

# The Bulletin



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

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## ***The Bulletin***

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For general inquiries, contact us at [nydiv@electricrailroaders.org](mailto:nydiv@electricrailroaders.org) or by phone at (212) 986-4482 (voice mail available). ERA's website is [www.electricrailroaders.org](http://www.electricrailroaders.org).

**Editorial Staff:**  
*Editor-in-Chief:*  
Bernard Linder  
*News Editor:*  
Randy Glucksman  
*Contributing Editor:*  
Jeffrey Erlitz

**Production Manager:**  
David Ross

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## **NEWARK CITY SUBWAY EXTENSION PROGRESS REPORT by Bruce J. Russell (Photographs by the author)**

Work continues on the 1.3-mile-long extension of the Newark City Subway from Penn Station to the former Lackawanna Railroad station on Broad Street, a 1904-era Italianate style edifice complete with clock tower. When done, riders will be able to board an LRV in Penn Station, proceed a short distance in tunnel, and then emerge onto the surface for the remainder of the journey. The installation of streetcar tracks on the streets of downtown Newark marks their return for the first time since about 1938, when the final lines were abandoned in favor of all-service electric buses, capable of running under wires or using internal combustion engines alone.

Emerging from the tunnel portal opposite the New Jersey Performing Arts Center, the line runs parallel to McCarter Highway for a short distance using a two-track private right-of-way. Then the two tracks separate. One continues on a narrow right-of-way behind several office buildings until the new Newark Bears minor league baseball stadium is reached. It then crosses Broad Street and proceeds to the station, finishing up at a bumper block. The other track, which will carry riders to Penn Station, runs to Broad Street, crosses it, and then parallels it to the station, where it meets the other track. About half of the extension consists of two tracks side by side, and the other half is made up of two single-track portions using separate alignments. This aspect of the line makes it interesting.

The track along McCarter Highway is near-

ing completion and consists of welded rail atop a concrete base. In front of Broad Street Station, trackage is likewise being installed. Work on the single-track segment on the west side of Broad Street adjacent to Washington Park is in the early stage of construction, with a preliminary trench excavated. This track will run adjacent to the curb.

Over \$200 million is being spent on this short extension of the Newark City Subway, which is many times what the original route to Franklin Avenue cost in 1937. Obviously NJ Transit considers this hefty price tag worth the investment. Newark's mayor, Sharpe James, views it as a catalyst for his city's economic and commercial revival. When it is finished, sometime in 2006, passengers will be able to make an easy transfer between the two NJ Transit stations. As of now, a bus ride is required, although many people simply walk the distance.

During the 1990s the Newark City Subway was reconstructed from a private right-of-way trolley line using a fleet of PCCs into a modern light rail route using Japanese-manufactured LRVs. In 2001 it was extended about a mile into Belleville and Bloomfield, where it now terminates at Grove Street, adjacent to a new shop and maintenance facility. Soon it will again be extended. On a long-term basis further extensions are possible using abandoned or underutilized railroad rights-of-way, but for this to occur a vast amount of additional funding will be required.

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## PELHAM MANOR LINE by Bernard Linder

### STREET CARS

**Owners:**

December 22, 1898	Westchester Electric Railroad Company
January, 1899	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

### BUSES

July 31, 1937	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's 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

### STREET CARS

**Route:**

December 22, 1898	Cars started operating from the Pelham station via Wolfs Lane, Colonial Avenue, and Pelhamdale Avenue to the Pelham Manor station
December, 1899	Some cars may have operated north to Fourth Street and then forth and back to Mount Vernon and New Rochelle before turning back
June 1, 1901	Cars operated from Fourth Street to the Pelham Manor station. We do not know when service was cut back to the Pelham station, but we know that cars were turned there in 1911
October 1, 1910	Extended to Shore Road
July 20, 1918	Cars were operated by one man
July 31, 1937	Buses replace street cars
Jack May furnished information regarding several route changes.	

### BUSES

July 31, 1937	Route H buses started operating over the same route as the street cars
August 1, 1939	Through-routed with route J. Buses operated from the Pelham station to Mechanic Street and Railroad Place, New Rochelle
About 1973	Renumbered to route 50
August 31, 1984	Last day of operation

### SIGNS

Route letters were assigned on December 30, 1926. We do not know when route letters were first displayed, but we know that large metal signs with the route on the bottom and large letter above it were hung on the dash of most Westchester County cars as early as 1930. On this line, cars displayed signs with "PELHAM MANOR" on the bottom and a large "H" above it. Cars continued displaying these signs until abandonment.

### CAR ASSIGNMENT

In 1937, 269-300 were assigned to this line.

### RESIDENTS PREFER TROLLEY CARS

At a public hearing filled to overflowing in Pelham Manor Village Hall in December, 1931, the majority of

the residents favored the trolley. If the Pelham Manor Line was converted to bus, the company was required to substitute buses on the New Rochelle-Subway Line. Third Avenue's counsel refused.

On November 13, 1932, the Public Service Commission ruled that the company could not convert to buses, and the trolley cars had to keep running if the village wanted it. The PSC suggested repairs to cars and tracks which would have cost \$23,600.

In 1935, the company tried again, but still was unable to obtain permission for bus substitution.

A year later, March, 1936, the Pelham Manor village trustees held an unofficial referendum called an advi-

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**Pelham Manor Line**

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sory referendum to determine whether buses should replace the trolley cars. The vote was 549-156 in favor of the trolley. The company was disappointed and called the trolley a liability.

**BUS CONVERSION CEREMONY**

The company was persistent and it finally received permission to substitute buses. There was a ceremony on the last full day of trolley operation, July 31, 1937. Fontaine Fox, whose "Toonerville Trolley" cartoon appeared in newspapers for several years, was the guest of honor. He came from his Long Island home and was almost dazed to find a Toonerville sign and a cheering crowd on Wolfs Lane. He was met by the Town Supervisor and the Mayors of the three Pelhams, and was escorted from Wolfs Lane. At a dinner at the Pelham Country Club, Fox said that he got the inspiration for his cartoon by watching and riding the line in 1909. Fox said, "Some of you are going to regret shelving the old trolley. I daresay that there are a number of you who have been pretty well taken care of at two in the morning. A bus driver won't be able to do that." Regular riders recalled that the Motorman knew most of his customers by name. He often knew where they were going

and why they were going there.

Stores displayed Toonerville signs and the Pelham **Sun** became the Toonerville **Sun**. James Bailey, an 86-year-old retired Bronx Conductor, the original skipper who inspired the cartoon, attended the ceremony.

The company was unable to furnish a 1909-vintage car that Fox rode on August 8, 1909, but it transferred the smallest car on the system, a little Birney from Steinway Lines, a Third Avenue subsidiary, to Wolfs Lane for the ceremony. Behind it was a convertible in service on the line at abandonment.

Several people, wearing costumes similar to the characters in the cartoon, performed for the audience.

The last car ran at 1:32 AM August 1, 1937 and it was crowded. The passengers tore up advertisements and pulled down the pole while hundreds of children and adults watched.

During the intervening years, riding fell off. Service was discontinued on August 31, 1984. At the present time, there is no service on Pelhamdale Avenue east of Boston Post Road. The rest of the line is served by three other bus routes — 42 on Colonial and Pelhamdale Avenues west of Boston Road, 45 on Shore Road, and 53 on Wolfs Lane.

*(Continued on page 4)*

**TECH TALK**  
**by Jeffrey Erlitz**

Another milestone of sorts was reached on Monday, August 1 when CP Rail delivered M-7s 7500 and 7501 to the Long Island Rail Road at Fresh Pond in Queens. As of that date, the railroad's multiple-unit fleet was as follows:

CLASS	NUMBER IN SERVICE
M-1	318
M-3	172
M-7	480

Starting with this issue of the **Bulletin**, we are presenting the complete roster of Long Island Rail Road M-1 and M-3 class passenger cars. Here are the notes pertaining to the M-1 car class:

Exterior: Lightweight, stainless steel, multiple-unit control motor coach with fiberglass cab ends; 85' car length; 10'8" car width; 12'10" car height; 90,750 lbs. car weight (odd numbers only); 93,520 lbs. car weight (even numbers only); semi-permanently coupled in pairs; dual headlights and taillights; diaphragm on "B" end; lightweight trucks and taillights; double sliding side doors; color-coded destination signs on front above engineer's window and side; passenger-operated door open button next to each door set

