

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## **The Bulletin**

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## **BROOKLYN BRIDGE TROLLEY REROUTED TO "L" TRACKS 60 YEARS AGO**

Trolley cars crossing the Brooklyn Bridge were rerouted to their own right-of-way, the former elevated tracks, sixty years ago, December 16, 1944.

Since January 23, 1898, the cars had been crossing the Brooklyn Bridge on the same roadway as the horse-drawn vehicles. Within a week, rush hour riding was so heavy that 32 Inspectors and 8 Patrolmen were assigned to control the crowds. Evening rush hour passengers were so difficult to control that 26 Patrolmen who were over six feet tall were transferred from their regular posts to the Park Row terminal. The trolley companies operated as much service as possible and the Motormen violated the rules that required the cars to be spaced 102 feet apart on the bridge. When the excessive load caused the bridge to sag at the beginning of August, 1898, this rule was enforced and the trolley service on the bridge was reduced from 400 to 236 cars per hour. With 18 trolley lines crossing the bridge by the end of 1898, there must have been a continuous procession of trolley cars. During the intervening years, the number of lines crossing the bridge decreased only slightly. To speed up traffic in downtown Brooklyn, the company made extensive track changes in 1930. When the new schedules went into effect on April 6, the terminals of many lines were changed and there were only ten lines operating across the bridge. Opened in 1932, the new Independent Subway competed with the IRT and the BMT. When the A train started running under Fulton Street to Rockaway Avenue on April 9, 1936, it furnished a faster ride to Manhattan than the BMT "L" or trolley cars.

Less than a year later, January 10, 1937, trolley lines in downtown Brooklyn were rerouted again. Only five lines provided service across the bridge to Park Row.

The plan for rebuilding downtown Brooklyn included the removal of the elevated structure between Jay Street and Myrtle Avenue and Sands Street and the elevated tracks leading to the bridge, all of which were taken out of service on March 5, 1944. When the work was completed on December 16, 1944, the trolley cars were rerouted again and crossed the bridge on the former "L" tracks.

During the first half of the 20<sup>th</sup> Century, the traffic pattern changed appreciably. The number of daily riders declined from 90,000 on August 6, 1898 to only 1,362 in 1948. Because of light riding, trolley service across the bridge was discontinued on March 6, 1950. The trolley right-of-way was converted to an automobile roadway.

The tracks on this right-of-way were originally built for a cable railway which started running on September 24, 1883. This railway was an immediate success and riding increased rapidly. During the first six months, 19,976 passengers a day were transported in one-car trains, the majority during rush hours. Through elevated service started running on June 18, 1898, but the cable cars continued operating until January 24, 1908. The BRT furnished through elevated service on eight lines. Because trains could not be operated on less than a one-minute headway on the bridge, several trains were shortlined at Sands Street and at Fulton Ferry.

Riding declined steadily because of compe-

*(Continued on page 3)*

**BRONXVILLE LINE (1899-1929)  
GRAMATAN AVENUE LINE (1930-1931)  
by Bernard Linder**

Owners:

STREET CARS

December 8, 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

BUSES

February 8, 1931	Westchester Electric Railroad Company
November 11, 1936	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

December 8, 1899	Cars started operating on North 4 <sup>th</sup> Avenue (present-day Gramatan Avenue) from Prospect Avenue to Hunts Wood Park, just south of the Bronxville line, on this single-track line that was isolated from the rest of the system
November 11, 1900 5:15 PM	Extended via North 4 <sup>th</sup> Avenue and West 1 <sup>st</sup> Street to the terminal between South 3 <sup>rd</sup> Avenue and South 4 <sup>th</sup> Avenue
December, 1900	Extended via Poplar Street and Midland Avenue to Pondfield Road, Bronxville
Year ending June 30, 1902	The company built an 0.81-mile single-track line on Midland Avenue from Pondfield Road to the north village line of Bronxville
December 25, 1909	Discontinued
June 21, 1910	Resumed service
1911	Cars ran as necessary until service was discontinued
October 6, 1916	Resumed service
January 21, 1917	Discontinued
February 22, 1920	Resumed service
March 1, 1920	Cars were operated by one man
August 16, 1925	Cars operated from New Haven Station to Poplar and Midland Avenues. Shuttles operated on Midland Avenue from Poplar Street to the north village line of Bronxville
August 8, 1926	Discontinued shuttles
April 8, 1928	Cars operated via Gramatan Avenue, Oakley Avenue, and North 3 <sup>rd</sup> Avenue to Prospect Avenue, returning via Crary Avenue. Cars formerly operated in the reverse direction around the loop (we do not know when cars started operating on this loop)
February 8, 1931	Buses replace street cars.
Jack May furnished information regarding most route changes.	

BUSES

February 8, 1931	Route E buses started operating over the same route as the trolley
1955	Through-routed with Route C
September 27, 1972	Extended via Boston Road and Bivonia Street to Reeds Mill Lane
About 1973	Renumbered to Route 52

*(Continued on page 3)*

**Bronxville Line/Gramatan Avenue Line**

*(Continued from page 2)*

**TRACK EXTENDED TO WEST 1<sup>ST</sup> STREET**

When the line was built, it was isolated from the rest of the system because the company could not obtain permission from the property owners to cross the railroad tracks on the Fourth Avenue bridge. The company received permission from the City Council in June, 1900. The property owners tried to get an injunction, but they failed. Then they demanded \$1,500, but rejected the company's offer of \$1,000. Instead of negotiating

with the property owners, the company decided to build the extension during the midnight hours, when most people were sleeping.

At 10:30 PM Saturday, November 10, 1900, two cars carrying 100 men, two cars loaded with ties, and two trucks carrying track rails arrived at West 1<sup>st</sup> Street and South 4<sup>th</sup> Avenue. The contractor rushed the work to complete it before midnight Sunday. The first car ran on the new extension at 5:15 PM Sunday, November 11, 1900, several hours before the deadline.

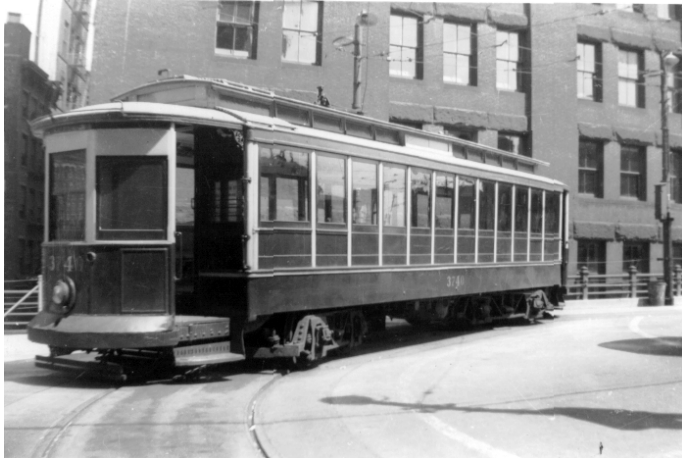
*(Continued on page 4)*

**Brooklyn Bridge Trolley Rerouted to "L" Tracks 60 Years Ago**

*(Continued from page 1)*

tion from the newly-opened BMT and IND lines that furnished a one-seat ride to Manhattan. After Unifica-

tion, riding was so light that service between Park Row and Bridge Street was discontinued on March 5, 1944, and all Myrtle, Lexington, and Fulton-Lexington trains terminated at a new terminal called Bridge-Jay Street. Passengers were given free transfers to the IND or the trolley cars, which had no difficulty handling the small number of passengers who rode the bridge cars.



Shelter car 3740 at Park Row, August 24, 1946.



Park Row in 1896.



