

# The Bulletin



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

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## **The Bulletin**

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## **THE SNOWSTORM OF JANUARY 22-23, 2005** by Randy Glucksman

In the preceding days, meteorologists had been forecasting a snowstorm with blizzard conditions, and they were right. The snow, which ultimately reached 19 inches in some areas, began falling just before noontime on Saturday, January 22. For a snowstorm to occur on a Saturday is fortuitous, because it allows for snow removal to take place on a Sunday, and with good luck and hard work, the roads and rails are available for the Monday morning commute. Below is a summary of what occurred.

### **MTA Metro-North Railroad**

On early Saturday afternoon, 30-minute delays were reported on the Upper Hudson Line between Poughkeepsie and Croton-Harmon. At 3:15 PM Saturday, although there were blizzard-like conditions, the regular Saturday schedule was being operated using diesel-hauled trains or electric cars that had been overhauled recently (68 of 240 M-2s) and the M-7s.

Metro-North spokesman Dan Brucker, in an interview on NewsChannel 4, told the reporter that the railroad was taking every precaution to protect its electric cars so that they would be available for Monday morning by not operating them in the snow and storing them undercover in locations such as Grand Central Terminal.

For most of Sunday, a schedule was in effect under which diesel trains ran local every two hours on all three lines, specifically 10 each on Hudson and Harlem and 11 on New Haven. The three New Haven branches (New Canaan, Danbury and Waterbury) and the Wassaic operated half that number. All stations were served except what are termed

the Lower Bronx Stations: University Heights and Morris Heights on the Hudson Line and Tremont and Melrose on the Harlem Line. Those customers were advised to use subways. After 4 PM Sunday, the normal Sunday schedule was operated. The snow had ended in most of the metropolitan area early on Sunday morning.

As you will see, some of the commuter lines fared better than others on Monday. The lessons that were learned the hard way during a snowstorm last year paid off big time because Metro-North reported that on Monday morning, more than half of the trains arrived on time, and those that were late averaged 11 minutes.

### **MTA Long Island Rail Road**

The forecast was that the eastern end of Long Island was to suffer the highest amounts of snow accumulation, and on Saturday afternoon the LIRR announced that Trains #6202 (3:43 PM Ronkonkoma/Greenport) and 6203 (6:17 PM Greenport/Ronkonkoma) were canceled and replaced by bus service. This suspension was continued until the morning of Wednesday, January 26. I asked member Larry Kiss to monitor when service was restored, and he wrote, "that meant there was no service from Saturday afternoon for three full days after the snowstorm. I think the main reason that service was out for so long is that the snow piles up in drifts in the farm fields, especially east of Riverhead. Another reason why service may have come back a little sooner than it might have is that there are several important freight customers between Ronkonkoma and

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## PELHAM-MOUNT VERNON LINE by Bernard Linder

Owners:

### STREET CARS IN MOUNT VERNON

About 1902	Interurban Street Railway Company
February 10, 1904	New York City Railway Company
May 1, 1912	New York, Westchester & Connecticut Traction Company
July 13, 1912	Third Avenue Railway Company

### STREET CARS IN NORTH PELHAM

About 1902	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

### BUSES

February 8, 1931	New York, Westchester & Connecticut Traction Company
November 11, 1936	Westchester Street Transportation Company operated under lease from NYWCT
December 9, 1942	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

We do not know when the cars started operating. The earliest reference to this line is in the 1902 Bullinger's Monitor Guide. Because the length of the line was listed as two miles, we concluded that cars operated from the New Rochelle line to East First Street and South First Avenue.

February 8, 1931	Buses replaced street cars
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### BUSES

February 8, 1931	Route G buses started operating over the same route as the trolley from the New Rochelle line to Prospect and Gramatan Avenues
June 16, 1963	Through-routed with route B. Buses operated from the New Rochelle line to E. 233 <sup>rd</sup> Street and White Plains Road, Bronx
About 1973	Renumbered to Route 43
September 7, 1976	Discontinued Route 43. Route 7/Yonkers Avenue buses extended via North Third Avenue (Gramatan Avenue in the opposite direction), East Lincoln Avenue, and Fourth Street to the New Rochelle line
May 1, 1977	Extended to North Avenue, New Rochelle
September 4, 1979	Extended to Hudson Park
September 4, 1981 or February 15, 1982 (our sources disagree)	Cut back to Main Street, New Rochelle loop

### ONE-MAN CARS

Effective June 15, 1918, cars were operated by one man.

### THE BATTLE OF FOURTH STREET

In the previous issue, we described the dispute between New York, Westchester & Connecticut Traction and the Union Railway when the former attempted to build the Tuckahoe Line. The company was faced with a similar problem when it started building the Pelham Line

on Fourth Street.

On January 22, 1896, the North Mount Vernon Railway Company, NYWCT's predecessor, received a consent to build a trolley line on Fourth Street, Pelham, but did not attempt to lay track until October, 1898. Meanwhile, the Union Railway obtained a franchise in September, 1898. NYWCT employees attempted to lay tracks on October 1, 1898, and laughed when the village trustees told them to stop. The trustees ordered

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**Pelham-Mount Vernon Line**

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three men arrested, but the others kept working until they were driven away by the Fire Department's hoses. Both companies guarded the street while an injunction prevented the men from working.

On January 31, 1899, the Supreme Court decided in favor of Union Railway, which had the franchise for Fourth Street, North Pelham, which was granted by the Trustees. Although NYWCT had a franchise it bought from the North Mount Vernon Railway Company, the Trustees ruled that the franchise lapsed because NYWCT did not start work in time. The Court ruled that both franchises were granted properly and the company that laid the tracks first had the right to run the cars.

Union Railway built the road immediately while NYWCT did nothing. During the night on February 1, 1899, with the temperature falling to zero, Union Railway crews laid nearly a mile of single track on Fourth Street, North Pelham from the Hutchinson River to the New Rochelle line. Tracks were laid on the pavement and were not bolted together properly. Because the top of the track rail was 18 inches above the pavement, it impeded travel by other vehicles. We do not know when the tracks were installed correctly and construction was completed.

Union Railway, a Third Avenue Railway subsidiary, assigned this portion of the line to its subsidiary, Westchester Electric. The portion of the line in Mount Vernon was owned by NYWCT, which eventually became a part of the Third Avenue Railway System, whose familiar red and cream cars furnished through service on this short two-mile line with two passing sidings.

**PEOPLE'S TRACTION COMPANY**

In the nineteenth century, Third Avenue Railway's sub-

sidaries operated nearly every trolley line in the Bronx. When the sale of the Bronx franchise was advertised in 1895, a competitor, People's Traction Company, appeared. P.H. Flynn of the Nassau Electric Railroad Company, a Brooklyn Rapid Transit trolley subsidiary, was one of the chief stockholders of this company, which was incorporated on January 30, 1895. Another competitor was the North New York City Traction Company, incorporated September 30, 1895, apparently in the interest of Union Railway. The third bidder was the Southern Boulevard Railroad Company, a Union Railway subsidiary.

The sale of this franchise was originally advertised to take place on September 19, 1895 but was adjourned several times until November 27, 1896. The bidding was so spirited that the percentages offered were run up to a ridiculous figure, 6,975%. The franchise was finally awarded to People's Traction under a bid which added to the percentages required by the statute the payment to the City of 100% of the company's gross receipts. People's Traction was also required to exchange transfers and trackage rights with New York, Westchester & Connecticut without charge.

On April 10, 1900, People's routes and franchises were leased to NYWCT for one year, and were leased to the Interurban Street Railway Company on November 29, 1901. In February, 1902, the entire capital stock of People's and NYWCT was acquired by the Metropolitan Securities Company, which also owned the entire capital stock of the Interurban Street Railway Company.

People's did not build any trolley lines and NYWCT built two short lines described in this and the previous issue.

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Riverhead."

Most lines experienced delays of 30 minutes on Sunday. On Monday morning, the LIRR reported that six out of every seven trains were late, with an average of 24 minutes lateness. There was at least one train cancelled or combined on every branch.

**NJ Transit**

Early on Saturday, NJ Transit announced that its bus and train tickets would be cross-honored. Northeast Corridor trains ran hourly during the height of the storm, this was later revised to every two hours. *Midtown Direct* services were rerouted to Hoboken. This was to remain in effect until midnight Sunday. Departure times from Hoboken were to be the same as those from New York Penn Station. PATH honored NJ Transit tickets to and from 33<sup>rd</sup> Street. Bus service in northern New Jer-

sey was suspended at 7:30 PM. Southern New Jersey bus service had ended at 5 PM. By Sunday afternoon all bus services were resumed per Sunday schedules. Atlantic City local services were not suspended.

