

# The Bulletin



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

Vol. 48, No. 10

October, 2005

## **The Bulletin**

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

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 Glucksmann  
*Contributing Editor:*  
Jeffrey Erlitz

Production Manager:  
David Ross

©2005 New York Division, Electric Railroaders' Association, Incorporated

**In This Issue:  
New Rochelle's  
Interesting  
History  
...Page 2**

## **NYC TRANSIT'S REHABILITATION PROGRAM**

When NYC Transit started its station modernization program several years ago, it favored new elements and a modern interior. But the new tile on the platform extensions did not match the original tile on the rest of the station.

Meanwhile, legislation was passed to protect the original sites. New York City established its Landmarks Preservation Commission in 1965. Congress passed the National Historic Preservation Act in 1966, establishing the National Trust and National Register. New York State established the New York State Historic Preservation Office in 1980.

To commemorate the IRT's 75<sup>th</sup> anniversary (1979), the Landmarks Preservation Commission designated 12 IRT station interiors, two control houses, and the IRT Manhattan Valley Viaduct (125<sup>th</sup> Street) as historic landmarks. In the early 1980s, the control houses at the Atlantic Avenue, Bowling Green, 72<sup>nd</sup> Street, Mott Avenue (149<sup>th</sup> Street-Grand Concourse), and E. 180<sup>th</sup> Street stations were listed in the National Register. In 1991, all 1,850 sites were surveyed to determine their historical significance. Subsequently, the New York State Historic Preservation Office selected 64 sites as eligible for listing on the National Register. The Stillwell Avenue terminal became the first site listed, in 2001. The State Historic Preservation Office accepted the rest of the list and added one site in January for a nominating process to be completed in 2005.

In 1991, NYC Transit adopted a new policy. It approved new guidelines requiring preservation of historic features whenever possible.

50<sup>th</sup> Street-Broadway, completed in 1993, was not a careful restoration. But landmarked stations 33<sup>rd</sup> Street-Park Avenue (1997) and

72<sup>nd</sup> Street-Broadway (2003) were true restorations.

On stations with landmarked interiors, restoration work requires prior approval by the Landmarks Preservation Commission and the State Historical Preservation Office. The work, which is highly specialized, must be supervised by a preservation specialist. Because the Czech manufacturer of the original tiles is out of business, NYC Transit had a hard time finding a replacement. Most modern tilesetters cannot make even, tight seams like the 1904 tilesetters made. The designers make every effort to retain or restore the original materials, but use a modern equivalent if necessary.

### **CONTRACT ONE SPECIFIED WELL-DESIGNED STATIONS**

Contract One stipulated that, "All the exposed parts of the structure are to be designed, constructed, and maintained with a view to the beauty of their appearance as well as their efficiency." To comply with the specifications, the Rapid Transit Commission appointed George Heins and Christopher Grant LaFarge the subway's consulting architects. They had studied architecture at MIT and were influenced by the École des Beaux-Arts in Paris. They chose high-quality materials which were so expensive that their use was curtailed. In 1903, Chief Engineer William Barclay Parsons discontinued using marble.

Although it is difficult to preserve this artistry, NYCT does not expect to replace it.

Our sources for this article are NYCT's newsletter, **At Your Service**, March, 2004 and **Architectural Designs for New York's First Subway**, by David J. Framberger.

## NEW ROCHELLE'S INTERESTING HISTORY

Before continuing our history of the local New Rochelle trolley lines, we will present this brief history of the City of New Rochelle.

Adrian Block was the first white man to set foot in New Rochelle when he sailed along the coast in a 45-foot boat in 1614. The Dutch bought the land from the Indians in 1640. The Indians sold the same land again to Thomas Pell on November 14, 1654 under a white oak tree near the Long Island Sound south of Shore Road. After the English beat the Dutch, the Governor of New York confirmed the purchase in 1666.

After the middle of the seventeenth century, French immigrants made up one-fourth of the total population of New York City. A group of Huguenots composed of merchants, traders, and men of means looked for a place to

build a colony. An agreement for sale was made with John Pell on July 2, 1687 for the purchase of the land which eventually became New Rochelle. This deed from John and Rachell Pell conveyed 6,000 acres for 1,625 pounds sterling, the silver money circulated at that time. We do not know the date for founding of New Rochelle. Less than half of the settlers came from La Rochelle, France. The Governor of New York organized the local government in October, 1690 when he ordered an election for assessors and collectors.

The Town of New Rochelle was founded on March 7, 1788 by an Act of the Legislature. The City of New Rochelle was authorized by an Act of the Legislature. Elections were held and city officials were selected in April, 1899. It became a city on April 24, 1899.

## GLEN ISLAND LINE by Bernard Linder

Owners:

	<b>STREET CARS</b>
1886	New Rochelle & Pelham Railway Company
September 20, 1890	New Rochelle Railway & Transit Company
June 2, 1893	Westchester Electric Railroad Company
January, 1899	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

	<b>BUSES</b>
August 1, 1939	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

Route:

	<b>STREET CARS</b>
About 1886	Horse cars started operating from the New Haven station via Division Street, Huguenot Street, Centre Avenue, Pelham Road, and Fort Slocum Road to Fort Slocum Dock or via Rose Street (present-day North Avenue), Main Street, Centre Avenue, Pelham Road, and Fort Slocum Road to Fort Slocum Dock (our sources do not agree). Stables were at Webster and Washington Avenues
December 22, 1898	Electric cars started operating via Drake Avenue instead of Centre Avenue
July 1, 1900	On busy days, service was extended to Manhattan or the Bronx. Following is an incomplete record: On sunny summer Sundays, cars operated to E. 129 <sup>th</sup> Street and Third Avenue on a 20-minute headway
May 28, 1910	Service was extended to E. 233 <sup>rd</sup> Street and White Plains Road as needed

*(Continued on page 3)*

**Glen Island Line**

*(Continued from page 2)*

1911 Ran as necessary, probably to E. 233<sup>rd</sup> Street  
 April 29, 1916 Cars were rerouted via Division Street, Railroad Place, and Mechanic Street  
 July 1, 1918 route From Fort Slocum Dock via Fort Slocum Road, Pelham Road, Drake Avenue, Main Street, Huguenot Street, Division Street, Railroad Place, and Mechanic Street to Huguenot Street. Return via Huguenot Street, Lawton Street, Main Street, then same as above  
 1918-1922 (approximate dates) Service was extended to E. 241<sup>st</sup> Street or E. 238<sup>th</sup> Street as needed  
 From **Bullinger's Monitor Guide**  
 September 11, 1919 Cars were operated by one man  
 June 1, 1925 Cars operated in the opposite direction — east on Main Street and west on Huguenot Street  
 April 11, 1928 route From Fort Slocum Dock via Fort Slocum Road, Pelham Road, Drake Avenue, Main Street, Rose Street (present-day North Avenue), Huguenot Street, Bridge Street, and Railroad Place to Mechanic Street. Return via Mechanic Street, Huguenot Street, Main Street then same as above  
 August 1, 1939 Buses replaced street cars  
 Jack May furnished information regarding several route changes.

**CORRECTION**

*The following were omitted from the New Rochelle-Subway history in the June, 2004 issue.*

April 29, 1916 Cars were rerouted via Division Street, Railroad Place, and Mechanic Street  
 June 1, 1925 Cars operated in the opposite direction — east on Main Street and west on Huguenot Street

**BUSES**

August 1, 1939 Route J buses were through-routed with Route H buses. Route H/J buses operated from the Pelham station to Mechanic Street and Railroad Place. Buses were rerouted via Centre Avenue, Elm Street, and Drake Avenue  
 November 2 to December 10, 1939 Buses operated via Weyman Avenue instead of Drake Avenue  
 December 15, 1953 Additional rush hour service operated via Centre Avenue and Pelham Road  
 June 27, 1955 Additional service from Fort Slocum Dock via Fort Slocum Road, Pelham Road, North Avenue, and the loop described above. We do not know when this service was discontinued, but we know that it was still running in October, 1958  
 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 a 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 "GLEN ISLAND" on the bottom and a large "J" above it. Cars continued displaying these signs until abandonment.

**CAR ASSIGNMENT**

We did not check this line regularly. The following cars were running on the dates listed below:

DATE	CARS
June, 1931	602-636
July and October, 1932	701-767, 781-784
September, 1933	582-634

DATE	CARS
May, 1936; February, July, and December, 1937	269-300
July, 1938	274-299
January, 1939	279-299