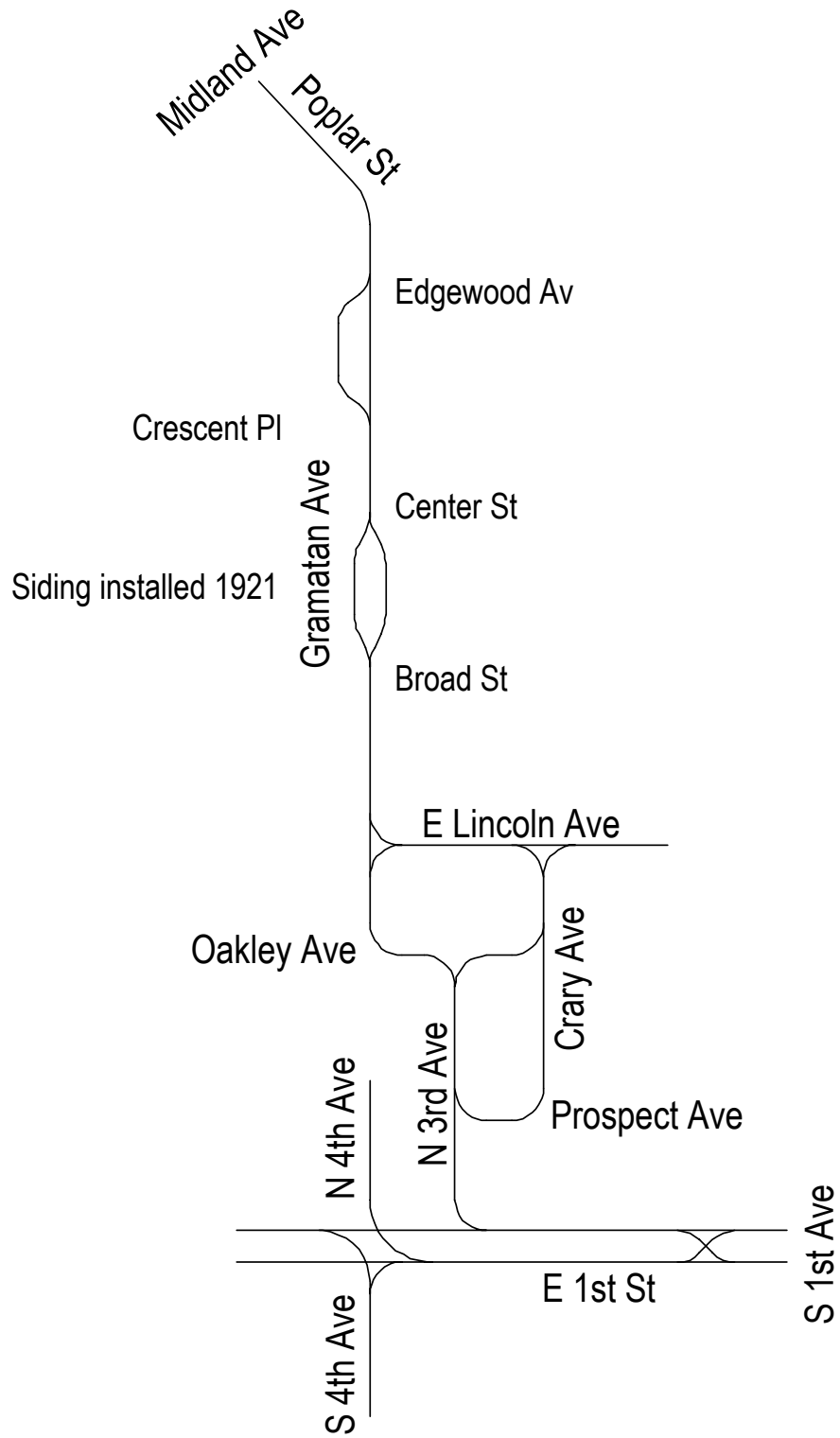
Car 8447 on the private right-of-way at the Brooklyn end of the bridge.



Looking west toward the Sands Street station, September 19, 1941.

**Bronxville Line/Gramatan Avenue Line**  
*(Continued from page 3)*

**Bronxville Line**  
1929



Data: B. Linder  
Drawing: J. Erlitz

# MTA NEW YORK CITY TRANSIT CELEBRATES THE SUBWAY'S CENTENNIAL

by Benjamin W. Schaeffer

October 27, 2004 marked the one hundredth anniversary of the opening of New York City's first subway line, the Interborough Rapid Transit Company operated route which began at the now closed City Hall station, and continued northward along today's Lexington Avenue, 42<sup>nd</sup> Street Shuttle, and Broadway Lines to the 145<sup>th</sup> Street station.

The Subway was a major achievement for the city's public transportation system and its opening was cause for much celebration. The festivities were held at City Hall, where several dignitaries gave congratulatory speeches. Mayor George B. McClellan then led the way into the City Hall station and operated the first train.

MTA New York City Transit and the New York Transit Museum organized a yearlong "Subway Centennial" celebration, which officially began on October 7, 2003 with a news conference held at the Grand Central station of the 42<sup>nd</sup> Street Shuttle. Since that day, numerous events were held throughout the city, commemorative subway maps and MetroCards were issued, and the "Miss Subway" contest returned updated to "Ms. Subway". Of special interest was the frequent use of the museum trains in excursion and even in regular customer service.

The events of the big day, Wednesday October 27,

2004, began at 9:30 AM with the New York Transit Museum and United States Postal Service unveiling a special Subway Centennial postmark. Admission to the museum was free all day.

At 11 AM, New York State's Lieutenant Governor Mary Donohue, New York City's Mayor Michael R. Bloomberg, and many invited guests and journalists assembled in front of City Hall for a reenactment of the first subway trip.

After a few speeches, the Mayor led those present into the old City Hall station, where he and the invited guests joined several NYCT employees dressed in 1904-era clothing on board the 1917 Lo-V museum train. A second train consisting of museum IRT SMEE cars also handled the overflowing crowds. The unused station was opened to the public for viewing between 1 PM and 4 PM.

After the train left the station and rolled around the loop, as a final touch of accuracy to this splendid reenactment, Mayor Bloomberg was given the controls and operated the Lo-V train briefly on its trip to the Grand Central station of the 42<sup>nd</sup> Street Shuttle where another news conference was held. The museum trains continued to operate in customer service through Friday according to the following schedule.

DATE	IRT SMEE	IND R-1 to R-9	IRT LO-V	BRT ELEVATED
October 27, 2004	7 AM-7 PM 42 <sup>nd</sup> Street Shuttle (R-12/R-17/R-33S)	10 AM-3 PM Broadway Local 57 <sup>th</sup> Street-Canal Street	2 PM Broadway-Seventh Avenue Express Times Square-137 <sup>th</sup> Street (one trip)	N/A
October 28, 2004	10 AM-3 PM Broadway-Seventh Avenue Express 242 <sup>nd</sup> Street-Times Square	10 AM-3 PM Broadway Local 57 <sup>th</sup> Street-Canal Street	N/A	10 AM-3 PM Astoria Boulevard to 39 <sup>th</sup> Avenue (middle track) and back
October 29, 2004	10 AM-3 PM Broadway-Seventh Avenue Express 34 <sup>th</sup> Street-Utica Avenue	10 AM-3 PM Broadway Local 57 <sup>th</sup> Street-Canal Street	N/A	10 AM-3 PM Astoria Boulevard to 39 <sup>th</sup> Avenue (middle track) and back

See the next page for photographs by Andrew Grahl, who also covered the festivities.

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**MTA New York City Transit Celebrates the Subway's Centennial**

*(Continued from page 5)*



The temporary entrance to the City Hall station, which was abandoned on December 31, 1945.



The Lo-V train makes an appearance at the Grand Central station of the 42<sup>nd</sup> Street Shuttle.



The BRT BUs pass Avenue U on the Brighton Line on October 23, 2004.



The IRT Lo-Vs pause at Kings Highway on the Brighton Line on October 23, 2004.



The lineup of museum trains after the Pageant in Motion at Ocean Parkway (Brighton Line), October 24, 2004.



R-12 5760 leads the "train of many colors" through the 207<sup>th</sup> Street station on its way to Brooklyn, October 29, 2004.

## TECH TALK by Jeffrey Erlitz

The first pair of Metro-North M-7s, 4001/4002, was at the Long Island Rail Road's Hillside Support Facility during the end of September. I do not yet know the reason for this, but it was probably for some kind of modification. Speaking of the LIRR, M-7s from the second option of cars are in service now. Cars numbered at least as high as 7330 had been observed in service by early November. Three M-7s were involved in what appears to have been a sideswipe accident and were sitting at Hillside during the beginning of October. The damage seems minor so these cars will probably be repaired.