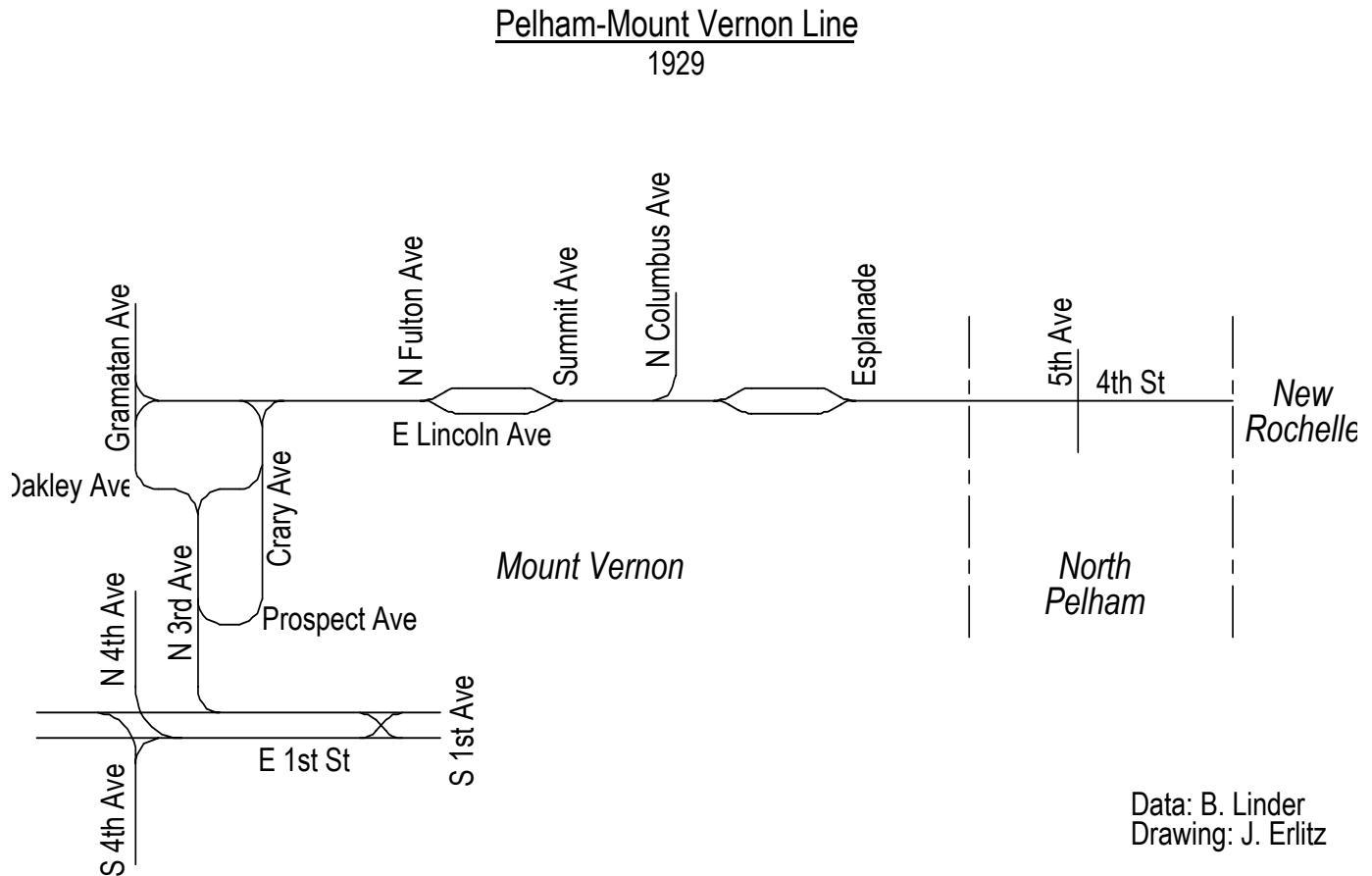
For the Monday morning commute, NJ Transit operated the following service plan:

- Northeast Corridor - 15 minutes between 5 and 10 AM between Trenton and New York
- Jersey Avenue Service - During the peak period from 7:45 to just after 9 AM, bus shuttle service was provided between Jersey Avenue and New Brunswick. Trains #3708, 3710, 3712, 3714, and 3716 were cancelled. Trains from Trenton picked up customers from New Brunswick, Edison, Metuchen and Metropark who are normally served by these trains
- Princeton Shuttle Service – Suspended in favor of

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**Pelham-Mount Vernon Line**

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**The Snow Storm of January 22-23, 2005**

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- bus shuttles
- North Jersey Coast Line - Bay Head Shuttle and Bay Head to Hoboken diesel train service operated on a regular schedule. Electric train service between Long Branch and New York operated on a revised schedule
- Morris & Essex and Montclair-Boonton Lines - slightly modified schedule - generally within 15 minutes of regularly scheduled departure times. Some trains were combined
- *Midtown Direct* Service operated to and from Hoboken because Amtrak had straight-lined the switches at Swift, where these trains diverge to/from the Northeast Corridor
- Raritan Valley Line service operated according to a regular schedule with the exception of three trains being cancelled. They are trains #5900 (7:36 AM Plainfield), 5902, (8:28 AM Plainfield) and 5901 (6:46 AM Newark/Plainfield)
- Connections on the Main/Bergen and Pascack

Valley lines at Secaucus were affected

NJ Transit spokesman Dan Stessel reported that during the height of the rush hour, delays averaged 45 minutes, but some trains were more than an hour late.

The Conductor on my Pascack Valley Line train was notified by the Main Line Dispatcher "to advise your New York passengers to ride to Hoboken and use PATH." One of my fellow commuters decided to take a chance on using Secaucus, and when we spoke with him the following day, it turned out that he "beat" us, the PATH riders, by some 15 minutes! I can attribute his "victory" to the fact that there was door trouble on our PATH train at Hoboken.

My commute home was worse. Upon arriving at Hoboken, I found hundreds of commuters congregating around the departure boards seeking information about the track on which their trains would load. When the train was posted, we found there was no head-end power. This meant no heat, lights, etc. After several unsuccessful attempts, a Car Inspector was finally able to get it going, but while the train was in the Bergen Tunnel, the HEP failed again, and so we departed from Secaucus in the dark, and in cold cars. One of my fellow

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commuters described his commute home as the "commute from hell." A friend described Hoboken as "being sheer bedlam."

I received several emails that Amtrak had canceled all *Empire Service* for the weekend.

Meanwhile, MTA New York City Transit fared well, as there was only a temporary suspension of service to Rockaway Park, and a 27-hour shutdown of the Franklin Avenue Shuttle due to what was reported as signal trouble.

Up in Boston, where the snowfall exceeded two feet, member Todd Glickman reported that MBTA operated as follows:

- Normal weekday service on the Attleboro/Providence, Worcester/Framingham and Lowell Lines
- The first weekday peak train (shaded area in the public schedule), then a Saturday schedule on the Newburyport/Rockport, Haverhill, Fitchburg, Needham, Franklin, Old Colony/Middleborough, and Old Colony Kingston/Plymouth Lines
- Stoughton Branch Shuttle - All Attleboro Line trains stopped at Canton Junction. Shuttles left Stoughton 20 minutes before the departure times

at Canton Junction and Canton Center five minutes before the departure times at Canton Junction.

- Fairmount Shuttle trains left Boston on the hour, starting at 6 AM, and Readville on the half hour, starting at 6:30 AM

At week's end, General Manager Michael H. Mulhern apologized for the frequent systemwide delays and problems that included frozen doors and unheated cars, all of which frustrated and angered commuters. Commuter trains, which by contract are supposed to run on-time, were late 60% of the time on Monday and 53% of the time Wednesday, despite a brief recovery Tuesday. The Green, Orange, Red, and Blue Lines were without 72 trolley and subway cars on Monday because of malfunctions. That left the Green Line with only 24 full trains. Mulhern said many of the problems were rooted in the decision to keep trains moving through the storm. While that prevented a five-day shutdown like the one that followed the Blizzard of 1978, equipment of all types suffered brake, coupling, and door problems as cars constantly plowed through snow that piled above their undercarriages. Plows and jet blowers were used minimally to clear and melt snow off the tracks because they would get in the way of trains, causing delays. Cleanup crews also had little space to put snow that piled up on Green Line tracks running along snow-clogged city streets such as Huntington Avenue.

**BMT-IND CAR ASSIGNMENT EFFECTIVE FEBRUARY 2, 2005**

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

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>A</b>	30 R-32, 90 R-38, 176 R-44	20 R-32, 90 R-38, 176 R-44	<b>N</b>	30 slant R-40, 96 R-68, 56 R-68A	20 slant R-40, 96 R-68, 56 R-68A
<b>F</b>	100 R-32, 280 R-46	100 R-32, 256 R-46	<b>W</b>	70 slant R-40, 10 R-40M, 10 R-42	80 slant R-40, 10 R-40M, 10 R-42

The following is different from the assignment that appeared in the December, 2004 issue:

LINE	AM RUSH	PM RUSH
<b>Q</b>	30 R-32, 120 R-68A	30 R-32, 120 R-68A

**CAR ASSIGNMENTS AND DEVIATIONS THEREFROM**  
by Bill Zucker

On January 31, a train of R-68s was in service on **B**. When **V** service was temporarily extended to Euclid Avenue (January 24-February 1), there were several trains of R-32s and R-38s in service. We also observed a train composed of 6 R-38s (south) and 4 R-32s (north) on January 26.

After the January 22-23 snowstorm, **F** service to Coney Island was irregular from January 23-26 be-

cause of signal trouble at Smith-9<sup>th</sup> Street. Several trains from Queens were turned at Chambers Street.

Member Bill Ingolia found two sets of Jamaica assigned R-32s in Lefferts Boulevard **A** service on February 16. Consists were: S-3665/3664-3641/3640-3931/3930-3762/3763-3725/3724-N and S-3605/3604-3466/3467-3713/3712-3695/3694-3433/3432-N (3665/3664 and 3433/3432 are Phase I R-32s).

