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The Bulletin

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CENTENNIAL OF NEW HAVEN ELECTRIFICATION

The first electric train on the New Haven Line ran 100 years ago. Electric trains started operating before the company was ready because of the great demand for this service. Test trains started running on April 18, 1907. The first electric passenger train departed from New Rochelle at 7:50 AM and arrived at Grand Central at 8:28 AM on July 24, 1907, after which 12 electric local trains were in service each day. When service was extended to Port Chester on August 5, 1907, 23 electric local trains were in service. Electrification was extended to Stamford on October 6, 1907 and to New Haven in 1914. When construction was in progress, trains changed from electric to steam locomotives at the stations listed above. Most or all of the local service was provided by MU electric trains.

Electrification was recently extended to Boston and through service is being operated between Boston and Washington. Steam locomotive-hauled trains had been operating in the Park Avenue Tunnel to Grand Central since the 1870s, and there were several collisions in the smoke-filled tunnel. The January 8, 1902 collision was the worst. The smoke was so thick that the Engineer could not see the red signal of the train ahead. As a result of this accident, the State Legislature passed a law prohibiting steam operation south of the Harlem River after July 1, 1908. Management adopted electric traction and met the deadline. The last steam locomotive operated to Grand Central on June 27, 1908.

The New York Central decided to install third rails to supply power for its electric trains. From Grand Central, the electrification extended 24 miles to White Plains North and 33 miles to Croton-Harmon. The railroad built two power houses and transmitted three-phase 11,000-volt, 25 Hertz a.c. to eight substations. Rotary converters changed the high voltage a.c. to 650 volts d.c.

Because the New Haven's electrification was much longer than the New York Central's, 60 miles from Woodlawn Junction to New Haven, the railroad's engineers decided to install overhead trolley energized at 11,000 volts a.c. At this high voltage, power could be transmitted efficiently for long distances.

At Cos Cob, 18 miles from Woodlawn Junction and 42 miles from New Haven, the railroad built a coal-fired power house with four 11,000-volt steam turbine generators. Three generators were rated at 3,750 kVA single phase and one supplied 6,000 kVA three-phase. (It could also supply single-phase a.c.) New Haven's power distribution circuits were much simpler than New York Central's circuits, but their locomotives and the MU cars' control circuits were more complicated because they had to operate on two different voltages — 11,000 volts a.c. from the overhead catenary and 650 volts d.c. from the third rail on the New York Central's tracks between Woodlawn Junction and Grand Central.

After studying his electrical engineering textbook dated 1937, your Editor-in-Chief was able to explain how these dual voltage locomotives and MU cars operated. This college textbook reveals that the single-phase series traction motor includes all the principal electrical features of a d.c. series motor. Therefore, a well-designed a.c. motor is an excellent d.c. motor and will operate on direct current as well as, or better than, on the frequency for which it was designed. When operating under the catenary, the motors re-

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Next Trip: LIRR Arch Street Shop and West Side Yard — September 15

STORAGE BATTERY STREET CAR OPERATION IN NEW YORK CITY
by Stephen L. Meyers

EVOLUTION

In the scheme of things in the development of the street car in America, the road was originally straightforward. First came the use of horse-drawn omnibuses, which was common in most larger American cities. They ran on unpaved streets, with passengers entering via a door in the center of the back of the vehicle opening directly onto the street, often resulting in the soiling of the passengers' clothes, an obvious negative for potential riders. By putting the horse-drawn cars on rails and permitting passengers to enter or leave via rear platforms instead of directly into the car's interior, many of the objections of commercial street travel were overcome. Although the horse cars also ran in the mostly unpaved roads, the ride was smoother, passenger comfort increased multifold and their presence often led to the paving of their rights-of-way and the adjoining roadway.

During the later years of the 19th century, transit operators recognized the shortcomings of animal-propelled vehicles. The number of animals required for large scale operations was staggering. Also huge were the direct costs of maintaining the huge fleet of horses including massive stables, the feeding, the cleaning and, most offensive of all, the clearing of "animal waste" from both the car barns and the streets.

So the transit companies spent huge amounts of money trying to invent or discover new ways to move passengers without animal power. Many types of vehicles were tried, including rudimentary internal combustion motors, magnetism, compressed gas, etc., but originally only one seemed to fill the bill: the cable car.

Convenient as it was and as great a leap forward as it seemed, the cable car concept had two tremendous drawbacks: its workings were dreadfully expensive to build and, it was soon discovered, complicated to operate. So alternate modes were still sought, and one was finally found that was so successful that within about a decade it had virtually destroyed the cable car industry. That new mode was the electric street car.

The electric street car's success was overwhelming and widespread, and it had the almost immediate effect of allowing towns and cities to quickly expand. But even this new concept had its drawbacks. In Manhattan the electrified lines used remarkably expensive-to-build conduit power transmission. Therefore, operators of large horse car networks discovered it was still too expensive to convert all their lines to electric power. Many horse car lines were still important as feeders but were just barely economically viable on their own. However, the image of horse cars plying city streets still branded both the offending line and the city in which they operated as "old fashioned," and this was a fatal negative. So the search for an inexpensive alternative continued.

STORAGE BATTERY CARS

The most successful candidate for low-cost propulsion was the storage battery (S/B) car. Once storage batteries had been developed to a level where their endurance and maintenance could be measured and controlled, they seemed to be the natural choice. An early pioneer in this concept was the Edison-Beach Company, which produced a series of small S/B cars used mostly on shortline rail routes and with moderate success on lightly traveled street railway lines where economical operation, not speed, was the issue.

Storage battery cars were powered by electricity supplied by banks of wet cell storage batteries usually located under the seats of the cars and were easily replaceable. The batteries supplied sufficient electricity to run a car for about 110 miles at speeds of between six and eight miles per hour before requiring recharging. The recharging of the batteries usually took place at night in car barns with special equipment designed to generate sufficient power to quickly recharge multiple sets of batteries.

Ultimately both the fledgling New York Railways and the widespread Third Avenue Railway System realized that the S/B technology might well be the answer to mechanizing some of their horse car lines that were not heavy enough to support conduit construction but were still too important to be left with horse power. These two huge companies approached the S/B concept from completely divergent directions.

OPERATIONS

New York Railways

When the wreckage of the Metropolitan Street Railway was reorganized as the New York Railways Corporation, the new owners and management turned out to be the Interborough Rapid Transit Corporation. It was quickly recognized that the new company was still perceived by the public as just a reincarnation of the old Metropolitan Company, so the company decided to take a chance to create a whole new image. The managers in charge of equipment, Messrs. Hedley and Doyle of the IRT, in conjunction with the major street car builders, came up with a whole new concept — the stepless street car.

This bold design developed three street car designs utilizing the low-level doors apparently as a practical answer to the then-fashionable "hobble skirts" univer-

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Storage Battery Street Car Operation in NYC

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sally in favor with women. The full skirt was designed with a very small diameter skirt bottom which restricted climbing aboard street cars, among other things. The new street car models included one huge center door double-decked car which was never duplicated, a large, oddly shaped, single-deck double-trucked center door car that was ordered in great quantity and touted as the most modern street car design in New York, and, finally, a tiny, four-wheel center door storage battery car. The design was absolutely "cutting edge" and immediately changed the image of New York Railways to that of an ultra-modern traction company.

Unfortunately, there was a major design flaw in the center door concept: all of these designs lacked any way to enter or exit the cars other than via that center door. This forever locked their modern fleet into a two-man operation. In the earlier days the high cost of the two-man crew was not too significant but, as labor costs increased, the additional cost ultimately helped to kill the street car company!

New York Railways' stepless storage battery cars were a mechanical wonder. Not only was the center entrance low to the ground, the entire car sat low in the street. Contemporary photographs of the cars in action in the New York City streets suggests a pre-automotive Volkswagen design. The battery power was transmitted from the motors to the trucks by a simple chain drive. Much innovative imagination went into this pioneering design.

New York Railways' Storage Battery Lines

The original cars, modified slightly from the pilot model, were introduced on two moderately heavy lines, the Metropolitan Crosstown (Spring & Delancey Streets) line in 1913 and the Madison-Chambers Street line in 1914. A total of 46 cars covered the schedules, In 1915 the New York Public Service Commission ordered New York Railways either to discontinue its three remaining horse car lines or replace them with S/B cars. The hopelessly lightly traveled Bleecker Street Line was abandoned in 1917 but the remaining lines, Sixth Avenue Ferry and Avenue C, each received S/B cars. The original cars were built by Brill in 1912 (7000, the original pilot car) and American Car and Foundry in 1913 (7001-7045). The second series of cars (7046- 7115) were built in 1915-1916 by the Southern Car Company.