Now that Track J4 on the Nassau Street (or Jamaica) Line is in service, Track J1 is now temporarily out of service through the end of the year while various crews finish up their work. On November 8, the new crossover from Track J4 to Track J1 between the Bowery and Essex Street stations was placed in service.

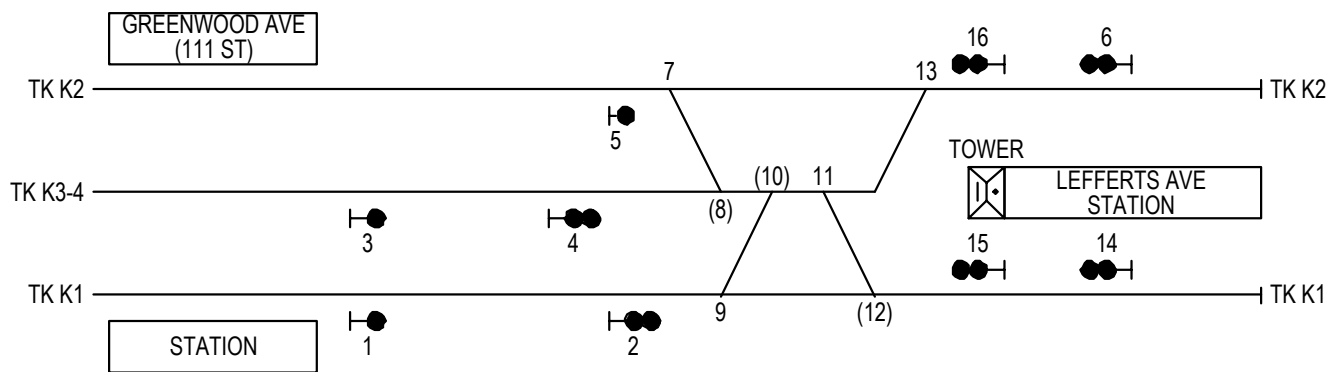
Northbound and southbound 4 trains bypassed the 170<sup>th</sup> and 176<sup>th</sup> Street stations from November 1-22 for the station rehabilitation work going on there.

Expanding upon an item from my last column, listed below are the fourteen BMT interlockings that were equipped with mechanical interlocking machines supplied by Union Switch & Signal. US&S was the U.S. licensee for Saxby & Farmer of England, the original manufacturer of this style of mechanical interlocking machine. This data is from the June 1, 1925 BMT Instructions for Towermen:

- Hubbards Creek (Sea Beach)
- Fulton Ferry
- Tillary Street
- Adams Street Cut
- Crescent Street
- Nostrand Avenue (Fulton)
- East 105<sup>th</sup> Street

### FULTON ST LINE LEFFERTS AVE CONTROL

← NORTH



Legend	
●●-	Home signal
●-	Approach signal
●-	Dwarf signal

GRS MODEL 2
9 LEVERS FOR SIGNALS 7 LEVERS FOR SWITCHES
16 LEVER FRAME?

*(Continued on page 8)*

**Tech Talk**

*(Continued from page 7)*

- 65<sup>th</sup> Street & 3<sup>rd</sup> Avenue
- Kings County Terminal
- High Street Loop
- Broadway Ferry
- 160<sup>th</sup> Street-Jamaica
- Grant Avenue
- Rockaway Parkway

Lefferts Avenue, at the end of the Fulton Street Line, is my next historic interlocking diagram. Lefferts Avenue (never renamed Boulevard by the Signal Department after the street was renamed) was a very typical GRS (General Railway Signal Company) interlocking equipped with a Model 2 machine. This lasted until the end of BMT service in April 1956. When the IND resigned the line later that year, this interlocking was made remote from Liberty Avenue Junction. An auxiliary con-

trol panel was installed here for local control if needed; this machine is a GRS Type C mini-lever control panel and remains in service to this day.

For the moment, I have run out of historic BMT material so next month we'll move over to the IRT Division.

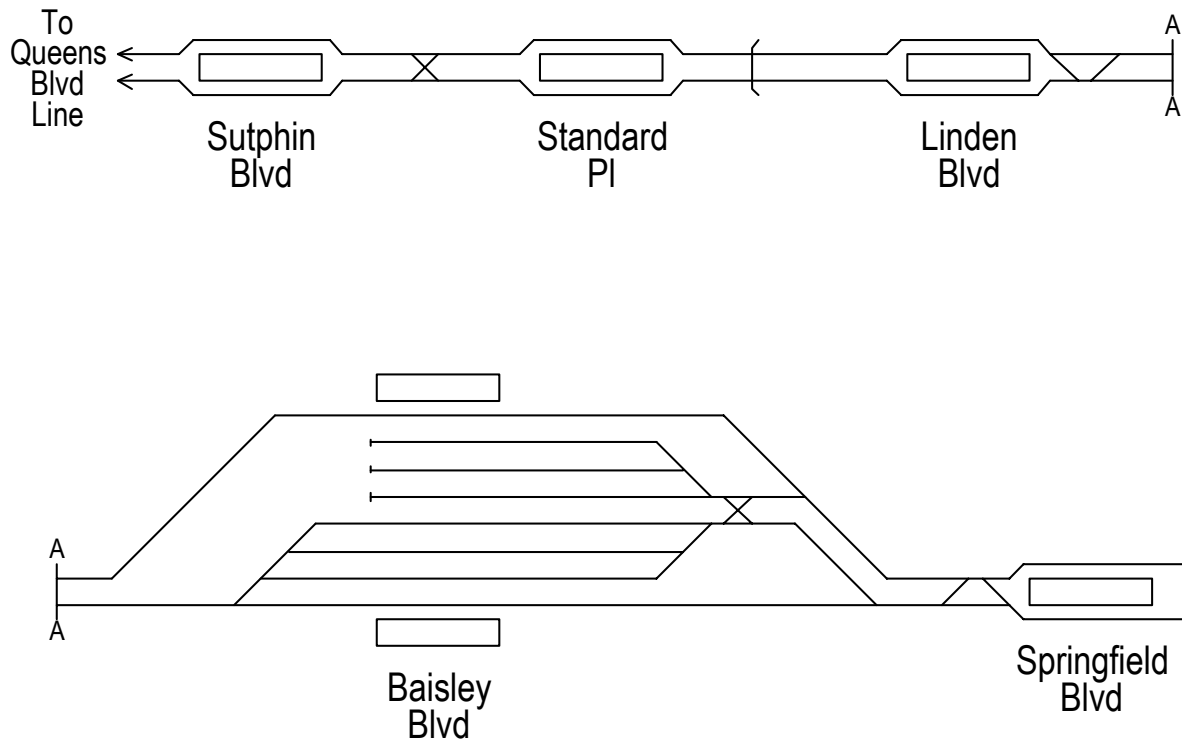
After some searching, I came across another version of the Southeast Queens Line, Route 131-D. Notice that the station north of Sutphin Boulevard is called Standard Place rather than Parsons Boulevard. Standard Place was a one-block north-south street from Archer Avenue to Jamaica Avenue, west of Parsons Boulevard and east of 153<sup>rd</sup> Street. Unlike the drawing in the October *Bulletin*, there was no station between 108<sup>th</sup> and 109<sup>th</sup> Avenues. Next month, I hope to show the Queens Super Express Bypass, Route 131-B.

Next month I hope to finally get to the Queens Super Express Bypass, Route 131-B.

*Jeff may be contacted via e-mail at [jbe456@optonline.net](mailto:jbe456@optonline.net).*

### Southeast Queens Line Route 131-D

2-24-71 (Revised 1-3-72)



Source: Drawing #777-3A



# Commuter and Transit Notes

by Randy Glucksman

## Metropolitan Transportation Authority

On October 29 (the day of the Division's October meeting, where members and many guests enjoyed Eric Oszustowicz's excellent slide presentation saluting the first one hundred years of the New York City subway), I picked up a flyer at Grand Central Terminal which announced the public hearings for the proposed fare increases. These hearings were held from November 8- 10 in Manhattan, Brooklyn, Staten Island, Farmingdale, and White Plains. It should be noted that the notice described the sites that were selected in Farmingdale as "on Nassau/Suffolk border" and in Brooklyn as "on the Queens border." Is this the MTA's attempt to save money by reducing the number of hearings? The MTA service area is composed of twelve counties (five in New York City plus Nassau, Suffolk, Westchester, Rockland, Orange, Putnam, and Dutchess), and fare increases would affect them all. Shouldn't they who would be affected have an opportunity, if they so desire, to voice their concerns at a local venue?