# Commuter and Transit Notes

by Randy Glucksman

## Metropolitan Transportation Authority

The following appeared in *The New York Times* on February 8, 2005: "The Metropolitan Transportation Authority began a \$500 million sale of bonds backed by farebox receipts. The sale will increase to \$7.8 billion the authority's outstanding debt, which received an investment-grade rating last week from three credit-rating agencies. But the ratings for the fixed-rate, tax-exempt bonds carry qualifications." There are concerns about large operating deficits that are projected for the near term, and because the need for public subsidies and fare increases "expose the MTA to political risks."

A joint venture of Civic Entertainment Group and Octagon Worldwide has been selected by the MTA to be the sponsorship agent in the agencies quest to earn additional revenues by leasing out its stations and other facilities (January *Bulletin*). They were among four finalists who submitted proposals last summer. *The New York Times* reported that the JV will provide businesses and individuals "with the opportunity to have their names and products associated with the M.T.A." By now we have all heard or seen ads that state "The Official \_\_\_\_ of," and it is these types of promotions that these sponsorships are seeking. While the MTA Board approved this action, there was some dissention by members who feared excessive commercialization of public facilities and spaces. Chairman Kalikow tried to assuage their concerns by telling them "we won't find at the next meeting that the 59<sup>th</sup> Street Station is now the Toyota Station" or that "we won't have a Donald Trump Triborough Bridge." This agreement will last at least two years and the partnership will make a commission of up to 25%, based on how much revenue it generates.

## MTA Metro-North Railroad (East)

On March 1, Metro-North and LIRR fares were increased by approximately 5%. Among the other increases are the costs of purchasing a ticket on board a train when there is an open ticket office or TVM. The new rates range from \$4.75 to \$5.50. On west-of-Hudson trains the fee is a flat \$5. In addition, passengers on AM peak hour trains in the non-peak direction now also pay peak fares. This policy applies to the first morning train on each line departing Grand Central Terminal through 9 AM: 9 Hudson, 15 Harlem, and 14 New Haven trains.

As of February, ACMUs were still providing service. However, on January 17, the 24 that had been stored at North Tarrytown, departed for Pennsylvania to be scrapped!

Some time between the 10<sup>th</sup> and 20<sup>th</sup> of January, a number of the former west-of-Hudson Comet IIs were moved from High Bridge Yard to bt<sup>2</sup> in Bath, New York

for rebuilding.

During 2004, weekday trains ran on time 96.1% of the time, which was slightly lower than the 96.4% reached in 2003. The goal was 97.3%. By line, the Hudson Line led with 96.6%, followed by the Harlem with 96.3% and the New Haven with a respectable 95.7%.

Because of rising costs, Metro-North hiked the prices of select alcoholic and non-alcoholic beverages by 2.9% as of February 1. This is the second time in two years that this has been done. In January, 2004, there was a 4.6% increase, and surprisingly, sales increased! Last fall, the railroad surveyed vendors in Grand Central Terminal and found that its own prices were up to 50% lower. With labor costs as well as supplies continuing to rise, it was felt that this price increase was necessary and appropriate.

## MTA Metro-North Railroad (West)

The OTP for West of Hudson weekday service was 95.7%, which easily surpassed the goal of 91.9%. By line, the Pascack Valley trains ran on time 96.8% and Port Jervis trains finished up at 95.2%.

I saw a brochure (complete with color photos) that was prepared by Metro-North in an effort to resell its out-of-service Comet Ibs. These are the 6 trailer coaches and 2 cab-control cars which were formerly used on the Port Jervis Line. They were built in 1978 by General Electric and are nearly identical to the SEPTA Silverliners that were built at that time, except that they are non-powered. These cars that have provision for center doors but never had them installed. Delivered with 2-2 seating, after being overhauled the cars were configured with 3-2 seating. They were replaced by the new Alstom Comet Vs and were being stored at the Port Jervis Yard.

## Connecticut Department of Transportation

One of our members forwarded a link to the *Yale Daily News* which contained an article reporting that Amtrak's board approved a contract to lease 8 locomotives to CDOT at a cost of \$20,000 per month. Although no mention was made of the model, my guess is that they are F-40s. The state will have the option to purchase them through July, 2007. These units would be used in Shore Line East service. Thus far, 26 of the 33 former Virginia Railway Express cars are in Connecticut, but only 10 are in service.

Former Connecticut Governor John G. Rowland showed little interest in rail service; in fact, he even tried to eliminate Shore Line East Service altogether. Fortunately, that did not happen. Last July, Lt. Governor M. Jodi Rell assumed the governorship after he resigned. Since taking office, she has moved to acquire 33 single-

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**Commuter and Transit Notes***(Continued from page 6)*

level cars from VRE, and additional motive power as was reported above. In her budget message to the state legislature on February 9, she outlined additional measures that would be taken to improve the plight of New Haven Line riders. \$667 million would be allocated for the purchase of 342 new electric cars and another \$300 million would go for a new maintenance facility in New Haven. Other transportation proposals: new transit buses - \$7.5 million, improvements to I-95 - \$187 million and improvements to I-84 and I-91 - \$150 million. To fund these projects and others, Governor Rell has recommended raising the gasoline tax by 6 cents a gallon, rising to 31 cents per gallon by 2017. Member Bob Underwood wrote that at one time, Connecticut's gas tax was 39 cents per gallon, but during the Rowland administration, it was lowered in stages. There is one recommendation of Governor Rell that left MTA and COT officials scratching their heads - a \$1 per ticket surcharge on all tickets sold beginning in 2008. Besides figuring out how the revenue would be split, a number of questions arose such as how it would be charged. CDOT spokesman Jim Boice, in a *New York Times* article, said that "the basic idea is to add \$1 to the price of every ride to and from New York to help pay for new trains that would arrive in about five years." How the surcharge would be applied to weekly and monthly tickets is undecided, and to add a \$1 surcharge to an interstate ticket that costs \$2.50 would be too onerous. But he added that a trip from New Haven to Greenwich covered as much ground as one from Greenwich to Grand Central. Mr. Boice also said that he did not know how to explain adding the charge for one and not the other. Other taxes would also be increased. Rail ticket prices would remain at current levels until 2008, when riders would begin to see improvements in rail facilities and one year before the new cars are expected to be in service.

**MTA Long Island Rail Road**

During January, the LIRR advised riders that over 320 M-7s were in service, comprising 45% of the 730 trains that operate each day. Over the next year, another 200 are expected to be delivered which would up the total to 75%. The M-7s are exceeding the goal of 100,000 miles, while the M-1/M-3s have an MDBF of 40,000 miles.

Recently, as I passed by the LIRR ticket windows, I noticed some blank spaces on the board above those windows where the stations and the next trains to those stations are listed. I made some notes and then checked my files when I got home. It turned out that the missing stations all had low-level platforms and were not deemed worthy of receiving the high-level platforms that were required for the bi-level cars. These stations were abandoned in March, 1998. They are: Center

Moriches, Quogue, and Southampton College (Montauk), Holtsville (Greenport), and Mill Neck (Oyster Bay). Jamaica's sign has been modified to read Jamaica/JFK.

**NJ Transit**

Commuting in the days following the *Snowstorm of January 22-23*, there was one problem after another. Commuters complained about late trains and cold cars, and then on Friday, January 28, there was a break in the catenary wire between Secaucus and Bergen Junction. This effectively made the Northeast Corridor a single-track operation between NY Penn and Secaucus. NJ Transit advised riders to use parallel bus lines and PATH, both of which were once again cross-honoring rail tickets. Eighteen trains were canceled and 23 *Midtown Direct* trains were rerouted to Hoboken. Fortunately for me, my wife was going to JFK Airport to meet her sister, and so I got a ride to Queens, completing my commute on the **N** train. I learned from my fellow commuters that the Pascack Valley Express, my usual train, did not operate due to equipment problems. Wire repairs were completed by 11 AM, and that evening I was able to ride my usual trains.

During the fourth week of January, notices appeared in rail cars and presumably on buses as well, announcing that NJ Transit was seeking to raise fares on all modes of transportation effective July 1, 2005. For nearly 12 years, fares remained constant as the following will confirm: July 1, 1990 (9%) and April 1, 2002 (10%). Prior to that, fares were increased on January 20, 1986, May 1, 1988, May 1, 1989, and July 1, 1990. The previous Executive Director, Jeffrey A. Warsh, was criticized for suggesting that there should be automatic fare increases pegged to inflation. An article in *The New York Times* (New Jersey Section - February 13, 2005) reported that the fares paid by riders covers only 42% of the cost and the remaining 58% must come from other sources. Listed below is some of what is being proposed:

Rail fares would go up, by an average of 13.3%. However, riders on the Main/Bergen Line stations from Ho-Ho-Kus to Suffern and for Pascack Valley Line stations from Westwood to Montvale would see their fares increase up to an additional 5%. This is because the last time that there was a fare increase in New Jersey (April 1, 2002), the fares at those stations had to be "held down" because the fares at the New York stations would have been lower. When Metro-North raised their fares last May, NJ Transit elected not to increase the fares at these aforementioned stations. Between April, 2002 and May, 2003, by contract, Metro-North had to pay a subsidy to NJ Transit for all tickets sold at the held-down fares.

Newark City Subway, River Line, and local bus fares would increase an average 13.3%. The base one-zone fare would change from \$1.10 to \$1.25.

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**Commuter and Transit Notes***(Continued from page 7)*

Hudson-Bergen Light Rail would increase an average of 16.7%. Monthly fares would not change, but the base fare would go from \$1.50 to \$1.75 River Line fares would rise from \$1.10 to \$1.25.