**CORPORATE HISTORY**

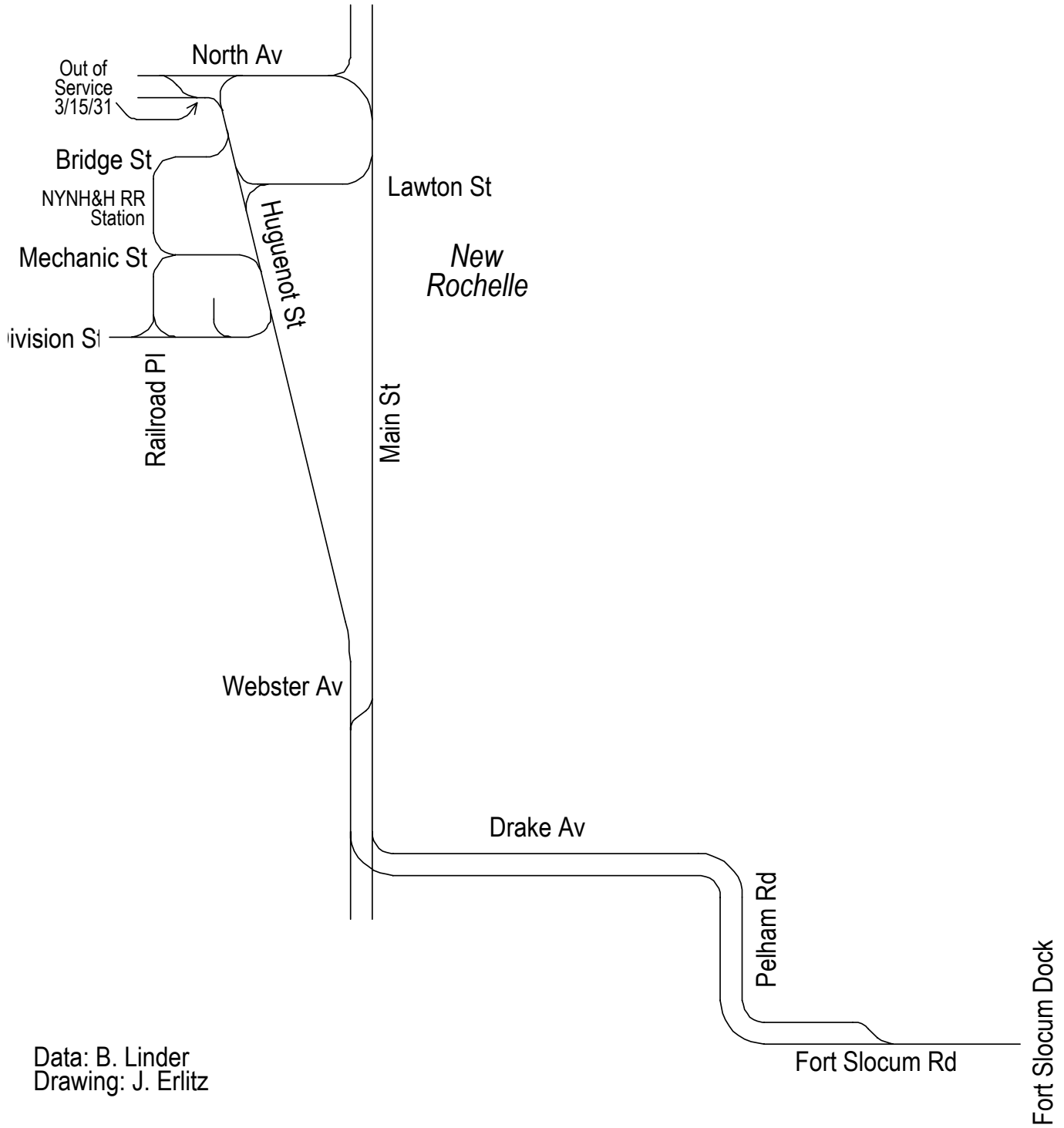
The New Rochelle & Pelham Parkway Company was incorporated on August 20, 1885. It was awarded a franchise for the Glen Island Line and was required to operate horse cars on an hour headway from 6 AM to 10 PM.

The company was sold at auction for \$22,000 at the White Plains Court House on June 5, 1890. It was reorganized to the New Rochelle Railway & Transit Company on September 12, 1890.

*(Continued on page 4)*

**Glen Island Line**  
(Continued from page 3)

Glen Island Line  
1929-1939



Data: B. Linder  
Drawing: J. Erlitz

(Continued on page 5)

**Glen Island Line**

*(Continued from page 4)*

The New Rochelle Railway & Transit Company was incorporated on July 18, 1890. It acquired franchises for the Glen Island, Hudson Park, and North Avenue Lines.

The Westchester Electric Railroad Company, which was incorporated on March 27, 1891, acquired the capital stock of the New Rochelle Railway & Transit Company on June 2, 1893.

**THE LAST HORSE CAR**

When the company planned to electrify the Glen Island Line, Judge J. Addison Young procured state legislation prohibiting trolley cars from running on Centre Avenue. Westchester Electric relocated the trolley cars to Drake Avenue, but continued to run the old single bobtailed horse cars from the Fort Slocum Dock via Centre Avenue. The Mayor ordered the company to re-

move the old horse car tracks, but Westchester Electric refused. When the city's laborers started to remove the tracks, the company operated a single car as long as possible, covering less ground each trip. The last New Rochelle horse car ran on November 14, 1899.

**THE LAST TROLLEY CAR**

Car 296 was the last Glen Island trolley car. On August 1, 1939, it was driven by the same Motorman who drove the last Webster Avenue (New Rochelle) trolley car on June 29, 1939. On the trip toward Fort Slocum Dock, the car stopped frequently when passengers set the brake or pulled down the pole. There were ten passengers on the return trip. Forty people greeted the car at the station. A passenger said, "We hate to see the trolleys pass because we feel that we are losing a true friend. The Motorman is courteous and pleasant, the service is fine, and the ride is comfortable and enjoyable."

**NOSTALGIA CORNER**

After reading our series of articles on the Bergen Avenue Cutoff, member Robert J. Wasche sent us several photographs (below, except where noted) he took of this interesting part of the IRT system.



Looking south from the 149<sup>th</sup> Street station on the Third Avenue "L," August, 1947.



Looking north on Willis Avenue from E. 145<sup>th</sup> Street, August, 1947.



Looking north, where the Cutoff crossed E. 149<sup>th</sup> Street, August, 1947. This section was removed from service on November 10, 1949.



E. 149<sup>th</sup> Street and Bergen Avenue, July 17, 1950. Bernard Linder photograph *(Continued on page 18)*

# Commuter and Transit Notes

by Randy Glucksman

## MTA Metro-North Railroad (East)

Work is underway to renovate the Lower Harlem Line Melrose and Tremont stations. Temporary platforms, one carlength long, were installed at both stations, with only one doorway being accessible.

At the Melrose station, the following work will be done:

Outbound, the temporary platform and stairs are being erected north of the present platform at E. 162<sup>nd</sup> Street. Inbound, the stairs at the south end of the platform (at E. 161<sup>st</sup> Street) will be reopened with new temporary lighting; this entry point will be in use for approximately nine to ten months. The present access point has been closed.

Highlighting this construction work are plans to move the Melrose station out from under the apartment complex and the vehicular overpass. This provides more natural light for station users and ensures a better sense of security for customers.

Ticket Machines will be relocated north to the more visible side of E. 162<sup>nd</sup> Street on the vehicular overpass.

Tremont station work:

Outbound, customers will continue to use the temporary entranceway to the south of the platform at E. 176<sup>th</sup> Street. Inbound, a new and sturdier retaining wall, similar to the wall currently on the outbound side, will be installed.

Upgraded lighting, new stairs, new signage, decorative fencing, and new bench seating will be installed.

At the Fordham station (which has a significant number of reverse peak commuters), the outbound platform and canopy will be extended by four carlengths.

New timetables will be issued effective October 2. Details will appear in the next issue.

The annual Open House will be held at Harmon Shop on October 15 from 10 AM to 3 PM.

## Connecticut Department of Transportation

The headline from *The New Haven Register* read, "Train buffs, Commuters Turn Out for Rail Depot Opening Day," and, several paragraphs below, there was member Bob Underwood's name. This event took place on August 8, at the new Shore Line East station at Branford. The reporter wrote that Bob was wearing a Conductor's hat, but Bob had crossed out that word and substituted the word "Engineer." Construction began in June, 2004. Riders now have a 199-space parking lot, a vast improvement over the former gravel lot which was marred by potholes, and a long platform with a canopy. Branford is one of the Shore Line East stations being modernized under a \$25 million project. Other stations that have been completed are Clinton (opened two weeks earlier) and Guilford, and work continues at Madison and Westbrook. One interesting feature is a

bright yellow platform edge that is made of a dense foam material that can be folded back to allow passage of wider freight trains. Thanks also to member David A. Cohen, who also sent a copy of the article without Bob's correction!

## MTA Long Island Rail Road

On July 22, MTA exercised \$425 million worth of options for M-7s that it had with Bombardier. The Long Island Rail Road will be getting an additional 158 cars; Metro-North, 36. This would bring the total to 1,172 cars (836 LIRR and 336 M-N). When all delivered, they will have replaced 950 M-1s and 60 ACMUs.

For the 2005 U.S. (Tennis) Open, which was held at the Tennis Center in Flushing Meadows Park, the Long Island Rail Road issued its usual special timetable for the Port Washington Branch. The dates this year were August 27-September 11, and for the first time the cover had the logo for the US OPEN.

In the July edition of *Keeping Track*, riders were reminded that their monthly tickets are valid for travel on other branches and to other stations within their zones of travel. Westbound, NY Penn tickets can be used for travel to other Zone 1 stations (Flatbush Avenue, Hunterspoint Avenue, Long Island City, or Woodside) and the trip can start in Zone 3 (Jamaica). This could come in handy for trips to Shea Stadium or the U.S. Tennis Center. Metro-North and NJ Transit also have similar policies that allow this flexibility.

General Order No. 202 went into effect as of 12:01 AM September 12. New timetables, which will remain in effect until November 13, were issued. The Shea Stadium timetable was also reissued through October 2, and there was one for the Fall Meet at Belmont Park (September 9-October 30). The Port Washington, Port Jefferson, and Montauk schedules all have notes on the front cover to alert riders to special construction projects that will be going on through this period. They provide for fall track and construction projects, plus additional late-night weekend Montauk Branch service at the Spenk, Mastic-Shirley, Bellport, and Lynbrook stations. Construction work will be done as follows:

- Weekends, from October 1 through November 13, concrete ties are being installed between Jamaica and the East River Tunnels. This will remove two of the four tracks from service, and two minutes additional running time was added to all westbound trains west of Jamaica
- A track work program on the Montauk Branch between Babylon and Sayville, which was suspended for the summer, was resumed, with mid-day weekday train service replaced by buses.