On the table are proposals to eliminate the 25% off-peak discount and to impose of peak fares on one-way and ten-trip tickets for travel from Manhattan on trains departing from Grand Central Terminal and Harlem/125<sup>th</sup> Street between 5:30 and 9 AM. Also, the one-way increment to the fare for tickets purchased on board trains would go from \$3 to \$5 and there would be reductions in the amounts by which monthly tickets are discounted. Interstate and intrastate fares in Connecticut are proposed to go up 5.5%. In the weeks and months before these hearings, many politicians weighed in on the reasons for the MTA's fiscal problems. Some are detailed below.

If the MTA gets its way, another transit ticket bargain may lose some of its appeal. The price of the *CityTicket*, which was introduced last year at \$2.50, will likely be increased as part of the proposed fare increases. The **Rockland Journal News** reported that as of October, 16,000 had been sold, allocated as follows: LIRR, 14,000 and Metro-North, 2,000. (I purchased one LIRR *CityTicket* last January.) Market research found that 40% were existing riders taking advantage of the lower fare, with the balance being new riders. The MTA's finance committee suspended the use of these tickets between November 20 and January 2.

Following up on a news item from last month, the *Metro* section of **The New York Times** (October 25) had another article on the MTA's financial problems under the headline "*M.T.A.'s Fiscal Predicament Is a Crisis That Many Saw Coming.*" Those who were watching included former transit officials, fiscal watchdogs like the Independent Budget Office and the Citizens Budget

Commission, the state Controller, and business groups like the New York City Partnership. According to **The Times**:

- These fiscal problems are the direct result of more than a decade of policies by New York State, New York City, and the MTA.
- Since 1991, Mayors Dinkins, Giuliani and Bloomberg have all cut the city's contributions to NYC Transit
- In 1995, Governor Pataki cut state subsidies to the MTA, placing more of the burden for operating the system and repaying the bonds which financed the capital program on the riders. He installed E. Virgil Conway as the Chairman, with orders to make do with less from Albany. Subway fares were raised from \$1.25 to \$1.50. They are now \$2.00
- At the insistence of Governor Pataki, Assembly Speaker Sheldon Silver, and then-Mayor Giuliani, billions of dollars were included for expansion projects such as LIRR East Side Access and the Second Avenue Subway, decisions which were criticized by former MTA Chairman Richard Ravitch, who felt that money should have been spent on maintaining the current system rather than on new projects.

Stay tuned.

## MTA Metro-North Railroad (East)

The schedules that went into effect under General Order No. 210 on October 31 are to remain in effect until April 2, 2005, when we return to Daylight Saving Time. Changes were published in the November **Bulletin**. The cover of the Harlem Line timetable has a "bubble" that announces, "More service! More seats! New train cars" and the Hudson Line timetable simply says, "New train cars."

There is lots of news about the ACMUs, and I will start with a list of ACMUs as of late October, as prepared by member Josh Weiss.

Croton East yard: 1114, 1126, 1136, 1140, 1160, 1163, 1169, 1178 (8 cars)

Chevy yard (Tarrytown): 1138, 1144, 1154, 1159, 1172, 1183, 1125, 1149, 1164, 1166, 1168, 1182, 1185, 1105, 1109, 1115, 1118, 1121, 1130, 1131, 1133, 1145, 1156 (23 cars)

Both groups are ready to be shipped to scrapper and are disabled.

Held for winter emergencies at North White Plains: 1100, 1102, 1107, 1110, 1113, 1117, 1119, 1120, 1122, 1123, 1124, 1127, 1128, 1132, 1135, 1141, 1143, 1146,

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**Commuter and Transit Notes***(Continued from page 9)*

1148, 1150, 1153, 1155, 1157, 1158, 1165, 1167, 1171, 1175, 1179, 1180 (30 cars)

Member Bill Zucker was able to obtain the consists of what had been the final scheduled runs on October 29:

Train #516: 1124, 1110, 1113, 1117, 1146, 1135, 1123

Train #528: 1119, 1158, 1107, 1180, 1167, 1175, 1141

Train #516 was deadheaded to North White Plains and removed from service. Train #528 became Train #573 and left Grand Central Terminal for North White Plains at 6:35 PM.

Then on November 5, Josh Weiss and Glenn Rowe reported that due to the large number of M-1/M-3 and M-7 cars out of service to due flat wheels (caused by leaves on the rails), a 7-car set of ACMUs was assigned to Train #528 (7:57 AM North White Plains) and dead-headed back to North White Plains on Train #2523. Steve Lofthouse reported that he rode in a 7-car train on the Hudson Line on November 16. On November 18, the ACMUs were reactivated and there are rumors that have these cars running into next Spring.

This year's special Thanksgiving timetables have a woodcut of a tree with several turkeys. On the back cover there is information concerning the upcoming holidays. Because Christmas occurs on a Saturday this year, and because Christmas Eve is a federal holiday, Metro-North is scheduling its "getaway" service on Thursday, December 23. Because traffic volumes traditionally have been lower when Christmas Day occurs on a Saturday, a holiday schedule will be operated and Sunday will have a normal Sunday schedule. So this year the special three-day timetable will only be issued for the New Year's Day weekend.

Metro-North did complete its project to synchronize all of its clocks in Grand Central Terminal. Formerly, the master clock was controlled by a short wave radio signal that was received from the atomic clock in Boulder, Colorado at 3 AM. The master clock in turn sent the time to all of the other (analog) clocks. Although the system was only 15 years old, being able to communicate with clocks that were both analog and digital became unreliable. Now, there is a new master clock and it receives a continuous synchronizing satellite signal from the Naval Observatory in Maryland every single second of every day, making the clocks in Grand Central, very accurate. How accurate – to two microseconds all the time.

**MTA Metro-North Railroad (West)**

Metro-North officials were disappointed with the number of riders who were using Secaucus Junction. Planners had projected that after one year, there would be 138,000 Port Jervis and 64,000 Pascack Valley Line riders. However, the numbers through the end of August were 105,000 and 33,000, respectively. The planners used NJ Transit's computer modeling estimates, which

were based on what occurred when *Midtown Direct* service began, and anticipated a doubling of ridership. Even though there is additional service on both lines, only the Port Jervis Line has weekend service. Until the passing sidings project is completed, there will be none for the Pascack Valley Line. The latest date for the completion of this (now limited in scope) project is now 2007.

**Connecticut Department of Transportation**

Governor Jodi Rell held a photo opportunity to view the first fifteen ex-Virginia Railway Express cars. The (New Haven) *Register* reported that when the Governor was notified that the cars would not arrive until next year she directed her staff to make sure that the cars arrived ahead of the winter, so that commuters would not be stranded like they were last winter. The cars still read VIRGINIA RAILWAY EXPRESS, but the governor said that she really didn't care because the cars were in Connecticut. As she walked down the aisle of one of the cars, inspecting the red and blue seats, she remarked that the cars were clean and in great shape. On November 1, a "CDOT Test Train" was operated, and on November 15, the following consist was seen on Shore Line East #1667/1640 which runs between New Haven and Stamford and Stamford/Old Saybrook: 6694-217-219-(Bombardier cab car). The previous Thursday, November 11, the same consist held down midday Waterbury runs 1926/1975. Thanks to members Bob Underwood and David A. Cohen for the news.

New Shore Line East schedules went into effect on November 1. One afternoon train had its departure time moved up by five minutes. Bob also reported that on the day after Thanksgiving, SLE operated a reduced schedule, similar to what was in effect last year. Thanks to Bob and David for sending copies.