Interior: 120-seat (odd numbers only) and 124-seat

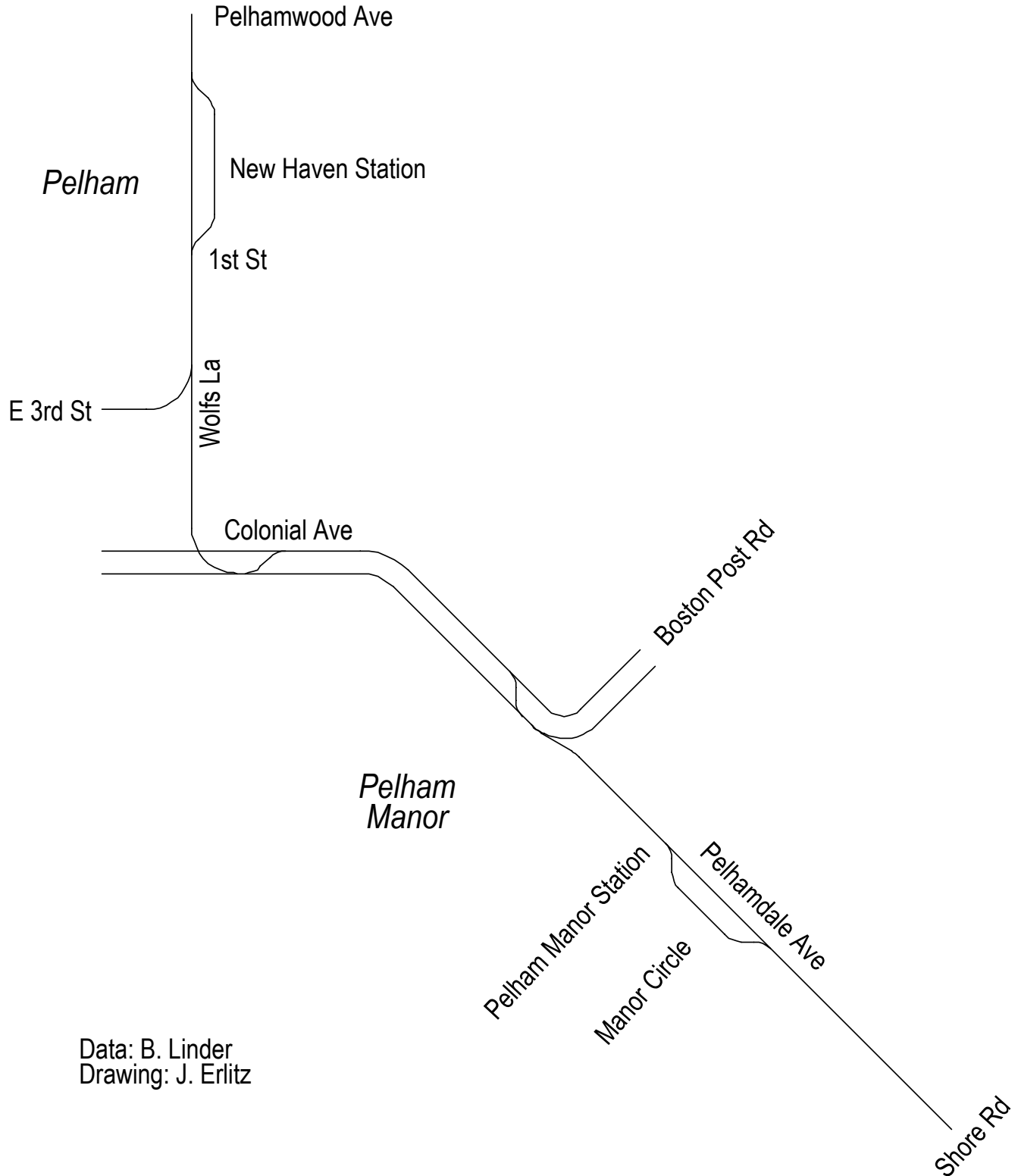
(even numbers only) coach; tile floor (odd numbers only) and carpeted floor (even numbers only); 2/3 non-reversible vinyl seating in various color patterns; one toilet (odd numbers only); no vestibules; engineer's compartment on "F" end; hinged end door ("B" end) and storm door ("F" end); fluorescent lighting; eight incandescent lights turn on when power to fluorescent lights is removed; air-conditioned; public address system; door close warning bell; passenger-operated door open button on windscreen

Modifications: Destination signs removed about 1972 from all cars, glass eventually replaced with stainless steel blanks. Passenger-operated door open buttons removed about 1975. Tile floors in smoking cars and carpeting in non-smoking cars replaced with vinyl flooring in 1970s. Large vertical grab iron added to left of storm door on front end, February to April, 1978. Door close warning bell replaced with alarm-type warning sound in 1980s (?). All seats replaced with dark blue and burgundy seats in 1980s (?). "Egg crate" style light diffusers in doorways replaced with M-3-style translucent plastic diffusers, early 1990s(?). 4 seats removed and 1 flip-down seat installed (even numbers only) on either side of the vestibule at the "B" end of the car for

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**Pelham Manor Line**  
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**Pelham Manor Line**  
1929



Data: B. Linder  
Drawing: J. Erlitz

**Newark City Subway Extension Progress Report**

*(Continued from page 1)*

The presently under-construction branch of the nearly

70-year-old City Subway is, nevertheless, a step in the right direction.



Tunnel portal in front of New Jersey Performing Arts Center.



Construction along McCarter Highway.



Preliminary excavation on Broad Street.



Alignment behind office buildings.



New tunnel portal for extension..



Broad Street station, Newark.

## MTA LONG ISLAND RAIL ROAD TRAIN NUMBERS by Randy Glucksman and Jeffrey Erlitz

DAILY SERIES	WEEKEND SERIES	LINE	EASTERN TERMINAL(S)
1-99	6000	Babylon	Babylon (AM)
100-199	6100	Babylon	Babylon (PM)
200	6200	Ronkonkoma	Greenport
300	*6300	Port Washington	Great Neck/Little Neck
400	6400	Port Washington	Port Washington
500	6500	Oyster Bay	Oyster Bay
600	6600	Port Jefferson	Port Jefferson
700	6700	Hempstead	Hempstead
800	6800	Long Beach	Long Beach
900	6900	West Hempstead	West Hempstead
1000	*7000	Babylon	Lindenhurst/Massapequa Park/Seaford/Wantagh/Merrick
1100	7100	Babylon	Freeport
1200	7200	Port Jefferson	Hicksville
1300	*7300	City Terminal	Penn Station-Jamaica
1400	*7400	City Terminal	Flatbush Avenue-Jamaica
1500	*7500	Oyster Bay	East Williston
1600	7600	Port Jefferson	Huntington/Cold Spring Harbor (AM)
1700	7700	Port Jefferson	Huntington (PM)
*1800	*7800	City Terminal	Long Island City-Jamaica
2000	8000	Ronkonkoma	Ronkonkoma
2300	*8300	Ronkonkoma	Farmingdale/Bethpage
2400	*8400	Port Jefferson	Westbury
2700-2729	8700-8729	Montauk	Montauk/Bridgehampton
2730-2749	8730-8749	Montauk	Speonk
2760-2780	8760-8779	Montauk	Patchogue
2800	8800	Far Rockaway	Far Rockaway/Valley Stream
3000	*3080	Babylon	Babylon (AM) non-revenue
3100	*3180	Babylon	Babylon (PM) non-revenue
3200	*3280	Ronkonkoma	Greenport non-revenue
3300	*3380	Port Washington	Great Neck non-revenue
3400	*3480	Port Washington	Port Washington non-revenue
3500	*3580	Oyster Bay	Oyster Bay non-revenue
3600	*3680	Port Jefferson	Port Jefferson non-revenue
3700	3780	Hempstead	Hempstead non-revenue
3800	*3880	Long Beach	Long Beach non-revenue
3900	*3980	West Hempstead	West Hempstead non-revenue
4000	*4080	Babylon	Amityville/Wantagh non-revenue
4100	*4180	Babylon	Freeport non-revenue
4200	*4280	Port Jefferson	Hicksville non-revenue
4300	*4380	City Terminal	Penn Station-Jamaica non-revenue
4400	*4480	City Terminal	Flatbush Avenue-Jamaica non-revenue
4500	*4580	Oyster Bay	East Williston non-revenue
4600	*4680	Port Jefferson	Huntington (AM) non-revenue
4700	*4780	Port Jefferson	Huntington (PM) non-revenue
4800	4880	City Terminal	Long Island City/Hunterspoint Avenue-Jamaica non-revenue
5000	*5080	Ronkonkoma	Ronkonkoma non-revenue
5300	*5380	Ronkonkoma	Farmingdale non-revenue
5500	*5580	n/a	Hillside non-revenue
5700-5729		Montauk	Montauk non-revenue
5730-5749		Montauk	Speonk non-revenue
5760-5779		Montauk	Patchogue non-revenue
	5780-5799	Montauk	Montauk/Southampton/Speonk/Patchogue non-revenue
5800	*5880	Far Rockaway	Far Rockaway/ Valley Stream non-revenue

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## MTA METRO-NORTH RAILROAD TRAIN NUMBERS by Randy Glucksman

Listed below are the train numbering series used by Metro-North. There is one additional series, 5000, which is used for unscheduled equipment moves.

DAILY SERIES	WEEKEND SERIES	LINE/BRANCH	TERMINALS	SERVICE
300	n/a	Harlem	Crestwood-Grand Central Terminal	Daily
400	n/a	Hudson	Phillipse Manor/Greystone-Grand Central Terminal	Daily
500	9500	Harlem	North White Plains-Grand Central Terminal	Daily
600	9600	Harlem	Southeast-Grand Central Terminal	Daily
700	8700	Hudson	Croton-Harmon-Grand Central Terminal	Daily
800	8800	Hudson	Poughkeepsie-Grand Central Terminal	Daily
900	9900	Harlem	Wassaic-Grand Central Terminal	Daily
1000	1000	New Haven	Non-revenue New Haven Line & New Canaan	Daily
1100	1100	New Haven	Non-revenue New Haven Line & Waterbury	Daily
1200	n/a	New Haven	Harrison-Grand Central Terminal	Daily
1300	6200, 6300	New Haven	Stamford-Grand Central Terminal	Daily
1400	n/a	New Haven	Bridgeport-Grand Central Terminal	Daily
1500	6500	New Haven	New Haven-Grand Central Terminal	Daily
1600	n/a	Shore Line East	Old Saybrook-New Haven/Stamford	Monday-Friday
1700	6700	New Haven	New Canaan-Stamford/Grand Central Terminal	Daily
1800	6800	New Haven	Danbury-Grand Central Terminal	Daily
1900	6900	New Haven	Waterbury-Grand Central Terminal	Daily
2000	2000	Highbridge Yard	Grand Central Terminal-Highbridge Yard	Daily
2300		Harlem	Non-revenue Grand Central Terminal-Crestwood	Daily
2400		Hudson	Non-revenue Grand Central Terminal-Phillipse Manor	Daily
2500		Harlem	Non-revenue Grand Central Terminal-North White Plains	Daily
2600	2600	Harlem	Non-revenue Grand Central Terminal-North White Plains-Brewster	Daily
2700		Hudson	Non-revenue Grand Central Terminal-Croton-Harmon	Daily
2800	2800	Hudson	Non-revenue Grand Central Terminal-Croton-Harmon-Poughkeepsie	Daily
2900	2900	Harlem	Non-revenue Brewster-Wassaic	Daily

On occasion, the weekday Deadhead train numbers are used on Holiday programs and appear on weekend-type timetables.