In 1918 the New York Railways Corporation entered bankruptcy and in 1919 the receivers, in a drastic cost-cutting program, ordered the cessation of all S/B service. Some of the second series of cars had been on the property for less than 18 months! After a period of about six months, S/B service was reinstated on a single route, the Spring & Delancey Streets Line, in February, 1920 and continued until 1931 as New York Railways' last S/B line. Because the cars were configured as two-man units and were not capable of being modified for one-man operation, the newly retired cars were unusable and also impossible to sell to other street car systems. Many of the cars were sold for scrap, while about 40 cars were saved for use on the remaining line. Judging from the car utilization records, as cars broke down they were simply replaced by stored cars of the second series. And, by 1931, even this last remaining S/B operation was scrapped.

Third Avenue Railway System

Third Avenue Railway's approach to storage battery was entirely different from that of New York Railways. Rather than "reinvent the wheel," it extended its own experience in carbuilding, modified existing car designs, and, by evolution, came up with a winning result. It took some of its horse cars and experimented with various body configurations. During this experimentation period it rejected the then-popular concept of convertibility and finally settled on a car that was virtually a miniature version of their standard closed cars. It was a single-truck, seven window, double-ended deck roof car with end platforms. The company kept the design very simple with the storage batteries situated under the longitudinal seats.

If New York Railways operated its storage battery cars mainly in lower Manhattan, the theme song of Third Avenue Railway System's storage battery operations could be that old New York song that starts "East Side, West Side, all around the town…". Their storage battery (S/B) cars ran in lower Manhattan, in midtown Manhattan, along the East River, along the Hudson (North) River, in uptown Manhattan, in the far east Bronx and, surprisingly, for a short time, in Brooklyn.

In 1910 Third Avenue Railway System constructed in its own shops its first set of storage battery cars, units 1A-5A (later 1201-1205) built from ex-horse cars plus, in 1911 car number 6A which became the model for its standard S/B cars. In 1910, TARS constructed units 1126-1151, built for use on its two weakest but still viable crosstown horse car lines, 110th Street Crosstown and 28th & 29th Street Crosstown. The cars were so successful that it ordered an additional identical set of 50 cars from J.G. Brill in 1911. These cars, 1152-1201, were used on subsidiary company Dry Dock, East Broadway & Battery Railroad, lines in downtown Manhattan and within the lower East Side. A repeat order for 79 additional cars was placed with Brill in 1913. Numbered 1202-1280, these cars were used on the Central Park, North & East River long belt lines. A number of cars in this series were sent up to the Pelham Park & City Island Line.

In time, all but one of those S/B lines were discontinued. Third Avenue Railway System's Avenue B Line ran until 1932, becoming the last S/B line to run in New York City.

A major difference between the TARS cars and those

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of New York Railways was that the Third Avenue Railway System cars, being double-ended with end platforms and doors, could be modified for one-man operation. And, indeed, the 110th Street line was eventually "one-manned". The one-man feature also meant that these cars had value in the used street car market. The Boston, Revere Beach & Lynn purchased two for its non-electrified feeder Point Shirley Street Railway subsidiary.

Finally, as the marginal S/B lines became submarginal and were abandoned, the TARS rebuilt some of the S/B cars to straight electric operation using trolley poles. At least seven of them were transferred to Steinway Lines in Queens, but were quickly rejected as being too small. Still other electrified cars were used by TARS on a few shuttle or short lines in the Bronx. I have a photo of one on the Harlem Shuttle line.

Third Avenue Railway System's Storage Battery Lines

Lower Manhattan

The Third Avenue Railway System component company that operated in lower Manhattan, other than the namesake Third Avenue Railway Company, was the marvelously named Dry Dock, East Broadway & Battery Railroad. It operated two major conduit lines, Grand Street/Williamsburg Bridge and Post Office. It had one early pre-battery route, Cortlandt Street line which later changed names and propulsion becoming in 1907 the Canal Street and Grand Street Ferries line. In 1911 it converted from horse car to S/B and ran until 1918 when the route was abandoned.

The longest running S/B line in Manhattan was the Avenue B route. The line started running horse cars in 1866 and converted to S/B in 1911. Much to everybody's surprise, in spite of major demographic changes, this important east side line ran until 1932. When, as New York City's last S/B line, it was finally discontinued, TARS gave up the franchise and buses of the Avenue B & East Broadway Transit Corporation replaced the little single-truck street cars.

Midtown Manhattan

Most of the lower and midtown street railway lines connected the city center to the East and Hudson River ferries. Built less than half a mile between two major crosstown lines was the 28th & 29th Street crosstown line (of the same corporate name). Because of its proximity to major competing conduit crosstown lines at 23rd Street and 34th Street, traffic was never very heavy and this hapless line often became the testing grounds for experimental self-powered cars, virtually all of which were failures. For some reason, the Third Avenue Railway System took over this forlorn independent operation in 1912, changing the corporate name to Mid-Crosstown Railway Company and quickly substituting their own storage battery cars in place of the decrepit horse cars. The construction of the East River bridges and subway tunnels quickly killed the connecting ferry lines making this line superfluous. Thus, the re-equipped line was an abysmal failure and by 1919 the entire operation was discontinued without replacement, much to the relief of the accountants of the TARS!

East Side, West Side

The Central Park, North & East River Railroad, later renamed the Belt Line Railway Corporation, was acquired by the Third Avenue system in 1913 and consisted of the conduit electric 59th Street Crosstown line and the horse-powered East Belt Line which ran mainly along the East River from 59th Street to South Ferry and its twin, the West Belt Line which ran mainly along the Hudson (North) River to South Ferry. Both of these lines received storage battery cars, shortly after Third Avenue Railway purchased the system. Both Belt Lines were reasonably successful, but plagued by heavy vehicular traffic which made keeping a schedule impossible and the prospect of investing heavy money in replacing worn out track Third Avenue Railway System decided to abandon the East Belt Line in 1919 and the West Belt Line in 1921.

Uptown

One of the major components of the Third Avenue Railway System was the 42nd Street, Manhattanville & St. Nicholas Avenue Railway, which operated the electrified 42nd Street Crosstown, the Broadway (Branch) line and the Tenth Avenue lines and the storage battery-equipped 110th Crosstown line. The latter started S/B operations on August 31, 1910 and ran from the East River and E. 110th Street, across 110th Street to Saint Nicholas Avenue, and up that street to W. 125th Street, terminating at the Fort Lee Ferry terminal at W. 125th Street and Twelfth Avenue. In 1921, in a cost-cutting move, its S/B cars were converted to one-man operation but even this measure was not sufficient to save the line which was discontinued on September 21, 1930.

The Country Line

On July 9, 1914 Third Avenue Railway System took possession of the portion of the former Pelham Park & City Island Railway, which ran between the Bartow station of the New Haven Railroad and the isolated village of City Island on Long Island Sound in the Bronx. TARS substituted a small fleet of surplus storage battery cars for the decrepit horse cars which formerly served the line. This isolated operation, starving for passengers, lasted until August 9, 1919, ending probably the most rustic S/B operation within New York City. It could not compete with the City Island Motor Bus Company, which was operating buses to the IRT at Pelham Parkway and White Plains Road and at Tremont Avenue and Boston Road since 1916.

Odd Operation

Finally, when the Brooklyn & North River Railroad inaugurated street car service over the Manhattan Bridge

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Storage Battery Street Car Operation in NYC

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on November 13, 1912, the electric conduit built for the line was not yet complete. Therefore B&NR leased some storage battery cars from TARS, one of the co-owners of the bridge line. The S/B cars ran across the bridge to Brooklyn until February 9, 1913, when the conduit was completed, at which time electric cars commenced handling the bridge service. This was the only S/B service in New York City to run between boroughs.

CONCLUSIONS

In all objectivity, the concept of storage battery cars could, at best, be considered a minor success. Their use turned out to be more a holding action to keep street cars running than a revenue growth instrument. And, as the demographics of Manhattan changed, demand patterns changed and street railway lines were replaced by lower cost buses. The net result was that the little S/B cars quickly became redundant and were discarded, ending a short, interesting, and almost forgotten chapter in New York's street car history.

All photos, author's collection

New York Railways cars 551 and 1773 on the Delancey Street Line, with Third Avenue Railways car 1253 on the Avenue B Line in 1919.

Delancey Street, with storage battery car at the far right.

Varick and Broome Streets, December 4, 1913.

One-man car 1136 on the 110th Street Line. Note the headlight placement by the front entrance sign.

In December, 1910, battery cars replaced the horse cars on the 28th and 29th Street Crosstown Line, shown in this March 23, 1908 photo.

New York Railways car 7047, built by Southern Car Company, on the Delancey Street Line. This is from the second series.