**MTA Long Island Rail Road**

A complete set of new timetables was issued with an effective date of November 15. On the covers are announcements that special schedules would be in effect on the day after Thanksgiving, November 26. Additional trains were operated on the eve of Thanksgiving Day on the following lines: one each on the Port Washington, Ronkonkoma, Far Rockaway, Long Beach and Montauk. Babylon had three and Port Jefferson had four. On Thanksgiving Day, there were additional inbound "parade" trains (as the LIRR refers to them) on the Port Jefferson (3), Ronkonkoma (2), Oyster Bay (2), Babylon (3) and Montauk (1). Outbound – Port Washington (2), Port Jefferson (8), Ronkonkoma (4), Babylon (4) and Montauk (1). These new timetables take into account midday construction work on the Atlantic Avenue Viaduct between East New York and Flatbush Avenue, and station work at Murray Hill, Jamaica, and Rosedale.

**NJ Transit**

NJ Transit also issued new timetables effective with the return to Eastern Standard Time on October 31. On

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

the Main/Bergen Line, schedules have been restructured to provide half-hour service between Hoboken and Suffern between 7 PM and Midnight. Under the previous schedules, there were gaps of 90 minutes on the Main Line and 2½ hours on the Bergen County Line. In recent years, there have been increases of ridership on the Morris & Essex and Northeast Corridor Lines of more than 30% on weekends, compared to 14% on weekdays, and with these new timetables, four new trains depart Dover between 8:36 and 11:36 AM. There are also four new trains departing from New York Penn Station between 4:03 and 7:03 PM. These "Holiday Extra" trains stop at Newark Broad Street and operate via express to Summit. On the Northeast Corridor, the extra trains depart from Trenton between 8:25 and 11:25 AM, return from New York between 4:09 and 7:09 PM. They run express from New Brunswick to Newark Airport, and then make stops at Newark and Secaucus en route to New York. There were minor changes and improvements to service on other lines.

On October 26, NJ Transit issued a Customer Notice that due to customer requests, Train #414 (7:21 AM Gladstone) would continue to make stops at the Maplewood and South Orange stations. This change was not reflected in the timetables that were distributed.

Also on November 1, the Step-up/Change in Terminal fee to transfer through Secaucus for when a rider having a monthly pass to/from Hoboken and the passenger is destined to New York Penn was to become a flat rate of \$2.75, regardless of zone. Collection of this surcharge had been suspended since Secaucus Jct. opened. However, due to customer complaints, the previous system where the Step-up fare when purchased on the train ranged from 85 cents to \$1.45 depending on the zone where you got on the train was retained, at least for time being. Even though the new timetables contain this fare structure, train crews will not assess the higher fees. There were a few other changes. Senior citizens 62 and older and the disabled can travel at the 50% off the regular one-way fare at all times. There is no longer a differentiation between 62-64 and 65. Children ages 5-11 can travel on all NJ Transit vehicles for 50% off the regular one-way fare or less, at all times, and these discounted fares no longer depend on the purchase of a companion full-adult fare.

After a \$2.45 million facelift, Madison Station (M&E) has been restored to its original grandeur. The 88-year old station, in a collegiate gothic architectural style, is one of 49 that are listed on the state and national register of historic places. Work began in mid-2002 and was completed this past July. While NJ Transit (and taxpayers) funded the project, a group known as Friends of Madison sold stone pavers that paid for exterior lighting and curbing.

The Hamilton station, one of NJ Transit's newest (it opened on February 21, 1999), has seen increased demand for parking, and an agreement has been made with Nexus Properties to construct a 2,000-space parking deck adjacent to the station. Nexus will also manage and maintain the site for approximately 37 years.

Back in August, eight new 40-inch LCD screens were installed in the NJ Transit concourse, and let me tell you, they are one of the best things that have been done to inform commuters about the track assignments. Their placement (suspended from the ceiling) also helps to spread out the crowds who formerly all crowded around the few wall-mounted monitors.

Off-peak fares were in effect on Election Day, (November 2) and on Veteran's Day (November 11).

NJ Transit officials have indicated that fares may go up next year, possibly as much as 15%. This could generate an additional \$55 million. Public hearings may take place in February.

To honor veterans, NJ Transit has renamed the Newark City Subway's Broad Street station as Military Park Station. Ceremonies were held on Veterans Day at Raymond Boulevard and Park Place, which is across the street from Military Park. This park was designed as a training place for soldiers when Newark was planned in 1667.

One of our members was privileged to tour the Hudson-Bergen Palisades Tunnel during October and wrote that "at this point, it's some 500 days behind schedule, so it is doubtful that it will actually be available in time to start service by next fall. My guess is closer to December next year. Most of the tunnel roof and walls have been relined with concrete, replacing brick and open rock. At the Bergenline Avenue station, the sides were extended out to allow for a center platform. The access hole to the street, some 160 feet up, comes down to the west end of the platform, where there is room for three high-speed elevators as well as the emergency stairs. The tunnel will have reversible ventilation. I suspect this station will be one of the heaviest on the system, what with a much faster ride to both Hoboken and Newport (Center) Mall, probably taking a bunch of riders off the vans. There will be no such thing as east portal and west portal. East will be known as River Portal and west will be North Bergen Portal. I'm not sure yet what the tunnel itself will be named, but such things take on great importance on this light rail line."

Apparently the Mayor of Weehawken has had a change of heart and will permit HBLRT cars to operate to the Port Imperial Ferry. The cars have been operating there to turn anyway, and plans are underway to carry passengers by early next year. Also, one of the three *Bayonne Flyers* is regularly getting a two-car train in the AM and PM. This is assigned to the heaviest *Flyer* trip. Train #15 in the AM makes the 7:14 and 8:26 inbound trips from 22<sup>nd</sup> Street. Train #18 in the PM leaves New-

*(Continued on page 12)*

**Commuter and Transit Notes***(Continued from page 11)*

port at 4:22 and 5:34. The use of the second car raises the car requirement to 18.

*River Line* service was improved slightly with the issuance of its third schedule on September 7. The first trip to Trenton, which began at Bordentown at 6:17 AM, now starts at Florence at 6:08.

**Port Authority Trans-Hudson Corporation**

To permit the installation of the new turnstiles that accept PATH *QuickCards* and NYC Transit *MetroCards*, Christopher Street was closed over the weekend of November 5-8. Passengers were directed to use 9<sup>th</sup> Street. These turnstiles were also being installed at Pavonia-Newport, but there was no station closure.

**Amtrak**

On October 28, *Acela* Train 2191 derailed in New Haven, and, in the process, damaged a catenary pole that carries signal and high-tension wires. Metro-North service was impacted throughout the next day. Thanks to Bob Underwood for the report.

For the Thanksgiving Holiday week, Amtrak, in its special Thanksgiving Holiday Timetable, reported that it planned to operate about 57 additional trains and borrow commuter equipment. Last year, a record 596,000 passengers were carried during that period.

**Museums**

Another installment of longtime Branford members has been published, this time for those who have been associated with the museum for between 25 and 30 years. This time, the following New York Division members have been recognized: James A. Dell'Oglio, Joseph F. Eid, Jr., Everett A. Fox, Ira K. Friedberg, William Joyce, III, Walter G. Karppi, Sidney A. Keyles, Carl J. Margolies, Dennis Peppel, Rudolph J. Rinda, Glenn P. Smith, Leslie F. Szolosi, and C. Lawrence Wartur.

In the October Shore Line Trolley Museum *Tripper*, there was a story about a former Public Service trailer car that had been very recently acquired by the museum. In 1921, the Osgood-Bradley Corporation of Worcester, Massachusetts constructed 100 of these cars, which were numbered in the 4500-series. Hooking up a trailer behind a motorized car was an inexpensive way to add peak-period capacity. Due to the Depression, ridership fell, these cars were no longer needed, and they were removed from the roster by 1934. Most were scrapped, but a few escaped this fate. 4598 survived as a Public Service employee shuttle, and others were turned into de-trucked waiting rooms, sheds, and cabins; however, specific details are lacking. The car featured in the article is presumed to be 4584 and was purchased by Ray Miele, Sr., founder of Newark's Miele Iron Works. The stripped-out body of this car was transported by highway truck to a then-rural location adjacent to Route 22 in Union, New Jersey. Its first use was as a residence by the Miele family, but after WWII it be-

came an office for their company and retained that status until 2002, until a mobile home replaced it. At that time, Ray Miele, III, the current proprietor, donated the body to Branford. An inspection found it structurally sound. After removing the contents (generations of office records, furniture, etc.), the car was removed from its foundation and placed atop a flatbed for its journey to East Haven. Current plans call for the interior of the car to be enclosed and cosmetically restored, and for the car to be used for utility purposes such as outside storage or display space. It is not every day that one finds a nearly 83-year-old trolley car.