(Continued on page 7)

**Commuter and Transit Notes**

*(Continued from page 6)*

Three trains in each direction are affected. The project ends on December 9

- Track work between Queens Village and Jamaica has added one to three minutes of running time for midday weekday Hempstead, Port Jefferson, and Ronkonkoma Branch trains
- Track work between Merillon Avenue and Mineola required schedule adjustments to two midday weekday Oyster Bay Branch trains
- Grade crossing renewal work at the Merritts Road crossing between Bethpage and Farmingdale caused schedule adjustments of one to three minutes on selected weekday midday eastbound Ronkonkoma, Port Jefferson, Hempstead, and Babylon Branch trains. Eastbound overnight trains on these branches had schedule adjustments of 8 to 29 minutes. In addition, overnight westbound trains on the Far Rockaway, Long Beach, Ronkonkoma, Hempstead and Port Jefferson Branches had schedule adjustments of 29 and 30 minutes
- The track tie replacement program between Hicksville and Syosset was completed, resulting in the restoration of weekday midday schedules on the Huntington/Port Jefferson Branch. Some Far Rockaway, Hempstead and Port Jefferson Branch trains also had schedule adjustments
- Airport access work will continue at Jamaica Station. Weekend eastbound Far Rockaway trains will have two minutes added to their schedules

**NJ Transit**

NJ Transit reported that rail ridership jumped about 5 percent from 2003 to 64 million passenger trips, while light rail passenger trips also increased, to 11.3 million trips, up 24 percent from the previous year. Bus ridership exceeded 150 million trips, an increase of nearly 3 percent from 2003. Some of this has been attributed to the rapidly rising cost of gasoline, but there could also be some job growth.

According to a report in *The Star-Ledger*, the opening of Secaucus Transfer and creation of additional parking spaces at the Allwood Park & Ride in Clifton have had an impact on DeCamp Bus Lines ridership to the point where service has been cut drastically. A DeCamp spokesman reported that in Orange and East Orange, there was an 80 percent loss of morning ridership and a 30 percent loss of evening ridership to the train. DeCamp is suing NJ Transit, contending that Montclair-Boonton Direct has violated the "destructive competition" clause of the agency's charter.

NJ Transit's Board of Directors awarded a \$50.8 million contract to Conti Enterprises to rehabilitate Newark Broad Street Station. The station will remain open dur-

ing the construction, which is scheduled for completion in late 2007. Work to be done includes:

- Rehabilitation of the main waiting room
- Installation of canopies on both new platforms, which will be full-length and high-level
- A new center platform
- New lighting throughout the station
- Reconstruction of railroad bridges over Martin Luther King Boulevard, University Avenue, and Broad Street
- Construction of six new sets of stairs to both platforms and to the main station building
- Two elevators – one in the main station building leading to the platform and another connecting the pedestrian tunnel to the center island platform
- Reconstruction of a pedestrian tunnel connecting the main station building to the new island platform
- New public restrooms adjacent to the station's waiting room
- Track work to support installation of new high level platforms

At Newark Penn Station, the platforms, roof drainage systems, canopies, windows, doors, passenger waiting areas, etc. will be rehabilitated. In addition, a design contract has been awarded to determine the extent of repairs that will be required. Track 5, which is used for the Raritan Valley Line, will also be extended to permit double-stacking of longer trains in anticipation of ridership growth. This will be the first platform to be done.

With some funding already in place for the restoration of service on the Lackawanna Cut-off, there is some opposition from some elected officials in Sussex County who fear that in addition to passenger trains, garbage trains would also ply the rails. The Lackawanna Cutoff would restore passenger rail service between Scranton and Hoboken. There would be stations at Blairstown, Andover, Mount Pocono, Analomink, and East Stroudsburg. When completed, proponents of the \$350 million plan expect, the rail line would carry 684,000 riders annually, providing commuters with an alternative method of getting to New York City while reducing traffic congestion and air pollution along I-80.

Pre-Labor Day "Getaway" service was operated on the Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines on Friday, September 2. On Labor Day, weekend/major holiday schedules were in effect on all lines except for the Montclair-Boonton and Pascack Valley Lines.

The Morris & Essex and North Jersey Coast Lines received new timetables on September 10. This was done to remove the additional summer service to the New Jersey Shore. There were a few minor changes to some M&E trains.

Several members reported that they had seen the test

*(Continued on page 8)*

**Commuter and Transit Notes**

*(Continued from page 7)*

train of Alstom PL42ACs 4020-4021 operating on lines in the Hoboken Division. Those units bracketed a three-car train which was composed of a Comet II, a baggage car (with test measuring equipment?) and a Comet V.

NJ Transit held a ceremony on Track A at Newark Penn Station on September 14, where it put on display its first bi-level (no longer referred to as multi-level) car.

Member Russ Jackson provided the following up-to-date roster showing the disposition of Newark's 30 PCC cars.

CAR	LOCATION/DISPOSITION
1	City of Newark
2	San Francisco Muni
3	City of Shaker Heights. Now at Minnesota Transportation Museum
4	Jersey City for Bayonne Trolley Line
5	Destined to NJ Transportation Museum in Phillipsburg
6	Destined to NJ Transportation Museum in Phillipsburg
7	Jersey City for Bayonne Trolley Line
8	Damaged and scrapped
9	San Francisco Muni 1080
10	Destined to NJ Transportation Museum in Phillipsburg
11	San Francisco Muni
12	San Francisco Muni
13	Jersey City for Bayonne Trolley Line
14	San Francisco Muni
15	Jersey City for Bayonne Trolley Line
16	Retained by NJT as a work car at Bloomfield Vehicle Base Facility
17	San Francisco Muni
18	Damaged and scrapped
19	San Francisco Muni
20	San Francisco Muni
21	San Francisco Muni
22	San Francisco Muni
23	San Francisco Muni
24	Jersey City for Bayonne Trolley Line
25	Jersey City for Bayonne Trolley Line
26	Jersey City for Bayonne Trolley Line
27	City of Shaker Heights. Now at Shore Line (Branford) Trolley Museum
28	Jersey City for Bayonne Trolley Line
29	Damaged and scrapped
30	Fire-damaged and scrapped

When I was at Newark Penn Station for the multi-level car ceremony, I picked up copies of the latest Newark City Subway timetable, which is dated June 25, 2005. A note on the cover reads, "On Weekdays Some Evening Trips Extended to Grove Street Station."

On August 4, when a storm damaged the catenary wires on the Northeast Corridor Line, knocking out rail service, the RiverLine was used to carry passengers between Camden and Trenton. Passengers were delivered to Camden from Philadelphia either by bus or via PATCO, and service on the RiverLine was extended by 90 minutes, until 10:30 PM, with the agreement of Conrail. The service disruption, which began around 6:30

PM, also caused train congestion between Princeton Junction and Trenton. To mitigate customer delays, NJ Transit offered alternate shuttle bus service between Hamilton and Trenton.

Bob Underwood reported that during August he took two rides on the RiverLine and photographed the eagles that had been temporarily displayed at several stations in Burlington County. There was a handout which encouraged people to ride the line and "Track the Eagles." At the bottom of the sheet was written "Don't forget your camera." I asked Bob if he encountered any police on those days, and he told me that he did not. If you remember the cows that appeared around New York City several years ago, this is similar to that event.

I attended the ceremony which was held on Track A at Newark Penn Station on September 14, where NJ Transit displayed its first multi-level car. The prototype car, 7200, was attached to ALP-46 4600. Despite the heavy presence of police, I was unaware of anyone (media, employees and rail fans) being told not to use his or her camera. Speeches were given by Executive Director George Warrington, State Transportation Commissioner Jack Lettiere, Port Authority Chairman Anthony Coscia (who joked that he brought along the check, because the PA funded the first 100 cars), several elected officials, a Bombardier representative, and a member of the Customer Design Team. Several speakers spoke about the need to build the ARC Project (THE Tunnel). Each multi-level car will offer 15-20 percent more seating capacity, than single-level coaches. The average cost per car was \$1.9 million. Most of the speakers were happy to mention that these cars do not have any "dreaded middle seats." The first 100 cars are broken down as follows: 15 cab cars with ADA restrooms and 127 seats, 37 trailers with ADA restrooms and 132 seats, and 48 trailers (no restrooms and 142 seats). The 131 "option" cars (with identical seating arrangements) will be 18 cabs, 49 trailers (with restrooms), and 64 trailers (no restrooms). There are four side doors, which are located close to the ends of the cars, and at high-level platforms, all can be used; however, for any low-level platforms, only the doors on the extreme ends of the car have traps. The only negative comments that I overheard were that there was no luggage rack on the lower level and that the staircases were narrow, but generally the reviews were favorable. It was a hot and humid day, and the air conditioning worked very well.

NJ Transit officials were proud of the fact that this car was developed with the assistance of its Customer Design Team (a focus group), which was composed of 14 commuters representing all of the rail lines.

Initially, seven prototype cars are being delivered; three for testing in New Jersey and the remaining four for testing in Pueblo, Colorado by the Federal Railroad Administration at their test site. The first production car is scheduled to arrive in the spring. NJ Transit has

*(Continued on page 9)*



**Commuter and Transit Notes**

*(Continued from page 8)*

established a timeline with regard to testing the equipment and training the operating and maintenance personnel, which is set to begin early next year. Where and when will the cars run? Mr. Warrington told the assembled that they would be used on the heaviest lines, e.g. those which operate into NY Penn Station. They are the Northeast Corridor, North Jersey Coast Lines, and *Midtown Direct* service on the Morris & Essex. Revenue service is expected late in 2006, and at that time, the Comet IV and Comet V cars will be reassigned to begin the retirement of the Comet I's, some of which will be over 35 years of age and the Comet I's, which began life as Arrow I's in 1968.



