

# The Bulletin



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

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## **The Bulletin**

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## **CHRYSTIE STREET OPENED FORTY YEARS AGO**

The biggest subway service changes ever made took place when the Chrystie Street Subway opened on November 26, 1967. The December, 1967 *Bulletin* described the problems encountered with trains operating in accordance with the new schedule during the first morning rush, November 27, 1967.

The *Bulletin* revealed that confusion reigned supreme and the Monday rush hour confusion was worse than the most pessimistic critics had feared. The *Bulletin* informed us: "Main reasons for the confusion were: (1) train crews over unfamiliar tracks; (2) employees unfamiliar with new schedules and routes and, in some cases, unfamiliar equipment; (3) most trains lacking proper signs for new routes and many carrying wrong signs and incorrect marker lights; (4) passenger ignorance of routes not normally used and their refusal to try different routes; (5) NYCTA insistence in eliminating familiar route names; (6) reduction of the popular Broadway via Manhattan Bridge service."

Since the BMT subway was opened in 1920, the Brighton, West End, Sea Beach, Fourth Avenue, and Culver (until 1959) merged at DeKalb Avenue, where they were routed via bridge or tunnel to Manhattan. Because many trains switched on double crossovers, there were delays, especially in the rush hour. To eliminate these delays, flyover tracks were built north and south of the station.

To increase capacity, two express tracks were built under Sixth Avenue and the Houston Street tracks were connected to the new Chrystie Street tunnel leading to the Manhattan Bridge. The track layout was rearranged at the Manhattan Bridge portal. The north tracks were disconnected from the BMT

Broadway Subway and connected to the new Chrystie Street Subway. The south tracks, which were used only in rush hours, were disconnected from the Nassau Loop and connected to the BMT Broadway Subway.

After the last Nassau via Bridge trains on Wednesday evening, November 22, the south Manhattan Bridge tracks at the Manhattan end were disconnected from the Nassau Street tracks. On Friday evening, after the last train, the 7:02 express from Brighton Beach, the north tracks were disconnected from the BMT Broadway Subway and connected to Chrystie Street. The first D train via Chrystie Street departed from Coney Island at 12:10 AM Saturday, November 25. All BMT Broadway trains operated via tunnel from about 7:40 PM Friday until early Monday morning, November 27.

The engineers designing the new track layout predicted that 90 trains per hour could be operated through DeKalb Avenue in the rush hour. Checking our records, which date back to 1950, we find that the maximum was 80 trains per hour when Chrystie Street opened. During the intervening years, riding has declined and service has been adjusted. The current timetables are probably similar to the November 14, 2004 timetables, which schedule only 56 trains per hour. On December 10, 1953, Culver trains were still operating through DeKalb Avenue. NYC Transit scheduled 76 trains per hour on the original track layout. After IND trains started operating on the Culver Line, BMT Culver riding declined. On January 3, 1961, 65 trains per hour were scheduled to operate through DeKalb Avenue in the rush hour. Headways are listed in the table on page 6.

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## BROOKLYN TROLLEY HISTORY by Bernard Linder

We have been publishing trolley histories regularly. Our Brooklyn trolley series, starting in December, 1976 and concluding with the index in the February, 1985 issue, featured Edward B. Watson's history and your Editor-in-Chief's track plans. This series was followed by New York Railways and Third Avenue Railway histo-

ries.

We decided to resume our Brooklyn trolley series because of popular demand. It will include car and depot assignments, a corporate history, and a description of each class of cars. Of course, we expect to print lots of pictures of the cars and depots.