**Miscellaneous**

En route to the October Division meeting, as my Hudson Line train passed the Kawasaki plant in Yonkers, I observed a number of ex-Metra gallery cars on the tracks that at one time had been occupied by NYC Transit R-142As. Reports on the Internet have these cars destined to Virginia Railway Express, which already has a fair amount of them. Another email reported that the gallery cars were acquired for \$1 each, and that there were only 10 Mafersa cars left in Virginia, five each of cabs and trailers. Since VRE did not purchase any gallery cab cars, the Mafersa cab cars provide that service.

As you will see in the table on the next page, the year 2004 was productive in terms of adding new public transit services. There are a few holdovers, including the San Jose's Vasona LRT line, which has been rescheduled to next summer. Also delayed is Girard Avenue in Philadelphia, which at this time is not in operation due to community opposition, although all work has been completed. And of course, what seemed to be the perennial holdover — Tren Urbano, which originally was to be open in 2001 — may be running by now. At press time, agency officials were planning to open the line before the end of the year. Please see additional report next month under San Juan.

**2004 Elections**

At least 23 of 31 ballot measures to launch or expand bus and rail lines in 11 states were approved this Election Day just past. In Denver, voters approved RTD's \$4.7 billion FasTracks program that would add 119 miles of light rail and 18 miles of bus rapid transit to the metropolitan area. Funds would come from a 0.4-cent increase in the sales tax. In Phoenix, a proposal to extend a half-cent sales tax for 20 years was approved. The moneys would go to support a plan to add 78 miles of freeways, extend bus service, and construct a light rail line. In Austin, Texas, 62% of voters supported a proposal for a commuter rail line that would use DMUs. Voters also approved 19 of 24 other tax or bond measures for roads and bridges only, according to the American Road & Transportation Builders Association. Thanks also to member Harold Geissenheimer.

However, in Florida, there was a different story. Mem-

*(Continued on page 13)*

**NEW YORK DIVISION BULLETIN - DECEMBER, 2004**

**Commuter and Transit Notes**

(Continued from page 12)

DATE	OPERATOR	CITY	LINE	NOTES
January 1	MTA of Harris County	Houston, TX	Central	7.5 miles
March 14	NJ Transit	Trenton to Camden, NJ	River	34 miles
April 18	New Orleans RTA	New Orleans, LA	Canal St.	4.1 miles
May 1	Tri-Met	Portland, OR	Interstate (Yellow)	5.8 miles
June 2	Port Authority Transit	Pittsburgh, PA	Overbrook	5.5 miles
June 7	CalTrain	San Francisco to San Jose, CA	Baby Bullet Service	
June 13	Sacramento RTD	Sacramento, CA	Amtrak/Folsom Corridor	2.8 miles
June 24	Valley Transit Authority	San Jose, CA	Tasman East	8.3 miles
June 26	Metro Transit	Minneapolis, MN	Hiawatha I	8 miles
August 22	NJ Transit	Ramsey, NJ	Main / Bergen	Ramsey Route 17 station
August 22	NJ Transit	Montclair, NJ	Montclair-Boonton	Montclair State University station
September 7	HBLRT (NJ Transit)	Hoboken to Lincoln Harbor Weehawken, NJ	North Line	3 stations < 1 mile
November 1	Central Arkansas TA	Little Rock, AR	River Rail	2.1 miles
November 18	WMATA	Washington, DC	Red	New York Avenue station
December 4	Metro Transit	Minneapolis, MN	Hiawatha II	3.6 miles to Mall of America and MSP Airport
December 18	WMATA	Washington, DC	Blue	Largo Station 3.1 miles, 2 stations
December ??	Tren Urbano	San Juan, Puerto Rico	Phase I	10.5 miles

ber Dennis Zaccardi reported that although Florida residents voted 64 percent to 36 percent to repeal the High Speed Rail Mandate (pushed by Governor Jeb Bush), the Florida High Speed Rail Authority is proceeding with its work to design and build a high-speed rail line between Orlando and Tampa. In addition, the Florida High Speed Rail Authority has changed the routing in Orlando, from the Central Florida Greenway (which was favorable to Disney) to a route along the BeeLine Expressway (which is favorable to Sea World, University Studios, and the International Convention Center). This route has a greater chance of getting federal funding. Only the Florida Legislature can stop the High Speed Rail Authority and there is strong support from State Senators Lee Constantine (R-Altamonte Springs) and Jim Sebesta (R-St. Petersburg).

**Correction**

Due to a production error, the data for Metrolink (Los Angeles) was omitted from the roster of Commuter Rail Agencies in North America that was published in the October *Bulletin*, so we are presenting it here (see below).

**Other Transit Systems**

*Boston, Massachusetts*

If legislation that is pending in the Massachusetts House of Representatives becomes law, commuters may be able to deduct up to \$750 in fares and tolls from their taxable income in 2004, delivering a savings of up to \$39 for heavy users of the Massachusetts Pike and MBTA subway and commuter railway lines. The deduction would apply only to Fast Lane users and passholders on the subway and commuter rail lines.

28 bi-levels are on order from Kawasaki, for delivery during 2005. They are blind trailers equivalent to the current 700-series cars, except the new ones will have lavatories. The primary purpose of this order is to build car inventory to support the new Old Colony Greenbush line (scheduled to open in 2006?). On November 10, the MBTA Board approved an option for five more cars to be funded by Rhode Island and would presumably lead to increased service to Providence.

*Charlie Card* will be the name of the new automated fare card that is slated to replace tokens in Boston. This name was selected due to its strong connection to the city which was made famous by the Kingston Trio's hit song. (Please see the October *Bulletin* for details).

AGENCY/ OPERATOR NAME	POPULAR NAME/ ABBREVIATION	AREA	STA- TIONS	LINES	MILE- AGE	DAILY RIDERS	LOCOMOTIVES			COACHES/ CARS		NOTES
							Electric	Diesel	Dual- Mode	Elec- tric	Die- sel	
Southern Cali- fornia Regional Rail Authority	Metrolink	Los Angeles CA	53	7	512	36,000	0	41	0	0	131	1, 2

Notes: 1- Equipment on order or planned  
2- Leased cars (lessee)

(Continued on page 14)

**Commuter and Transit Notes***(Continued from page 13)*

The next time you are driving around the streets of Boston, you should be aware that there is a little-known ordinance that makes it illegal to pass a stopped streetcar. After several close calls where alighting passengers were nearly struck by cars, in mid-November Boston police began an awareness campaign by handing out mock tickets to drivers who disobeyed the law on the E Line. Real tickets could cost offenders \$100 and repeat offenders could have their licenses revoked.

Thanks to member Todd Glickman for the previous reports and for sending copies of the Fall commuter rail timetables (Orangish-Brown) that went into effect on November 1. There were a number of minor changes on several lines, but especially on the Attleboro/Stoughton Line where trips were shifted to accommodate *Acela* departure changes from 15 minutes past the hour to 20 minutes past the hour on weekdays. The Fall Rapid Transit timetable went into effect on September 4.

**Philadelphia, Pennsylvania**

From **Cinders**: While they were very common years ago, locations where streetcar tracks cross a main line railroad at grade are rare. One such location is Route 11 at Main Street in Darby. CSX recently installed new rails, which forced the cars to turn at Woodland and Island Avenues.