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Storage Battery Street Car Operation in NYC

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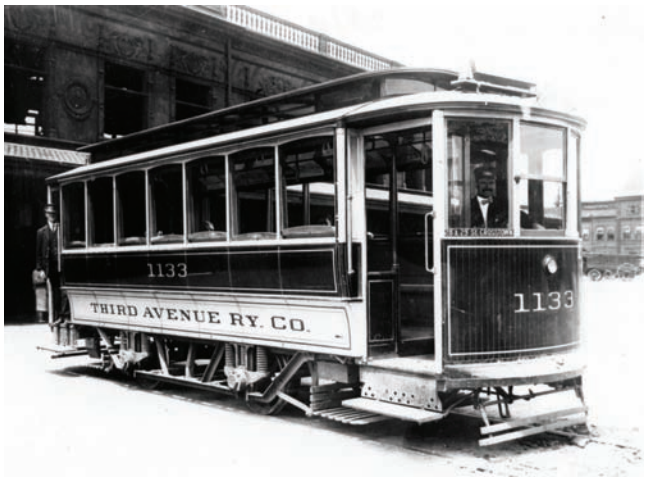
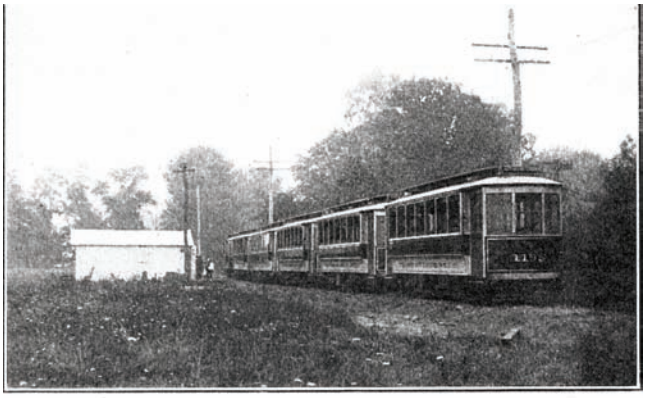
W. 110th Street, near Central Park.

Third Avenue Railway System car 1135 on W. 110th Street near Central Park, with the left door step removed for one-man service.



Third Avenue Railway car 1133 on the 28th-29th Street Crosstown Line at W. 23rd Street Ferry.

Harlem Shuttle ex-battery car 1228, rewired for 600-volt operation.



CHARGING STATION AND SIDING

Charging station and siding on City Island.

THE FIRST BATTERY CAR

The first battery car on City Island.

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Storage Battery Street Car Operation in NYC

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Sixth Avenue Ferry Line on Varick Street, December 4, 1913.

Chambers Street under the Municipal Building in 1915. The IRT City Hall elevated station, which was being rebuilt, is in the background.

Sixth Avenue Ferry Line.

Another view of the Sixth Avenue Ferry Line.

First series prototype car 7000.

East Belt car 1262, West Belt car 1209, and New York Railways car 5067 at South Ferry on June 28, 1914.

DECAMP BUS LINES LOSES SUIT AGAINST NJ TRANSIT
by Philip Craig

On May 15, 2007, a New Jersey Superior Court judge rejected the claim of DeCamp Bus Lines, a firm with a 137-year history of providing service in Essex County, that NJ Transit illegally seized its ridership when it instituted *Midtown Direct* service from Montclair to Manhattan. The bus company, which now operates six routes and once transported its passengers along dirt roads in a horse and buggy, asserted in a lawsuit that its long history was being brought to a close by the Montclair Connection and its state-subsidized fares. ***The*** (Newark) ***Star-Ledger*** reported that legal experts said it was a novel argument with potentially far-reaching implications. DeCamp argued that unfair competition created by the subsidies amounted to an unconstitutional government seizure of its property.

However, Judge Theodore Winard, who heard 18 days of testimony in the case last year, ruled that ridership is not property and that DeCamp had no exclusive right to its riders. Winard said he found it "incredible for DeCamp to believe that it holds a right of exclusivity in its bus routes," and he said finding in favor of the bus company would hinder the development of a regional transit network.

DeCamp officials said the *Midtown Direct* service was being offered at fares 31 percent to 54 percent lower than DeCamp's. In October, 2002, the first full month after the connection was established, ridership for the three routes fell to 148,000 from 166,000 a year earlier, he said. DeCamp's chief operating officer, Gary Pard, testified in the trial that the opening of the Montclair Connection in 2002 had cut deeply into the ridership of three of the company's bus routes, Nos. 33, 66, and 88, which accounted for three-quarters of its revenues. The company's lawsuit asked Winard to award it $36 million for past and future losses on the three routes. However, the judge noted that the Regional Plan Association, a nonprofit agency that helps guide transportation policies, had recommended a Montclair-Manhattan commuter rail link as far back as the 1920s.

Echoing the arguments of Alvin Little, the Deputy State Attorney General who represented NJ Transit, Winard said DeCamp raised no opposition in the decade and a half after the state first announced plans for a Montclair Connection in 1979. He said NJ Transit issued an environmental impact statement and held public hearings on the plan in 1984, without an appearance by or any opposition from DeCamp. "Thus, DeCamp knew, or should have known, about the impending development and implementation of the Montclair Connection as far back as 1984," the judge said. "Yet, the company failed, for 14 years, to voice any objection to the Montclair Connection's operation over its 'exclusive' terrain, or the rail's encroachment on its 'protected property.'"

Judge Winard also faulted DeCamp for contending that the state allows NJ Transit to compete unfairly by subsidizing its losses when the company also has accepted state subsidies. The state has provided DeCamp with 50 buses under a low-cost lease program. "DeCamp's operating success is largely dependent upon these subsidies," he said. "Thus, there is no logical or principled basis to argue that the state is 'deliberately' attempting to destroy DeCamp's business."

Unmentioned by DeCamp Bus Lines (or NJ Transit) in the suit over completing the Montclair Connection and implementing *Midtown Direct* service on the Montclair/Boonton Line is that DeCamp's bus lines were deliberately set up in the late 1920s and early 1930s to parallel lines of the Erie Railroad and the Delaware, Lackawanna & Western Railroad and to pick up and discharge passengers at their stations. This pattern continued well after World War II, indeed into the 1980s.

Route 33 stopped at the Caldwell station of the Erie Railroad's Caldwell Branch; the Lackawanna's Montclair station (at Bloomfield Avenue and Grove Street); the Lackawanna's Glen Ridge station; and within walking distance of the Lackawanna's Bloomfield station. Its rush-hour Grove Street expresses even today pass within a block of the Montclair station of the Erie's Greenwood Lake line, now Walnut Street, Montclair on NJ Transit's Montclair/Boonton Line. Route 66 stopped at the Watchung Avenue and Upper Montclair stations of Erie's Greenwood Lake Line and within a short walk from its Mountain Avenue and Montclair Heights stations, all four of which are still served by NJ Transit's Montclair/Boonton Line. Similarly, Route 88 was routed from Orange through East Orange, Bloomfield, and Nutley so that it passed in front of or near several stations of the Lackawanna's Morris & Essex Lines and Montclair Branch (Highland Avenue, Orange, Brick Church, and Bloomfield) as well as the Erie's Orange Branch, Greenwood Lake Line, and Newark Branch. None of these routings were selected by accident: DeCamp went where the passengers were, namely at or near railroad stations.

Missing from NJ Transit's responses to DeCamp's dubious legal arguments is that the Erie and Lackawanna did not sue the State of New Jersey because it built highways such as S-3 (now Route 3) that facilitated DeCamp's efforts to attract passengers away from the railroads. The railroads also did not sue the various municipalities over their decisions to allow DeCamp to establish bus stops at or near railroad stations. Neither did the railroads sue the Port Authority of New York & New Jersey because it built the Lincoln Tunnel or the Port

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Commuter and Transit Notes

No. 224
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

In a surprise move, on Tuesday, June 5, MTA announced its intent to provide rail service to Giants Stadium in the Meadowlands, possibly beginning in the summer of 2009. This startling announcement was made by MTA Executive Director and CEO Elliot G. Sander and NJ Transit Executive Director Rich Sarles, both being recently appointed to head their respective transit agencies. Here is what has been proposed:

- *One-Seat Regional Ride:* MTA, via LIRR and Metro-North, is working with Amtrak, NJ Transit, and the New Jersey Sports and Exposition Authority on launching a pilot interoperability project. Under this interagency experiment, set to begin in the summer of 2009, Metro-North's New Haven Line customers will have rail access to approximately 10 Giants and Jets football games. The service will provide a one-seat ride from the New Haven Line to Secaucus, where riders would pick up an easy transfer to special NJ Transit shuttle trains to and from the New Jersey Meadowlands Sports Complex. (*Editor's Note*: Construction of the connecting tracks from the Pascack Valley Line into the sports complex is underway.)
- *Joint Ticketing:* In addition, all Metro-North, LIRR, and NYC Transit riders would be able to transfer to these and other football trains at Penn Station, using a single ticket for the entire journey.