### BROOKLYN TROLLEY CAR ASSIGNMENT DECEMBER 20, 1943

CAR NUMBERS	TYPE OF CAR
<b>Canarsie Depot</b>	
2546-48, 2591-95	Double-truck safety—coin box
4100-22, 4124-30, 4132-34, 4137-55, 4157-71, 4177-80, 4300-04, 4700-07	Single-end rear exit—coin box or passimeter
5000, 5002-07, 5010	Single-end center exit — passimeter
6000-07, 6049, 6098, 6109, 6117, 6139, 6145, 6147-48, 6150-52, 6185-99	Single-end center exit — passimeter
8100-8151	Double-end center exit — coin box
<b>Crosstown Depot</b>	
2526-34, 2543-45, 2560-65, 2567	Double truck safety — coin box
5100-10, 5112-53	Single-end center exit — passimeter
6015-28, 6099, 6153-84	Single-end center exit — passimeter
8321-67, 8398-99	Double-end center exit — coin box
<b>East New York Depot</b>	
1129, 1131-32, 1134-38, 1143, 1145, 1147-49, 1164, 1167-68, 1170, 1172, 1177	Double truck safety — coin box
2500-04, 2506-14, 2517-18, 2537, 2539-42, 2549, 2569-70, 2579-80, 2582-83, 2700, 2708, 2723, 2735, 2737, 2742-43, 2745, 2754, 2930, 2938	Double truck safety — coin box
3125, 3130, 3133, 3137, 3300-01	Double truck safety — coin box
8189-99, 8300-14	Double-end center exit — coin box
<b>58<sup>th</sup> Street Depot</b>	
761-62, 764, 776, 780-81, 785, 797-98	Double-truck safety — coin box
2563, 2571-77, 2581, 2584-90	Double truck safety — coin box
8170-85, 8187,88, 8247-99	Double-end center exit — coin box
<b>Flatbush Depot</b>	
6008-14, 6058, 6066-69, 6071, 6074-76, 6080-81, 6089-97, 6100-08, 6110-16, 6118-38, 6140-44, 6146, 6149	Single-end center exit — passimeter
8000-47, 8055, 8057-61, 8063-65, 8092-99, 8200-46, 8369-84, 8388-91, 8394-97	Double-end center exit — coin box
<b>Fresh Pond Depot</b>	
2505, 2515, 2519-25, 2535-36, 2538, 2550	Double-truck safety — coin box
5008-09, 5011-12, 5014, 5016, 5020, 5022, 5024, 5026, 5028-39, 5042-43, 5045-54, 5057, 5059, 5060-65, 5067, 5069-71, 5073, 5075-76, 5078-79	Single-end center exit — passimeter
6029-48, 6050-57, 6059-65, 6070, 6072-73, 6077-79, 6082-88	Single-end center exit — passimeter
8048-54, 8058, 8062, 8066, 8152-69, 8186, 8315-20, 8368, 8392-93, 8400-99	Double-end center exit — coin box

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**Brooklyn Trolley History**

*(Continued from page 2)*

**Ninth Avenue Depot**

1000-1099	PCC single-end center exit — passimeter
2551-59, 2578, 2597-99, 2738	Double truck safety — coin box
3139,, 3141, 3153	Double-truck safety — coin box
4131, 4135-36, 4172-75, 4181-99	Single-end rear exit — passimeter
5080-99	Double-end center exit — coin box
8067-91, 8385-87	Double-end center exit — coin box
8500-34	Single-end center exit — passimeter

**BROOKLYN TROLLEY CAR REQUIREMENTS  
DECEMBER 19, 1943**

LINE	MAXIMUM CARS REQUIRED		TYPE(S) OF CARS
	AM	PM	
<b>Canarsie Depot</b>			
Church Avenue	30	30	6000s
Gravesend-Church	7	7	8100s
Ocean Avenue	15	15	8100s
Ralph-Rockaway	22	22	4100s, 4300s
Rockaway Parkway	7	7	4700s
St. John's Place	22	22	8100s
Sumner Avenue	10	10	4100s, 4300s
Wilson Avenue	29	29	4100s, 4300s
<b>Crosstown Depot</b>			
Crosstown	41	39	6000s
Graham Avenue	37	36	5100s
Greenpoint	2	2	2500s
Grand Street	22	22	8000s
Lorimer Street	17	17	8000s
Nassau Avenue	5	5	2500s
Union Avenue	6	6	2500s
<b>East New York Depot</b>			
Bergen Street	29	29	2500s, 2700s, 2900s
Broadway	14	15	1100s
Jamaica Avenue	18	20	8000s
<b>58<sup>th</sup> Street Depot</b>			
Bay Ridge Avenue	12	13	8000s
Eighth Avenue	11	11	8000s
86 <sup>th</sup> Street	9	9	700s, 2500s
Fifth Avenue	37	37	8000s
West End	10	10	700s, 2500s

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**NEW YORK DIVISION BULLETIN - NOVEMBER, 2007**