Member David W. Safford reported some recent developments in Philadelphia. According to the (Philadelphia) **Inquirer**, the west end of the Market Street "L" reconstruction is now approximately two years behind schedule because of a "bitter" dispute between SEPTA and the contractor. The **Inquirer** was hazy on the specifics, but a followup in the **Inquirer** stated that the contractor who is at loggerheads with SEPTA is now threatening to abandon his portion of the project entirely. (His portion, it develops, is the west end between 63<sup>rd</sup> and 69<sup>th</sup> Streets). This unlikely (but apparently not wholly unprecedented) scenario is guaranteed to tie up the project, possibly for years. As the merchants and residents are already screaming because the street is thoroughly torn up, this smells like a ploy to force SEPTA's hand. The issues were amplified as defective steel and deficient workmanship.

Lots of work is taking place on the R5 Line. High-level platforms are being installed at the Chalfont station, part of an effort to speed up loading at heavily used stations. At Fort Washington, which is convenient to an exit on the turnpike, parking will be expanded by 300 spaces. In addition, a tunnel will be built under the tracks, because the parking is at grade on one side and there is a flood of people crossing the tracks at rush hour. Fort Washington will also get high-level platforms, and Dale Interlocking at Lansdale will be reconfigured to enable trains to make parallel, simultaneous train movements.

At Penlylyn, in-house forces will install a double cross-over, perform track work, do brush cutting, install fiber optic communications, and replace catenary wire. Upon completion of this work, train speeds will be increased from 55 to 70 mph.

SEPTA issued new Regional Rail timetables effective October 31. David sent a brochure published by an organization named Save Transit whose mission is "to call upon the General Assembly in Harrisburg to enact legislation that creates a dedicated and predictable source of funding for SEPTA and all transit organizations across the State." For details, you can log on to [www.savetransit.org](http://www.savetransit.org).

Member Andre Kristopans sent roster information regarding the SEPTA 400-series cars, which appears on the next page.

**Washington, D.C. area**

Even after looking at the photos which were on the Internet, it staggers the imagination how two Metrorail cars that were involved in a collision could land one on top of the other. Member Steve Erlitz reported that this collision occurred at about 12:45 PM on November 3, as a Shady Grove-bound Red Line train entered the Woodley Park/Zoo station. While the Operator was making a stop, an empty train running in reverse came in, telescoping the last car of it over the first car of the stopped train. There were 20 injured and service was suspended. The next afternoon, the Glenmont-bound track reopened for the evening rush with trains running both ways from DuPont Circle to Van Ness and skipping Woodley Park. As a result (Steve guesses, for the first time), because of the very limited service through the area, Red Line trains were 8 cars long and off-peak fares were charged on the Red Line. Six-minute headways were operated from Shady Grove and 4½ from Glenmont/Silver Spring with these trains alternating short-turns. According to the ABC station in D.C., the train hit was made up of the 1990-era cars (the 4000s, most likely) and the train going backwards was made up of 1970s equipment, most likely the original 1000-1200 series. I am sure that last car was totaled, if not the first car on the train hit.

Virginia Railway Express issued new timetables on November 1, and there were minor changes to several trains.

In an effort to provide additional security to its passengers, VRE has developed a program known as CAST (Commuter Awareness for Safe Travel). What this means is that commuters are provided with special luggage tags that should be placed on any bag (purses, backpacks, briefcases or other forms of luggage) that they might carry on board trains, which have their name, address, and telephone number. Business cards are recommended. This way, train crews would know a bag that was left unattended is not potentially dangerous. PA announcements would also be made in an effort to re-

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**Commuter and Transit Notes**

412 ex 301 was initially 9026  
437/438 ex 305/304 were initially 9028/9027

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**SEPTA 400-SERIES CARS**

Current Number	Former Number
<b>Single Cars</b>	
400	9019
401/406	270/275
407	294
408/410	9029/9031
411	299
412	301
413	280
414	284
415	293
416	295
<b>Paired Cars</b>	
417/418	307/306
419/420	311/310
421/422	329/328
423/424	377/376
425/426	379/378
427/428	181/182
429/430	323/322
431/432	133/134
433/434	147/148
435/436	115/116
437/438	305/304
439/440	187/188
441/442	319/318
443/444	103/104
445/446	151/152
447/448	327/326
449/450	343/342
451/452	315/314
453/454	122/1222
455/456	355/354
457/458	321/320
459/460	391/390

Notes:  
434/434, 437/438 were initially renumbered 411/416  
413 ex 280 was initially 9018  
414 ex 284 was initially 9021  
415 ex 293 was initially 9022  
416 ex 295 was initially 9024  
411 ex 299 was initially 9025

turn the item. This program supplements other safety initiatives including the undercover officer program, random searches by bomb-sniffing dogs, security patrols, and yard surveillance.

*Chapel Hill, North Carolina*

The Triangle Transit Authority, which serves the Raleigh-Durham area of North Carolina, presently provides various types of bus/van/car pool services. On October 7, TTA's board recommended that a contract for up to 32 DMUs be awarded to the joint venture of a Korean and Japanese firm – Sojitz Corporation of America and the Rotem Company. This same firm had been awarded the contract to construct SEPTA's Silverliner V cars, but then that contract was voided due to irregularities in the bidding process. Competitor DMU builder Colorado Railcar Corporation would provide the propulsion system. Initially, 24 two-car units would be built, to operate on a 28-mile system with 12 stations from Durham to Research Triangle Park, Cary, and Raleigh by 2008.

*South Florida*

The FRA awarded a \$4.9 million grant to Tri-Rail to purchase another DMU, which would be added to the one being tested now. Thanks to member Joe Gagne for this report from the **South Florida Sun-Sentinel**.

Boxing promoter Don King has ended his plans to convert a jai alai fronton into a sports arena and entertainment complex near Tri-Rail's Mangonia Park station, which were reported in the September, 2003 **Bulletin**. Now, a Boca Raton builder is planning a \$250 million transit-oriented development on the 55-acre site where 40 per cent of the homes would sell in the \$125,000 - \$225,000 range. The South Florida RTA is spending \$5 million to upgrade the station and has an agreement to purchase 3.1 acres to expand parking. Thanks to member Karl Groh for the report from the **Palm Beach Post**.

*Chicago, Illinois*

A fan trip was operated with a train of retired CTA 4000-series cars on September 26, to commemorate the last week of overhead wire operation on the Skokie Swift. Thanks to Karl Groh, who sent several photos that clearly show the new third rail. The wire was officially taken down on November 14.

In the continuing saga of the Chicago Transit Authority's financial problems, in order to comply with a law that mandates a 60-day notification requirement, on October 27, nearly 1,100 letters were mailed to employees notifying them that they would be laid off by the end of the year if additional funding were not provided to the CTA. According to the report that was sent by Bob Hansen, CTA President Frank J. Kruesi reported that one-fifth of all rail and bus service would be eliminated.

Metra riders will be spared from any fare increases next year, after the Board of Directors approved the pre-

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**Commuter and Transit Notes***(Continued from page 15)*

liminary budget for 2005. The last time fares went up was in 2002, and prior to that, it had been six years since the last increase.

**Little Rock, Arkansas**

Almost 57 years after service was abandoned in Little Rock (the actual date was December 26, 1947), trolleys returned to the streets of Little Rock on November 1. Three cars built by Gomaco are being used, and the full fare is 50 cents. Seniors pay 25 cents and an all-day pass will set you back \$2. Service begins at 11 AM each day and runs until 10 PM Monday-Wednesday, midnight Thursday-Saturday, and 5 PM Sunday. Appropriate ceremonies were held during the first week. Extensions are planned.

**Minneapolis, Minnesota**

For almost three months the Hiawatha Line operated without a fatal accident. However, that record ended on September 25 when an 87-year old driver drove around the crossing gates and crashed into an LRV. According to the email from Bob Hansen, the train, which was traveling about 40 mph, bent the vehicle around a line pole. The automobile driver was said to have had glaucoma and hearing problems. None of the 40 passengers were injured, and buses took them to their destinations while the rail line was inspected and cleared. The train was not damaged, nor did it appear to have derailed. It took about 3 hours to complete the investigation at the scene. Police do not think that the driver was trying to beat the train, but that he may have been distracted turning onto 42<sup>nd</sup> Street from Hiawatha Avenue just east of the rail crossing.