Ticket flexibility – Monthly and weekly Rail and Bus passes would be cross-honored without charge on any other mode up to the value of the pass. Also Feeder fares would be provided without charge to holders of rail monthly and weekly passes.

The on-board rail Change-In-Terminal fee would be a flat \$3.10 for anyone traveling through to New York or transferring at Secaucus using a Hoboken or Newark ticket. At present the charge is a minimum \$.85. On Newark trains it is \$2.75. NJ Transit attempted to raise this fee last year, but backed down when there was a lot of opposition.

Newark AirTrain from NY Penn would increase from \$11.55 to \$14.00.

Discounts on Off-Peak Round Trip tickets would be reduced from a 25% to a 12.5% discount.

Thirteen hearings were held between February 15 and February 26, around the state. The majority of these meetings were scheduled to take place from 5:30–8:30 PM. The final meeting in New Brunswick took place between 1 and 4 PM. The fares at the New York, MTA-controlled stations that are served by NJ Transit, went up on March 1.

For Presidents Day, NJ Transit ran a weekend/major holiday schedule, with additional trains on the Atlantic City, Main/Bergen, Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines. Since the Montclair-Boonton and Pascack Valley Lines do not operate on weekends, a modified schedule was operated that had three round-trips (hourly) on the Montclair-Boonton, and three inbound and four outbound trips on the Pascack Valley Line.

A project to construct a new passing siding on the Raritan Valley Line that to the best of my knowledge has had no publicity may be under construction by this time next year. NJ Transit expects to award a contract to build a 3,000-foot-long siding west of the White House station (MP 44.3) later this year. The RVL is single-tracked from west of Raritan (MP 36.1) to Clinton (MP 49.7). West of that location, there are two tracks for the 2½ miles to High Bridge. Upon completion (2007?), service levels would be increased from what is being operated now: three inbound peak-period trains west of Raritan in the morning and five westbound rush-hour trains.

What has been known for some time is that the state's Transportation Trust Fund, a source of revenue for funding improvements to all modes of transportation including rail, will be depleted this June. One brave Assemblyman, John Wisniewsky (D-Parlin), who is also

the chairman of the Assembly Transportation Committee, came out in support of raising the gas tax in order to replenish the TTF. At 10.5 cents per gallon, New Jersey's gas tax is the lowest in the nation. In November, 2003, former Governor Jim McGreevy appointed a panel to investigate this same issue. The panel recommended that the tax be hiked to at least 12.5 cents, and that some reforms be instituted, to avoid excess borrowing. But the Governor rejected these recommendations. In an editorial, *The Trenton Times* wrote that "Enacting the gas tax this year will be a tough sell. Acting Gov. Richard Codey, for one, thinks it can't be done until after the November election, when all the Assembly seats - and the governorship - will be on the line. According to New Jersey conventional wisdom, the Legislature won't do anything responsible - which means controversial - in odd-numbered years, which is when state elections are held."

NJ Transit's answer to what had become an annual autumn ritual, leaves falling from trees onto the tracks, was a success. The Aquatrack rail scrubbing machine, which was first used in 2003, helped to bring down the number of delayed trains from 2002's 226 to 51 in 2003. In 2004, that number was further reduced to 26.

December 15, 2004 was the first anniversary of the opening of Secaucus Transfer for weekday service, and 8,000 passenger trips were being recorded through the station each weekday. Every month 300 additional riders are using this facility, and on the Friday after Thanksgiving, there were a record 8,555 passengers using the station.

Apparently the crisis involving the ferries has waned and so has the interest in an early start to the rail service. So, NJT has withdrawn any date for the start-up of service to Port Imperial Ferry, so cars continue to discharge passengers at Lincoln Harbor and run light to Port Imperial to turn.

A new *River Line* timetable announcing "New Early Bird Service to Camden & Philadelphia" was issued as of January 18. Trips that formerly started at 36<sup>th</sup> Street at 6:27 and 6:40 AM now begin at 6:16 AM (Cinnaminson) and 6:23 AM (Riverside), respectively. Also, the shading which designates peak hour service and had been included in all three previous editions has been removed.

There is a move afoot to acquire the 15 PCCs that Bob Diamond accumulated for the stillborn Red Hook (Brooklyn) operation. With the increasing possibility that historic streetcar operations are looking more likely at the former Military Ocean Terminal in Bayonne, having these cars stockpiled makes sense. NJ Transit will retain ownership to the six to eight former NCS PCCs that would be used in this service. According to NJ-ARP, Twenty First Century General Manager Al Fazio said the cars will be used in streetcar-style service on the peninsula, with stations spaced more closely together

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**Commuter and Transit Notes***(Continued from page 8)*

than HBLRT (the line itself is only 1½ miles or so in length, give or take). Depending on how the actual layout plays out, this could truly be New Jersey's first streetcar revival.

**Correction**

There was an error in the table of NJ Transit accomplishments (1984) that appeared in last month's **Bulletin**. The correct voltage that Erie-Lackawanna trains formerly used should have read 3,000 volts DC, not 600 volts DC. I guess I must have spent too much time in the New York City subway!

**Port Authority Trans-Hudson Corporation**

The "free ride" for some Harrison riders has come to an end. For years it has been a well-kept secret, but passengers boarding westbound (Newark-bound) trains could ride without payment of fare because there were no turnstiles. Those "few hundred" riders began paying their \$1.50 fare for the short ride to Newark as of 12:01 AM, Sunday, January 30.

A new PATH Timetable, Map, and Guide was issued as of January 9. Service has been increased on the line between Newark and World Trade Center, as there are now 4-minute headways eastbound leaving Newark between 7:21-7:41 and 8:01-8:41 AM. The afternoon times departing from World Trade Center are 4:27-4:51 and 5:11-5:47 PM. Train requirements have been increased by one (12 to 13) on this line. One post-peak trip was dropped on the Journal Square/33<sup>rd</sup> Street Line at 9:34 AM. Train requirements were reduced by one, from 13 to 12.

**Port Authority of New York and New Jersey**

JFK AirTrain is a success with fliers, but apparently not with airport workers. **The New York Times** (January 12) reported that ridership last year was nearly 9 million and the current daily ridership averages 32,000. The paid ridership is 4,000 from Jamaica and 4,500 from Howard Beach (A subway line). The balance is those who ride on the free circulator loops. PA officials had originally projected that 11,000 daily paid riders would be evenly divided between airline passengers and airport workers, but the latest statistics show that only 1,500 make up the latter category. When questioned about this, the PA spokeswoman cited an employee parking lot that charges low rates; however, rates were due to rise on February 1. The MTA is going to devise a discounted special 10-ride MetroCard that workers can use on AirTrain. Meanwhile, ridership on Newark AirTrain has an annual ridership of 12.3 million, with an average of 33,700 daily riders. Of that total, about 30,000 use the free circulator service that links the three terminals and the parking garage/lots and car rental area. At both airports the cost of a ride from Jamaica, Howard Beach or Newark International Airport

(NEC) is \$5.

**Amtrak**

A top news story during the second week of February was President Bush's budget for Fiscal Year 2006 and its zero-budget proposal for Amtrak, thereby forcing the railroad to shut down on October 1. In FY 2005, Amtrak received \$1.2 billion. \$360 million would be available to maintain commuter and freight services that use Amtrak-owned trackage on the Northeast Corridor after Amtrak's bankruptcy. Opposition by area senators was quick and vocal. Many of our previous presidents have recommended cuts in funding to Amtrak, but in the past, Congress has usually reversed the presidents. Stay tuned — the next several months should prove interesting.

Just because there is no grade crossing, does not mean that a car cannot be on the tracks. Such an unlikely scenario occurred during the evening of February 9, when an automobile careened off the exit ramp at W. 125<sup>th</sup> Street on the Henry Hudson Parkway in Manhattan and crashed through a fence. The 20-year-old driver was removed to St. Luke's-Roosevelt Hospital. An Amtrak spokeswoman reported that three *Empire Service* trains were delayed and that service was restored to one track at 9:07 PM. Readers may remember that in March, 2002, a reckless driver drove his car through a fence and landed on the Morris & Essex tracks east of the Newark Broad Street Station, also causing delays to morning commuters (April, 2002 **Bulletin**).

In the Fall-Winter System Timetable there is the following statement on page 128 under section 9. "Look for scenic photo opportunities. Our trains pass many beautiful and interesting sights, so bring your camera and plenty of medium speed film (ISO 200 or higher)."

You've all heard the expression, "what goes around, comes around," and sometimes there is justice. **Weekly Rail Review** reported that U.S. Representative Ernest Istook (R-OK) was not reappointed as the head of the House Appropriations Subcommittee on Transportation. Mr. Istook recently came under intense criticism for initially deleting federal funding for transportation projects in the districts of 21 fellow representatives who supported increased funding for Amtrak. Mr. Istook, a noted Amtrak critic, later apologized to his colleagues for that action.

**Museums**

The December, 2004 issue of the Shore Line Trolley Museum **Trippler** recognized those who have been members for between ten and twenty years. Included were the following Division members: Ronald N. Carantz, John P. Cunningham, Robert D. Hahn, Jeffrey Hakner, Paul G. Hilzen, Thomas R. Jablonski, Steve Krokowski, William R. Mangahas, Raymond Mercado, Michael A. Nadler, Michael, F. O'Leary, Michael Piselli, David S. Ross, Joseph A. Ross, John C. Urbanski, and Craig Yuen.