This would be the first time that a single ticket would permit travel across the entire MTA network (commuter, subway, and bus) and NJ Transit. Mr. Sander also hinted at future MTA/NJ Transit cooperation in identifying and serving "other kinds of travel patterns." As could be expected, not all of the questions were answered, especially the type of rail equipment that will be used by Metro-North on the Northeast Corridor.

It should be noted that for many years, it has been possible to purchase a joint NJ Transit-SEPTA ticket for rides between New Jersey and Pennsylvania.

MTA METRO-NORTH RAILROAD (EAST)

The Metro-North Committee of the MTA Board approved the construction of Metro-North's Yankee Stadium station at its May 21 board meeting. Under the agreement, MTA and the City of New York are splitting the cost of the $91 million project. MTA will pay $52 million and the city will contribute $39 million for the station, which will be south of the Morris Heights station (Hudson Line). It will be about six blocks (or an approximately 10-minute walk) from the new Yankee Stadium, which also is scheduled to open in 2009. An estimated 6,000-10,000 people will use the new station for Yankee home games. There would also will be service on non-game days. What is interesting, besides this new station, is that Metro-North has plans to route some Harlem and New Haven Line trains to this station via the Mott Haven Wye. Shuttle service is also planned from Grand Central Terminal and Harlem-125th Street.

Metro-North and Bombardier have come up with some solutions to the flat wheel problems that plagued the railroad last fall when the computers onboard the M-7s caused the wheels to lock up when they detected wheel slippage. According to ***The Journal News***, on rainy autumn days, speed restrictions will be imposed and in areas where the maximum allowable speed (MAS) is 75-80 mph, train speeds will be restricted to 50 mph. This means that trains could lose some time, but the railroad estimates that on a typical run that would be 6 or 7 minutes, instead of 10 to 12 (not explained). The M-7s' software for the default safety mode has been relaxed a bit on the wheel slip protection system so that the brakes will not be automatically applied under slip-slide conditions. It is hoped that with these new protocols in place the flat wheel problem will be eliminated or at least reduced significantly, so that fewer cars will have to be sent to the wheel truing facility and more can remain in service. Last fall, at the worst, approximately 200 of Metro-North's and 100 of the Long Island's M-7s were out of service for wheel repairs.

In connection with this problem, Bombardier was awarded a $1.7 million contract to design and install a sander system on 60 M-7s, of which 10 are Metro-North's. Bombardier is working with a committee that also includes train control suppliers and consultants with expertise on rail adhesion. The work will be performed at LIRR's Arch Street Facility, which is currently leased by Bombardier to do warranty work. It is expected that the sanders will be operational by this fall's leaf season.

When the M-8s start arriving in August, 2009, the cars will, of course, be capable of operating on catenary while operating on the New Haven section and on third rail to Grand Central Terminal, as do the current M-2/M-4/M-6 fleets. But these cars will also have the ability to operate on the LIRR/Amtrak third rail as well. Work is underway to design a third rail shoe with this capability. ***On Track*** reported that this would enable the cars to operate into Penn Station.

Metro-North is working with focus groups and the cars will incorporate the successes of the M-7s, with some improvements. Mitsubishi propulsion equipment will continue to be used, but will change from a per-truck control to a per-axle control to improve wheel slip system performance. The first eight pilot cars will be built in Kawasaki's plant in Kobe, Japan, while the production

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Commuter and Transit Notes

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cars will be built in the Lincoln, Nebraska facility and are to be delivered at the rate of 10 cars per month.

A new set of timetables (General Order No. 405) was issued effective June 11 (through October 6) to enable tie installation at various locations. The plan calls for nearly 50,000 new ties to be installed on two Hudson Line tracks and on the New Haven Line. Here are the service changes:

Hudson Line: During the reverse peak, off peak, and on weekends, Upper Hudson Line train intervals have been moved up to 19 minutes earlier, and trains will take an extra 3-5 minutes traveling along their route. In the AM reverse peak, Train #713 (8:17 AM Grand Central Terminal/Croton-Harmon) now leaves at 8:20 AM. Also, Train #880 (5:33 PM Poughkeepsie/Grand Central Terminal) no longer stops at the Cold Spring and Garrison stations. Those stops are being covered by Train #878, which departs from Poughkeepsie at 5 PM.

Harlem Line: In the AM reverse peak, Train #617 (8:20 AM Grand Central Terminal/Southeast) now departs at 8:17 AM. Also, minor adjustments have been made to some late-night Wassaic shuttles.

New Haven Line: During the off peak and on weekends, the departure times of Outer New Haven Line trains have been adjusted either earlier or later by up to 10 minutes, and trains will take an extra 3-5 minutes traveling along their route.

The 2007 edition of ***Weekend Rail/Bus Service to the Berkshires*** was issued for the period June 22-September 3, 2007. There are some minor time changes since 2006.

It looks like the sale of alcoholic beverages will likely continue on Metro-North and LIRR. The MTA Board heard from bankers, brokers, and blue-collar workers alike who spoke in defense of the existing policy.

P32-AC-DMs 201 and 203 have been returned from their rebuilding, in the new blue/silver color scheme.

Metro-North is doing its part to help clean up the air and has received a Green Seal Award by the Federated Conservationists of Westchester County. Five years ahead of the mandated time, it has switched to using low-sulfur diesel fuel (ULSD) for its locomotives. Lest you think this is not a big deal, MNR uses about 7 million gallons of diesel fuel annually. "Green" fuel is said to reduce emissions of sulfur (by about 95%), hydrocarbon (13%), carbon monoxide (6%), nitrogen oxide (3%), and particulate matter (13% or about 10 tons a year). Prior to taking this step, the railroad checked with the manufacturer to make sure that engine performance would not suffer – they were told it would not. They also wanted assurances from their suppliers that they would not raise prices – they got that assurance. Making the switchover to ULSD requires more frequent oil changes, and to that end, MNR is implementing a recycling program under which used lube oil will be burned to heat Harmon Shop.

MTA METRO-NORTH RAILROAD (WEST)

For many years, Metro-North west-of-Hudson (Port Jervis and Pascack Valley Lines) weekly and monthly tickets have been honored on Hudson Line trains, with some exceptions. For the average commuter the policy has been anything but easy to understand. The railroad explained that the discount on weekly tickets was greater on west-of-Hudson lines. Previously, weekday weekly and monthly tickets were good from certain stations during the week, but extended to others on weekends. As an example, a monthly Rockland County ticket (Spring Valley, Nanuet, and Pearl River) to NY Penn is accepted from all Zone 5 (Croton-Harmon to Tarrytown) Hudson Line stations at all times. However, monthly Hoboken, or weekly NY Penn or Hoboken tickets were only accepted on weekends and holidays from Zone 5. On weekdays they are good from Irvington, and commuters were liable for a step-up charge of $2.50. Effective June 1, Metro-North made it a bit easier for both customers and crews to understand. Very simply put, on weekdays, weekly and monthly tickets are accepted for travel from the same station as the corresponding monthly ticket, even if the Hudson Line weekly fare is greater than the west-of-Hudson fare: NY Penn monthly and weekly Zone 5 and stations south, and Hoboken monthly and weekly Irvington and all stations south. No changes were made to the weekend/holiday policy.

Because of the NJ Transit fare increase, the April 1, 2007 timetable has been re-issued, with a "Revised June 1, 2007" date.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

En route to the May Division meeting, I saw ex-Virginia Railway Express cab car V-904 at the Kawasaki plant in Yonkers. When member Bob Underwood and I spoke earlier that week, he told me that so far none of these cab cars were in service. All of the ex-VRE trailers that are in service have a Bombardier cab car on one of the open ends.

A new Shore Line East timetable was issued on June 11. Some minor adjustments to the schedule were made to accommodate the summer track construction program. Here is what changed:

- Shore Line East Train #1640 now departs from Bridgeport one minute later (5:15 PM) and New Haven five minutes later, picking up passengers at Union Station at 5:45 PM and the State Street station at 5:47 PM. Arrival times at all shoreline stations are also five minutes later
- Train #1610 now departs from Stamford and other New Haven Line stations two minutes earlier, arriving at New Haven's Union Station at 9:07 AM and the State Street station at 9:10 AM (one minute later than the previous timetable)

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MTA LONG ISLAND RAIL ROAD

In advance of new timetables going into effect on May 21, LIRR issued a flyer alerting passengers that due to the service changes, there would be numerous track changes at Penn Station during the PM rush hour. How extensive were these changes? Well, the railroad reported that nearly half of the PM Peak trains would operate from different tracks or platforms, and Ushers were assigned to assist passengers during the early days.

A revised Montauk Branch as well as the ***The Hamptons and Montauk Summer Timetable*** (on glossy paper) were issued effective May 21.