Minnesota's Governor, Tom Pawlenty, has reversed his stance and is now supporting the Northstar commuter rail project. By doing so, he ruffled a few feathers in the State Legislature by transferring \$22.5 million in funding from three projects so that there would be sufficient money by September 30, thus ensuring that the federal appropriation would not be forfeited because there would not have been time to convene a special session of the Legislature. **Railway Age** indicated its belief that the Governor may have become a Northstar supporter based on the success of the Hiawatha Line. In its current form Northstar was reduced to half of its planned 82-mile routing. The \$22.5 million will be used for engineering and design, and to purchase some right-of-way. This should keep the project alive until the 2005 legislative session.

**Dallas, Texas**

The McKinney Avenue Transit Authority placed PCC 143, its newest car, into service in early November. 143 (ex-DC Transit 1540 – St. Louis Car Company, 1944) is the one that was acquired from the Tandy Corporation in Fort Worth after the Tandy Subway closed August 30, 2002. Because McKinney Avenue has street loading (no

platforms), the car was reconfigured to how it was used originally.

**Denver, Colorado**

Harold Geissenheimer forwarded an article from the **Denver Post** reporting that the first of 34 new LRVs were to be shipped from the assembly plant in Sacramento, California during early November. Each car costs \$2.5 million. The delivery schedule has been set at a rate of one every two weeks, and the cars will run on the Southeast Corridor Light Rail Line, now under construction along Interstate 25 as part of the Transportation Expansion, or T-REX, project.

**Phoenix, Arizona**

The first construction contract has been awarded by Valley Metro Rail for its Central Phoenix/East Valley LRT.

**Albuquerque, New Mexico**

Bombardier Transportation received a \$22 million contract in October to build ten bi-level cars (six cabs and four trailers) for the Mid-Region Council of Governments and the New Mexico DOT. The cars will be used for a new commuter service in Albuquerque, between Belen and Bernalillo. Thanks to member Bob Kingman for the news.

**San Francisco, California**

Muni is considering an extension of the F/Market Line from the Fisherman's Wharf area to Lower Fort Mason and the Presidio. If approved, the project would be completed in two phases, the first to Fort Mason. Muni is also planning to extend heritage trolley service south to 4<sup>th</sup> and King Streets and inaugurate a new E Line that would operate from there to the wharf or beyond, providing a streetcar link between the city's northern and central waterfronts.

**Los Angeles, California**

Since September 20, Metrolink has been leasing 12 bi-level cars from Seattle's Sound Transit, an agency that presently has a surplus of equipment. This action was taken in an effort to alleviate the congestion that has occurred on a number of trains. The lease is for up to three years. According to Metrolink's press release, preparing the cars for service in Los Angeles took ten months. Although these cars were also built by Bombardier, their distinctive blue and green wave design differs from Metrolink's scheme. In the past year, Metrolink has had several days where its boarding counts exceeded 40,000. **Western Transit** reported several of the car numbers as 104, 106, 107, and 108, as well as F59-PHI 901. Virginia Railway Express is also leasing cars from Sound Transit.

The Southern California Rail Authority will not consider Amtrak as a contender to operate Metrolink commuter trains under a new contract. **Railway Age** also reported that Amtrak, which has provided crew and related services to Metrolink for 12 years, could not accept "loosely written liability language" that would have

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## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM

### by Bill Zucker

We observed a train of R-68As on **B** on October 27 and November 18, 2004 and a train of R-68s on **W** on October 28, 2004.

Weekday observations of Coney Island-assigned R-68 or R-68A cars in **D** service are rare. However, we spotted a train of Coney Island-assigned cars on **D** on several weekdays during the month of September.

R-44 5282 has been scrapped, and its mates 5283 and 5285 are permanently out of service. The fourth car of the set, 5284, is being used in place of 5270, which, in turn, replaced 5248, which has a serious problem. 5268 was to have been replaced by 5402, but this was canceled when 5268 was found to be in slightly better shape than 5402.

Effective November 14, 2004, fourteen R-32s were

transferred from Jamaica to Coney Island, and four R-32s were transferred from Pitkin to Jamaica. Strangely, it appears that the four cars are from the ten overhauled by General Electric, because 3880/3881 were observed leading an **F** train on November 17 (3936/3937 are believed to be the other pair). The General Electric-overhauled R-32s are functionally closer to R-38s than to the Morrison-Knudsen-overhauled R-32s.

The following R-33s are in 207<sup>th</sup> Street Yard, all stripped and presumably awaiting disposal: 8816/8817, 8820/8821, 8862/8863, 8876/8877, 8878/8879, 8914/8915, 8936/8937, 8964/8965, 9020/9021, 9032/9033, 9038/9039, 9066/9067, 9070/9071, and 9138/9139. Also there, but presumably not stripped, are R-12 5782, R-14 5871, and R-22 7496.

### BMT-IND CAR ASSIGNMENT

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

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>B</b>	170 R-40, 80 R-40M	150 R-40, 80 R-40M	<b>G</b>	10 R-32, 136 R-68A	10 R-32, 136 R-68A
<b>C</b>	88 R-32, 56 R-38	88 R-32, 48 R-38	<b>W</b>	70 R-40, 10 R-40M, 10 R-42	80 R-40, 10 R-40M, 10 R-42

### IRT CAR ASSIGNMENT

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

LINE	AM RUSH	PM RUSH
<b>4</b>	40 R-62, 250 R-142, 60 R-142A*	40 R-62, 250 R-142, 60 R-142A*

\*Includes 20 R-142S cars, which are identical to R-142A cars.

#### Commuter and Transit Notes

*(Continued from page 16)*

put its core business and its insurance at risk. Transit America LLC and Connex LLC remain as qualified bidders for the new contract.

*Tel Aviv, Israel*

On October 10, direct rail service from Nahariya to Ben Gurion Airport and Tel Aviv began. 64 trains have been scheduled each day, except for Saturday (the Sabbath), beginning at 3:29 AM and ending at 10:48 PM. One way fares are NIS 10 (one US dollar = 4.39 New Israeli Shekels), round-trips are 18 NIS, and there are discounts for seniors (50%), youths, and students. Soldiers ride free. These fares compare favorably with the cost of a Dan Airport bus, which is NIS 24.80. Seats

can also be reserved for NIS 3. Israel Railways expects 100,000 passengers to use the line each month. A photo in the article showed a trainset that was similar to the Flexliner IC3 DMUs that Amtrak tested a few years ago. Thanks to member David Klepper for sending this article from *The Jerusalem Post*.

#### From the History Files

*40 Years Ago:* On December 14, 1964, the MBTA signed a contract with the Boston & Maine Railroad to subsidize B&M commuter services in the district.

*25 Years Ago:* On December 22, 1979, MARTA's subway, which opened on June 30, 1979, opened its first extension when it started serving its West Line between Five Points and Hightower.

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

## Around New York's Transit System

### Proposed NYC Transit Fare Adjustment

Like most other transit systems, NYC Transit depends on subsidies that are usually inadequate. At the present time, our transit system is faced with a deficit because subsidies have been reduced. To balance the budget, the \$2 base fare will not be increased, but fare adjustments are proposed. The price of weekly and monthly *MetroCards* and express bus fares will be increased. NYC Transit expects to close 164 station booths, probably in stations with more than one booth.

When we read the fine print on the notice posted in the subway stations, we found one item that most riders probably overlooked. Fares would be collected from passengers entering and leaving Staten Island Rail-

way's Tompkinsville station. At the present time, fares are collected from passengers entering and leaving St. George, but are not collected on the train or at the other stations. To avoid payment of fare, many riders apparently walk approximately ¾ mile to the ferry. Returning home, they probably board the train at Tompkinsville. By collecting fares there, Staten Island Railway should gain additional revenue. If there are any passengers riding between St. George and Tompkinsville, where will they pay their fare?

Public hearings were held in early-to-mid-November, 2004 (see *Commuter & Transit Notes* for details). The MTA Board will vote on the proposals, which, if approved, will take effect in March, 2005.

### Brooklyn Bridge Trolley Rerouted to "L" Tracks 60 Years Ago

(Continued from page 3)



Looking east toward Sands Street, May 31, 1940.



PCC 1091 comes off the bridge.



The Brooklyn end of the bridge.



PCC 1070.