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**Commuter and Transit Notes**

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**Metropolitan Area**

A group of influential New York businesses known as the Partnership for New York City have joined together to support the proposed new Hudson River rail tunnel, known as THE Tunnel, which is part of the Access to the Region's Core. (For details, please refer to the February *Bulletin*.) The group, which includes the chairmen of American Express, J.P. Morgan Chase, and Federated Department Stores, also supports the 7 extension to the far west side of Manhattan. *The New York Times* reported that NJ Transit Executive Director George D. Warrington has lined up support of politicians on the west side of the Hudson, and is working to get the same support from those on the east side of the Hudson. Anthony R. Coscia, chairman of the Port Authority has pledged "a significant contribution" from the agency, but Vice-Chairman Charles A. Gargano told *The Times* that there are other projects that are more immediate such as the expansion of Penn Station into the Farley-Penn, and the new tunnel in lower Manhattan that would provide direct access to JFK Airport. The latter is favored by New York Governor George E. Pataki.

**Miscellaneous**

Each year *Railway Age* publishes its annual passenger car review and outlook for North American cities, and the backlog of undelivered cars decreased again, as can be seen in the table below.

Year	Deliveries	Backlog
2001	1,935	3,921
2002	1,653	2,946
2003	1,286	3,973
2004	1,257	3,301
2005	N/A	2,749

Transit agencies that received new commuter cars during 2004 included: LIRR (138), MBTA (4), METRA (120), Metro-North East (130), Metro-North West (65), NJ Transit (114), and GO Transit (25). Overhauled cars were delivered to: CalTrain (2), Maryland MTA (12), Nashville RTA (11), SEPTA (6), GO Transit (13), and VRE (10). CDOT received 26 of Virginia Railway Express' Mafersa cars, which have not been overhauled yet.

New rapid transit cars were delivered to MARTA (10), Mexico City (27), NYC Transit (60), and WMATA (6). WMATA also received 88 overhauled cars.

New LRVs went to MBTA (10), Denver RTD (2), Minneapolis—Hiawatha Line (22), Houston Metro (3), PAT (24), Tri-Met (12), St. Louis Metro (7), Sacramento RTD (7), San Diego Trolley (7), and SF Muni (2).

Rebuilt LRVs went to SEPTA (6) and PAT (2).

Vintage trolleys went to Charlotte CATS (3), Memphis

MATA (4), and SEPTA (16).

Finally, a category that is quite rare these days – "Re-sales." With delivery of a fleet of new low-floor cars, VTA (Santa Clara) sold 21 of its original cars to Sacramento and 27 to Salt Lake City. You can count them as un-rebuilt LRVs.

Work continues on orders for MARTA, MBTA, CalTrain, CATS, Denver RTD, Metro Houston, LACMTA, Mexico City, Minneapolis, New Mexico Mid-Region Council of Governments, NJ Transit, LIRR, Metro-North, NCTD (Oceanside), Valley Metro (Phoenix), PAT, St. Louis Metro, San Diego Trolley, Tacoma, Tampa, GO Transit, VRE, and WMATA.

Orders are likely to develop for Calgary Transit, CTA, METRA, Denver RTD, Edmonton, Guadalajara, Metro Houston, Trinity Railway Express, Metro-Dade, Monterey, LIRR, Metro-North, Triangle TA, PATH, SEPTA, South Florida RTA, Tri-Met, Salt Lake City UTA, Metro-link, TTC, and VRE.

General Motors announced on January 12 that it had sold its Electro-Motive Division to the Greenbriar Equity Group of Rye, New York and Berkshire Partners of Boston, Massachusetts. EMD is reportedly the world's largest manufacturer of diesel-electric locomotives, and employs about 2,600 workers. The financial terms were not disclosed.

**Scheduled for 2005**

Due to an editing error, SEPTA's Route 15/Girard Avenue Line was omitted from last month's listing. It should be classified as "unknown" since neither SEPTA, the city of Philadelphia, the local politicians, nor the residents have reached any type of understanding regarding the loss of parking spots.

**Other Transit Systems**

*Buffalo, New York*

The current Metro Rail timetable is dated December 26, 2004-March 26, 2005. There is the usual note about Special Events Service for Sabres games at the HSBC Center (wishful thinking, perhaps, that there would be a 2004-2005 hockey season).

*Boston, Massachusetts*

Member Todd Glickman sent copies of a new schedule card that was issued effective January 1, 2005. It is cyan in color and highlights the following:

- Continued Green Line construction (North Station to Lechmere)
- Continued Red Line construction (Savin Hill closed)
- Swap of Green Line routes B and C's north termini (B is now Government Center; C is now North Station)

"What I find most interesting" Todd wrote, "is that the Silver Line Dudley-Downtown Crossing is still listed; this is a PURE BUS SURFACE ROUTE, with a \$0.90 bus fare. But the new Silver Line South Station-Waterfront

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

line, which is an ETB/dual mode route and \$1.25 rapid transit fare, and hyped as the 'first new subway since 191,' is NOT listed! It is shown on the map, but no mention at all in the schedule section."

The new head house to the "super station" at North Station opened on January 31, where passengers can transfer between the Green and Orange Lines. Todd wrote that "this head house is on the north side of Causeway Street, and for the first time allows MBTA commuter rail patrons to reach the subway by walking underneath Causeway Street. (Imagine if there was an underground passageway between Penn Station and the east side of Seventh Avenue, or the west side of Eighth Avenue!) Previously, passengers had to cross the street when going between the rapid transit lines and North Station and the Fleet Center. Traffic would back up for blocks during rush hour, since there are no traffic signals, nor other controls at this location. But commuters will still have to brave the elements, if only for a few yards: The head house is physically outside the lobby of North Station/Fleet Center. A direct connection was not possible, since the property on which the head house has been constructed is still vacant. It's the lot of the old Boston Garden, and slated for development in the coming years. Perhaps then we will have a fully-indoor transfer between rapid transit and the commuter rail."

There may be some good news for the extension of the Blue Line to Lynn. Last year, a state legislator inserted language into a \$2.5 billion state transportation bond that would improve the chances by guaranteeing that the state of Massachusetts would pick up 50% of the costs, which could exceed \$500 million. Other projects would require a 50-50 split of costs that are not funded by the federal government. Governor Mitt Romney will have the final say over which projects get done.

With an eye to further economies, the MBTA has decided to eliminate the additional Operators from the trailing cars of 2- and 3-car trains of LRVs. This action would eliminate about 100 jobs, saving the "T" between \$4 and \$8 million annually. Of 1,266 scheduled trips each weekday, all but 129 are run with two- and three-car trains. The "T"'s 210 street cars are driven by 363 Operators, each of whom can interchangeably serve as pilots in the lead cars and trailers in the second and third cars. On multiple-car trains, each employee collects fares, assists with braking, and opens doors, although the latter two functions can be performed by a lone Operator. As could be expected, the drivers' union responded that removal of these employees would endanger the public and aid fare evasion. Specifically, that a lone Operator would not see a person darting between multiple train cars, be aware of people stuck in the doors of the rear cars, or realize

when the back cars have been struck by an automobile, as can happen on a line that traverses busy surface streets such as Huntington and Commonwealth Avenues. Work rules in other cities permit a single Operator for 3-car trains (Sacramento and Salt Lake City) and 4-car trains (Dallas and Los Angeles). While no target date was mentioned, it would occur "in the near future", according to the report in *The Boston Globe*.

Twenty-five police officers are being added to the MBTA Police Department, which presently stands at 247. It is expected that many will be monitoring fare evasion, which is now punishable by a \$15 summons for the first offense, \$100 for a second offense, and higher penalties which result in a suspension of the offender's driver's license.

Three hundred Silver Line passengers got to try out the new *CharlieCard* on February 1, during a testing period that will conclude in May. In April, automatic fare collection will begin at the Aquarium and Airport stations (Blue Line). Next to get this system, simultaneously, are the Green, Red, and Orange Lines. Starting next January, all trolleys and buses will be equipped to accept AFC. "T" officials have yet to decide if they will give away the cards or charge riders for their initial purchase. Tourists or sporadic riders will be able to use the *CharlieTicket*, a paper card with a magnetic strip. Unlike monthly passes, the cards will not expire at the end of a month. Bus transfers will also be given via the card or ticket.

For the second time in just over three months, on February 8, Bostonians filled the streets of downtown Boston to celebrate the victory of one of their sports teams. This time it was for the Patriots, who won Super Bowl XXXIX by defeating the Philadelphia Eagles, 24-21. It was estimated that about one million of their fans, and no doubt many used the MBTA. Trains were dispatched from the Route 128 station approximately every 15 minutes and from the Anderson Regional Transportation Center in Woburn every 25 to 30 minutes. Additional trains were operated outbound that afternoon. Due to limited space in the North Station concourse, outbound customers were asked to queue up in four separate lines – one for each of the four commuter rail lines. Each line was assigned to a specific area. The subway lines operated at or near rush-hour levels, all day. Several bus lines, including the Green Line shuttle between Lechmere and Government Center, were suspended during the parade. Thanks to Todd for all of these reports.

*Lindenwold, New Jersey*

PATCO scheduled another series of hearings in February to update residents on the prospect of expanding the PATCO High Speed Line into Gloucester County, northern Cumberland County and Center City Philadelphia.

