations, rather than being zone-based. Public hearings were held throughout Metrolink's service area. Since Metrolink began operations in 1992, fares went up three times, in 1998, 2000, and 2002.

London, United Kingdom

History was made on April 9, when the last domestic passenger train left the nearly 130-year old St. Pancras station. This will allow the Victorian High Gothic station to undergo a £310 million reconstruction in preparation for its new life as the London terminal for *Eurostar* services, which should take place in 2007. Midland Mainline will operate from an interim station 300 yards to the north, before transferring to a permanent site on the West side of St. Pancras in 2006. More than eight million passengers a year who travel to and from Manchester, Sheffield, Derby, Leicester, Nottingham, and Bedford will be affected.

From the History Files

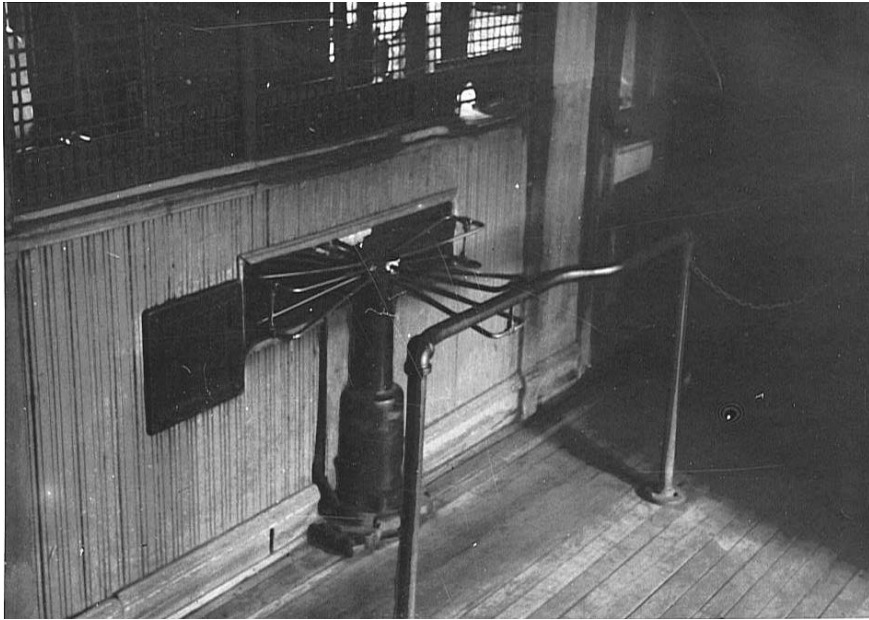
40 Years Ago: On June 19, 1964, President Lyndon B. Johnson attended the BART groundbreaking ceremony in San Francisco. This initial section of 4.4 miles was for the area between Concord and Walnut Creek. At the time, a 1971 opening was planned, but the system did not open until September 11, 1972.

35 Years Ago: In June, 1969, trolley service ended on Boston's Watertown Line. Through the years there was much controversy over its demise, and there were many attempts to get the service restarted, but they were to no avail.

News items and comments concerning this column may be emailed to NYDnewseditor@aol.com.

NOSTALGIA CORNER

This month, we conclude our look at the last operating days of Brooklyn's Lexington Avenue "L" (all photos taken September 15, 1950).



Reid Avenue station, northbound side waiting room interior.
Bernard Linder collection



Reid Avenue station, eastbound side waiting room interior.
Bernard Linder collection



Interior of car 1394, built in 1905 by Laconia Car Company.
Bernard Linder collection



Interior of car 931, built in 1898 by Wason.
Bernard Linder collection

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Nostalgia Corner

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Magnetized column in front of substation at Grand and Lexington Avenues, looking south on Grand Avenue, September 15, 1950.
Bernard Linder collection



Cables supplying power to the Myrtle Avenue "L" were attached to the Lexington Avenue "L" structure on Grand Avenue between Lexington Avenue and Myrtle Avenue. This structure could not be torn down until a duct line was built. This picture was taken on February 18, 1952 at Grand and Lexington Avenues, looking north.
Bernard Linder collection

14th Street Line is 80 Years Old

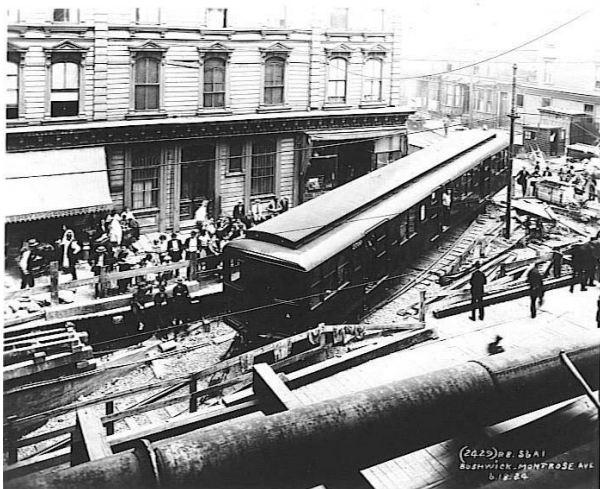
(Continued from page 1)

tion of \$5 to \$6 million to the cost of the extension, the Commission favored an elevated line.

Bids for the elevated extension were received by the Transit Commission on April 3, 1922 and were rejected

by the Board of Estimate. Bids were resubmitted on May 17, were rejected again, and returned on June 23 with a letter stating that they would be approved if a subway were built.

Because of the change of plans, through service to Canarsie did not start operating until July 14, 1928.



Delivery of the first 14th Street Line car, via the LIRR Bushwick Branch, June 18, 1924.
Bernard Linder collection



Bedford Avenue station, circa 1969.
Larry Linder photograph

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Around New York's Transit System

Tokens Sold to Scrap Metal Dealer

About a month ago, NYC Transit sold 45 million tokens weighing 342,000 pounds to a New Jersey scrap metal dealer for \$500,000. The tokens, which are made of copper and nickel, will be melted down to form non-

corrosive solid bars, which will be used to make car, airplane, and computer parts.

NYC Transit sold 60 million "Bull's Eye" tokens in 1998, after replacing them with the pentagon token in 1995. Tokens are still on sale at the Transit Museum.

14th Street Line is 80 Years Old

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First Avenue station, circa 1969.
Larry Linder photograph



Third Avenue station, circa 1969.
Larry Linder photograph



Union Square station, circa 1969.
Larry Linder photograph



Sixth Avenue station, October 26, 1968.
Bernard Linder photograph