**Brooklyn Trolley History**

*(Continued from page 3)*

LINE	MAXIMUM CARS REQUIRED		TYPE(S) OF CARS
	AM	PM	
<b>Flatbush Depot</b>			
Flatbush Avenue	51	50	6000s
Holy Cross Shuttle	0	1	8000s
Nostrand Avenue	36	39	8000s
Nostrand Shuttle	12	12	6000s
Tompkins Avenue	22	21	8000s
Utica-Reid	47	53	8000s
<b>Fresh Pond Depot</b>			
Bushwick Avenue	8	8	2500s
DeKalb Avenue	28	29	8000s
Flushing Avenue	31	32	5000s
Flushing-Ridgewood	24	23	8000s
Metropolitan Avenue	36	33	8000s
Myrtle-Court	14	17	6000s
Putnam Avenue	26	26	6000s
Richmond Hill	26	27	8000s
<b>Ninth Avenue Depot</b>			
Erie Basin	11	11	4100s
Franklin Avenue	21	21	8000s
McDonald-Vanderbilt	50	42	1000s (PCCs), 8500s
Norton's Point	13	9	5080-5099
Sea Gate	10	10	2500s, 2700s, 3100s
Seventh Avenue	19	19	1000s
Smith-Coney Island	34	35	1000s
Union Street	8	8	2500s, 2700s, 3100s

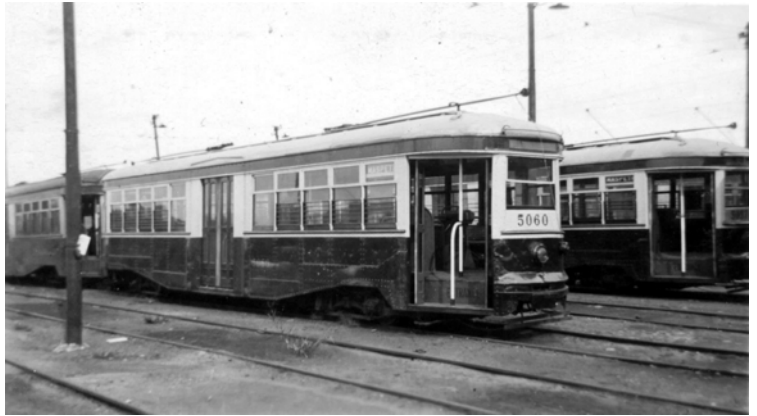
*(Continued on page 5)*

**Brooklyn Trolley History**

*(Continued from page 4)*



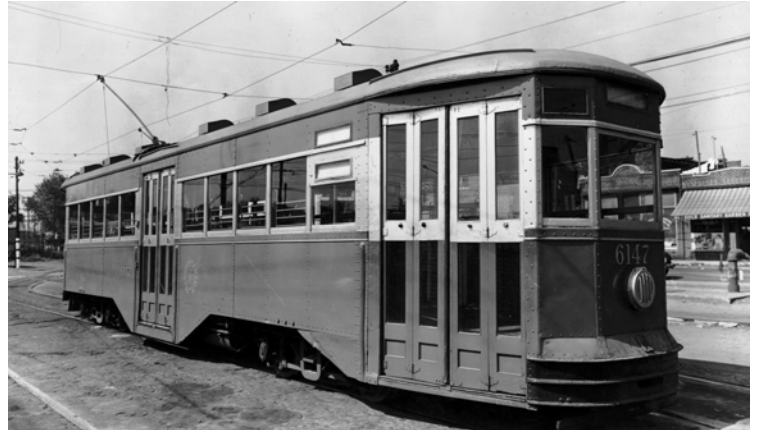
**NYC Board of Transportation (ex-BMT) car 4300 at Williamsburg Bridge Plaza, August 30, 1941. 4100s and cars 4300-04 were rebuilt for one-man operation.**  
Bernard Linder photograph