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**Commuter and Transit Notes***(Continued from page 11)***Philadelphia, Pennsylvania**

SEPTA published new timetables for several lines as of January 23. On Subway-Surface Routes 10, 11, 13, 34, and 36, weekend service was reduced to 15-minute headways on Saturdays and 20-minute headways on Sundays (except for Route 34, which has 15-minute headways both days). In addition, Route 34 operates revised trip times on weekdays, with the first eastbound trolley departing at 5 AM. Three AM and three PM weekday trips were eliminated on the Market-Frankford Line. There were minor changes to the R2/Marcus Hook, R3/Elwyn and West Trenton, and R6/Norristown Lines. Some of the aforementioned are due to construction activities.

Riding SEPTA's subway and elevated lines was a bit more secure during 2004, as the number of reported crimes dropped to 109 from 144 in 2003. The transit agency believes that this success is attributable to "enforcement of our zero tolerance policy, which focuses on ridding the system of minor infractions such as graffiti, smoking, drinking in public, playing loud music, and disorderly conduct. By reducing these less serious crimes, police are able to prevent an atmosphere of disorder that can lead to more serious crimes.

A new record for carrying passengers on the Broad Street Subway was set on January 16, as 16,700 fans rode to Lincoln Financial Field to see the Eagles defeat the Atlanta Falcons. The previous record was set two years earlier, when 15,500 were carried.

SEPTA issued a press release describing its successful program to prevent slippery rail from fallen leaves on its Regional Rail and Norristown High Speed Lines (Route 100). SEPTA built in-house a high-pressure washer and brushes that clean the rails at 10,000 pounds per square inch. (In 2003 it used 5,000 psi). Thanks to member Lee Winson for these reports.

From **Cinders**: SEPTA awarded a \$3.8 million contract to the American Seating Company to completely replace the seats of the M-4 cars, the oldest of which have been in service since 1996.

Member Bob Wright filled in some of the details of the Route 100/Norristown Line schedules which went into effect on November 22, 2004. The June schedule change eliminated the peak-hour expresses and a new service pattern was instituted with these schedules, as follows:

- 69<sup>th</sup> Street-Bryn Mawr, making all stops between these two terminals
- 69<sup>th</sup> Street-Hughes Park, skipping Parkview, West Overbrook and Penfield, the first three stops out of 69<sup>th</sup> Street
- 69<sup>th</sup> Street-Norristown Limiteds, stopping only at Ardmore Junction, Radnor, Gulph Mills, and all

stops beyond Gulph Mills (Hughes Park, King Manor, Bridgeport, and Norristown). There are 10 Limiteds outbound and none inbound in the AM peak, and 5 outbound and 1 inbound in the PM peak. Non-limited peak trips to/from Norristown skip Haverford, Wynnewood Road, Beechwood-Brookline, West Overbrook, and Parkview, while peak trips to/from Hughes Park skip County Line, Penfield, West Overbrook, and Parkview. There are a couple of exceptions, but this is the basic service pattern. There are four Bryn Mawr short turn round trips scheduled early Saturday mornings also.

This schedule is radically different from previous operations on the line, and Bob says it seems to be working.

**Correction**

Bob also wrote that the renumbered Silverliner IVs did not carry Pennsylvania Railroad numbers, as the PRR was gone by the time they arrived in 1974-76. The PRR Silverliner IIs and Silverliner IIIs were numbered in the 200-series." I forwarded his comments to Andre Kristopans, who wrote back, "well, he is absolutely right in that PRR was gone in 1969. But the point is that MUs in the 9000s were in the old Reading number series, and 200s-300s were in the old PRR series, which started with the Silverliner Is in the 100s. In the 1980s, when SEPTA rebuilt or renumbered the 9000-series Silverliners into the 200-400s it did indeed consolidate the fleet into the old PRR number series and eliminate the old RDG number series. So while, for instance, the 400s were never 'PRR' cars in any sense, they are numbered in the 'PRR' number block."

**Pittsburgh, Pennsylvania**

PAT riders got a reprieve from paying higher fares. Fares were supposed to rise by 25 cents to \$2.00 on February 1, but that has been postponed until March 1. Operators began picking jobs under a 12% reduction for schedules that were to go into effect on March 6. About 150 employees are to be laid off. But, riders are not out of the woods yet. Chief Executive Officer Paul Skoutelas said if the state does not come through with more money soon, the authority would have no choice but to implement the second round of budget moves the board approved in December — a 50-cent increase in the base fares to \$2.50, another 15 percent service cut, and another 350 layoffs. Those measures would take effect in July.

More trouble for PAT: because of continuing financial problems, the authority did not implement the full-scale light-rail route restructuring that was to have created 47S/South Hills Village express service via the new Overbrook Line. Rather, the new express route that was to attract new riders and cut 10 minutes off city travel by taking the Route 88-51 corridor is to be phased in, based on demand, equipment, and finances. The bus-

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

trolley schedule changes that were to go into effect on March 6 did not include the 47S or 42C routes that were announced last June, when the 5.5-mile Overbrook line opened. At that time, PAT converted the 42L/Library to the 47L/Library and rerouted LRVs there to serve the Overbrook Line. Thanks to member Karl Groh for sending these reports from *The Pittsburgh Gazette*.  
*Washington, D.C. area*

Is this any way to run a railroad? I would say it definitely is! What I am referring to is the excellent passenger notification system that Virginia Railway Express established years ago. The reason for this news item is that although I do not live in the Washington, D.C. area, I am a subscriber to VRE's email notification service, which is known as Train Talk. On January 12, at approximately 3:30 PM, CSX informed VRE that the computer system that controls all train movements had gone off-line, affecting signals, switches, and train movement on all CSX tracks. More than 134 trains from Maryland, Virginia, Illinois, North Carolina, and Ohio were stopped while this system was being repaired. The initial email notification was received at 3:43 PM, and updates were transmitted at 4:00, 4:20, and 4:28 PM. The following morning, an email was sent out describing the events of the previous afternoon and also apologizing for the delays and informing everyone that contingency plans were in preparation, but because the problem was cleared up, it was not necessary for them to be implemented. As per their policy, "Free Ride Certificates" were issued on those affected trains that evening. (Those were trains that were 30 or more minutes late.) There are arrangements that can be made if you were affected but did not ride one those trains. In summary, here are the details about the late trains: #303 - 50 minutes, #327 - 40 minutes, #305 - 35 minutes, and #329 - 41 minutes.

Member Steve Erlitz reported on rail service in the Washington, D.C. area during the Presidential Inauguration. "Metro ran service on all lines until 3 AM January 19 and 20. Full 6-car trains ran all day both days and activities happened pre and post. Many government offices closed early on the 19<sup>th</sup> at the request of the D.C. Government (DOT closed at 1 PM). All feds were off the 20<sup>th</sup> but MARC and VRE ran a full schedule...At least they tried to. Just after 9 AM on the 20<sup>th</sup>, Amtrak 132 derailed its last two cars coming out of Union Station. All Penn Line service was halted between New Carrollton and D.C. Those trains short turned until 4 PM. The last Camden and Brunswick trains were trapped outside of D.C. The Camden train turned back to Greenbelt and discharged, then headed back to Baltimore empty. This crew normally does the first train in the afternoon but they were sent home and a replacement crew brought the equipment back to D.C. when

Union Station reopened after 2 PM and made the 4:13 PM back to Baltimore. The last Brunswick train turned back to Silver Spring, discharged, returned to Brunswick, and its evening trip was cancelled. On Friday, January 21, though full service was supposed to be restored, Amtrak requested the Penn Line run its "S" schedule, which it did, plus some other trains. Brunswick and Camden ran normal."

"We got snow anywhere from about 4-5 inches in the D.C. area, 6 inches by me to 8+ north of Baltimore. All MARC trains had delays on January 24 (the first out of Camden, which I ride, was 45 minutes late into DC). The Conductor did have the good sense to advise us of the delay prior to Greenbelt, giving those who wished a chance to opt out. Most did, but this delayed the train an additional 15 minutes since the "platform" track was out of service because of the snow and they had to unload at the front, one door so people could cross the track and go up the steps, walk down the other end to get to the Green Line. Since we were already 35 minutes late at that point I chose to remain on with about 30 others; nice and warm. Despite claims to the contrary, Metro was having some serious issues all day. Many Red Line trains were four cars, including the one I boarded at Union (that) morning which included the 30 of us and some late-arriving Brunswick and Penn Line riders. It was not a pretty site. Even in the afternoon, I noticed longer than usual waits and four-car trains."

*Nashville, Tennessee*

Nashville's MTA has released a proposed schedule for its *Music City Star East Corridor Commuter Rail Service*, which is expected to start running by the end of this year. Details were published in the November, 2004 *Bulletin*. Two AM inbound trains would depart from Lebanon at 6:25 and 6:55 AM. A third train would begin at Mt. Juliet (three stations closer) at 8:04 AM. The first outbound PM train would only operate to Mt. Juliet. Those departures would be at 4:35, 5:15, and 5:50 PM. A running time of 52 minutes would be required for the 32-mile run. The commute from Lebanon to Nashville will cost \$4. Riders from Martha Station will pay \$3.75, from Mt. Juliet, \$3.50, Hermitage, \$3.25, and from Donelson, \$3. Discounts would be available through multi-ride tickets, and MTA buses will connect commuters to destinations in Nashville, Donelson, and Hermitage. Transit officials are forecasting that 1,350 passengers would be carried each day once service begins. That total is expected to rise to over 1,500 in the following year.