### MTA Long Island Rail Road Train Numbers

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**Notes:**

All lines except City Terminal use the same train number series to Penn Station, Flatbush Avenue, Hunterspoint Avenue, or Long Island City  
All lines except Babylon, Port Washington, Huntington, Montauk, and weekend Greenport use number series ending in 0-49 for AM trains and 50-99 for PM trains

\* Number series allocated but no trains operating this service in the current timetable

**Exceptions:**

DAILY SERIES	WEEKEND SERIES	LINE	EASTERN TERMINAL(S)
2099		Ronkonkoma	Ronkonkoma (AM)
2798		Montauk	Montauk
	3796	Hempstead	Hempstead non-revenue (weekday)
4399		City Terminal	Penn Station-Jamaica non-revenue (weekday)
4799		Port Jefferson	Huntington (PM) non-revenue (weekday)
	8759	Montauk	Patchogue
	8798	Montauk	Patchogue
	8799	Montauk	Southampton

# Commuter and Transit Notes

by Randy Glucksman

## Metropolitan Transportation Authority

After state leaders settled their differences over how to pay workers on state transportation projects, the Capital Program Review Board approved a large portion of MTA's 2005-2009 Capital Program. *The New York Times* reported that half of the money would be allocated to the Second Avenue Subway (SAS), East Side Access (ESA), and Lower Manhattan/JFK Airport projects. At the same time, a five-year State Department of Transportation Capital Program also received approval. Funding for these projects is also contingent on the \$2.9 billion Transportation Bond Act that voters will be asked to approve on Election Day, November 8. The first segments of SAS and ESA would each receive \$450 million. Metro-North has been allocated \$51 million, which would be spent as follows: \$30 million – 30 M-8s (2006), \$10 million – Parking Improvements (2007), and \$11 million – Track Improvements (2008). A \$3.8 billion Transportation Bond Issue was rejected by voters in 2000.

That same day, NY State Comptroller Alan G. Hevesi issued a statement opposing the bonding plan, calling it a "fiscal gimmick." *The New York Times* reported that according to Mr. Hevesi, "the refinancing would mean \$1.3 billion in upfront savings, which is earmarked to help build and improve bridges, roads, rail service, ports and related facilities, but that huge payments would come due in the future that would add up to a \$460 million hit to taxpayers." Stay tuned.

Meanwhile, the MTA Board announced that there would be no fare increases in 2006. This was caused by higher-than-anticipated revenues, which came in the form of higher and some one-time mortgage recording taxes, because of commercial properties that changed owners, lower debt-service costs, and new sales taxes. Some of these funds will be spent to increase peak hour service on the Long Island Rail Road and Metro-North, adding bus service to match Staten Island Ferry service, and cleaning subway stations and tracks.

## MTA Metro-North Railroad (East)

Deliveries of M-7s are continuing, and at the end of June 196 cars were in service. This includes the entire base order of 180 cars, with the balance coming from the first option of 120 cars. All are expected to be on the property by early next year. This would be followed by a 36-car option, which would completely replace the ACMU and M-1 fleets.

The table below lists the proposed Metro-North EMU fleet at the end of each year. These totals assume delivery of the 36-car M-7 option, remanufacture of the M-3s, and delivery of M-8 cars beginning in 2008. Should remanufacture of the M-3s not be possible (e.g. lack of

bidders), other options such as the purchase of additional M-7s would be considered.

CLASS	2003	2004	2005	2006	2007	2008	2009
M-7	0	180	300	336	336	336	336
M-3	142	140	140	140	140	140	140
M-1	176	170	80	0	0	0	0
ACMU	61	0	0	0	0	0	0
Total Hudson and Harlem	379	490	520	476	476	476	476
Total New Haven	344	344	344	344	344	354	444
Total MNR	723	834	864	820	820	830	920

Metro-North terminated the contract with BT<sup>2</sup> ta, to overhaul the 24 former west-of-Hudson Comet IIs, due to what was termed the "contractor's financial instability and failure to provide necessary bonding." Metro-North will try to re-advertise the contract. At the present time, it is not known where these cars were moved to, but they are no longer at Highbridge Yard. At this time the remanufacturing market is weak, so other alternatives are being explored.

On August 1, the opposite side boarding which had been taking place for several years for morning inbound Hudson Line trains was eliminated, and those trains now operate on their correct station platforms on Track 4 (the Hudson River side). However, reverse peak trains between Tarrytown and Croton-Harmon in the AM and PM are running via express between those stations, and passengers destined for or boarding at Philipse Manor and Scarborough had to use a shuttle bus to reach Croton-Harmon or Tarrytown. This service plan was in effect through the end of September, except for Labor Day.

Metro-North will be operating two excursions in the upcoming months. The first, named the "Naugatuck Flyer," will operate on Sunday, September 11, using a standard Bombardier train with a Genesis unit as the motive power. The Naugatuck Railroad will use its New Haven Railroad RS-3 0529 on its portion of the trip. It is planned that there will be at least one photo stop and probably more. Coach fares are \$65 for adults and \$40 for children. Lunch is on your own in Thomaston.

The second trip will be a "Farewell to the FL-9s." That will occur on Sunday, October 23, 2005. Two New Ha-

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**Commuter and Transit Notes**

*(Continued from page 8)*

ven-painted (hopefully...) FL-9s, MN-1, 4 Bombardier coaches, and MN-2 will be used. The trip actually originates out of Grand Central Terminal on a private section of Train #6510 (8:07 AM). A change will be made to the excursion train at Stamford. Excursion train routing is: Stamford/Devon/Derby Junction/Housatonic Railroad/Danbury/Stamford. A special MU train will then run from Stamford to Grand Central Terminal for New York riders. Boarding/detraining will be permitted at Stamford. Again, there will be at least one photo stop and probably more. Coach fare: Adults, \$75, children \$40. First Class fare aboard the ex-*Phoebe Snow* observation cars (MN-1 and MN-2) is \$200. Coach and First Class passengers receive a boxed lunch and admission to the Danbury Railway Museum. Tickets for both trips will be sold exclusively on the web, at [www.mta.info/mnr/html/grouptour/excursions.htm](http://www.mta.info/mnr/html/grouptour/excursions.htm). First Class tickets had a very limited availability for the "Farewell to the FL-9s" trip and were only being sold by telephone. Call the MNR Group Travel Office at (212) 499-4398, Monday-Friday, 8:30 AM to 5 PM.

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

Because of NJ Transit's July 1 fare increase, the April 24 timetable was reissued with a "Revised July 5, 2005" date.

NJ Transit has been operating Metro-North Comet III cab cars 5009-5010 (II), which were delivered as 5179-5180 in 1991. The original plan was for NJ Transit to swap those cars for two Comet II cab cars, 5135-5136. This arrangement was found not to be legal, and the Comet IIs were rehabilitated and converted to trailers. Now, there is word that the two transit agencies are negotiating a lease of those cars. The 65 Comet V cars that were purchased exceed the number required for service, and so Metro-North is now receiving financial credit for a small number of coaches on an interim basis over and above those that are required per the service agreement.

Construction of the "Nanuet" and "Long" Sidings on the Pascack Valley Line was to have begun last month. Work is already underway at "Hackensack" and "Hasbrouck Heights" Sidings. As of now, the construction schedule calls for work to be completed at all sidings except "Long" by next January. "Long" is to be completed by July. The expanded weekday off-peak service of six additional round-trips and eleven weekend round-trips will be implemented at the earliest possible date, but not later than September 30, 2007.

**Connecticut Department of Transportation**

Member Bob Underwood sent an article from *The New Haven Register* reporting that a deal was made wherein there will be an exchange of properties plus \$1.5 million, which will allow construction of a new station at Westbrook on Shore Line East. Bob wrote that

this has been in the works for a long time, and that Westbrook has the lowest ridership of any SLE station. Construction is continuing on the new stations at Branford, Guilford, and Clinton.

I spoke with Bob on July 11, and he informed me that earlier that day, Train #1935 (6:49 AM Waterbury/Bridgeport) was powered by leased Amtrak P-40 833. A Connecticut TV news reporter told viewers that the Waterbury Branch was getting eight new locomotives. Actually, Bob says, these locomotives could also be used on other Connecticut lines, including Shore Line East. Ultimately, this will cause the retirement of the remaining FL-9s and three FP-10s.

The driver of a gasoline truck that swerved to avoid another vehicle was killed when his truck overturned on Route 7 in Ridgefield, Connecticut on July 13 and burst into flames. This forced the closure of the highway for three days, while repairs were made. State transportation officials arranged for two additional round-trips to be operated on the nearby Danbury Branch on July 14 and July 15. Member Glenn Rowe reported that both runs used FL-9s as motive power. These extra trains were:

TRAIN NUMBERS	TERMINAL	DEPARTURE TIME
3861 and 3875	Danbury	12:18 PM and 3:52 PM
3816 and 3832	Stamford	10:35 AM and 2:35 PM

**MTA Long Island Rail Road**

*Newsday's* editorial on June 22 supported the LIRR's plan for a third track between Bellerose and Hicksville, and called the legislators who were trying to have the project removed from the 2005-2009 Capital Program, "timid," saying that, "they should know better than to let irrational fears sidetrack this vital project." *Newsday* wrote that the need for this project is "beyond question" and "absolutely essential to handle the increased commuting to New York City in the years ahead and to give more options for those who commute in the opposite direction from the peak hours flow of travel."