LIRR published its ***Belmont Stakes Train Service*** timetable for June 9 for the 139th running of this event. Looking over the contents, I read that only Belmont Park tickets are honored on these trains, and other types of tickets such as the City Ticket, 10-trip, Weekly, or even Monthly tickets are not valid on Belmont Park trains. Also, alcohol was not permitted on trains and bags and coolers were subject to search prior to boarding Belmont Park trains at Penn Station and at Jamaica Station.

One week earlier, due to track work between Huntington and Northport, bus service was provided and a special timetable was issued.

In the June ***Bulletin***, I reported on Metro-North's car fleet renewal plans. Member Joe Gagne sent an article from ***Newsday*** reporting that MTA's Long Island Rail Road/Bus Committee had discussed plans to purchase 160 M-9s, which would be acquired beginning in the year 2013. The cost of these cars was not specified, but is included in the overall $63 billion cost of the East Side Access Project.

It seems that every expansion project proposed by LIRR meets with opposition, whether it is constructing additional yards in Suffolk County or the third track and grade crossing elimination projects in Nassau. Joe Gagne sent another article from ***Newsday*** reporting that the scope of this project has been reduced by 1.5 miles. Under the revised plan, 30 fewer properties would have to be acquired. This is down from the original 124. Also, the length of the third track was reduced from 11.5 to 10 miles between Hicksville and Queens Village.

As part of New York City Mayor Michael R. Bloomberg's Congestion Pricing initiative (please see **METROPOLITAN AREA**, below) to increase public transportation alternatives to neighborhoods that are presently underserved, four commuter rail stations would be added. They are Corona, closed in 1963, and Elmhurst, which closed on the last day of 1984. Both were located on the Port Washington Line, between Woodside and Shea Stadium. The other two stations would be in the Bronx, at Co-op City and Parkchester, along the Northeast Corridor (former New Haven Railroad). Although Amtrak currently operates here, more than likely the service would be provided by Metro-North trains destined to NY Penn Station.

Helena A. Williams, at one time President of MTA Long Island Bus, where she spent 13 years, has been appointed President of LIRR, effective June 18. She succeeds Raymond P. Kenny, who served as acting President following the retirement of James Dermody last September 1. By my count, she is the 38th LIRR President (not counting the "acting" presidents).

NJ TRANSIT

The week of May 21 brought a significant delay to one or more lines nearly every day. Beginning on Monday, due to signal problems at various locations, there were delays to a number of Pascack Valley Line trains, including the one I was aboard. Later that afternoon, because a truck struck an overpass west of Raritan, service to High Bridge was suspended. Buses were called, and service was resumed the following morning. Tuesday morning, catenary wires were down east of Bernardsville (Gladstone Branch), requiring replacement bus service to Summit. Finally on Thursday, May 24, another wire problem, this time east of Secaucus, required that passengers ride trains to Hoboken and use PATH, which was honoring NJ Transit rail passes. NJ Transit's website reported that Gladstone and Montclair-Boonton *Midtown Direct* trains were being routed to Hoboken. This incident began shortly before 6 AM, and was cleared up by 9 AM.

Governor Jon S. Corzine met with U.S. Secretary of Transportation Mary E. Peters on May 25, where they discussed planning for the T.H.E. Tunnel. At the end, Secretary Peters, although she admitted that she "did not bring her checkbook," vowed to support the project. So far, nearly half of the required funding has been committed locally. The next step is final approval of the Environmental Impact Statement.

NJ Transit issued new timetables for all lines as of June 3. However, there is a note on the covers that there are new fares as of June 1.

In the June ***Bulletin*** I reported that a contract was awarded to replace the wooden catenary poles on the Gladstone Branch with steel ones. So, weekends, between June 3 and August 26, and mid-days, beginning July 9, rail service is being suspended to enable this work to be done. Three bus shuttles will operate as follows: Summit to Far Hills, Peapack, and Gladstone; Summit to Berkeley Heights, Gillette, Stirling, Millington, Lyons, Basking Ridge, and Bernardsville; and Summit to New Providence and Murray Hill. Customers traveling locally between Summit and Gladstone may need to take a bus from their station to Summit and then take the scheduled bus back to their final station. The reverse service is the same.

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Most of the time while I am waiting on the lower level of Secaucus, my train-watching amounts to seeing six versions of Comets, and several types of NJ Transit diesels. However one afternoon in mid-May, a "mini" Norfolk Southern train went west through the station on Track E (4). The consist was a pair of GP-38s, 5615 and 5614, bracketing three tank cars. A few months earlier, I had seen a similar train, but this one was on Track H (3).

During late May, a signal hut with the name "SEAMANS" appeared on the west side of the Wood-Ridge station.

Princeton University, owner of the rail station in Princeton, would like to transform the area near the "Dinky" train station into a major arts hub and would like to replace this station with a new one that is more than 400 feet farther from downtown. According to ***The Trenton Times***, some residents, municipal leaders, and members of the Princeton Regional Planning Board, including master plan subcommittee Chairman Marvin Reed, have urged the university to keep the "Dinky" station where it is, rather than lengthen the walking distance for pedestrians coming from downtown. The university plan calls for moving the station up to 460 feet south. There is however another option. Princeton University also owns the building that houses the Wawa convenience store (which would be moved to a spot near the new Dinky station) and most of the other properties on Alexander Street across from Forbes College that could be replaced by new venues and academic space for the visual and performing arts. One Princeton Borough Councilman thought that it was ironic that the university would move the station further away from the downtown area at the same time that transit villages around rail stations are being planned for West Windsor and Hamilton.

A two-year, $3.8 million contract was awarded to Harsco Technologies for use of its Track Laying Machine and services. (The concrete ties and rails will cost extra.) New continuous welded rail (CWR) will be installed on concrete ties this year on the Bergen County Line, both tracks from HX Drawbridge and Pascack Junction, and on the Morristown Line between Chatham and Denville (westbound track). Next year, work will take place on the single-track section of the Montclair-Boonton Line between Towaco and Denville, as well as the Main Line between Kingsland and Delawanna.

Forty-five additional multi-level cars have been ordered from Bombardier at a cost of $67.5 million as a result of Board approval at the June 13 meeting. Of this amount, 8 are for the privately run Atlantic City Casino trains; the casinos will pay for these cars. This will bring the total cars on order to 279. The base order was placed in December, 2002 for 100 cars. In September, 2005, an option for 131 cars was exercised, and because NJ Transit agreed to accept the cars at a faster rate than the contract called for, Bombardier is providing 3 bonus cars. Here is how the order stands:

CAR NUMBERS	CONFIGURATION	NUMBER OF CARS
7000-7041	Cab with ADA restroom	42
7200-7291	Coach with ADA restroom	92
7500-7644	Coach; no restroom	145

At the same time, the Board voted not to spend nearly $1 million per car to overhaul the 49 Bombardier-built Comet IIIs, which date from 1990-1. This would be approximately $500,000 less than purchasing a new MLV. The Comet IIIs were the first cars of their kind to feature a center door. Their predecessors had only end doors. In announcing the decision, NJ Transit said that it would be more cost-effective and beneficial in terms of ridership capacity to purchase more MLVs than to rebuild the (aluminum) Comet IIIs. So what will become of these cars when all of the MLVs have been delivered? And what will be the fate of the two Metro-North Comet IIIs, 5179/80, renumbered to 5009/10 (II), that are leased to NJ Transit? At the present time there is no known answer, but the NJ Transit Comet IIIs could be available for purchase by another transit agency.

Member Pete Donner wrote that while passing through Binghamton on May 18, out of the corner of his eye he caught a glimpse of a group former NJ Transit Comet I cars with BDLX markings parked on what appeared to be former yard trackage under the NY 17/I-81 Bridge in Binghamton, New York. Being a good reporter, he stopped and copied down all of the numbers, which are: 1602, 1604, 1605 1704, 1705, 1706, 1707, 1710, 1711, 1714, 1715, 1716, 1718, 1723, 1724, 1727, 1732, 1734, 1735, 1736, 1750, 1751, 1753, 1754, 1755, 1757, 1758, 1759, and 1760. Member George Chiasson forwarded a report from the Internet which listed a number of these ex-NJ Transit *Sliders*. Could these cars be the ones that were purchased by the Utah Transit Authority for its *FrontRunner* commuter line in Salt Lake City?

NJ-ARP reported that a ceremony was held on Thursday, June 14 at Princeton Junction to dedicate a plaque commemorating the high-speed rail tests performed in New Jersey in the 1960s. On the NJ-ARP website, there is a link that shows the wording on this plaque that recognizes these events:

- April 2, 1967 – Four USDOT high-speed cars, forerunners of the Northeast Corridor *Metroliner*s, reached the speed of 155.2 mph
- December 20, 1967 - A United Aircraft Corporation *TurboTrain* passed this point at 170.8 mph during acceptance testing before entering regular service between New York and Boston
- 1968-1969 – Each of the 61 original *Metroliner*

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cars exceed 160 mph during acceptance testing before entering regular service between New York and Washington

This plaque was donated by the Pennsylvania Railroad Technical & Historical Society with the support and assistance of NJ Transit, Penn-Central Railroad Historical Society, LTK Engineering Services, Bombardier Transportation (successor to Budd, Westinghouse and Pullman-Standard). Some of the other wording recognizes, honors, and memorializes the efforts of those who worked in the industry to attain these goals. They include the Pennsylvania Railroad, Penn-Central, United States Departments of Commerce and Transportation, Federal Railroad Administration, the aforementioned companies that built the cars/trainsets, and major parts suppliers.