NJ Transit photographs

**Port Authority Trans-Hudson Corporation**

With lots of elected officials on hand, the groundbreaking ceremony for the Santiago Calatrava-designed Fulton Street Transportation Center was held on Tuesday September 6. At the present time, the project has a \$2.21 billion price tag. When completed, it will provide a network of underground connections between PATH and NYC Transit's **A, C, E, J, M, R, W, Z, 1, 2,**

**3, 4,** and **5** subway lines and some nearby buildings. Completion is expected in 2009.

It took a visit to Newark to learn the reason for the extended midday headways (June 26 timetables) on the World Trade Center/Newark Line. The reason was some sort of work, because I observed a work train on the westbound track between Harrison and Newark. Revenue trains wrong-rail onto Track H at Newark Penn Station. Over the summer, new turnstiles, capable of accepting PATH *QuickCards* and NYCT *MetroCards*, were installed at Track H at Newark.

The Zoetrope that was installed a few years ago along the northbound wall leaving 14<sup>th</sup> Street is still in use.

**Port Authority of New York & New Jersey**

When the federal transportation bill was approved by the House of Representatives on July 29, it included a \$100 million appropriation for the design and engineering of a freight tunnel under New York Harbor. The person who got this was Representative Jerrold L. Nadler (D-NY), who has been championing this project for many years. However, when he notified Port Authority officials of this funding, they were not interested. It seems that New York City Mayor Michael R. Bloomberg, who once supported this concept, has backed away from it due to objections by residents in the Maspeth section of Queens, where it is planned to construct a freight terminal. And as far as the Port Authority is concerned, it must come up with some of the funds for major projects, including THE Tunnel under the Hudson River and the "one-seat" ride from Lower Manhattan to JFK Airport. History recalls that in 1921, one of the reasons that the Port Authority was created was so that such a freight tunnel could be constructed. It was hoped that a tunnel under New York Harbor would reduce the cost and uncertainty of freight shipments. Today, it has the potential to also reduce the volume of truck traffic. Estimates of the cost of this venture range from \$4.8 to \$7.4 billion. According to the article in *The New York Times*, the history of this idea goes back even further, to 1893.

**Amtrak**

A CSX freight train derailed in Oak Point Yard in the south Bronx. The incident occurred at around 7:15 AM, August 23, blocking some tracks, damaging the catenary, and forcing a suspension of Amtrak service between Penn Station New York and New Haven. Service between New Haven and Boston was limited. Metro-North honored Amtrak tickets on its New Haven Line trains. Bob Underwood wrote that he overheard reports on his scanner directing Amtrak Train #141 to terminate in New Haven. The passengers were put on board Metro-North Trains #1539 (7:59 AM) and #1541 (8:12 AM). No doubt passengers boarding at stations farther down the line had to stand. All day, westbound trains terminated at New Haven and their passengers were transported to New York via Metro-North. Metro-North

*(Continued on page 10)*

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

train crews were instructed to get a count of the number of Amtrak passengers that they carried, so that the railroad could seek reimbursement. Later in the day, Bob heard that Metro-North ran several trains exclusively for Amtrak. Television news coverage showed three hoppers of the derailed freight train. Over the next three days, limited *Regional* non-electric (no *Acela* or *Metro-liner*) service with nine trains in each direction was operated. Normal service was resumed Friday, August 26.

With the slow return of the *Acela* trainsets to service, it was not economically feasible to reissue Amtrak's system timetable to keep up with the changes. In fact, there had been some reports that in some locations the April 25 editions had been destroyed. A September 1 visit to NY Penn found supplies of that timetable, with a yellow sticker informing that due to changes that were made on May 2, the train schedules on pages 30-59 are not current. This also affected the Florida service in August. Riders were advised to obtain copies of the panel cards for the *Northeast Corridor*, *Empire*, and *Keystone* Services, and the Atlantic Coast Line.

**The New York Times** (September 9) reported that Amtrak was planning to raise commutation fares on its Northeast Corridor routes by as much as 50 percent. Amtrak refused to comment on this, and it was regular riders (who were notified by ticket agents of the pending fare hikes) who were quoted in the newspaper. About 18,000 people purchase monthly Amtrak tickets. Amtrak spokesman Clifford Black would not comment on the fares but did confirm that train service would be discontinued at the Cornwells Heights station, which is located between North Philadelphia and Trenton. SEPTA R7 trains would continue to serve the station, which has an abundance of parking spaces. Subsequently, under political pressure, Amtrak President David Gunn canceled the fare increase.

**Museums**

The Shore Line Trolley Museum (Branford) recognized the following NY Division members who have been a part of the number for the number of years indicated: Donald Eisele (50), Arthur Ferguson (40), Larry Wartur (25), and David Ross (15). Congratulations to them all.

Due to what were called "operating circumstances," the routing of the October 23 "Farewell to the FL-9" fan trip was changed so now the train will operate over the "Berkshire Hills" Route from Danbury to Canaan, Connecticut. The New Haven timetable dated May 12, 1968, showed this station to be 116.5 miles from Grand Central Terminal, and served by two daily trains. The next stop, six miles north, was Sheffield, Massachusetts, and the line terminated in Pittsfield. Metro-North reported that the last time that passenger trains operated over this line was 1971. Thanks to member Glenn

Rowe for the news.

**Miscellaneous**

**Weekly Rail Review** reported that the replacement legislation for the expired Transportation Equity Act was signed into law by President Bush on July 31. The new law is entitled the "Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005: A Legacy for Users" and is abbreviated SAFETEA-LU. \$286.5 billion in federal funding is provided for transportation improvement projects over the next 6 years. Notable projects that will be funded include \$400 million toward extension of Los Angeles, California's Metro Gold Line and \$260 million toward extension of DART light rail lines in Dallas, Texas.

Tables in the food court on the lower level of Grand Central Terminal are decorated with old tickets, tokens, and maps. While having lunch there recently, I noticed that there was a New York Central ticket with a space for the Conductor to punch that a "Clergy" fare had been charged. I asked a friend who had been a New York Central Conductor and he wrote: "Several railroads years ago [Erie, DL&W, B&O, RDG, NYC and JCL, to name a few] had reduced fares for the Clergy and the Military. It could range between ten to maybe thirty-three percent off the regular fare. Would you like to know how many Priests, Ministers, and Rabbis were my 'guests' on the train? Let's not forget the Nuns. Those reduced fares ended years ago."

**Hurricane Katrina**

Nothing that I write here could do justice for the tens of thousands of people who lost nearly everything that they owned along the Gulf Coast (Louisiana, Mississippi, and Alabama) — and let us not forget that Katrina also took many lives. The devastation caused by this Category V storm, with winds of up to 145 mph, will cost billions of dollars, and, according to news reports, will have a long-term effect on all Americans, whether or not they live in the area that received the brunt of the storm. Although New Orleans was spared a direct hit because the storm took a more easterly course, the amount of damage to so many areas along the Gulf Coast was beyond imagination. As we all learned, most of New Orleans sits below sea level and requires the use of levees and pumps to keep the water from overrunning the city. After Katrina departed on its northern course, on August 29, the 17<sup>th</sup> Street and Industrial Levees broke (two days later, the London Avenue Canal was breached), flooding areas that had already dried up, or had not been flooded. With 80 percent of New Orleans under water, the only "transit" that was in operation were boats and later in the week, military amphibious vehicles and swamp boats, which were used for rescue purposes. **The New York Times** published a photo of Canal St. under several feet of water.

The following was excerpted from a report that was forwarded from **The Times-Picayune**. Much of New

*(Continued on page 11)*

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

Orleans' public transit infrastructure, including the 24/ Canal Street and 7/Riverfront trolleys and at least half of the 350 buses in the fleet, remained partially submerged in floodwaters and may be beyond repair, according to RTA officials. The aforementioned street cars were stored at the A. Philip Randolph Operations Facility on the 2800 block of Canal Street. When transit workers evacuated the building in early September, water levels in the parking lot had already risen "up to the steering wheels" of most of the vehicles. "It wasn't a pretty sight," said Mark Major, the agency's finance director. "Those new streetcars have a lot of delicate electronics. Even if they were sitting in clear pool of water, it would have caused serious problems. The fact that the water is filled with gasoline and other corrosives is not good news." He said the same holds true for buses. The news is better for the 35 cars which operate on the St. Charles Avenue line; they appear to have escaped serious water damage, although the condition of the tracks and the roadbed beneath them, the overhead electrical system, and the power stations is unknown. "We're hoping the metal bodies (of the streetcars) are OK," he said. "But until we get a look inside, we won't know what can be salvaged. Some may be in good shape, some may have damage, and some may need total replacement." While all streetcars and buses are covered by insurance, it is unclear how much depreciation will play into what the RTA can recover and how soon. The bottom line, Major said, is that even when New Orleans' transit system gets back in business, rail service probably won't be part of the equation at first. "Large portions of Canal Street are still sitting in water," he said. "There's a lot that has to be assessed, but we believe it's imperative to get some kind of rail back in service as soon as possible. Our streetcars are icons and it's important that our citizens see them up and running."

The Superdome was designated as an emergency shelter, and when water leaked in and systems began to break down, a fleet of 500 buses was to be assembled to transport these "residents" about 350 miles to the Astrodome in Houston, Texas. Other states reached out, and for those affected, too many days later, much-needed supplies, workers, and National Guardsmen from other parts of the United States began to arrive.