Over the weekend of August 13-14, buses replaced train service on the Ronkonkoma Branch to enable grade crossing work to be performed at New Highway in Farmingdale and Straight Path in Wyandanch. Ronkonkoma trains terminated/began their runs at Farmingdale, and passengers who were destined for, or boarded at, stations between Pinelawn and Greenport used buses which connected to rail service at Hicksville. A special timetable was produced.

Member Bob Kingman answered the question posed in the July *Bulletin* concerning the LIRR's damaged M-7 cars. Bob wrote that just two cars have to be repaired, not four. Only 7118 and 7279 have to be sent out. 7117/7280 are presently mismated.

*(Continued on page 10)*

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

A freight train derailment at Waldwick, New Jersey on July 6 snarled the evening commute for thousands of Bergen and Main Line riders. According to **The Star-Ledger**, an 11-car Norfolk-Southern train that was headed east derailed just north of the Waldwick station at about 5 PM. Further complicating things were a heavy rain storm and NJ Transit's inability to get buses to the right places.

**The Montclair Times** (June 24) reported that a meeting was held in May between NJ Transit Executive Director George Warrington and the Montclair Public Transportation Committee. At that meeting it was revealed that weekend service on the Montclair-Boonton Line could begin during the fall of 2008 after completion of platform and track work at Newark Broad Street. In 1998, in order that the Montclair Connection could be built, the towns along the line required an agreement that there would not be weekend train service until 2005. A story was published in **The New York Times** (New Jersey Section – July 24) entitled "Those Freight Train Blues," reporting about the public's opposition to expanded freight train service. One week later, a Letter to the Editor appeared wherein one Summit resident wrote, "The Morris & Essex Lines run trains on weekends that are so crowded with people happy to leave their cars home that sometimes Conductors can't get through to collect the fares. Why can't the Montclair Line have a similar problem?"

Although none of the 100 multi-level cars that were previously ordered are on the property, NJ Transit has exercised the option that it had with Bombardier for 131 additional cars. Once deliveries begin (possibly this month), they will replace older cars on the Northeast Corridor Line, which will then begin the process of retiring the Comet I and Comet Ib cars. In other business, the Board approved funding for future major projects, including the Trans-Hudson Express Tunnel (THE Tunnel), extension of HBLRT to Tonnel Avenue in North Bergen (which should occur by the end of this year) and the FY06 Capital Program, which includes:

- \$177 million for rail infrastructure improvements and new rail equipment purchases (see above)
- \$88 million for rail station improvements, including Newark Broad Street, Ridgewood, Trenton, and Metropark
- \$79 million for system-wide improvements such as technology upgrades that improve efficiency and reduce operating costs
- \$28 million for bus and light rail infrastructure and equipment improvements
- \$26 million for new projects, such as the THE Tunnel to midtown Manhattan, Passaic-Bergen

County rail service. and the Hudson-Bergen Light Rail extensions

- \$15.59 million for park/ride expansions, including at the Edison station and the Route 23 Wayne Park & Ride

The balance of the capital program is dedicated to fixed expenses, which includes debt service (\$311 million), capital to operating transfer (\$356 million), and other state and federal earmarks for specific programs (\$66 million). Rebuilding of the Woodbridge station (North Jersey Coast Line) began last month. Some of the work to be done includes replacement of the existing high-level platforms, ticket office, and waiting area. The waiting area will be replaced and there will be heated platform shelters and wheelchair-accessible restrooms. Woodbridge currently serves about 1,600 passengers each weekday.

Since Amtrak has indicated that it would not be using the proposed Farley-Penn Station, and NJ Transit will, this news item appears here. On July 18, the Empire State Development Corporation announced that it had selected The Related Companies and Vornado Realty Trust as developers of the project to convert the Farley Post Office Building into the Moynihan Rail Station. A modification has been made to the design wherein the 120-foot, glass-and-steel parabolic arch earlier planned to top the building has been eliminated and the structure will instead have a grid of skylights that will recall the great interior space of the former Penn Station. Construction is set to begin next year with completion scheduled for 2011.

The 2005 PGA Championship was held at the Baltrusol Golf Club in Springfield, New Jersey from August 8-14. Last year, the U.S. (Golf) Open was held at the Shinnecock Hills Golf Club, and the Long Island Rail Road operated an extensive service to that event, even going so far as to build a temporary high-level platform. In order to provide service to Summit, where free shuttle buses were to take visitors to the venue, NJ Transit suspended midday service on the Montclair-Boonton Line in order to use these crews and the equipment. The following weekday trains were cancelled during this event: #6227, 6231, 6233, 6237, 6241, 6249, 6222, 6226, 6230, 6234, 6238, 6242, and 6244. Westbound, passengers were advised to ride the PGA Special trains from New York Penn and changed at Newark Broad Street for trains out of Hoboken. Eastbound from MSU, passengers were advised to ride Hoboken-bound trains and change and Newark Broad Street for *Midtown Direct* trains. The PGA Specials were numbered in the 6700-series (weekdays) and 6800-series (weekend). Westbound trains stopped at Secaucus, Newark Broad Street, and Summit. Eastbound, some trains ran express between Summit and Newark Broad Street, but most made some of the stops. NJ Transit produced a special brochure for the golf tournament.

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Since there was no parking available at the Golf Club, NJ Transit was designated as the Preferred Transportation Provider. Two special PGA Rail Passes were sold on the Internet: a Four-Day for \$20 and a Three-Day for \$15. They were honored from any point on NJ Transit's rail system. Reduced fares were also available.

NJ Transit produced a brochure to promote "Group Trips." A "group" consists of between 10 and 95 people who are traveling together, and must be scheduled during off-peak hours, weekends, or select holidays. Tickets are approximately 25% off the regular cost of adult and children's Round-Trip Excursion Tickets. On the Atlantic City Line, the cost is 25% off the price of one-way tickets. Did you ever consider renting an entire car? It is possible, especially if the group has from 96-440 people, then it is required. Details are available from Customer Service Group Sales.

On July 1, a new timetable was issued for HBLRT. NJ-ARP reported that an informal survey of HBLRT's parking lots at the 34<sup>th</sup> and 22<sup>nd</sup> Street stations in Bayonne contain a significant number of cars with New York State license plates. The individual who reported this also wrote that about 1-2 months ago, he heard that Port Authority of New York & New Jersey officials feel that the Bayonne Bridge may have to be replaced with a higher structure to allow the modern supertankers to enter Port Newark-Elizabeth when filled to capacity. He suggested that the politicians on both sides of the Hudson get together and build a bridge that would allow HBLRT to serve Staten Island, as well as 4 lanes of auto traffic, bicycle-only lanes, and pedestrian-only lanes to serve as a 21<sup>st</sup> Century model of a truly Intermodal Transportation Corridor.

**Port Authority Trans-Hudson Corporation**

A new PATH Timetable, Map, and Guide, was issued effective June 26. Headways on the Newark/World Trade Center Line were increased from 10 to 15 minutes between 10:30 AM and 2:45 PM.

Thursday, July 28 turned out to be a significant day for the Port Authority as the Commissioners approved construction of the new World Trade Center station. Designed by the noted Spanish architect Santiago Calatrava, he described the changes as a "maturation" of his "bird-in-flight" design. There will be twice as many steel ribs in the revised design, reducing the amount of exposed glass. This decision came one day after NJ Transit's board of directors approved construction of THE Tunnel project (please see **NJ Transit**, above, for details). The original design, which was unveiled a year and a half ago, was modified to address security concerns. When first proposed, the facility was described as a "Grand Central Terminal for Lower Manhattan." A groundbreaking ceremony is scheduled for September 6, on this \$2.2 billion project. Completion is set for

2009.

**Amtrak**

The cracks in the brake rotors of Amtrak's *Acela* Express trainsets may have been caused by a change in rotor design to include longer and thinner spokes, and these may have proven weaker than the original design. On July 11, almost three months after being sidelined, the first two trainsets with repaired braking systems were returned to service. They were placed into New York/Washington, D.C. service. Trains #2102 and #2120 departed from New York at 7 AM and 4 PM, while #2107 and #2123 left from Washington at 7 AM and 3 PM, respectively. Passengers lucky enough to ride the speedier *Acelas* were not charged the premium fare until July 19, but those who have already purchased tickets at the *Metroliner* rates will not be charged the higher fare. There were actually four trainsets released, but two were retained as spares. At the end of July, six, and then nine *Acela* trainsets were operating.

With completion of a section of work, a new timetable for the Harrisburg/Philadelphia service was issued on May 16.

**Miscellaneous**

On June 29, I received an email reporting the 46<sup>th</sup> anniversary of the end of passenger service on the New York Central's West Shore Line. The date that I have known to be the end of West Shore service was December 31, 1959. When I delved into this further, it came out that on this date service was ended between West Haverstraw and Kingston/Albany. I emailed a friend, who had been a Conductor on several local railroads, including the New York Central, Penn-Central, and Metro-North, who supplied these additional details. "When the last train arrived at West Haverstraw in the wee hours on December 11, 1959, the engine was cut away from the two coaches and the service was history. The remaining coaches from the previous trains were all coupled together along with the last two cars and several engines were placed on the head end, air tested and got the highball and out of town. They headed toward Albany and some unknown destination. I was in the Army over in Germany at that time and this scenario was told to me by a former New York Central Conductor. And so it goes, forty-six years this December 11, 2005."

Member George Chiasson sent me a detailed report about a trip on and around the Northeast Corridor that he did in July. Here are some of his comments. "Ramsey-Route 17 is loaded with surveillance equipment, so I wasn't there long before a local Police Officer pulled in to see what I was up to. Thankfully I had an NJ Transit photo permit in hand. It is also a handsome facility, even if there isn't much around the area. The station has full-length high platforms, climate-controlled shelters, and, as you may have read, a large parking garage with lots of available spaces. Bay Street-Montclair on

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the Montclair-Boonton Line replaced a fairly ratty location at what used to be the end of the M&E's rush hour-only Montclair Branch. To say the least, things have sure come a long way since 1989! Consists seen there were commonplace of *Midtown Direct*, with NJT Comet Vs and ALP-44/46 electrics."