The February 24, 2007 Hudson-Bergen LRT schedule was re-issued in late May with a note on the cover that new fares would be in effect as of June 1.

Beginning June 9, on Saturdays and Sundays, Newark Light Rail operates a 15-minute headway, with all cars operating through to Broad Street. The downside is that under the previous schedules, on Saturdays, there was a 10-minute headway between Grove Street and Newark Penn Station. Sunday riders between Grove Street and Newark Penn Station now have 15-minute service, rather than 20 minutes, and the Broad Street portion has 15-minute headways rather than the half-hourly they had previously. A new timetable was issued.

On May 29 (the timetables are dated May 26), the *RiverLINE* began offering new early-morning service with a train departing the Walter Rand Transportation Center at 5:53 AM and arriving in Trenton at 6:42 AM. The train makes limited stops and arrives in Trenton in time for customers to connect to Train #3922, an express to NY Penn Station, which departs at 6:50 AM. At the same time, there are two new southbound trains between Pennsauken and Camden—one departing at 5:30 AM and arriving at the Walter Rand Transportation Center at 5:40 AM, and the other departing at 6:10 AM and arriving at the Entertainment Center station at 6:27 AM. A box on the cover announced that new fares were in effect as of June 1.

The Saturday schedule calls for the new southbound departures from Pennsauken at 5:52 and 6:52 AM, arriving at the Entertainment Center at 6:09 and 7:09 AM, respectively. Sundays, these trips depart at 6:03 and 6:52 AM. In connection with this, I received an email that after extensive signal updating the line will be speeded up, with an increase in top speed from 60 to 65 mph. The writer also reported that the line is becoming better and that new housing is evident in several locations along the line. A lengthened passing siding and additional signaling in Pennsauken now allow *RiverLINE* service to reach Route 73 Pennsauken during Conrail's hours of operation. This reminds me (very loosely) of the famous line from the 1989 movie ***Field of Dreams***. Before I get comments about this analogy, the exact line was "If you build it, he will come."

METROPOLITAN AREA

In last month's ***Bulletin***, I wrote about New York City Mayor Michael R. Bloomberg's proposal to implement Congestion Pricing for a three-year pilot program. Well, during early June, this proposal took became significant news after Governor Eliot Spitzer endorsed this idea. Senate majority leader Joseph Bruno then gave his seal of approval. These men, along with staff members, were joined by federal Transportation Secretary Mary E. Peters at a meeting in Albany that took place on June 7. Mrs. Peters announced that New York City was one of nine finalists being considered for a share of $1.1 billion to help fight urban traffic. In order to receive this funding, the New York State Legislature would have to approve the plan by August. The lone important holdout (at press time) is Assembly Speaker Sheldon Silver, who was reportedly out raising campaign funds when this meeting took place. He subsequently would not give any hint as to whether or not he would support the proposal, but did raise the issue of health concerns in the fringe areas, some of which he represents. The Legislature's session ended on June 21, so if this plan is to be approved, Governor Spitzer would have to call a special session to approve or disapprove it.

Here is what is proposed: Vehicles entering Manhattan below 86th Street between 6 AM and 6 PM that do not remain on either the FDR Drive or Henry Hudson Parkway/West Side Highway, would be charged $8 for cars and $21 for commercial trucks. Tolls paid on any of the Hudson River or East River crossings would be credited toward that fee. Drivers within the congestion zone would be charged $4. Even if the Legislature signed off on this, there are many issues to be resolved including how to prevent drivers leaving their automobiles in the neighborhoods which are on the fringe of the congestion zone, whether it be Manhattan, Queens, Brooklyn, or the Bronx, and then jumping on subways or buses for the rest of their journey.

MEMORIAL DAY WEEKEND (MAY 25 – MAY 28)

MTA Long Island Rail Road

Ten extra eastbound trains were operated on Friday, May 25, as follows: Port Washington, 1; Port Jefferson, 3; Far Rockaway, 1; Babylon, 3; Long Beach, 1; and Montauk, 1. On Monday morning, there was one extra westbound train from Montauk to Jamaica.

MTA Metro-North Railroad

On May 25, three Hudson Line trains operated on earlier schedules, which resulted in later cancellations. On the Harlem Line, there were two earlier trains, but only one later cancellation. The New Haven Line scheduled seven earlier trains with three later train cancellations.

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NJ Transit

Seven additional westbound trains were operated on the Morris & Essex to Denville (1), Northeast Corridor (2), North Jersey Coast (3) and Raritan Valley (1) Lines on Friday afternoon. In addition, two trains that normally terminate at Raritan were extended to High Bridge. A major holiday/weekend schedule was operated on all lines for Memorial Day, May 28, except for the Montclair-Boonton and Pascack Valley Lines, which presently do not have service on weekends.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

As promised, the Greenbush test train made its first run (under rainy skies) on May 19. About ten days later, a video, partly filmed on aboard the train, was available on YouTube at http://www.youtube.com/watch?v=fSjTsnFbWcc. There were crowds along the line, and most appeared to be happy with the prospect of having rail service this September. The last time that passenger trains operated along this line was in 1959.

Special cooling fans are being installed in most downtown underground stations to lower the air temperature, in some cases by 15 to 25 degrees. The fans will also reduce humidity. (*Editor's Note*: This could be similar to what MTA New York City Transit installed at Grand Central/Lexington Avenue Line several years ago.) At open-air bus stations, including Dudley Square and Sullivan Square, the "T" plans to put in misting fans, like those on the sidelines at football games. In other stations, such as State, Park Street, Harvard, and Hynes, evaporative coolers will be used. ***The Boston Globe*** reported that the fans will not make stations feel like air-conditioned shopping malls. Daniel A. Grabauskas, general manager of MBTA, said: "There's no way we're going to make the stations chilly on an oppressively hot day, but when you get off the bus or the subway, it will certainly be more comfortable." Thanks to member Todd Glickman for sending these reports.

In 2000, seven years prior to the retirement of the Boeing LRVs, 3451 was shipped to a location deep inside a West Virginia mountain, on property owned by the West Virginia National Guard. It sees almost daily service, not in the manner for which it was designed, but rather as a training vehicle for first responders. The Center for National Response coordinates training for military and civilian emergency responders. Those who have received training have come from across the United States. Non-toxic smoke is used to simulate conditions that could be caused by fire or dust clouds. The facility even has an area simulating a subway station, complete with turnstiles, which allows responders to practice hauling heavy bulky equipment past such obstacles. Thanks to ***Metro*** Magazine for this report.

CAMDEN, NEW JERSEY

DRPA, the Delaware River Port Authority, is also the operator of PATCO. The Board has not met for the past year and a half because of a stalemate over dredging work in the Delaware River. Apparently, there has been a resolution of this matter. However, a decision has also been delayed on a PATCO extension on one of three alignments in southern New Jersey. In mid-May the Board approved spending $1.5 million for this study, which also includes looking at the possibility of light rail service along Delaware Avenue, ending at the South Philadelphia sports complex.

PHILADELPHIA, PENNSYLVANIA

Member David W. Safford reported, "work on the R5 at Paoli is proceeding steadily, and as of early June, was moving eastward past Devon. Trains now use the new track at Paoli, switch to Track 3 through Bryn Mawr, and then back to Track 1. The latter will be renewed as far as Overbrook, where the main narrows to Track 3. Later Track 4 will be renewed all the way to Stiles (I am told – truly, I can only guess exactly where that is, although I presume it is somewhere around ZOO). Tracks 2 and 3 were done last year."

David closed with a bit of humor. "The SEPTA physical fitness program had a session at Suburban Station on Thursday evening, May 31. All passengers on board the Flyer (*Great Valley Flyer*) were sent from Track 7 to Track 4 for the local, back to Track 7, and then a return to Track 4 as the Flyer was variously canceled and resuscitated. I bet that Mack Sennett could have made a decent comic short from the mass of passengers flooding up over and down through Suburban. Those of us who followed directions went home on an all-stops local, which was passed midway by the Flyer, apparently risen from the dead. Go figure."