In our metropolitan area, besides the funds that were raised by communities and charities, New York sent 73 MCI Express buses (20 MTA Bus and 53 NYC Transit) with two Operators aboard each vehicle (so that they could travel, only making stops for food and fuel). They transported Police and Fire personnel and supplies, along with support staff. **Newsday** reported that their mission would be to transport the now-homeless to shelters in Dallas and Little Rock, and would last one

week. However, it turned out that they transported support staff that was assisting the displaced residents of New Orleans. They joined colleagues of the NYC Fire and Police Departments and Office of Emergency Management who were already on site in New Orleans. This contingent of volunteers was made up of 230 from MTA and 171 from the NYPD. Although classified as volunteers, all would be paid. The Port Authority sent two teams of emergency responders consisting of three Office of Emergency Management personnel and a technician from Unisys, the Port Authority's technology services contract firm. The NYCT buses arrived back in New York over the weekend of September 10-11, and the MTA buses on Monday, September 12.

Initially, Amtrak terminated the *Crescent* (#19/20) in Atlanta and the *City of New Orleans* (#58/59) in Memphis and the *Sunset Limited* (#1/2) provided service between Los Angeles and San Antonio. No service was provided between New Orleans and Atlanta, Memphis, or San Antonio through the second week of September. Beginning on September 3 (southbound) and September 4 (northbound), the *City of New Orleans* began running to Jackson, Mississippi. On September 12 (southbound) and September 13 (northbound), the *Crescent* was extended to Meridian, Mississippi, but *Sunset Limited* service was unchanged. And obviously, there was still no service from any of these cities into New Orleans.

The freight railroads were not immune to Katrina's effects, either. Norfolk Southern's service to locations south of Meridian, Mississippi to and including New Orleans, Louisiana and between Marion Junction, Alabama and Mobile, Alabama was disrupted. Traffic normally moving through these areas for interchange was rerouted in cooperation with other carriers. An email that was forwarded to me reported that without the help of any governmental agency, on September 10, Norfolk Southern restored rail service over the Lake Pontchartrain Bridge. At 5.82 miles, this is the world's largest railroad bridge.

Member Paul Gawkowski wrote to me that after his first visit to New Orleans, "I liked the city so much (what's not to like?), I returned there for Mardi Gras on Kansas City Southern's *Southern Belle*, which was a great ride. After Mardi Gras I rode the KCS *Flying Crow* back to Kansas City, which I liked even better because it had an ex-New York Central *Empire State Express* round-end observation car on the rear. This was only a few years after the Canal Street line had been converted to bus. Who'd have thought that not only the Canal Street Line would come back but there would also be a Waterfront Line. Let's hope that New Orleans can recover from this awful tragedy and that the whole city as well as the streetcar lines can be put back together." I would like to add that no matter what ultimately happens, all of us who have visited New Orleans will still

*(Continued on page 12)*

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

have fond memories of our visits to *The Big Easy*. When the city is rebuilt, hopefully its restaurants and jazz halls that have become institutions will return, and let us not forget the beignets from the Cafe Du Monde.

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

Having been aware for some time that the underground radio system that is used to communicate between field personnel and the control center is obsolete, the MBTA approved a \$7.9 million contract in July with a Florida company to install a new digital radio system. It will be able to operate off of multiple frequencies using a higher bandwidth, making it easier for different groups to share channels and contact each other. Other contracts totaling \$52.9 million have been issued to design the system and install antennas and equipment in the subway tunnels. The work will be done over the next two years.

Since the start of "Show-n-Go," customers have experienced faster and more efficient boarding at select high-volume stops. In response to positive feedback, three more high-volume stops (Warren Street, Allston Street, and Long Avenue) on the B/Boston College Line were added to the program as of Tuesday, September 6.

MBTA is in the process of installing a state-of-the-art Automated Train Operation (ATO) system on the Orange Line from Chinatown to Oak Grove. New switch machines, train stop devices, track circuits, signal rooms, and cabling are being installed. The new system is compatible with the existing signal system on the Southwest Corridor (Orange Line-South) and will significantly improve system reliability and capacity while at the same time allowing for increased operational flexibility. The next phase requires bus replacement service between the Haymarket and Oak Grove stations and will run until mid-November. MBTA contractors were given early access to the Orange Line Sunday evening through Thursday evening from 9 PM through the end of service each night. During that time, buses transport customers between the Haymarket and Oak Grove stations. An alternative to Orange Line service is commuter rail service from North Station to the Oak Grove and Malden stations.

It has not gone unnoticed that the \$1 billion Silver Line does not appear on many of MBTA's maps. Now, the "T" is planning to replace 600 "spider" maps that show the layout of the agency's subway lines throughout the city and immediate suburbs. At a cost of \$40 a map, it is a cheap way to make some much-needed changes. In addition to not showing the Silver Line, many maps would have unknowing riders believe they can make four stops on the Green Line's B Line that were recently eliminated. Some maps even show stops between

Heath Street and Arborway, which has not run since December 27, 1985. A debate has been raging in Jamaica Plain about whether to restore service south of Heath Street. In 1990, the state committed to restarting the route as part of commitments to improve mass transit while the "Big Dig" upgraded Boston's major highways. But over the years, several studies came out questioning the feasibility. MBTA backed off the idea, and in May the state announced that it would seek to kill the project in favor of other transit improvements. In addition to the subway signs, officials are also considering a plan to post new signs outside stations telling disabled riders which escalators and elevators are not working.

\$300,000 is being spent to spruce up commuter rail stations in an effort to "tidy them up" with the hope of enticing some auto drivers, who are fed up with the high cost of gasoline to switch to rail. Initial improvements include power-washing 64 stations to remove debris and stains, installing new benches at 14 stops, adding electronic message boards at 12 stations, replacing worn-out trash cans and adding extra ones where needed at all 127 commuter stations, and removing outdated signs. Parking spaces will be added to some stations. Thanks to member Todd Glickman for these reports from *The Boston Globe* and *Boston Herald*.

*Camden, New Jersey*

Member Gregory Campolo sent copies of PATCO's summer timetable, which went into effect on June 11.

*Philadelphia, Pennsylvania*

SEPTA has placed on its website a request for "Expressions of Interest" for anyone who would like to purchase its fleet of 45 Bombardier push/pull cars, seven AEM-7s, and one ALP-44. However, this would not take place until 2010 or 2011. Apparently, the transit agency would rather operate a uniform fleet of EMUs. It is rumored that NJ Transit would like to acquire these vehicles in trade for 50 of its Arrow IIIs, but SEPTA must first attempt to sell its cars.

Member David W. Safford sent a few articles from *metro* magazine. Because the dispute with the contractor who is rebuilding the Market Street portion of the Elevated has been sufficiently resolved, work has been proceeding. A 9-day shutdown took place from 8 PM August 19 through 5 AM August 29. No "L" service was provided between 52<sup>nd</sup> Street and 69<sup>th</sup> Street and passengers destined for those stations had to use buses. Market-Frankford trains did operate between the Frankford Transportation Center and 52<sup>nd</sup> Street; however, A/B skip-stop service was suspended. Grade crossing warning devices were being installed at ten locations on Route 101 (Media) and the trunk portion of Routes 101 and 102 (Sharon Hill). These new systems include alternating flashing red lights, crossing gates, and an audible device which conforms to state and federal standards. They are expected to be in service sometime this

*(Continued on page 13)*

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

winter. The second phase of this project for Route 102 will take place in 2006.

Gregory Campolo also filled in all of the recently issued SEPTA timetables. City Transit Division Routes 10, 11, 13, 34, and 36 as well as the Market-Frankford "L" and Broad Street Subway Lines got new ones on June 12, while Route 100/Norristown went in one day later. The Regional Rail lines were replaced on June 19. The yellow color of Route R1 (Airport), has been changed to a darker shade of yellow.

Effective August 29, two weekday trips to Bryn Mawr were added during the evening rush hour on Route 100/Norristown. Weekend running times were also adjusted. Route 101 now operates hourly service on Sundays from 5 to 8 AM instead of every half-hour. The City Transit Division also got new timetables; however, on Route 36, the June 12 editions will remain in effect into the fall as shuttle buses continue to operate due to construction between 49<sup>th</sup> Street & Woodland Avenue and 56<sup>th</sup> Street & Elmwood Avenue. More than 3,800 feet of rail and roadway are being replaced.



On September 4, nearly 15 months after the planned opening date, streetcars returned to Route 15/Girard Avenue. The timetable, which can be seen on-line, includes the "PTC" logo with SEPTA lettering (above). Service operates seven days a week on this 8.2-mile line. Weekday peak hour headways are 10 minutes. SEPTA in its press release reminded motorists that it has been a while (almost 13 years — the actual date was September 14, 1992) since streetcars ran on Girard Avenue, and those who are caught face fines of \$100 plus the possibility that the vehicle could be towed.

Glenn Rowe forwarded the news that SEPTA held a ceremony at 10 AM Thursday, September 1, at the Philadelphia Zoo, at the corner of 34<sup>th</sup> Street & Girard Avenue. Two cars brought children from opposite ends of the line, and then the children were treated to free Zoo admission.

On opening day, member Lee Winson was there, and reported "Route 15 didn't do very well as a streetcar route. By 1 PM, there were significant delays in service. After a long wait at the Richmond/Westmoreland terminal, three cars showed up in a group. SEPTA added buses to provide some semblance of service. Headways remained poor, about 30 minutes instead of the scheduled 15 minutes for weekend service. Regular riders were not happy at all about the return of streetcars and of course were upset about the service delays."