George continued south, stopping to visit both MARC and Virginia Railway Express. At VRE, he reported that at Rippon, "I saw my first train of ex-Metra/CNW Gallery cars, which look excellent, evidently having gone through a contract rebuilding. However, VRE did not acquire any ex-Metra cab control cars, so (it) uses (its) older Mafersa control cabs in these consists. The last Northbound train of the morning rush, at Quantico, had more Kawasaki bi-levels (which are of a design inspired by MBTA), but this time with another Mafersa control cab in the lead position. I noted that the Kawasakis have fancy, self-opening traps which slow their dwell times at VRE's typical low-platform stations. In general, the degree of residential and commercial development mushrooming about the stations on the Fredericksburg Line is incredible. When we visited in 1991-92, stops were being made at existing Amtrak locations in Alexandria, Quantico, and Fredericksburg, while VRE had added L'Enfant Plaza, Woodbridge, Rippon, and Lee-land Road. By the time I returned in 1997 there were two new stops added at Lorton and Brooke (both in the middle of nowhere), then by 1998 there were Crystal City and Franconia-Springfield, to help take some of the load off the Metro. Today, virtually all of (VRE's) commuter lots fill up or come close, and most have sprouted some associated development. In fact, I had problems finding the VRE facility at Lorton because it is now being overrun by a very large residential complex.

"MARC has breathed considerable life into CSX's Frederick Branch. I only wish I'd had the time to look at the track arrangement in Point-of-Rocks, which must have seen considerable reconfiguration to accommodate this branch. Whatever the case, MARC's Frederick trains use the Brunswick Line to Point-of-Rocks, then turn east onto the 'Old Main Line' for a short distance to Frederick Junction, where they head north into Frederick itself. The 'Old Main Line' is the B&O's original route from Baltimore (Relay) to the West, which was gradually overshadowed by the later Metropolitan and Capitol Subdivisions through Washington, D.C."

Heading back to New England, a stop was made in Connecticut, where "there were at least two trainsets on Shore Line East with former Virginia Railway Express Mafersa coaches. These were replaced (in Virginia) by ex-Chicago bi-levels and remain fully in VRE numbers and markings. As VRE did not acquire cab control cars to go with its Metra/CNW coaches, it must retain the Mafersa control cabs for those trains until replacements

are eventually procured. Meanwhile, CDOT continues to deploy its Bombardier-built control cabs in front of the Mafersa coaches. I don't know if VRE has actually taken steps to replace the Mafersa control cabs anytime soon." George closed with: "it also occurred to me that given its single-line operation, Shore Line East would be an excellent candidate for electric motors. Perhaps one fitting scenario would be for MARC and SLE to exchange their motive power, bringing each more in tune with actual operating practice. As well, CDOT is now working to procure a new series of M-8 electric MUs for the New Haven Line and with mini-high platforms soon to be in use all the way to New London, maybe these, or M-6s, could be used in Amtrak territory east of New Haven. The bugaboo with MUs is the power frequency changeover and incompatible cab signals, but the M6s (and presumably future M-8s) can adapt to the 60Hz. Perhaps they would need work to meet NEC cab signal requirements."

**NYC2012NYC2016**

Well, after years of anticipation, "Decision Day" finally arrived on Wednesday, July 6, and New York City was eliminated from consideration during the second round. The winner was London. There was talk that the NYC2012 Committee would probably reform as the NYC2016 Committee.

**Other Transit Systems***Boston, Massachusetts*

Member Todd Glickman sent the Summer Rapid Transit cards, which now include both segments of the Silver Line. Separate cards were issued for the Red Line and Green Line bus shuttles, as well as the Silver Line Waterfront.

After 14 months, Savin Hill (Red Line) residents got their station back on July 31. This followed completion of a renovation job that had been expected to be finished in January. During that period, shuttle buses were used to bring riders to the JFK/UMass station.

*The Boston Globe* reported that ridership on the "T" during the first half of this year hit its lowest level this decade, counter to a national trend of increased transit use as the economy recovers from the 2001 recession and terrorist attacks. MBTA's buses, subways, and commuter trains are carrying about 100,000 fewer passengers per workday now than in the peak period over the last five years. The loss of customers means less fare revenue, contributing to the projected \$20 million deficit the agency faces this fiscal year. Daniel Grabauskas, who took over in May as general manager of MBTA, told *The Globe* that "we will boost ridership when we focus on reliability, cleanliness, accessibility." Thanks to Todd for these reports.

*Philadelphia, Pennsylvania*

Member Bob Wright updated some of what I reported in the July *Bulletin* and sent some additional news. "For whatever reason, SEPTA did not shut down 'L' ser-

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vice for the Market Street side work in June, as advertised. I think this may have been related to the possible City Transit Division strike on June 15 but I don't know for sure. Anyhow, the 9-day shutdown, starting July 15, was still 'on', as is another in August.

"Route 36 trolley service is out mainly because of bridge work on Lindbergh Boulevard just west of 54<sup>th</sup> Street, where an ancient and decrepit bridge over the CSX mainline is being replaced. Those familiar with Philadelphia will recall this bridge as the one with the thru-girder in the center, which caused the trolley tracks to veer around it slightly. This will not be replicated on the new bridge. SEPTA is taking advantage of the outage to replace track on adjacent portions of Elmwood Avenue and Grays Avenue. In Route 15 news, DVARP must have been slightly off, as the line goes no further west than 63<sup>rd</sup> & Girard, so there is no rail or wire at 66<sup>th</sup> Street. I believe this activity was occurring at 60<sup>th</sup> Street, where the pull-in track to Callowhill Depot is located. The pull-out track is on 59<sup>th</sup> Street, not 58<sup>th</sup>, and the 59<sup>th</sup> Street track controversy is what has delayed the start of rail operations since last summer. The situation seems to have been resolved (one of our local papers exposed the real culprit - a politician who didn't want to lose her parking spot) and things seem to be back on track (no pun intended) again. Operator re-qualification was supposed to start on July 11, in the hopes of getting service started with the fall schedule adoption on September 4. Interestingly enough, the warranties on the PCC-IIs may expire before some of the cars even start service - 2-year warranties were specified for each car, and some of those are about to celebrate their second anniversaries on the property this summer. Go figure. You may have read about the Live-8 concert on July 2. SEPTA had a chance to shine, but chose not to, and operated usual Saturday schedules on the Regional Rail side (all but 2 of the lines operate hourly on Saturdays, the only exceptions being the R1/Airport and R5/Paoli/Malvern which have 30-minute headways). Extra cars were operated, but there were crush loads and lots of bad stories. In the evening, trains were basically dispatched as quickly as they could be on all lines to get the crowd out of town, and there are reports of numerous Train Operators who may have violated the hours of service rule. As could be expected, many of the most vocal complainers about the service were those who rarely use the trains and didn't know what to expect — some didn't buy tickets ahead of time, despite all the urging to do so, others didn't have any awareness of schedules and merely showed up at stations, then complained about 'long' waits, etc. I'm sure more will come out."

From **Cinders**: Hard to believe, but SEPTA's AEM-7s are nearing 20 years of age, and the transit agency is

soliciting bids to overhaul their traction motors. SEPTA awarded a \$5.4 million contract for engineering and design work on the 3-mile extension of the R3 from Elwyn (MP 15.0) to Wawa (MP 18.0). This first part of the estimated total \$51 million project includes construction of a park & ride station at U.S. 1 at Wawa. Until August 2, 1986, trains ran to West Chester (MP 18). The former intermediate stations that appear in SEPTA's Employee Timetable are: Williamson School (15.8), Glen Riddle (16.6), and Lenni (17.3). Continuing on to West Chester were these stations: Darlington (18.7), Glen Mills (20.2), Mills (20.5), Locksley (21.5), Cheyney (22.2), Westtown (23.9), West Chester University (27.1), and West Chester (27.4). Member Larry Kiss told me that at one time the line, which was not electrified, continued on to Frazer where it connected to the Main Line, today's R5 line. These stations were: Biddle Street (28.2), Fern Hill (29.1), Green Hill (29.8), Kirkland (30.9), Morstein (32.2), Immaculata (33.2), and Fraser (33.9).

**Washington, D.C. area**

New rules went into effect in July for Virginia Railway Express passengers who ride Amtrak trains. In addition to a valid VRE ticket, "Step-Up" tickets are now required. Passengers without a Step-Up ticket will be asked to purchase an Amtrak ticket for full fare. These tickets do not need to be validated before use and are collected by the Amtrak Conductor as he or she passes through the train.

VRE notified riders on Trains #328 and #331 that those trains are now equipped with 6 Kawasaki cars and 2 single-level cars. The Kawasaki cars are automatic. However, the trap will not fully open if the sensors believe that there is someone within the vestibule. For this reason, passengers must remain within the body of the car until the trap is completely in the upright position. If you accidentally step into the vestibule and the trap does not open, step back into the body of the car. The trap will open within about 15 seconds. Finally, the last two cars have manual doors. Because most platforms are shorter than this set, these doors will not open. (Please see George Chiason's comments about this.)

**Pittsburgh, Pennsylvania**

PAT ridership has increased due to a slight improvement in the economy and the increasing price of gasoline. **The Pittsburgh Post Gazette** reported that in June light rail ridership was up 10.5 percent, to 26,465 a day, compared with the same month last year. Bus ridership was up 3%. Thanks to members Harold Geisenheimer and Karl Groh for this report.