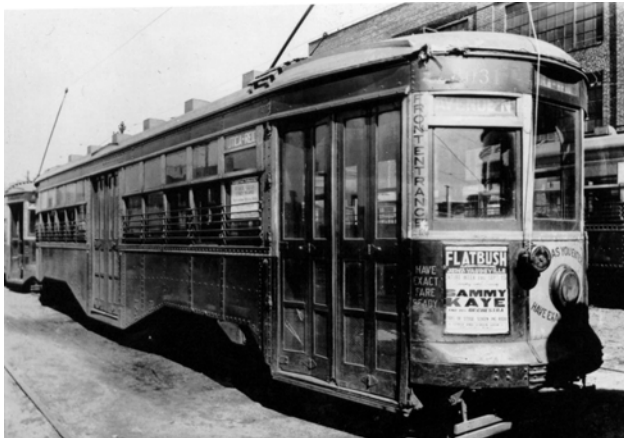
**NYC Board of Transportation (ex-BMT) car 5060. The 5000-series cars were rebuilt for one-man operation.**  
Bernard Linder collection



**NYC Board of Transportation (ex-BMT) car 5108 at Williamsburg Bridge Plaza on April 7, 1946. The 5100-series cars were rebuilt for one-man operation.**  
Bernard Linder photograph



**NYC Board of Transportation (ex-BMT) car 6147.**  
Bernard Linder collection



**NYC Board of Transportation (ex-BMT) car 8031 on the Utica-Reid Line.**  
Bernard Linder collection



**NYC Board of Transportation (ex-BMT) PCC car 1066 on Coney Island Avenue Line at Bartel Pritchard Square.**  
Bernard Linder collection

# NEW YORK DIVISION BULLETIN - NOVEMBER, 2007

## Chrystie Street Opened 40 Years Ago

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erate additional service through DeKalb Avenue without delaying rush hour trains.

If riding increases, NYC Transit should be able to op-

### RUSH HOUR SERVICE AT DEKALB AVENUE

LINE	DECEMBER 10, 1953	JANUARY 3, 1961	NOVEMBER 27, 1967		NOVEMBER 14, 2004	
	Headway	Headway	Headway	Route Designation	Headway	Route Designation
Brighton Local	6	6	12	QB	6	Q
Brighton Express	6	6	4	D	6	B
Brighton-Nassau	12	12	6 avg.	QJ	—	—
Culver Express	8	—	—	—	—	—
West End Express	6	6	4	B	6	D
West End Local	8	12	—	—	10	M
Sea Beach Express	6	6	6 avg.	N	6	N
Sea Beach (NX)	—	—	12	NX	—	—
Fourth Avenue Local	5	6	4	RR	6	R
Fourth Avenue-Nassau	12	12	12	RJ	—	—

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## MORE ON FLAG STOPS by Todd Glickman

In reaction to the essay on flag stops last month....

MBTA Commuter Rail makes liberal use of flag stops. CR schedules have flag stops indicated with an 'f' before the station time, and the entry is printed in red. The legend says, "Times in red indicate an f stop - Passengers must notify the Conductor that they wish to get off at these designated stations. Passengers who wish to board at these designated stations must be on the platform in full view of the Engineer." That being said, I understand MBTA CR having some flag stops, especially late-night inbound or early morning outbound trains where reverse commuting is low. However, there are many train stops that have been listed as flag stops for years that have significant patronage. An example is the 6:55pm weekday outbound from Boston North Station on the Lowell Line. West Medford and Wedgemere are

listed as flag stops, but dozens of passengers get off at these stations daily. (Many years ago, this train skipped those two stations, but the stops were added at the request of customers who had an hour and ten minute gap in service during the late fringe of rush hour!) On the same line, EVERY inbound train on weekends shows North Billerica, Wedgemere, and West Medford as flag stops, but EVERY train stops at every station regardless. Similarly with outbound weekend service -- West Medford and Wedgemere are listed as flag stops on EVERY train, as is North Billerica on trains before noon. But station and on-train announcements acknowledge these are regular stops. The Fitchburg and Haverhill Line timetables are even more colorful, with some trains having more "red" flag stops than black! So the "flag stop" is indeed alive!