We also have a report from David W. Safford. "I took a trip today (September 5) to look at the progress in rebuilding the Harrisburg to Philadelphia 'Keystone' line. Track work is proceeding from west to east, and is now complete to a point about two miles west of Gap, Pennsylvania (State Route 41). The original track is completely updated: new grading, new concrete ties, new welded rail, new ballast. I am told by Amtrak personnel that their use for concrete ties is such that Amtrak has purchased a concrete plant in Wilmington to ensure an adequate supply. There is no sign yet as far west as Lancaster of any catenary work, although that is, at least theoretically, part of the program. The station in Lancaster originally had six tracks, with high level platforms between the outside pairs. The 1, 2, 5, and 6 tracks have been removed, leaving the platforms far removed from the remaining 3 and 4 tracks. There are 'temporary' glorified gangplanks now allowing access to trains on the center tracks. Work to widen the entire platform is scheduled for 'fall 2005 or spring 2006.' There is no sign of any other upgrading, although relatively new elevators allow handicapped access from street to concourse and concourse to platforms."

The Delaware Valley Regional Planning Commission was expected to approve the Transportation Improvement Plan for its region. (Every region must do so.) This process is required in order for projects to be included on a list to receive federal funding. The Delaware Valley Association of Rail Passengers ([www.dvarp.org](http://www.dvarp.org)) reported that at one point, the Roosevelt Boulevard (Broad Street) Extension was withdrawn, but later reinstated, but that does not mean the project will be advanced. There was a change to the routing of the proposed Quakertown commuter rail extension. This service would still continue to Philadelphia via Jenkintown as it did before the suspension of service in 1981, rather than via the Stony Creek Bridge (Lansdale to Norristown) as was proposed in the most recent study. DVARP says the Jenkintown routing will provide faster trips to Center City. Also proposed are a second freight track on the "High Line" through West Philadelphia and a flyover on the Northeast Corridor at "Phil" Interlocking. A flyover would allow northbound R1 and R2 trains to cross over the express tracks and reach SEPTA's line to 30<sup>th</sup> Street (upper level) without causing conflicts with other trains.

When SEPTA inherited the rail lines of the Reading Company and Pennsylvania Railroad, the vast majority of stations had low-level platforms. SEPTA has slowly been building high platforms. Recently completed were Chalfont and Melrose Park, and soon to start will be Fort Washington, New Britain, and Cheltenham. Virtually all SEPTA commuter trains use end doors with traps. A few push-pull coaches have a high-level center door as well. The 1974-1975 "Silverliner IV" came with a side plug for future center doors, but these were

*(Continued on page 14)*

**Commuter and Transit Notes**

*(Continued from page 13)*

never installed. Thanks to Lee Winson for this report.

**Washington, D.C. area**

**The Washington Post** reported that the cost of the proposed 11-mile Metrorail extension to Tysons Corner has been reduced by 25%, by shortening a tunnel through Tysons Corner as well as altering the "architecturally significant" design of the columns supporting the elevated portions of the track and revising the design of stations. However, the project, instead of costing \$2.4 billion, would now be \$1.8 billion. The new price still exceeds by \$300 million the project's \$1.5 billion financing plan, and where the additional funds would come from has not been determined.

On May 20, Virginia Railway Express awarded a \$109 million contract for 11 bi-level cars to Sumitomo Corporation of America and its carbuilding partner Nippon Sharyo, Ltd. This award comes with an option for 50 cars. The cars, which contain 144 seats, are similar to those which are currently being delivered to METRA, and replacements for the single-level Mafersa cars which were sold to CDOT last year. Deliveries are expected to be made between the end of 2006 and the beginning of 2007.

**South Florida**

Tri-Rail suspended service on August 25 and 26 due to Hurricane Katrina.

Member Karl Groh sent a photo of the first two Colorado Rail Cars that have been completed for Tri-Rail. Unfortunately, on July 27, the low-level car burned up totally at the Pueblo, Colorado test center. The cab car is numbered 703.

**Chicago, Illinois**

A new timetable was issued for the Metra UP Northwest Line, effective September 4. The primary reason the timetable has been reissued is the opening of the Pingree Road station in Crystal Lake. It has a large parking lot (400 spaces initially, and room to expand to 1,700) for the fast-growing area. In addition, there are some minor timing changes to improve on-time performance. Also, for the first time in a long time there is a Des Plaines short-turn - the 3:25 PM from Downtown. There used to be quite a few Des Plaines short-turns prior to the opening of the CTA Rapid Transit to Rosemont and Airport. In fact there was even a storage yard at Des Plaines. Thanks to member Jim Beeler for sending copies of the timetable and for this report.

**Chesterton, Indiana**

A little-known fact for those who do not commute on the South Shore, but NICTD is unique among commuter railroad operators in that for the part of the year that daylight saving time is in effect its trains operate in two time zones, Central and Eastern. **Trains** magazine reported that NICTD, the South Shore's parent agency, has asked St. Joseph County (South Bend) Commis-

sioners to petition the federal Department of Transportation to switch from Eastern to Central time. That would put the South Shore's entire route, from South Bend to Chicago, in the same time zone. On NICTD's website the following note appears next to the windows for requesting timetable information: "SOUTH BEND PASSENGERS - check here if you are traveling to or from South Bend beginning the last Sunday in October thru 12:01 a.m. on the first Sunday in April (Standard Time)." DOT has told Indiana it will hold hearings only for counties that specifically ask for a change and make a time-zone change only if there is compelling evidence. St. Joseph is the easternmost of the four northwestern Indiana counties served by the South Shore. All four counties want to be in the same time zone, but officials have not been able to decide which one. This sounds like a compelling reason for St. Joseph to adopt Central, and if it decides to go that way, the other three might, as well. Historically, the northwestern-corner counties have stayed "Central" in practice because of economic ties to Chicago. In case you were not aware, it was on October 18, 1883, that the railroads in the United States, without any state or federal legislation, created the four time zones that we have today. This was done in order to create order out of chaos with regards to train scheduling. Prior to that date, there were 56 different U.S. time zones!

**St. Louis, Missouri**

Members Bob and Judy Matten were in St. Louis for the Lionel Train convention and participated in a tour of the construction for the Metrolink extension from Forest Park to Shrewsbury, which is behind schedule as well as over budget. Some of the delays/escalated costs can be attributed the need to construct a portion of the line underground to assuage the concerns of NIMBYs. As of July, the completion date was projected to be sometime between September 1 and October 1, 2006. The stations are being built to accommodate two-car trains, because that is the normal consist for the present line that runs between Lambert Airport and Scott AFB. Single rides are \$1.50, while all-day passes are \$4. The September 7, 2004 timetable was still in effect on Metrolink.

**Salt Lake City, Utah**

There is lots of rail news this month for Salt Lake City. First, Bombardier Transportation was awarded a \$29 million contract for 12 bi-level cars that will be used in the initial 44-mile line between Salt Lake City and Pleasant View, which is expected to open by 2008. There would be intermediate stations at Wood Cross, Farmington, Layton, Clearfield, Roy, and Ogden. The press release did not break down the number of cabs or trailers, but there is an option for 23 cars. The transit agency is getting a \$5 million price break as it was able to "piggyback" its order with the one that is currently in construction for New Mexico. Last year 30 retired Metra

*(Continued on page 15)*

**Commuter and Transit Notes***(Continued from page 14)*

*Gallery* cars were received at the cost of \$1 each. UTA has plans for a 120-mile commuter rail system.

Light rail has not been forgotten. In July, 45-day comment period was begun to solicit feedback on the proposed Mid-Jordan Corridor project, a 10-mile line that would branch off the existing line at Midvale and continue to Daybreak South in Jordan. Once this is done, the project can be submitted to the federal government for approval of funding. If approved, construction could begin in 2009.

*Portland, Washington*

The Mattens also went to Portland to attend the NRHS convention. As could be expected, there were lots of trains to ride, including the Lewis and Clark (SP&S) Explorer between Portland and Astoria (86 miles) aboard a former BC Rail RDC. This train was put into service to ease congestion on the two-lane highway between the aforementioned cities for attendees at Lewis and Clark events. The last run was scheduled for October 3, and Bob wrote that after that date, the equipment will be sold. On other days a private Amtrak special was operated from Portland to Wishram, Washington (100 miles) via the ex-SP&S River Level Route on the north side of the Columbia River Gorge, Port of Tillamook Bay Railroad (108 miles) from Banks to Cochran, and the Mt. Rainier Scenic Railroad (40 miles) to Morton, Washington. Bob and Judy rode the Portland City Street Car, which was just extended this past March to SW Gibbs, and the new Yellow Line, which loops around downtown (like the original Blue Line) and after crossing the bridge over the Willamette River runs to Expo Center. A map of the Portland City Streetcar shows that the extension to SW Moody will open in 2006. On the covers of Tri-Met's three light rail line timetables there is a logo to recognize the transit agency's 35<sup>th</sup> anniversary. The Blue Line was issued on September 5, 2004, while the Red and Yellow Lines carry June 5, 2005 dates.

A 2-hour ticket costs \$1.70 and an all-day pass is \$3.50. After the convention ended, the Mattens flew to Calgary (see below).

*San Francisco, California*

Here is a follow-up to last month's article in the **San Francisco Chronicle** about BART's SFO Extension, which was sent by member Dennis Cavagnaro. BART's Board of Directors met on August 11 and approved another reduction, the fourth such change in service since the opening of the line on June 22, 2003. One of the proposals under consideration was elimination of weekend service to the South San Francisco and San Bruno stations, but, in the end, reluctantly, it was decided to increase the rush hour headways from 7 or 8 minutes to 15 minutes (20 minutes in the evening), and route the Blue Line (Dublin/Pleasanton), with its shorter trains to

this service. Formerly Red (Richmond) and Yellow (Pittsburg/Bay Pointe) Line trains served this line. Daily ridership, at 30,000, is below what had been estimated. These changes went into effect on September 12. The San Mateo County Transportation District, which is obliged to pay all operating costs, notified BART that it could not afford to cover the more than \$10 million. These service cuts as well as elimination of a discount for San Mateo County residents will save \$1.1 million. When BART was set up, San Mateo County did not participate, hence this financial arrangement.