**South Florida**

In mid-July, CSX officials apologized for the horrendous delays that Tri-Rail riders had endured during the previous weeks. Copies of the letter that was written to the South Florida Regional Transportation Authority, operator of Tri-Rail, were distributed to passengers. The

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railroad also will hire a consultant to offer recommendations to improve Tri-Rail's on-time performance. In the near term, CSX is examining its dispatching procedures to reduce commuter train delays. Many of the delays were caused by freight traffic operating during peak hours, a violation of the service agreement between CSX and SFRTA. Some of the delays were attributed to the Double Tracking Project, which is nearing completion. Thanks to member Joe Gagne for sending this report from **The South Florida Sun-Sentinel**.

Thanks to Karl Groh for sending a copy of Tri-Rail's June 6 schedule, which has to be the smallest in size of any that this transit agency has ever issued. Folded, it is 3"x5", and open, it is 5"x12". Gone are the separate sections for daily and weekend service. Instead, all trains are listed as either southbound or northbound, and a note below the train number indicates which days of the week the train operates.

**Chicago, Illinois**

Member Andre Kristopans had some comments about the Highliner news item which appeared in the July **Bulletin**. "The first group was 130, not 131 (1501-1630), with 1509 having been destroyed in the 29<sup>th</sup> Street wreck when it was almost new. The second order was originally for 35 (1631-1665), but a 36<sup>th</sup> car (1666) was added on to replace 1509. For years, the fleet has been 165 cars. Note that all IC cars are fully independent, not married pairs. Normally trains are 2, 4, or 6 cars long and cars are paired up blind end to blind end, but this is not necessary. There have been 5- and 7-car trains run, and I have seen a 6-car train with 5 facing one way and 1 the other! Also, when the fleet was being rebuilt by Morrison-Knudsen, the first 15 or so came back in the 'old' orange and brown, but then Metra changed (its) mind and the rest came in silver and blue. The ones in orange/brown have never been repainted, and are still like that. Some think as a result that they are not rebuilt, but they most certainly were!"

A follow-up email from Andre reported that the first new Highliner was numbered 1201, so presumably this group will extend through 1226. Just in case you were wondering why 1201 was selected, according to Andre, "RTA had planned for years to renumber the existing cars from 1501-1508, 1510-1666 to 1001-1165 (in order). Why this has not been done I am not sure, but apparently on paper the idea still exists!"

On June 24, ground was broken for a new station, which will replace the existing 1970s station at 143<sup>rd</sup> Street and Southwest Highway, on Metra's SouthWest line. For \$10 million, commuters will get a fully-enclosed 3,200-square-foot brick warming house with stone and cedar siding, signs, lighting, and landscaping. Amenities will include a 24-hour indoor shelter, vendor area, restrooms, and covered outdoor waiting areas. To improve

pedestrian flow, two 465-foot platforms and a pedestrian crosswalk will be added. There will also be improved vehicular access to the station. Completion is scheduled for this December, at which time service will be increased to 30 trains each weekday, with more rush hour and off-peak service. Presently, 16 trains operate each weekday. Thanks to Bob Hansen for this news.

**St. Louis, Missouri**

A section of the west approach to the McKinley Bridge fell on July 21, while crews were working to remove it as part of the plan to rehabilitate the aging structure to bring the former interurban and Route 66 Bridge up to current highway safety standards. The incident occurred as a piece of work equipment was removing paving from the deck of a section very near where the west approach crosses Broadway in North St. Louis. No injuries were reported, even to the operator who rode the equipment to the ground. Member John Pappas, who sent this report, also wrote that "the McKinley Bridge had been used by Illinois Terminal to leave St. Louis and cross the Mississippi. It was last used by the suburban line to Granite City, Illinois, which featured the eight double-ended PCCs. The tracks on the bridge were in use relatively recently. As I recall, **The St Louis Post Dispatch** still got carloads of paper in their basement, which used much of the facility of IT's former underground station. Metrolink uses the nearby Eads Bridge, which is a massive, stone edifice that looks like it could stand the millennia. It received a rehab in connection with Metrolink, so should be in dandy shape. The McKinley Bridge was of much lighter construction. I saw it once about 1980, but didn't drive across it. I've walked the Eads Bridge in 1963, taking pictures of all the suburban bus lines that Bi-State had recently acquired."

**Seattle, Washington**

At its July board meeting, Sound Transit approved an extension of its LRT to SeaTac Airport. Service is set to begin on the Central Link Light Rail System by 2009 and on the Airport Link by December of 2009, in time for the 2010 Winter Olympics, which are to be held in Vancouver, B.C.

Also in July, Sound Transit reported that it had modified the preferred route, profiles, and station locations for the North Link light rail project and identified University Link as the preferred segment of North Link for purposes of the final supplemental EIS and for obtaining a New Starts rating from the Federal Transit Administration. The First Hill station was eliminated from the preferred route because of its cost and schedule risks and the inability to effectively compete for that New Starts grant. The Sound Transit staff is exploring the feasibility, benefits, and costs associated with providing alternative transit connections to the First Hill neighborhood, such as improved bus service, shuttle bus, streetcar, or possibly a potential future rail spur connection from the Capitol Hill station to First Hill.

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Residents of King, Pierce, and Snohomish Counties, aged 12 years and younger, were invited to submit names for the 360-ton tunnel boring machine. This machine will be used to dig the Beacon Hill Tunnel. Obayashi Corporation, owner of the TBM, will award a prize to the winner.

After several years of talk to extend the 1962-era Seattle Monorail, the Seattle Monorail Project Board announced that it was abandoning plans for a 14-mile extension from West Seattle to Ballard. What led to the downfall of this project was the estimated \$2 billion cost of construction and the \$9 billion in interest payments over a 50-year period.

*San Francisco, California*

Member Dennis Cavagnaro sent an article from the **San Francisco Chronicle** reporting that ridership on BART's line to SFO Airport and Millbrae has fallen short of projections. The main reason cited has been Caltrain's "cheaper *Baby Bullet* trains". It has been two years since opening day, which took place on June 22, 2003. Data from BART's website show that the stations from Colma south all rank in the bottom 10 in ridership among the system's 43 stations. Both BART and Samtrans report that ridership has been increasing steadily, but not as was initially promised. Millbrae, which had been projected at 15,900 weekday boardings in its first month, has never attained even half of that amount. Because San Mateo County is not part of the three-county BART district, the San Mateo County Transit Department agreed to pay the operating costs for the stations from Colma south. BART expected the SFO Extension to be profitable within five years, after which both agencies would begin to share profits. But because BART was losing so much money, last year, the agencies agreed to send all Millbrae trains through the airport, thus adding about 5 minutes of running time. Ironically, Samtrans subsidizes the *Baby Bullet* service, on which ridership is up more than 12%.

A **Chronicle** reporter made a trip from Hillsdale in San Mateo to downtown San Francisco. In three of the following categories, Convenience, Time, Cost, and Intangibles, Caltrain won three. BART won for Convenience, in that the change from Caltrain to BART at Millbrae only required passengers to cross the platform. Caltrain won in Time, because there are so many Muni buses at the 4<sup>th</sup>/Townsend Station. For Cost, using BART to Millbrae (\$1.75) and to Montgomery (\$3.55) came to a total of \$5.30. Caltrain's fare for the equivalent ride was \$4.75. That includes the Muni bus fare of \$1.25. Under the category of Intangibles, although BART has more frequent service and Caltrain's service is slower, for those not using the *Baby Bullets*, frugal commuters can skip the Muni bus and walk the slightly more than one mile distance, thus saving \$1.25. The reporter also

wrote that riders can also eat and drink (even alcohol) aboard Caltrain, but not on BART.

A rush hour strike on July 6 was averted, when representatives of BART's two largest unions and management came to terms on a tentative agreement. The previous agreement had expired as of 12:01 AM, Friday July 1.

*Los Angeles, California*

LACMTA took delivery of its first new P2550 model LRV in July. The car, which was built in Italy by AnsaldoBreda arrived aboard a Russian-built Anatov AN-124 heavy lift aircraft. All subsequent cars will arrive by ship. AnsaldoBreda is building 50 cars under this contract, and there are still two additional options for 50 cars each. The cars are eventually expected to see service on all LACMTA light rail lines. Thanks to **Railway Age** for the report.

*Ottawa, Ontario, Canada*

When our plans to visit friends in Baltimore were canceled at almost the last minute, my wife and I decided that we just wanted to go "somewhere" for the weekend of July 23-24. After checking the Continental Airlines special weekend fares, we decided to fly to Ottawa, a city that neither of us had ever been to before. It turned out to be a good decision. Besides giving me an opportunity to ride the "O-Train" (more about that later), there were lots of interesting things to do, with museums to visit, and we had some especially good meals there too. And the weather was spectacular. Because we were farther north than New York City, it was appreciably cooler. We rode the Route 97 bus from Ottawa Airport directly to downtown, and our hotel was just a short walk. Total trip time was under 25 minutes. This is because the bus, a New Flyer articulated, operates on the Busway for most of the journey.

Now the "O-Train." Operations began on October 15, 2001, using three Bombardier Talent DMUs, over five miles of a former Canadian Pacific Railway alignment. For a line that was most recently used for freight, it has an interesting right-of-way. Most of the line is above ground, although there are a tunnel section and a section in a cut, and trains run on a bridge that spans the Rideau River. There are also two railroad crossings, which bisect the line at ninety-degree angles; one is owned by the Canadian National Railway. Every OC Transpo employee I spoke with mentioned the word "pilot" when referring to this operation and that there are supposed to be plans for its extension. Both terminals, Bayview (north) and Greenboro (south), connect with the Busway, although it is a slightly more convenient (less walking) transfer at Greenboro. The line is single-tracked except for one station, Carlton University, where there are two tracks and two platforms. All other stations have only one side platform, which is generally on the left, as the train heads south toward Greenboro. Stations are slightly shorter in length than the cars and that

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

makes photographing a car completely within a station, impossible, because when stopped, the trainset overhangs the station. By the way, the station platforms are "Proof of Payment" zones, and you must have some type of fare media. The fine is C\$100 (US\$81.23).