Monday through Friday	
Inbound from North Station	
Train No.	Time
Haverhill	6:55
Lowell	7:00
Andover	7:05
Billerica	7:10
North Billerica	7:15
North Wilmington	7:20
Wilmington	7:25
Andover/Westboro	7:30
Reading	7:35
Wakefield	7:40
Greenwood	7:45
West Medford	7:50
West Medford Park	7:55
Wilmington	8:00
North Station	8:05

Outbound from North Station	
Train No.	Time
Haverhill	6:55
Lowell	7:00
Andover	7:05
Billerica	7:10
North Billerica	7:15
North Wilmington	7:20
Wilmington	7:25
Andover/Westboro	7:30
Reading	7:35
Wakefield	7:40
Greenwood	7:45
West Medford	7:50
West Medford Park	7:55
Wilmington	8:00
North Station	8:05

**Chrystie Street Opened 40 Years Ago**

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**West End train at Bay Parkway looking south, April 3, 1969.**  
Larry Linder photograph



**West End train south of Bay 50th Street looking north.**  
Bernard Linder collection



**West End train at 55th Street looking north, October 14, 1968.**  
Larry Linder photograph



**Sea Beach train at 20th Avenue, January 31, 1969.**  
Larry Linder photograph



**Culver train at Avenue I looking north, October 14, 1968.**  
Larry Linder photograph



**Culver train at Ditmas Avenue looking north, October 14, 1968.**  
Larry Linder photograph

# Commuter and Transit Notes

No. 228  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

The expected fare increase announcement came on September 24, with public hearings to be held between November 5 and 13. Here is some of what has been proposed:

- Base subway and bus fares would increase from \$2 to \$2.25
- New 14-Day Unlimited Ride *MetroCards* for \$45
- 30-Day *MetroCards* would cost \$79, up \$3
- Retain the existing bonus structure of 20% with a purchase of \$10 or more on Pay-Per-Ride *MetroCards*
- Increase the express bus fare from \$5 to \$5.25. The 7-Day Express Bus Plus *MetroCard* remains at \$41
- LIRR and Metro-North fares could rise on average about 6.5%
- Increase ticket prices up to 8% for all types to stations within New York City
- Increase one-way, round-trip tickets between other stations (intermediate travel) up to 11.1%
- CityTicket prices increased from \$3 to \$3.25
- Reduction of the discount for Mail & Ride customers from 5% to 3%

Included in the announcement was a proposal to charge a "traditional" fare or have a peak/off-peak fare structure. Drivers would also see higher bridge and tunnel tolls. Ironically, on the very same day, the New York State Thruway Authority also announced that it would like to increase tolls on its roads under a system that would see annual increases. There is one other proposal, one that is likely to generate a lot of debate – the elimination of E-ZPass discounts. This comes years after the Thruway has been able to make a substantial reduction of its toll collecting staff since E-ZPass is used by a majority of vehicles.

"Not so fast," say some legislators, including Assemblyman Richard Brodsky (D-Greenburgh), who was joined by several of the 22 State Assembly members who wrote to MTA asking for time to work on legislative alternatives as part of the city and state budget negotiations. NYC Comptroller William Thompson, Jr. also attended the rally and stated, "We'll continue to fight for a fair fare." These officials want MTA to find other ways to solve the crisis.

I checked MTA's website and found these statistics for the period January-June, 2007.

	LIRR	METRO-NORTH	NYCT
Farebox Recovery Ratio	33.2%	41.7%	44.8%
Farebox Operating Ratio	43.8 %	54.9%	60%

## MTA METRO-NORTH RAILROAD (EAST)

New timetables went into effect on October 7, and the summer tie replacement project on the Hudson Line has been completed, so most trains have reverted to the April schedules. There is also more express service, better weekend and off-peak service, additional midday service, and the usual Shoppers' Specials for the holiday period. Notes on each of the covers alert riders that there will be special Thanksgiving and Christmas/New Year's timetables. Below is a summary of the changes:

HUDSON: Weekend Train #8864, the 9:33 PM departure from Poughkeepsie, no longer requires a change at Croton-Harmon and operates as a through train to Grand Central. This has reduced the number of southbound shuttles to just one, Train #8868, which departs Poughkeepsie at 10:59 PM

HARLEM: With completion of some signal improvements, there is a new schedule pattern that will allow more even 30-minute headways on off-peak trains on the lower Harlem Line. On the Wassaic Branch, connecting trains now have 5- to 7-minute dwell time, as opposed to 2 minutes, allowing a more assured train connection if trains are running late

NEW HAVEN: The Waterbury Branch has additional off-peak weekday service that bridges a four-hour service gap. There are new late afternoon shuttle train departures northbound from Bridgeport and southbound from Waterbury

At the request of the Connecticut Department of Transportation, service to and from the New Haven-State Street station was increased. Train #1510, the 7:34 AM departure from Grand Central Terminal, has been extended one stop to terminate at New Haven-State Street at 9:28 AM and Train #1573, the 3:33 PM departure from New Haven, now originates at New Haven-State Street at 3:29 PM.