*San Diego, California*

Opening day ceremonies for the 5.8-mile Mission Valley East Extension, to be known as the Green Line, were held on July 8. At the same time, the system's first "subway" station, beneath San Diego State University, was opened. The tunnel is 4,000 feet long. San Diego's light rail system now stands at 54 miles on three branches. This extension could add 11,000 riders to the 70,000 San Diego Trolley was already carrying each day. Revenue service began on July 9.

*Santa Clara, California*

On August 1, the Valley Transit Authority began service on Phase I of the Vasona LRT extension from Convention Center to Winchester, 8 stations. Though owned by VTA, the Vasona Corridor, between the San Jose Diridon station and the Winchester station in Campbell, is a shared corridor with Union Pacific Railroad (freight) and VTA light rail passenger operations. Although VTA and UPRR operate on separate tracks, this shared section is subject to operating regulations by the Federal Railroad Administration, that in some cases differ from transit industry standards, which are regulated by the California Public Utilities Commission. VTA has approval for operations from the CPUC, but must also gain approval from the FRA as well. With FRA approval, VTA began operating non-revenue trains on the two-station extension from Winchester to Vasona Junction on September 5. Revenue service is expected to begin sometime this month. About 120 trains were operated each day.

*Summer 2005 Road Trip*

Attending the American Vecturist Association's convention in Knoxville, Tennessee was the focal point of a two-week, 2,500 mile adventure that took my wife and me to nine states, and the rest of the trip was built around it. I selected Pittsburgh as the first stop so that I could ride the Overbrook Line, which was not in operation during my previous visit in 2000. It reopened on June 2, 2004, after a major rebuilding. Several trains of the new CAF cars (4300s) were in service, and we passed up a few inbound cars at Washington Junction until one appeared. The original fleet of LRVs is being rebuilt, and upon return, the first two digits are being changed from "41xx" to "42xx". One trainset (4211-4225) was running. There is one timetable (June 19,

*(Continued on page 16)*

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

2005) that includes Routes 42S/South Hills Village via Beechview, 47L/Library via Overbrook, 47S/South Hills Village via Overbrook, and 44L/Library Shuttle, which operates on Sundays between Library and Washington Junction. PAT has several fare zones. Riding between Wood Street, First Avenue, and Gateway is free. The "Downtown Zone" is between the aforementioned stations and Station Square, for which there is a charge of \$1.25; after that, zones increase by 50 cents. The first zone is to Washington Junction, and the second is to South Hills Village and Library. There are also reduced fares. A surcharge of 50 cents is added to all cash fares paid on cars inbound from 6-9 AM and outbound from 4-6:30 PM. Passes, tickets or transfers are not subject to the surcharge. We overnights in Pittsburgh and the next morning left for the Frank Lloyd Wright-built house, Falling Water, in Ohiopyle, Pennsylvania. From there, we drove through West Virginia, which became my 50<sup>th</sup> state.

After an overnight stay in Winchester, Kentucky, we made our way to Highway 127 where the "World's Largest Garage Sale," which runs from Covington, Kentucky to Gadsden, Alabama, was taking place. This event typically occurs on the second weekend of August. A few purchases were made, and we continued west to the Opryland Resort in Nashville where we met my sister-in-law and her boy friend. On I-65, south of Upton, Tennessee, we crossed from the Eastern into the Central Time Zone. In the two days that we were there, we did some sightseeing. A telephone call to RTA provided the location of an MTA bus yard where I was told that some of the ex-Metra *Gallery* cars were being stored. There were more of these cars at the Tennessee Railway Museum, which will be preparing them for *Music City Star* commuter service. I learned that service between Nashville and Lebanon which was originally scheduled to begin this month, has been delayed until sometime next year due to funding delays. One of the employees told me that RTA had purchased the cars for \$1 each, because it was cheaper for Metra to dispose of the cars in that manner. RTA owns the following: 8761-8762 (cab cars), and 7755, 7758-59, 7776, 7780, and 7782-83 (trailers). Checking member Andre Kristopans website, (<http://community-2.webtv.net/ajk100/COMMUTERRAILCARS/>), I found that he had listed two additional cab cars, 8753 and 8760; so it is unknown whether these cars were perhaps elsewhere being renovated. Three former Amtrak F-40s, 332, 398, and 399, will provide the motive power and are to be renumbered 120-122. The Tennessee Central Railway Museum operates a number of steam train excursions with distances varying from 64 to 180 miles, round-trip. Some of the other equipment that I observed were *Gallery* cars 700 and 703, which have Great Lakes West-

ern lettering, ex-Burlington Northern E-9As 9910 and 9917, ex-New York Central E-8A 4080, and ex-Amtrak F-40 258. Regarding 700 and 703, Andre wrote that those cars are ex-Amtrak nee-C&NW. Great Lakes Western was a short-lived tour operator near Chicago that bought at least 6 of the cars from Amtrak about 1995 or so and had them painted in Chicago North Western-like colors. They ran at best a couple of trips (including a very poorly planned Des Plaines-Green Bay "gambling train" that was scheduled for four hours each way but took almost ten because of bad track on parts of the Wisconsin Central at that time) and then went bust. For a while the cars were sitting in Mukwonago Wisconsin on the WC, but they eventually vanished. So now we know the location of two of these cars.

We drove east to Chattanooga (returning to the Eastern Time Zone) where we spent two days at the Chattanooga Choo Choo Hotel. This station building was opened on December 1, 1909 as Chattanooga's "Terminal Station;" it closed when the last Southern Railway train departed on August 11, 1970. In 1973, after being vacant, it was opened as a vacation complex. The current owners are affiliated with the Holiday Inn chain. There are three buildings which have hotel rooms, but for those with a few extra bucks, you can spend the night in one of 24 former Southern Railroad cars (each of which has been divided into two rooms). They have all of the latest amenities, including a full bathroom. You will also find many stores which sell railroad motif items, and there are several rail-related activities, railroad theme restaurants, etc. Two of the restaurant cars are former Penn-Central (NYC) stainless steel 4546 (Kitchen-Diner, 696) and 4546 (Grill-Diner 456). According to *New York Central's Great Steel Fleet 1948-1967* by Geoffrey H. Doughty, the Chattanooga Choo Choo also received several similar cars, but I did not see them during my visit. There is also a former New Orleans 900-series car, which carries the number 36. It operates hourly during daytime hours on a one-mile line around the property. "Edward the Conductor" (that is what his business card reads) is the motorman who narrates an interesting tour on the approximately 30-minute ride.

Of course there was lots of sightseeing to be done here as well, and that included visits to the Incline Railway up to Lookout Mountain, Rock City, and Ruby Falls. For readers of this column, the Incline Railway, which bills itself as the "steepest passenger railway," was the most interesting, and has been designated as both a National Historic Site and National Historic Mechanical Engineering Landmark. On a clear day, it is possible to see seven states (Tennessee, Georgia, Alabama, Kentucky, North Carolina, South Carolina, and Virginia). The weather was a bit hazy, so I don't think we saw all of the states. The Incline Railway is cable-operated,

*(Continued on page 17)*



**Commuter and Transit Notes***(Continued from page 16)*

with one passing siding at the midpoint of the nearly one-mile long line that reaches an elevation of over 2,000 feet. Near the top the grade is an astounding 72.7%, and the cars, now the fourth generation, have "stadium-type" seating and steps to reach the seats. These cars have been in service since March, 1987. The original cars, which dated from the line's opening in 1895 were replaced in the 1920s. In 1949, they, in turn, were placed by cars that were constructed by the Southern Coach Company, a bus manufacturer. Paul Gawkowski wrote: "I stopped at Lookout Mountain on my way from Fort Lee, Virginia to Fort Carson, Colorado in late December, 1967. In my mind, I can still see the Southern Coach builder's plate in the car. Other railfan activities on the trip included my first visit to New Orleans and the St. Charles streetcar and a ride across the border from El Paso into Mexico on the ex-San Diego PCCs. I was driving my red 1962 Studebaker Hawk GT. It was a great trip."

Getting around downtown Chattanooga is easy and free, thanks to a fleet of electric (battery-powered) buses. Service operates approximately every five minutes between 6 AM and 9:30 PM on weekdays, and with slightly reduced hours on weekends. The route begins across the street from the Chattanooga Choo Choo where the maintenance facility is, and ends at the Aquarium, near the Tennessee River. These vehicles were built locally by Advanced Vehicle Systems, which is now defunct. There are numerous art works displayed around the city, and the lyrics (complete with the musical score) of the famous "Chattanooga Choo Choo" have been placed in concrete on a portion of the sidewalk near the Aquarium. This song was written by Harry Warren and Mack Gordon and introduced by the Glenn Miller Orchestra in 1941. It became more popular after being featured in the movie "Sun Valley Serenade" and performed by Tex Beneke and the Modernaires.