Two of the three cars are used for service and the remaining car remains at the maintenance facility, which is located at the Greenboro end of the line, which I did not get to visit. They are numbered C1-C3 and these numbers only appear on the side of the operator's cab window and are not displayed as prominently as the numbers on OC Transpo's buses. Trainsets are air-conditioned. There are no interior strip maps, but there are automated PA announcements. The buttons that passengers use to open the side doors display their German origin because they contain the words "Bitte Drücken." There are decals in English and in French which inform passengers to push the button in order to open the doors. Speed signs along the right-of-way show a maximum speed of 65 kph (40 mph). Running time end to end is 12 minutes, and during weekdays and Saturdays service operates on 15 minute headways. On Sundays, half-hourly service is provided. The schedule calls for 58 weekday trips, 50 on Saturdays, and 32 on Sundays. On July 1, the fare increased by 10 cents to \$2.10. Regular bus fares are \$2.75 or two tickets. Pre-purchasing tickets is less expensive than paying on the bus. For example, the daily pass is \$6 vs. \$6.75.

**Terrorist Attacks and Security**

On Thursday, July 7, homicide bombers struck four times in the city of London, in the United Kingdom. Three occurred in the Underground near the Edgware Road station, between the King's Cross and Russell Square stations, and between the Liverpool Street and Aldgate stations. The fourth took place aboard a double-decker bus at Tavistock Square. Several days after these attacks, London police, after viewing video tapes, announced that those who set off the bombs had all set out from the Kings Cross station. The number of people killed was 56. One week later there were some similar attempts, which, fortunately, had less devastating results. Before the end of July, most of the suspects were in police custody. The following day, union leaders representing the Tube drivers said that they may refuse to work unless they got assurances that their lives would be protected.

In the aftermath of these attacks, transit systems around the world increased security. State Troopers from New York and Connecticut rode Metro-North trains. New York Governor Pataki even took a trip (aboard an M-7) to White Plains. Television news reports showed the Governor, who was accompanied by his security detail. Random checks were performed

aboard MTA New York City Transit buses and police were assigned to each subway train. As a precaution, the MTA turned off cell phone service in the Queens-Midtown and Brooklyn-Battery Tunnels, and the Port Authority did the same for the Holland and Lincoln Tunnels. After a few days, the MTA reconsidered that decision and restored the service; however, it took until July 19 for the PA to restore cell phone service in the Holland and Lincoln Tunnels. As a result of a cooperative agreement between NJ Transit and the NYPD, NYPD officers began riding NJ Transit trains in/out of New York Penn. This was a "first ever" for the NYPD. Gov. Pataki also signed an executive order giving police powers in New York State to NJ Transit Police. Within days of the second London events, this effort was expanded to the Port Authority Bus Terminal, NJ Transit, and PATH stations. NJ Transit distributed flyers describing its action plan for increased security. The number to call if you observe suspicious activity or a suspicious package is 1-888-TIPS-NJT. At Grand Central Terminal I observed New York and Connecticut State Troopers. Some National Guardsman at Penn Station were toting M-16 rifles. The Long Island Rail Road issued a simple "Notice" that advised passengers that effective July 22, their backpacks and other large containers would be subject to random search by police. A "Safety Alert Protocol" was distributed to employees, which authorizes the Movement Bureau, in coordination with the MTA Police, to stop trains for investigation.

Todd Glickman forwarded some news from Boston on this subject, as reported by *The Boston Globe*. Right after the London bombings, police briefly stopped all train service and raised the security level from "Code Orange" to "Code Orange Plus." The "T" also added transit police and personnel to station platforms, made more safety announcements, and began searching commuter rail and subway trains with sniffer dogs. At North Station, the commuter concourse is narrow, and when a train departs even a few minutes late, backups can occur. Now, security officials are not permitting passengers to enter the platform area until the train is announced and the sniffer dogs have done their work. MBTA has an agreement with the new Boston Garden Group to build an enlarged commuter rail waiting area when the old Boston Garden site is developed. Approximately 24,000 people travel through North Station daily.

Virginia Railway Express notified riders that precautionary steps had been taken to further secure its facilities and trains. These steps were in addition to the routine security measures already in place. There were increased marine patrols of bridges, sweeps of stations for suspicious materials and packages, and sweeps of trains before leaving the yards. Local police from all VRE jurisdictions increased their patrols at stations and CSX and N-S police increased their watch over the railroad infrastructure. Virginia state police have offered

*(Continued on page 17)*



**Commuter and Transit Notes**

*(Continued from page 16)*

their "sniffer" dogs for VRE's use. Passengers were also informed as to how they could be more vigilant.

**From the History Files**

**90 Years Ago:** On September 11, 1915, the first Pennsylvania Railroad electric train, composed of MP-54 cars, operated in the Philadelphia area from Paoli to

Broad Street. MP-54s ran until in Philadelphia until the early 1980s.

**45 Years Ago:** On September 7, 1960, 45 years ago, Glasgow retired its last trams.

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

**Tech Talk**

*(Continued from page 3)*

wheelchair use and wheelchair ramp storage locker, reducing seating capacity by 3, 1990s (?). FRA-mandated additional headlight added above storm door 1997-98. During 1999-2000, 132 cars were rebuilt under the Component Replacement Program. These cars received new trucks, new wheels, new or rebuilt traction motors, completely new computer controlled "Main [propulsion] Group", rebuilt and retrofitted "KM" propulsion group, rebuilt and retrofitted "Field Shunt" contactors, Converter/Inverter retrofit replaced Motor Alternator, US&S "Microcab" ATC package retrofit, rebuilt air-conditioning units and new evaporator coil/overhead heat coil assembly, bathroom retrofit, new battery set, new air compressor, new door operator panels, and a host of other smaller rebuilds and modifications. These cars were:

CAR	CAR	CAR	CAR	CAR	CAR	CAR
9013	9241	9377	9471	9555	9642	9691
9014	9242	9378	9472	9556	9657	9692
9021	9253	9397	9483	9561	9658	9697
9022	9254	9398	9484	9562	9659	9698
9037	9261	9400	9502	9581	9660	9699
9038	9262	9405	9503	9582	9661	9700
9075	9275	9406	9504	9607	9662	9703
9076	9276	9431	9509	9608	9663	9704
9107	9291	9432	9510	9609	9664	9709
9108	9292	9435	9513	9610	9669	9710
9161	9299	9436	9514	9611	9670	9715
9162	9309	9449	9523	9612	9671	9716
9181	9310	9450	9524	9625	9672	9721
9182	9313	9451	9529	9626	9677	9722
9187	9314	9452	9530	9633	9678	9723
9197	9331	9457	9531	9634	9679	9724
9198	9332	9458	9532	9639	9680	9755
9209	9371	9469	9533	9640	9689	9756
9210	9372	9470	9534	9641	9690	

Dispositions:

9001 and 9002 out of service 12-28-2004 and stored in Morris Park for possible preservation

9043 destroyed by fire, 5-19-1976

9074 destroyed by fire, 1977

9175:1 and 9176:1 destroyed by fire, 6-29-1970, at Johnson Avenue Yard

9243-9244 destroyed by fire

9379-9380 destroyed by fire, 1971

9048, 9058, 9193-94, 9272, 9359, 9481, 9592, 9717, 9726 out of service, stored at Calverton, until 8-15-2002, when they were disposed of

9366 wrecked when hit by train #657 after it struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington and derailed, 8-25-1988

9401 damaged by a fire in the cab, 12-15-2000. Converted into combination alcohol/sandite spray car and renumbered E-401, 8-2001

9591 damaged in an accident with a work train, 5-17-2001. Converted into combination alcohol/sandite spray car and renumbered E-591, 8-2001

9625 wrecked in the derailment of train #112 at Babylon, 8-24-1984, and cut up on the spot

**General:** The even numbered cars were designated "A" units and were always the non-smoking car while the odd numbered cars were designated "B" units and were the smoking cars; the "A" unit is always on the east end of the pair. Cars 9175:2 and 9176:2 were ordered as replacements for the two that were destroyed by fire

Next month, I will start the actual roster.

Over on the subway, the temporary platforms were removed from over Track 2 and installed over Track 3 between 219<sup>th</sup> Street and Nereid Avenue on the White Plains Road Line (2) over the weekend of July 16-17. In addition, the terminal at Wakefield-241<sup>st</sup> Street is out of service from July 30 to December 11. Both of these changes were to enable Judlau Construction, under contract C-34574, to reconstruct the thru-spans (at all of these stations) and rehabilitate the 241<sup>st</sup> Street station without train and pedestrian traffic. This project is now over 80% complete.

In other station closing news, Norwood Avenue on the BMT Jamaica Line (JZ) is closed from July 18 to December 31 to let Ahern Painting Contractors proceed with the structural rehabilitation of this portion of the line under contract C-33233.

Twelve escalators are being replaced at the 34<sup>th</sup> Street-Herald Square station on the Sixth Avenue (B D F V) and Broadway (N O R W) Lines. The joint venture of Granite Halmar-Fujitec America is the contractor for this project, contract E-34011. This work is scheduled to take 3½ years and will also replace four existing escalators with two new staircases.