Shoreline East Train #1640, the 4:50 PM from Stamford to Old Saybrook, now departs Stamford seven minutes earlier to allow for more even half-hourly PM peak service on the branch.

The M-8 cars are not scheduled to arrive until 2009, but according to James Cameron, chairman of the Connecticut Rail Commuter Council, "New Haven commuters will feel like they've gone to commuter heaven." Mr. Cameron told a reporter from *The New Haven Register* that he has seen the designs for these cars, and "I'm ecstatic." The M-8s will be equipped with handicapped-accessible restrooms, larger windows, and airline-style winglets on the headrests to stop snoozers' heads from landing on a neighbor's shoulder. There will also be LED displays that show the next stop, full-length light-

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**Commuter and Transit Notes**

*(Continued from page 8)*

ing, and emergency intercoms to contact the crew. One person whose input was used is the world-famous designer Cesar Vergara, who, by the way, is a Metro-North commuter. Kawasaki is building the cars in Lincoln, Nebraska, and although the first deliveries are to take place in 2009, they will probably not be in service until 2010 or 2011. Thanks to member David A. Cohen for this report.

**MTA METRO-NORTH RAILROAD (WEST)**

Midday and weekend service is now operating on the Pascack Valley Line. Please see **NJ Transit** for details.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

New Shore Line East timetables were issued on October 8, to coincide with Metro-North's timetable change. As you will see below, there were a number of new trains and some time changes. Thanks to members Bob Underwood and David A. Cohen for sending copies.

MORNING

- Train #1602 ( 6:23 AM New Haven/Old Saybrook) now stops only in Guilford at 6:40 AM

AFTERNOON/EVENING - NEW HAVEN TO OLD SAYBROOK

- New midday Shore Line East Train #1622 (1:00 PM New Haven/Old Saybrook) makes all stops from State Street to Saybrook
- Train #1640 departs from New Haven at 5:37 PM, eight minutes earlier than previously

AFTERNOON/EVENING - OLD SAYBROOK TO NEW HAVEN

- New Train #1671 (2:00 PM Old Saybrook/New Haven) stops only in Guilford, arriving at 2:40 PM, connecting with New Haven Line Train #1571, which departs at 2:52 PM
- Train #1687 still departs from Old Saybrook at 5:20 PM, but has added a Guilford stop
- Train #1693 still departs from New London at 7:55 PM, but has added a Guilford stop. It arrives in New Haven at 8:55 PM and connects with New Haven Line Train #1593, which departs at 9:16 PM

**MTA LONG ISLAND RAIL ROAD**

Upon her appointment as president of LIRR, Helena A. Williams hired Donald Nelson, a former Metro-North president and an individual with more than 50 years of railroad experience, to conduct a review of the railroad's operations. The full report is on the MTA website. Below are some of the highlights from Mr. Nelson's report:

- **M-7 FLEET:** The 836-car M-7 Fleet, the new workhorse of the railroad, has "exceeded most expectations, especially under severe winter conditions," contributing to overall improvements in on-time performance, which is the best it has been in five years while the number of trains the railroad is running has increased
- **STATION MAINTENANCE:** There is no annual, progressive station maintenance program. LIRR em-

ployees only respond on an "as needed" basis or for emergency repairs. "...stations appear to be neglected in the operating budget." LIRR President Williams has proposed an increase in funding for an annual, progressive station maintenance program