After saying goodbye to our traveling companions who returned to St. Louis, my wife and I drove to Knoxville to attend the 55<sup>th</sup> AVA convention. Many AVA members are also rail fans, and each convention includes some type of rail excursion, and there would be no exception this time. On Saturday afternoon we were transported to the *Three Rivers Rambler* ([www.ThreeRiversRambler.com](http://www.ThreeRiversRambler.com)) via restored Knoxville Transit 409 (1957 GM TDH4512-2689). For those who are interested, the train derives its name from a portion of the line where the train travels over a bridge that spans the confluence of the Tennessee, Holston, and French Broad Rivers. Our train for the 11-mile, 90-minute ride was composed of three former Reading Company steel coaches that were constructed by Bethlehem Steel in 1932. Their original numbers were not discernable, and I am attempting to get this information for our readers. These cars are not num-

bered, but instead are named as follows: "Trustworthy", "Intrepid," and "Resourceful." The first two cars contain seats, while the latter is the sales car which also contains two restrooms. Motive power was 203, a 2-8-0 Consolidation-type locomotive built in 1925 by Baldwin Locomotive Company of Philadelphia. There were also an open gondola car, which despite the intermittent rain still carried a fair number of passengers, and a caboose. At the end of the line, the locomotive ran around the train and pulled the train back to Knoxville. After our group had detrained, we again boarded 409, which took us to the East Tennessee Historical Center in downtown Knoxville, where we saw very recently restored Knoxville single-truck car 416 (Cincinnati Car Company, 1925). GOMACO did a beautiful restoration job and although the car cannot currently operate due to the additional funds that were not available, work was done that would enable a quick conversion in the future, should that be desired. The previous night at the banquet we were given a most interesting talk about the history of Knoxville's trolley system by local transit expert Bob Scanlon. He also spoke of his involvement (which was both crucial and extensive) in getting 416 restored.

At the conclusion of the convention we went to Highlands, North Carolina via Great Smokey Mountains National Park, where we spent four days with some friends before returning home to New York. On one of the days we went to Asheville, where we visited the Biltmore Estate, which was constructed in 1895 by George Washington Vanderbilt III, grandfather of the current owner. George's grandfather was the legendary Cornelius Vanderbilt of New York Central Railroad fame. It was a very enjoyable trip.

*Toronto, Ontario, Canada*

The Toronto Transit Commission received a report recommending not only that its streetcars be rebuilt, but that new ones should be ordered. If the TTC follows the report, initially 100 of its 196 streetcars will be overhauled. The fleet is composed of 158 Canadian Light Rail Vehicles (CLRVs) and 39 Articulated Light Rail Vehicles (ALRVs). Ninety-six would be rebuilt if new streetcars cannot be procured in time to meet daily requirements. Action is required because the fleet is nearing the end of its 30-year service life expectancy. All new cars would be handicapped-accessible, something the present fleet is not. While TTC staff previously investigated making the fleet accessible by building high-level platforms or changing the grade of tracks at streetcar loading platforms, or using low-floor trailers attached to the streetcars, these were deemed to be impractical. *(Editor's note: There is a discrepancy of one, in the number of streetcars that the report mentions are owned by TTC.)*

As of mid-August, GO Transit's current timetables for the Lakeshore and North Corridors were April 30 and June 25, respectively. Thanks to member Karl Stricker

*(Continued on page 19)*

**Nostalgia Corner**

*(Continued from page 5)*



Also at E. 149<sup>th</sup> Street and Bergen Avenue, July 17, 1950.  
Bernard Linder photograph



Westchester and Brook Avenues, looking east in 1948. The Westchester Avenue Branch is directly above the Bergen Avenue Cutoff to the right, and trolley car 189 is in the background.

Bergen Avenue Cutoff

Last Passenger Train 11/6/1946  
Out of Service 11/10/1949



Data: B. Linder  
Drawing: J. Erlitz

*(Continued on page 19)*

**Nostalgia Corner**

*(Continued from page 18)*



143<sup>rd</sup> Street station of the Third Avenue "L," looking north in 1947.



North of the 143<sup>rd</sup> Street station of the Third Avenue "L," looking north in 1947, showing abandoned turnouts to the Bergen Avenue Cutoff.

**Commuter and Transit Notes**

*(Continued from page 17)*

for providing copies.

**Montréal, Quebec, Canada**

AMT's newest line, to Delson, received a 1.7-mile extension to Candiac on April 11. This line has four weekday trains, but only two will serve this station, which has 110 parking spaces.

**Calgary, Alberta, Canada**

Continuation of the Mattens' trip: Their visit coincided with the Stampede (chuck wagon races and rodeo), which is served by two stations: Victoria Park/Stampede and Erlton/Stampede. Rides were taken on both light rail lines: 201 (now Somerset-Bridlewood-City Centre-Dalhousie) and 202 (Whitehorn to 10<sup>th</sup> Street West). Bob noted that Line 201 had been extended on both ends since his last visit. (Editors Note – Brentwood-Dalhousie opened on December 15, 2003 and Anderson to Fishcreek/Lacombe October 9, 2001, while Fish Creek/Lacombe to Somerset/Bridlewood occurred on June 28, 2004.) The July 4, 2005 timetables that Bob kindly sent contain the wording "Future LRV Line" after the Dalhousie, Somerset-Bridlewood and Whitehorn stations. At Whitehorn there was construction activity for the one-station extension to McKnight/Westwinds, which is shown as opening in 2010. Day Passes sell for C\$5.60 (US\$4.70) and 90-minute tickets are C\$2 (US\$1.68). Conversion rates are as of late August.

**United Kingdom**

Passenger rail operator Southern Network ran its last train of "slam-door" coaches on a train between London's Victoria Station and the village of Seaford on August 28. "Slam-door" coaches, which featured side entry to individual passenger compartments, are being replaced by coaches with end-of-car entry doors. A rail-

way spokesman said that, although Britain's Office of the Health and Safety Executive has banned "slam-door" coaches from regular service effective November 1, Southern Network will operate a special "farewell" excursion train using the coaches on November 19. Thanks to **Weekly Rail Review** for this report.

**Jerusalem, Israel**

Member David Klepper sent an article from **The Jerusalem Post** about the planned light rail system for this very ancient city. During the last week of July, the final papers were signed and construction was expected to get underway shortly. The cost of the project is NIS 3.2 billion. (One New Israel Shekel is equal to approximately 22 cents.) Preliminary work, including the moving of electric, communications, water, and sewer lines, has been going on for approximately three years. Actual light rail work begins in December, when workers will lay rails, construct the electrical supply, build stations, etc. Construction of the cars will also begin this year. The first line has been designated as the Red Line and will be 14 km (8.7 miles) from Pisgat Ze'ev to Mount Herzl, with 13 intermediate stations.

**From the History Files**

**50 Years Ago:** In October, 1955, steam train operations on the Long Island Rail Road ended. This last train operated on the Oyster Bay Branch. On October 19, a ceremony was held to mark the end of steam operations on the Long Island Rail Road, which was chartered on April 24, 1834.

**35 Years Ago:** On October 27, 1970, the Connecticut Department of Transportation and the Metropolitan Transportation Authority signed the agreement for MTA and CDOT to operate New Haven Line service as of January 1, 1971.

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

## Around New York's Transit System

### R-142 Door Enable Pushbutton Modification

The Door Enable pushbuttons on Subdivision "B"'s R-143 fleet, described in the July, 2004 Bulletin, were modified to a momentary type.

The Door Enable pushbuttons on ten Subdivision "A" R-142 cars, 6686-7-8-9-90/6691-2-3-4-5, were also modified to a momentary type at the E. 180<sup>th</sup> Street Maintenance Shop. To determine whether this modification is working properly, the cars must run together for two weeks in passenger service.

When operating the modified R-142 cars, the Train Operator must depress and hold the Door Enable pushbutton until the Conductor turns the MDC (Master Door Controller) key from "run" to "on" and the Door Enable light goes out. The Train Operator must release the Door Enable pushbutton. When the Conductor turns the MDC key to "run" position, a green light will indicate the side for which the doors were enabled.

### MTA Will Increase Security

The newspapers revealed that MTA will spend \$212 million for a new security system. One thousand new video cameras and 3,000 new motion detector sensors will be installed, and a new police command center will be built. These cameras and sensors will be installed on the entire MTA system, including Long Island Rail Road and Metro-North hubs and bridges and tunnels. But they will not be installed in subway cars or buses.

These sensors will set off an alarm in the command center if someone leaves an unattended package on a subway platform or enters a restricted area.

Work under this contract, which was awarded to Lockheed Martin, should be completed in three years.

### Continuous Welded Rail Trains

Two continuous welded rail trains, numbered CCR01-CCR08 and DCR01-DCR08, are used to transport sections of welded rail throughout the transit system. They are composed of eight specially modified Subdivision "A" cars, which are compatible with all existing NYCT diesel locomotives without the need for SMEE hoses or

"J" relay valves. Each set of CWR cars is equipped with MCB couplers, freight angles, brake pipe hoses, glad hands, four tripping devices, and diversion valves.

The car numbered "01," which must always be coupled to a diesel transition unit, contains a winch to help load the rail through the car numbered "08." Sound-powered telephone outlets, buzzers, and emergency brake valves are located in cars numbered "01," "05," and "08." All cars have rail guide rollers and cars numbered "05" also have a rail hold-down device. The cars of each set are joined together with link bars.

### Revenue Collection Car Assignment

Revenue collection trains consist of two-car units coupled together, which must be kept together and operated only in their assigned subdivisions. Because Revenue Collectors assigned to Subdivision "B" have extended threshold plates, they must not be operated on Subdivision "A." Assignments are as follows:

NUMBER	LAYUP YARD	CAR NUMBERS
SUBDIVISION "A"		
1	Livonia	1R717-0R717
2	Livonia	1R714-0R714
3	Livonia	1R715-0R715
Spare	Livonia	1R716-0R716
SUBDIVISION "B"		
5	38 <sup>th</sup> Street	1R723-0R723
6	38 <sup>th</sup> Street	1R722-0R722
7	Jamaica	1R719-0R719
8	Concourse	1R720-0R720
Spare*	Concourse	1R721-0R721

\*To be used as spares for Concourse Yard or Jamaica Yard

1R denotes a revenue (box) car

0R denotes a locker car

Cars 1912 and 1922 are assigned to revenue trains. Cars 8888-9 and 9000-1 are assigned to refuse trains