On the Sea Beach Line (N), Judlau Contracting, In-

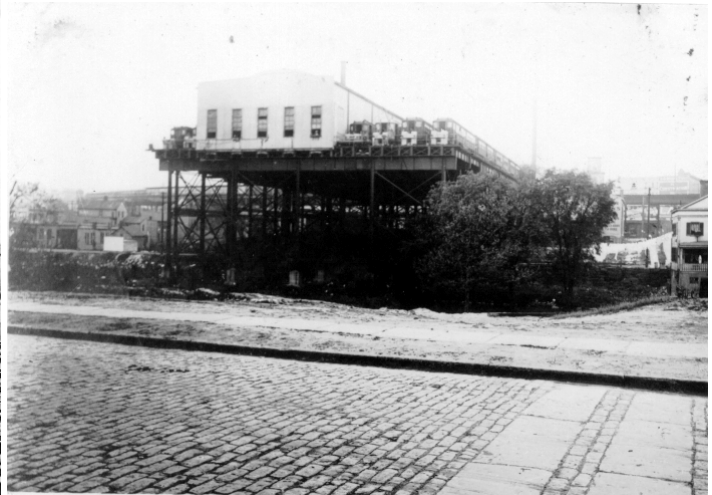
*(Continued on page 20)*

## NOSTALGIA CORNER

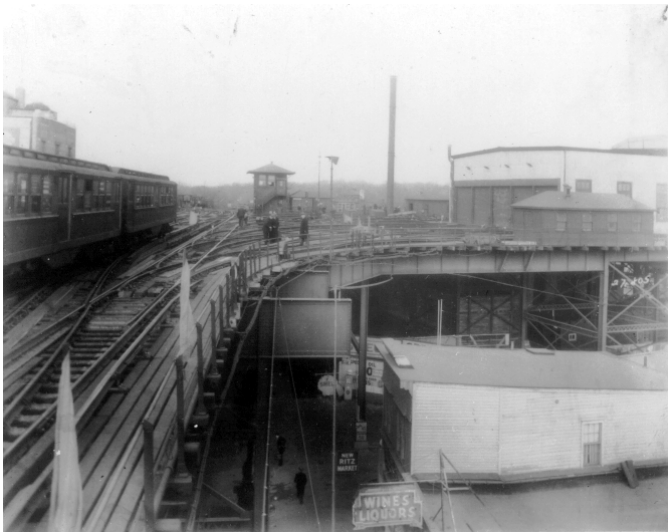
We return this month to the Bronx Park Branch of the White Plains Road Line, which we featured in our July, 2005 cover story.



**Abandoned inspection shed and yard adjacent to 177<sup>th</sup> Street station, December 20, 1924.**  
Bernard Linder collection



**Original shop adjacent to 177<sup>th</sup> Street station, looking west from E. 179<sup>th</sup> Street and Devoe Avenue, May 21, 1914.**  
Bernard Linder collection



**Looking north from 177<sup>th</sup> Street station.**  
Bernard Linder collection

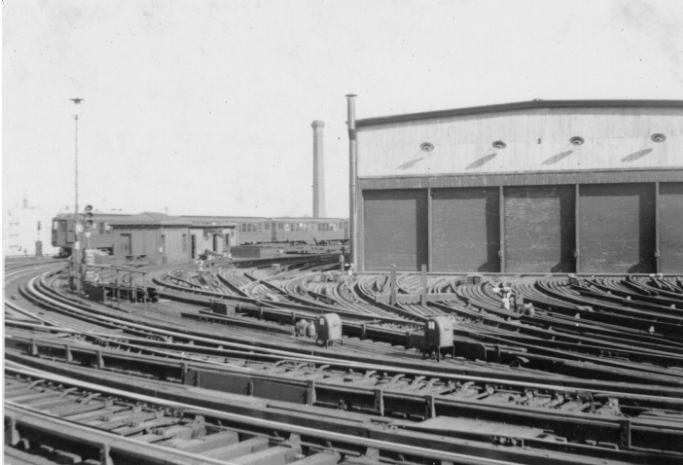


**Original escalator at 177<sup>th</sup> Street station, December 2, 1956.**  
Bernard Linder photograph

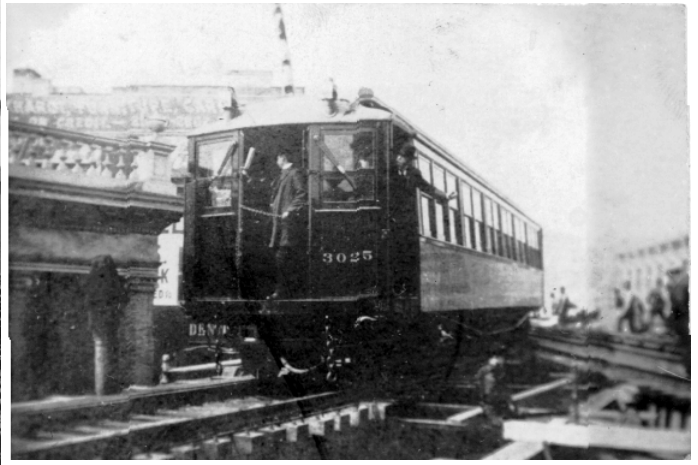
*(Continued on page 19)*

**Nostalgia Corner**

*(Continued from page 18)*



**Original inspection shop, adjacent to 177<sup>th</sup> Street station, March 8, 1942.**  
Bernard Linder photograph



**First train entering Westchester Avenue Branch on curve at Westchester and Third Avenues, May 4, 1904.**  
Bernard Linder collection



**177<sup>th</sup> Street station in background, Tremont Avenue street car in foreground — Tremont Avenue at Boston Road, looking east.**  
Bernard Linder collection



**Looking east Westchester Avenue from Third Avenue, December 17, 1950.**  
Bernard Linder photograph



**Westchester and Bergen Avenues, looking east, December 17, 1950.**  
Bernard Linder photograph

## Around New York's Transit System

### CCTV for OPTO Operation on **(L)**

In the July, 2005 *Bulletin* we reported that the first full-length OPTO (One-Person Train Operation) train was placed in service on **(L)** on June 19. **(L)** OPTO Train Operators can observe the entire platform on platform-edge CCTV monitors when they are fully berthed at a proper station stop. They can open and close doors without opening the cab window. They are not required to remove the MDC (master door control) key from the MDC panel after making a station stop. If the platform for the next station stop is on the same side of the train as the platform at the departing station, they may leave the MDC key in the "run" position.

### Station Customer Assistant Program Expanded

The original Station Customer Assistant program, described in the April, 2005 *Bulletin*, was expanded on July 31, 2005. These employees carry handheld radios and roam stations as required, providing expanded customer service. Their uniforms are composed of dark gray pants/skirts, burgundy jackets, vests, gray and burgundy ties, and greeting tags.

Additional stations are:

- 49<sup>th</sup> Street, Broadway Line
- 14<sup>th</sup> Street-Union Square, Broadway/Canarsie Lines
- Kings Highway, Brighton Line
- 110<sup>th</sup> Street, Eighth Avenue Line
- Nostrand Avenue, Fulton Street Line
- 205<sup>th</sup> Street, Concourse Line
- 169<sup>th</sup> Street, Queens Boulevard Line
- Wall Street, Seventh Avenue Line

### Runaway Motors

When the motors of one or more cars continue to take

power after the master controller is placed in the coast/off position, a runaway motor condition exists. If the crew becomes aware of a runaway motor, the train must be placed in emergency and third rail power must be removed by operating the nearest Emergency Alarm Box. The Control Center must be notified and announcements should be made to the passengers. The Train Operator must apply sufficient hand brakes and open high- and low-voltage circuit breakers only on the affected car. After the Train Operator knows that the power is off, he/she must descend to the roadbed and isolate the shoes from the contact rail.

Using the contact shoe slipper as a lever, the shoe must be lifted off the third rail and another slipper must be placed between the shoe and the third rail. This procedure must be repeated for all shoes that are touching the third rail on the affected car. The main knife switch must be turned off and the main motor ribbon fuse must be removed or broken. After the ribbon fuse has been removed, the knife switch may be closed, the slippers may be removed, and power can be restored. The train should not be moved until permission is received from the Control Center or a supervisor.

### 241<sup>st</sup> Street Station Closed for Rehabilitation

At the present time, 241<sup>st</sup> Street-White Plains Road is closed for rehabilitation. It will reopen on December 11, 2005. Because **(2)** trains cannot operate to this terminal, they are turned somewhere in 239<sup>th</sup> Street Yard and require additional running time. Effective August 1, 2005, one additional train is scheduled for morning rush hour service and two more trains are required for PM rush hour service. Rush hour service is furnished by 32 ten-car trains. See *Tech Talk* on page 17 for additional details.

### Tech Talk

*(Continued from page 17)*

corporated performed emergency rehabilitation work on the concrete gravity wall adjacent to the northbound local track (E2) south of New Utrecht Avenue station. Construction started June 3 and should have wrapped up by August 18.

Roadway Contracting is working to install three ADA-compliant elevators at the 168<sup>th</sup> Street station of the Eighth Avenue Line **(A C)**. This project, contract A-35931, should be completed by May of next year.

ADA accessibility work is also taking place at the Junction Boulevard station on the Flushing Line **(7)**. This location will also receive three elevators, one from the street to the mezzanine and one each from the mezzanine to each platform. Mega Contracting is con-

tractor for this \$18.7 million project (contract A-35946), which should be completed by December of next year.

M.A. Angeliades is working on the station rehabilitation of four stations on the 14<sup>th</sup> Street-Canarsie Line **(L)**. The stations are Sutter Avenue, Livonia Avenue, New Lots Avenue, and E. 105<sup>th</sup> Street. Sutter to New Lots were in particularly decrepit condition the last time I looked at them. E. 105<sup>th</sup> Street had been somewhat rebuilt when the grade crossing access was removed back in the 1970s. Adding to the list of closed stations above, the southbound platform at New Lots Avenue was removed from service on August 27 and trains will continue bypassing the platform until September 26.

Lastly, track circuit testing has commenced at Bergen Street Interlocking on the Prospect Park Line **(F G)**.

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