David also sent copies of the May 6 timetables and on the bottom of the cover of the R5/Paoli/Thorndale timetable is a note about "SCHEDULE ADJUSTMENTS TO SUPPORT RENEWAL OF TRACK NUMBER ONE BY AMTRAK." It seems that transit agencies are happy to put the blame for any delays or possible delays on someone else, this someone else being Amtrak. Very often, if the train I am riding into or out of NY Penn Station is delayed, a crew member will make a PA announcement attributing the delay to "waiting for the Amtrak Dispatcher to give us the signal." If you have ever seen an NJ Transit service delay letter, more often than not, the cause of the delay will be Amtrak switch problems, Amtrak wire problems, etc. For those who do not know better, this does little for the average person's support for Amtrak.

Regular copies of the R1 and R2 timetables arrived after the June column was completed, thanks to member Greg Campolo.

New schedules went into effect June 17 for the City and Frontier Transit Divisions, and June 18 for the Vic-

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tory Transit Division.

The Delaware Valley Rail Passenger, which is published by the Delaware Valley Association of Rail Passengers, published this status report of rail projects in Philadelphia:

PROJECT	SPONSOR	MODE	COST	STATUS
South Philadelphia Trackless Trolley restoration	SEPTA	Trackless	?	Purchase of additional trackless trolleys rejected by SEPTA Board in October, 2006
Market Street "L" reconstruction	SEPTA	Rapid Transit	$710 million	Scheduled completion has slipped to 2009.
Waterfront Light Rail	DRPA	Light Rail	PA-1: $700 million PA-2: $1 billion	Feasibility study completed October 2005. Next step (alternatives analysis) not scheduled. Option PA-1 would run on the surface from Spring Garden MFSE station and Franklin Square to Pier 70. Option PA-2 would extend the subway-surface tunnel to the waterfront and then surface and turn south to Pier 70. Separate design study underway; sponsored by the City Planning Commission and Penn-Praxis
City Branch/52nd Street	SEPTA	Light Rail or BRT	$100-200 Million	Shelved after feasibility study was completed in 2006 and was judged to have sufficient cost-effectiveness to receive federal funding.
Subway extension to Navy Yard	Philadelphia Industrial Development Corp,	Rapid Transit	TBD	Feasibility study in progress: estimated completion March, 2008
Roosevelt Boulevard	City Planning Commission	Rapid Transit	$3.4 billion	Shelved. Feasibility study completed 2003. Preferred alternative included Broad Street Subway branch from Erie to Cottman Avenue (Phase 1), Grant Avenue (Phase 2), and Southampton Road (Phase 3); and Market-Frankford extension to the Boulevard and Bustleton
Routes 23 and 56 Trolley restoration	SEPTA	Light Rail	$319 million	Infrastructure $189 million, vehicles $130 million. Programmed in SEPTA capital plan (2012-2019). Various segments of tracks are now paved over

NASHVILLE, TENNESSEE

By popular demand, RTA has restored Friday evening service as of April 2. The inbound train departs from Lebanon at 6:50 PM and arrives at Riverfront at 7:40 PM. Outbound, the train departs at 9:30 PM.

SOUTH FLORIDA

The fact that the 351-mile Florida East Coast Railway has been purchased by a New York-based private equity firm for $3.5 billion is not really news for this column. For the record, that firm is Fortress Investment Group LLC. With that said, it may become important in the future if the South Florida RTA decides to enter into an agreement with the new owners to operate commuter service over its tracks. Thanks to member Karl Groh for sending this report from ***The Palm Beach Post***.

CINCINNATI, OHIO

Having seen the economic success of Portland's City Streetcar, Cincinnati's City Council would like to have a four-mile loop using modern streetcars operating in its city. To that end, it has spent $160,000 on a study, the results of which were to be released late last month. The 4-mile loop line would cost about $100 million vs. the $2.7 billion light rail line proposal. One of our members wrote that he doubts that it will be approved given Cincinnati's rejection of LRT proposals (the last one in 2002). Some of the proposals would make use of the city subway which was built during the 1920s and never completed. It is still there in satisfactory condition, and may possibly be used for a water main.

CHICAGO, ILLINOIS

Facing a budget crisis, CTA's new president, Ron Huberman, announced that the transit agency would make a series of administrative changes that would reduce expenses by about $12.5 million. Some of the changes involve reduction of non-critical overtime, administrative expenses, advertising, the elimination of certain positions, and a hiring restriction. President Huberman also implemented a Performance Management Initiative that will set standards for every employee and hold managers strictly accountable for the performance of their departments. Huberman said a similar effort at the city level enabled the city to maintain high-quality services to Chicago residents while holding taxes down. Immediately after his appointment he met with CTA's upper management to introduce the concept. Thanks to Bob Hansen for this report.

MADISON, WISCONSIN

Here is a report from a place that I have never reported about from member John E. Raha. "While I was attending a 'Short Course' at the University of Wisconsin in Madison, the local papers extensively reported on a developing proposal for 'Commuter Rail' and/or streetcar system and local hearings on the proposals.

"Madison is a mid-sized city (city=220,000, metro=400,000) but the area appeared to be transit-dense, presumably due to the University population and the presence of the state capitol. ***Wisconsin State Journal*** stories identify 'increasing sluggish rush hour traffic' — which I attest to — as a motivation for transit alternatives. Madison's unique geography is a driver as

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well, as the university and state capitol are located on an isthmus between two lakes, leaving little room for highway development without destroying the destinations.

"Studies have been ongoing since 1992, and in 2002 a collaborative effort called Transport 2020 published a 'full system vision' including rail, express buses, and parking. The proposed commuter rail/LRV route is 14 east-west miles. Transit consultants indicate that the plan falls short of federal funding guidelines, but is in the ballpark,' so work is continuing. The *Wisconsin **State Journal*** also reported that the mayor of Madison has proposed that a streetcar circulator (a la Portland, Oregon) be added to the commuter rail new start request. The paper suggests that there is a split (maybe read conflict) between the city (streetcar) and the county (LRV) proposals. The Chamber of Commerce is pushing for a unified approach to seeking federal funding. Regional rail service between Madison and Chicago is also being pursued. WisARP is involved, and Gov. Jim Doyle and Wisconsin DOT both support Chicago-Madison train service."

ALBUQUERQUE, NEW MEXICO

On Fridays and Saturdays, between the Memorial Day and Labor Day weekends, Rail Runner is running additional train service over the length of its line, Belen to Sandoval. On Fridays, regular fares are charged; however, on Saturdays, there is a flat $2 fare, which is good all day.

SEATTLE, WASHINGTON

At its May 24 meeting, the Sound Transit Board unanimously adopted a $10.8 billion Sound Transit 2 Plan that proposes 50 new miles of light rail as well as improvements to commuter rail facilities and express bus services. The plan now heads to voters in November as part of the Roads & Transit ballot measure and would be financed through a regional sales tax increase of 0.5%. So far, just the Tacoma Link is operating, but work is well underway on the balance of Phase I, which includes the line between downtown Seattle and the airport that is scheduled to open in 2009.

Another extension to Sound Transit's LRT was approved during June, this one a 3.15 mile extension to the University of Washington's Seattle campus. The new $1.6 billion University Link (U-Link) would run in the twin-bored tunnels from downtown Seattle to stations at Capitol Hill and on UW's campus near Husky Stadium. Construction could start as soon as late next year, with service operating in 2016.

SAN FRANCISCO, CALIFORNIA

Caltrain is still moving ahead on its plan to electrify its line. To that end, the Winter 2007 edition of *Caltrain **Connection*** reported that the transit agency is interested in using lightweight electrically-powered rail cars.

As a result of the full-time opening of the T/Third Street Line in April, San Francisco Muni undertook a review of its service and planned to make the following changes to its light rail lines as of June 30. The new schedules are aimed at reducing travel time to Caltrain and the Southeast Corridor and to better serve riders between the North Beach area and south of Market St. There were also a few bus service changes.

- J Line cars turn at Embarcadero
- N Line cars operate to the Caltrain station
- K and T Lines become interconnected, with K becoming T inbound at West Portal to Sunnydale. T will become K in the subway outbound at Embarcadero to Balboa Park (Geneva and San Jose)
- Castro Shuttles restored

LOS ANGELES, CALIFORNIA

The Southern California Regional Rail Authority, operator of Metrolink, approved another series of fare increases to be implemented over the next three years. Beginning July 1, 2007, there will 3.5% increases along with a restructuring of the ticket pricing policy over a 10-year period that began July 1, 2005. "Under the restructuring component of the plan, the method for calculating fares was changed from a zone structure to a more accurate structure based on the driving distance between station pairs. Restructuring itself does not result in any more or less revenue to Metrolink but it will eventually result in consistent distance-based fares across the system. Ticket prices were also capped at an 80-mile maximum. Under the approved average 3.5% fare increase for this three year period, 99% of current monthly pass holders would experience a total fare increase of 6.5% or less."