*Tampa, Florida*

TECO's fleet has grown by one car to nine, but this time it is an open car. Although built during the last century (1984), call it a "21<sup>st</sup> Century Boomer", if you will. On January 28, car 1976, affectionately known as *The Breezer*, was introduced to the public at a ceremony that was held at the Southern Transportation Plaza.

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**Commuter and Transit Notes**

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1976 is owned by the Gomaco Car Company but is on loan to the Hillsborough Area Regional Transit Authority, which is expected to purchase the car within the next year at a cost of \$225,000. New, these cars sell for \$600,000! This car has been on short-term loan to Mason City, Cedar Grove, Keokuk, Memphis, and Charlotte. Tampa's original system included 50 similar cars.

**Chicago, Illinois**

If you are a METRA rider and are running late for your train, do not under any circumstances do anything that might be construed as being unsafe, such as running in front of the arriving train, or — if you could believe it — crawling under the train, because the consequences could be costly in several respects. First, assuming that you were not hit by the train, you would not be permitted to board. The crew has the authority to deny boarding to such individuals, but if the offender is insistent that he/she must be on that train, then the police would be notified. Conviction carries fines of between \$250 and \$500. Railroad crossing violations can also be expensive. A state law enacted in 1996 increased penalties by authorizing \$250 fines for first-time violators and \$500 fines for subsequent offenses. More than 1,000 tickets are issued annually.

**Chesterton, Indiana**

Did you know that each weekday NICTD operates 41 trains? On weekends, that number is reduced to 21. This year's operating budget is \$30.9 million in expenses with just \$14.1 million in revenues. The gap will be made up by various revenue sources.

**Denver, Colorado**

A three-car LRV collided with an ambulance that was on its way to pick up a patient. The accident occurred at about 4:30 PM, and caused the LRV to careen off the track and into one of the storefronts on 15<sup>th</sup> Street. There were six non-life-threatening injuries. Denver Health spokeswoman Lynn Ercolani reported that the ambulance was on a Code 10 call, the highest state of emergency, with lights and sirens on when it crashed. But, when an ambulance is responding to such a call, it is protocol for the driver to approach intersections with caution, use a horn and siren to alert drivers, and to proceed with caution once a clear path has been established. Thanks to Karl Groh for sending the report from **The Denver Post**.

**Phoenix, New Mexico**

In mid-January, the Valley Metro Rail Board awarded a \$53.8 million construction contract for a 5.4-mile section in Tempe and east Phoenix. Revenue service is not expected to operate until April, 2006, but this section could be operational within a year and a half as operators test the system. Utility work has already begun along the initial 20-mile light rail route. There will be five sections that will run from Phoenix to Mesa, beginning

at a location near Phoenix Sky Harbor International Airport to the north shore of Tempe Town Lake.

**Seattle, Washington**

Member Andre Kristopans kindly sent the following roster of Sounder equipment. Cab cars (10): 109-111 and 301-307 and trailers (19) 215-218, 233-236, and 401-410. (The 100- and 200-series cars were built in 1999, while the 300s and 400s are 2003 models.) The transit agency is leasing to the Virginia Railway Express 4 cab cars (101-103 and 105) and 14 trailers (201-209, 211, 212, 214, and 227-228), and to the Southern California Regional Rail Commission (Metrolink) 4 cab cars (104 and 106-108) and 8 trailers (210, 213, 231-232, and 237-240). Missing cars (112-118, 219-226, and 229-230) were sold to CalTrain in 2001. Sounder sold the production slots to CalTrain before the cars had even been constructed, but they were indeed completed as Sounder cars by Bombardier. The 300s and 400s were built on what had originally been CalTrain production slots that CalTrain traded to Sounder.

**Portland, Oregon**

Karl Groh forwarded a report from SF Muni Operator Peter Ehrlich that the Portland City Streetcar (0.6 mile) extension to Gibbs/RiverPlace extension to SW Moody/Gibbs was set to open on March 11. This is also the first section where street cars will operate in both directions on the same street, and there will be 5 new stations: SW Harrison/3<sup>rd</sup> Avenue, SW Harrison/1<sup>st</sup> Avenue, Harrison Roadway/Harbor Drive, SW River Parkway/River Drive, and SW Moody/Gibbs. This is the first extension since the system opened on July 21, 2001.

**San Francisco, California**

SF Muni is continuing the tradition it started when service was introduced on the F/Market Street Line by painting the cars it has acquired from NJ Transit in color schemes to represent cities in North America that operated these cars. My son, member Marc Glucksman, found this report on Market Street Railway's website. As was reported in the January **Bulletin**, ten of the cars were being sent directly to Brookville in Pennsylvania, the firm that rebuilt 18 PCCs for SEPTA's Girard Avenue Line. 1070 is replacing 1060. The eleven cars will be numbered and painted as follows:

SF MUNI #	COMPANY/CITY	COLOR SCHEME	FOR-MER NJ TRANSIT #	ORIGINAL TWIN CITIES #
1070	Public Service Co-ordinated Transport	Gray and Blue with Red Wheels	2	321
1071	Twin Cities Rapid Transit	Original system, Yellow, Green	9	328
1072	Mexico City	Green, Cream, Red	11	330
1073	El Paso - Juarez	Red, Green, White	12	331
1074	Toronto	Maroon, Black, Cream	14	333
1075	Cleveland	Orange, Tan, Brown, Cream	17	336

*(Continued on page 15)*

**Commuter and Transit Notes**

*(Continued from page 14)*

SF MUNI #	COMPANY/CITY	COLOR SCHEME	FOR-MER NJ TRAN-SIT #	ORIGI-NAL TWIN CITIES #
1076	DC Transit	DC Transit Aqua, Green, Persimmon	19	338
1077	Birmingham	Blue, Scarlet, Cream	20	360
1078	San Diego	Pea Green, Brown, Cream	21	361
1079	Detroit	Red, Cream, White	22	362
1080	Los Angeles (National City Lines)	Spanish Yellow, Green White	23	363

**Sacramento, California**

Even though RTD received the 21 LRVs from VTA, do not look them to be in service any time soon. These cars are leased, and due to what are described as "complicated funding arrangements" will not enter service until handicapped ramps, Vetag, radios, and signs are installed. They must also be painted, and given the financial restraints, it might take until next year. At the present time, they are not needed, but will be required when the extension to the South Line opens.

**Los Angeles, California**

One of the top news stories of January 26 was the horrific crash involving two Metrolink trains and an SUV that had been abandoned on the tracks by its driver, who had planned suicide but had a change of mind. Tragically, 10 commuters and one Conductor died. Over 200 were injured. Here is what transpired. At 6:03 AM PST, Train #100, in push mode, traveling at about 79 mph, struck an unoccupied Jeep Cherokee at MP 6.4 on the Metrolink Valley Sub, just west of the Glendale station. Cab car 625 was leading coaches 133 and 197, and F-59 PHI 886 was the motive power. After striking the vehicle, the train continued east and derailed. The cab car struck UP engine 4323 assigned to train #WGSPTD-18 on the Glendale Slide siding, derailing it and turning it on its side. Train #100 then jackknifed into the side of westbound Metrolink Train #901 in pull mode, with engine 873, two coaches, and cab car 623. It had just departed Glendale and was traveling at approximately 45 mph. The driver of the SUV was arrested and held without bail. Murder/homicide charges were pending, but there was talk about him being subject to the death penalty. It was just a terrible case of timing that all three trains just happened to be in the same area at the same time. Just removing one, if not two of them might have yielded less deadly results. I received an email reporting that some of the western train boards had discussions about the dissatisfaction of using push/pull trains in the push mode, with the bi-level cab car leading. There have been three series train wrecks on Metrolink, all with the cab car leading. Thanks to member Bob Kingman for supplying some of

the details.

Three weeks later, investigators revised their initial statements as to the motives of the driver of the car, Mr. Alvarez. They now believe that he was intent on causing a horrific accident to gain the attention of his wife, who had a restraining order against him. CBS Radio aired a story on February 18 in which one of the police investigators stated that they found forensic evidence that gasoline had been poured on the vehicle. The defense attorney denied these allegations. Two days earlier, Mr. Alvarez pleaded not guilty to 11 counts of murder and a charge of arson.

**Oceanside, California**

On January 24, the first rails were laid for the LRT line that will connect Oceanside and Escondido, a distance of 22 miles. Siemens-built *Sprinter* DMUs will be used in this service. which is expected to open next year.

**San Juan, Puerto Rico**

I received a map that was issued by ati (La Alternativa de Transporte Integrado) for the Tren Urbano. My co-worker also gave me one of the fare cards that are used in San Juan, and it has a striking resemblance to NYCT's *MetroCards*. One of our members wrote that the Tren Urbano is designed the same way as PATCO, WMATA, BART, and the LA Red Line. A Train Operator pushes a start button and the train automatically runs to the next station stop, berths itself, and opens its doors. The Train Operator closes the doors and starts the train after he or she gets the door light. There is also full manual control if need be. Train control is MATRA (French). It is a classic modern Metro with a short subway through Rio Piedras, but it is mostly structure north of there. West of there it is a short distance on structure, then on the ground on what had been the 65<sup>th</sup> Infantry Highway (never built but r-o-w had been cleared) then up in the air again into Bayamon. It ought to be a mostly scenic ride.