Some LACMTA riders are also seeing a fare increase. This is the first time Metro has adjusted fares in 3½ years and the second change in the past 12 years. Thinking long range, Metro anticipates that with fares unchanged, there would be a $1.8 billion operating deficit over the next ten years. Regular cash fares will remain at $1.25 for the next two years then rise to $1.50 in Fiscal Year 2010 (beginning July 1, 2009). The Metro Day Pass will go up from the current $3 to $5 July 1, 2007 and to $6 July 1, 2009. The cost of a Metro monthly pass will be $62 starting July 1, 2007, up $10 from the current charge. It will be $75 in FY 10. Thanks to member John Pappas for this news.

OCEANSIDE, CALIFORNIA

The North Coast Transit District announced that it is operating additional Coaster service in support of Saturday evening and Sunday home Padres games. The new service began on Saturday, June 9. Extra service was also scheduled for July 4, July 7 and July 8.

TORONTO, ONTARIO, CANADA

On May 23, GO Transit celebrated the 40th anniversary of the operation of its first train. This took place on the Lakeshore Line, which was its premier line. GO

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Commuter and Transit Notes

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Transit now operates trains on seven lines. A special brochure gave the following comparisons:

	1967	2007
Rail network	41.6 miles	224.3 miles
Bus network	0	1405.5 miles
Train stations	15	56
Bus Terminals	0	14
Passengers carried (annually)	2.5 million	48.5 million
Railcar fleet	49	415
Locomotive fleet	8	45
Bus fleet	0	305
One-way fare, Oakville to Union Station	95 cents	$5.85

A number of GO Transit's original fleet of Hawker-Siddeley single-level cars are still running revenue miles for other operators such as AMT and the Ontario Northland Railway. Also, in the late 1970s through the early 1980s, a sizeable group of them were leased by MBTA. The eight original locomotives (EMD GP-40TC) were sold to Amtrak in 1988.

Progressive Railroading (May, 2007) reported that GO Transit management is studying various options to increase service as at the present time there is no spare capacity. Some of the ideas include adding infrastructure (switches and trackage and lay-up tracks), purchasing equipment so 12-car trains could be operated and introducing more off-peak service. Platform lengths would also have to be extended from 10 to 12 cars. Currently the longest trains are 10 cars. 196 train trips are operated each day.

BUENOS AIRES, ARGENTINA

After commuter rail operators failed to make upgrades to their equipment, commuters rioted. *The **New York Times*** reported that commuters were frustrated over constant delays in train service to poor neighborhoods. As a result, parts of Constitucion Station were set on fire, and there was some looting of nearby shops. The straw that broke the camels back occurred when a train broke down on a track just outside of the station and blocked other trains from leaving. Police who responded used rubber bullets and tear gas. This incident got the attention of the country's president, Nestor Kirchner, who threatened to crack down on the private rail operators. The lines were privatized in the 1990s.

INDIA

In a remote part of southern India, the Engineer of a stalled train got help in the form of people power, hundreds of them who were aboard that train. The Associated Press reported that an electrical connection snapped and the train stalled. The Engineer asked the passengers to get out and push the train a distance of about 60 yards till it could get back on power. It worked: the train was able to restart, and the journey continued.

NANJING, CHINA

The city of Nanjing has awarded Alstom and CSR Nanjing Puzhen Rolling Stock Works a contract to supply 144 *Metropolis* metro cars. Alstom is responsible for design, traction systems, auxiliary electrical power supply, and the train control and monitoring system, while Puzhen will manufacture the fleet of 24 six-car trains. The trains will operate on the new Metro Line 2 and delivery will begin in December, 2008, with entry into service scheduled for November, 2009. Thanks to ***Railway Age*** for this news.

KOREA

History was made on May 17, when trains from South and North Korea crossed the borders into the other Korea on what were called "test runs." This was the first time in 56 years that such an event had taken place. Both sides described this as a milestone for reconciliation of the divided Korean peninsula. The trains operated over different routes, and it was the South Korean train that operated through the 2.5-mile wide demilitarized zone, the world's most heavily armed border. As I read this in ***The New York Times***, my mind wandered back to our visit to the island of St. Maarten/St. Martin in the Caribbean. On one road we traveled, the "border" between the Dutch and French sides, there was an arch over the roadway which had a sign that read something like Welcome to the Dutch side. There was probably a comparable sign to welcome you to the French side.

In 2000, both Koreas agreed to reconnect their rail systems. This agreement only came about after the South promised to send the North 400,000 tons of rice and $80 million worth of raw materials for soap, shoes and textiles. South Korea has made more of an effort to reach this goal, having spent $589 million on materials, and equipment, including materials lent to North Korea. Besides the passenger aspect of a trans-Korea railroad, there would be economies in the cost of shipping goods to China and Europe, which now must travel by ship. Despite this small step, it may well be years before this idea becomes a reality. Many political issues would first have to be resolved (human rights, nuclear program), and billions of dollars would have to be found to rebuild North Korea's decrepit rail system.

FROM THE HISTORY FILES

40 Years Ago: On July 25, 1967, the first digging for BARTD took place on Market Street. The first trains began running on September 11, 1972.

25 Years Ago: On July 1, 1982, STCUM, now AMT, assumed responsibility for operation of the Deux Montagnes Line. In the interim, the entire line was rebuilt and equipped with modern EMU cars.

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

Around New York's Transit System

Increased Riding on L

A newspaper article reveals that riding on L is increasing at a faster pace than the rest of the transit system. Bedford Avenue is the busiest Brooklyn station on the line, with 4.99 million riders entering last year. This was a 139 percent increase from 1995, when 2.09 million riders entered the station. During the same period, subway ridership on the entire system increased 46 percent.

Trains run on a four-minute headway in the rush hour. But riders often have to let two or more trains pass at some stations before they can squeeze into a train. In 2002 and 2003, NYC Transit placed 212 R-143s in service. But this fleet was not large enough to accommodate the unexpected increased ridership. Later this year, service will be increased by adding older cars, probably R-42s. Until 64 R-160s are available, probably in January, 2008, rush hour trains will be overcrowded. At that time, 26 trains per hour will be operated in the rush hour.

Transit officials are enthusiastic about the new CBTC (Communication-Based Train Control) signal system where computers on the train and computers on the tracks exchange information. This signal system increases safety by constantly checking the speed of the train and stopping it if it goes too fast.

Subway Cars Will Be Dumped in the Ocean

NYC Transit expects to scrap 1,600 stainless steel subway cars. It offered New Jersey 600 cars, which would be dumped in the ocean at no cost. But there is a prohibition on dumping more subway cars until a study on the previous cars is completed. Clean Ocean Action opposed dumping cars on artificial reefs because of the asbestos in the cars. Although asbestos is dangerous when breathing the fibers but is safe when it is submerged in water, the experts are still studying this problem. The Jersey Coast Anglers Association opposed this study because it believes that it is a waste of taxpayers' money. It is unhappy that Delaware got the Redbirds at no charge and it will fight for the stainless steel cars, which should last for 30 to 50 years. These cars could make New Jersey's Artificial Reef Program the best in the world.

If New Jersey refuses to accept the 600 cars, which are offered at no charge, they may be sent to Delaware, Virginia, South Carolina, or Georgia. These states may have to pay some of the transportation costs.

R-30A Mystery

Member Ray Berger has heard that R-30A 8409 is Amtrak's Wilmington Shops in Delaware, detrucked and sitting upright on the ground. However, he does not know how it got there or why it is there. If anybody has more information, please contact our News Editor.

Centennial of New Haven Electrification

(Continued from page 1)

ceive current through a step-down transformer. During the acceleration period, the motor voltage is increased by means of taps in the transformer secondary. When the cars or locomotive enter the d.c. zone, the transformer is cut out and two motors in series receive power from the 650-volt third rail. During the acceleration period, the resistances in series with the motors are cut out gradually.

The original copper trolley wire was too soft and became kinked, resulting in heavy arcing. By 1908, the system was almost shut down because of wire failures. The copper wire was not removed, but a new wire made of steel or a hardened copper wire was installed underneath it. The pantographs made contact with this new wire.

The original triangular catenary was difficult to maintain because it expanded and contracted with temperature changes. It was replaced in New York State in 1992 and in Connecticut ten years later. This new installation is a temperature-compensating constant-tension catenary based on a British rail pantograph design used in the United Kingdom.

DeCamp Bus Lines Loses Suit Against NJ Transit

(Continued from page 8)

Authority Bus Terminal, both of which helped DeCamp siphon off their former passengers.

The railroads recognized that passengers belong only to themselves and were entitled to make choices about what transportation services best suit their needs. A transit operator does not "own" its passengers; it can only attract customers by providing the type of service that they want to use. However, the history of privately-owned bus companies suggests that they considered it proper to skim off the riders of railroads and street railways using publicly-provided infrastructure, namely the roadway system, but always have complained about "predatory competition" when the publicly-owned transit systems either invested in rail infrastructure or improved service, thereby making their services more attractive and winning passengers over.