**From the History Files**

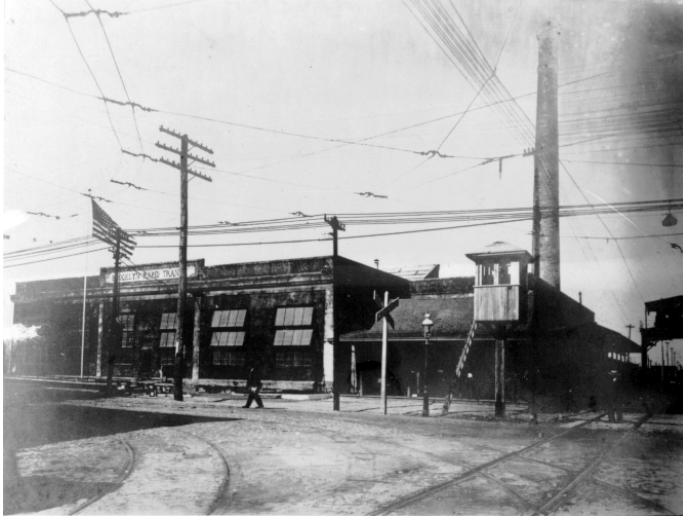
**120 Years Ago:** On March 29, 1885, the Passaic Valley and Peapack Railroad were incorporated. This line is today's Gladstone Branch of New Jersey Transit.

**50 Years Ago:** On March 15, 1955, the Cleveland Rapid began service between Windermere in East Cleveland and Union Terminal. Three more extensions, the latest occurring on November 15, 1968 to Hopkins Airport, have brought the system to its present length of 19.1 miles. Three groups of cars have served the line. The first group of 18 single-ended cars and 35 married pairs were constructed by the St. Louis Car Company using PCC technology, between 1954 and 1958. They were replaced by 30 Pullman double-ended cars that were delivered in 1966 and 1970 and were known as *Airporters*. Presently, all service is provided by 60 Tokyu Company cars, which arrived in 1984-85.

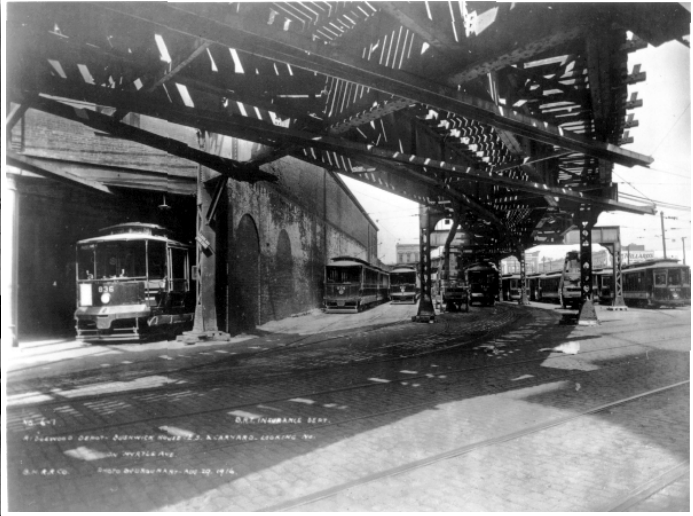
*News items and comments concerning this column may be emailed to NYDnewseditor@aol.com.*

## NOSTALGIA CORNER

In last month's issue, we observed the 90<sup>th</sup> anniversary of the Myrtle Avenue "L." This month, we show some more photographs of that venerable structure and the yards and shops around the line.



Looking east on the Lutheran Line at Fresh Pond Road, circa 1904.  
Bernard Linder collection



Ridgewood Depot, taken August 29, 1916. The elevated structure was out of service.  
Bernard Linder collection



Broadway-Myrtle Avenue, taken November 15, 1913.  
Bernard Linder collection



The Fresh Pond elevated shop, shown about 1910. It was later converted to a trolley inspection shop.  
Bernard Linder collection

(Continued on page 17)

### Corrections

(Continued from page 18)

DATE	NUMBER OF CARS TRANSFERRED	
	Jamaica to Coney Island	Pitkin to Jamaica
May 17, 2004	12	—
November 14, 2004	10	4
December 6, 2004	—	4
December 13, 2004	18	8



**Myrtle Avenue "L" Structure is 90 Years Old**

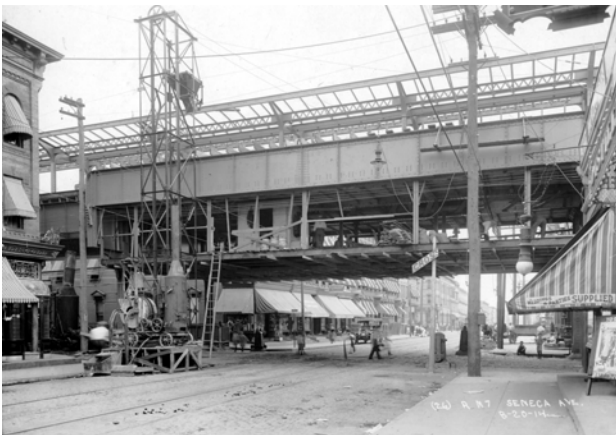
*(Continued from page 16)*



**Fresh Pond Yard.**  
Bernard Linder collection



**BMT "Multi" unit 7022.**  
Bernard Linder collection



**The Seneca Avenue station, seen under construction on August 20, 1914.**  
Bernard Linder collection



**Looking east from the Fresh Pond Road station, August 1, 1968.**  
Larry Linder photograph



**Looking east toward the Fresh Pond Road station, April 1, 1969.**  
Larry Linder photograph



**Knickerbocker Avenue station, looking west, April 1, 1969.**  
Larry Linder photograph

## Around New York's Transit System

### **A** and **C** Service Disrupted by Fire

On Sunday afternoon, January 23, 2005, a fire in the tunnel north of Chambers Street, Eighth Avenue Subway, caused extensive damage to the signal system on the express tracks between Chambers Street and Canal Street and to the signal relay room between Tracks A-3 and A-4 just north of the station.

An absolute block was operated on both tracks between Canal Street and Chambers Street. Train Operators received instructions from a Train Service Supervisor at the entrance to the Absolute Block area, a section of track on which a train is not permitted to enter while it is occupied by another train. At about 2 AM January 27, signals were placed in service on the northbound track and the Absolute Block was discontinued.

Schedules were changed immediately after the fire and trains were rerouted. **C** service was discontinued and **A** trains made local stops north of 145<sup>th</sup> Street at all times and also made all local stops on weekends. Northbound AM rush hour service was reduced to a 5-minute headway and all other rush hour **A** trains ran on a 7½-minute headway. Rockaway Park rush hour **A** service was discontinued. Rush hour **B** Concourse local service was increased from a 10- to a 6-minute headway. **V** service was extended from Second Avenue to Euclid Avenue, making all local stops. Rush hour trains ran on a 6-minute headway in both directions.

On February 1, rush hour **A** service was increased to a 5-minute headway. The next day, **C** service was resumed and **V** service was cut back to Second Avenue. About 70 percent of rush hour service and normal non-rush hour service was operated. Starting February 14, rush hour Rockaway Park **A** service was resumed and 80% of normal rush hour **A** service was operated. Full rush hour service is still a few months away.

### **R-68 Propulsion and Braking**

The R-68 cars were originally designed to comply with enhanced engineering specifications and their braking

and propulsion characteristics are different from other cars' performance. The R-68s are the heaviest cars in the fleet and have slower acceleration than the other car classes, especially with heavy loads or on grades.

The normal momentary delay between coasting and braking modes may cause the Train Operator to request more straight air pipe pressure than usual. For a specific setting, the dynamic brake yields a heavier application than the other cars. The Train Operator may try to correct this condition by "fanning" the brakes (alternately increasing and decreasing the braking request). "Fanning" is not recommended on any cars. It must be avoided on the R-68s because it will cause a high initial brake, apparent coasting, and possible loss of the dynamic brake when releasing. To avoid flat wheels, dynamic braking must be allowed to decrease sufficiently before the friction brake is applied. A lower initial braking request will result in smoother braking.

The R-68 brake rate and release time have been modified and are similar to other SMEEs.

### **Diversion Valves on Work Trains**

There are four car-borne tripping devices, two per truck, on all miscellaneous work cars except hoppers. Two Diversion Valves, one for each truck, control the brake pipe airflow to these tripping devices. Both valves must be set in the same direction.

To provide proper tripping device protection and to prevent accidental tripping of a work train, the position of the Diversion Valve must be changed at the following locations:

- Queensboro Plaza for operation between the Astoria and Flushing Lines on open ends of first and last cars only
- Concourse Yard for operation between Subdivisions A and B-2
- 207<sup>th</sup> Street Yard for operation between Subdivisions A and B-2
- Linden Yard for operation between Subdivisions A and B-1

## CORRECTIONS

In the February, 2005 car assignment column, we reported that special first and last **W** trains are through-routed to Coney Island.

Checking the schedule, we find that **W** trains do not operate to Coney Island. The first three northbound trains are put-ins leaving 86<sup>th</sup> Street at 6:25, 6:43, and 6:56 AM. The last three southbound trains arrive at 86<sup>th</sup> Street at 9:37, 9:47, and 9:57 PM, after which they are laid up.

We should not have reported that R-40 and R-40M/42

trains were used on **C** only during weekend General Orders (via tunnel) before the February 22, 2004 changes. We should have stated that they appeared on **C** during weekend General Orders before and after February 22.

The following summary of R-32 transfers may be of assistance to our readers:

*(Continued on page 16)*