- **DIESELS:** The entire diesel fleet of 45 locomotives is in "serious trouble," with too-frequent breakdowns that neither the trains' manufacturers nor in-house LIRR maintenance personnel have adequately addressed. The 22 Dual Mode locomotives pose a "major concern" because on average, they are breaking down every 12,425 miles instead of the targeted 30,000 miles, a record that Nelson called "woeful...If the DM fleet can't be made more reliable soon, and its systemic failures identified and resolved, the LIRR will be forced to deal with the fact that these units are lemons and proceed with a replacement program," Nelson stated. LIRR is hiring an outside expert to try and identify and fix the long-running problems with the Dual Mode fleet
- **JAMAICA PROJECT:** A planned reconfiguration and signal upgrade at the railroad's crucial Jamaica junction – perhaps the railroad's single most important project – lacks a "single, guiding force at the moment" among LIRR executives. Nelson recommended that a senior executive be put in charge of this construction, which is designed to speed up the travel of trains through Jamaica. LIRR President Williams has appointed Executive Vice President Albert C. Cosenza to lead the Jamaica Project, which is key to success of East Side Access
- **CENTRAL TRAIN CONTROL:** While noting a high level of "pride and enthusiasm" within the railroad's key Transportation Department, which includes 1,045 Conductors/Trainmen and 379 locomotive Engineers, Nelson recommended that LIRR move forward with plans for a "modern centralized operations control center" to replace the current system of towers that manually control the movement of some trains. By next year, LIRR plans to begin preparing an area of the Jamaica Control Center (*AirTrain*) building to receive the Operations Control Center that is currently housed in the LIRR headquarters building at Jamaica. Central control of trains eventually will eliminate towers, allowing operators to move trains more efficiently from a central command center
- **EMPLOYEE SAFETY:** The Railroad's employee safety program "appears robust" with accident/injury numbers over the past few years "good with most trends favorable," Nelson stated. LIRR is committed to enhancing employee safety programs

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

- **GAPS:** While the number of gap-related customer accidents is on the rise, Nelson attributed the increase to "heightened awareness by the public in general and by employees..." LIRR President Williams has commissioned a hazards analysis that is being conducted by an outside consultant to help develop additional measures aimed at reducing the number of gap accidents as well as identifying other potential customer safety issues
- **EAST SIDE ACCESS:** With the railroad set to embark on its largest expansion of service in 100 years when it begins running trains to Grand Central, LIRR needs to consider allocating more resources to "marketing, advertising and public outreach," Nelson stated. LIRR President Williams has formed an East Side Access Working Group and appointed Vice President John Coulter to lead it to ensure this critical project remains on schedule and receives proper high-level attention from management
- **VEGETATION CONTROL:** An aggressive brush cutting and vegetation control program is essential during the next two to three years just to "reverse the many years of neglect" that threatens the railroad's communication and signal systems along the right-of-way, Nelson stated. For example, incidents of downed trees that obstruct passage of trains are up 25 percent during the last five years. This program is underway and LIRR has requested additional funding to add two new tree-trimming crews
- **DRAINAGE:** Develop permanent drainage control projects for mainline stations, New Hyde Park to Westbury, and the Port Washington branch, Nelson suggested. LIRR is working with local municipalities to improve drainage, including the Great Neck, Bayside and Mineola stations where flooding has been an issue
- **RIGHT-OF-WAY CLEANLINESS:** Clean up the right-of-way around Jamaica, where general debris hurts the railroad's image among its own customers. LIRR is developing a plan for a systematic cleanup along all of its 11 branches
- **BRIDGES & VIADUCTS:** Although functional and safe, 182 undergrade bridges are "not in a state of good repair." An additional 30 positions should be funded to keep up with bridge maintenance requirements. LIRR President Williams has ordered accelerating renovation on the Atlantic Avenue Viaduct and additional maintenance to bring these bridges to a state of good repair

Mr. Nelson also believes that the 8-mile Central Branch, which connects Babylon (Montauk Branch) and Mineola (Main Line), should be electrified.

By the time you read this, fall should be in full swing. Having suffered terribly last year due to falling leaves affecting the M-7s, 50 of these cars have been equipped with what are called "Smart Sanders" to help improve adhesion to the rails when slip/slide conditions occur. These sanders are automated and cars so-equipped carry an "S" sticker inside their cabs.

In the September edition of **Keeping Track**, LIRR reported that it is approaching the halfway mark of the East Side Access project. When completed in 2013, the railroad expects that 160,000 of its (present) 282,000 daily riders will take advantage of this travel option. Commuting benefits include up to 40 minutes less travel time, fewer subway/bus transfers, reduction in the number of passengers arriving in Penn Station, and an East Side connection to JFK Airport via JFK *AirTrain* at Jamaica. Also planned is an LIRR station in Sunnyside.

South Shore commuters were seriously delayed getting home during the evening of Thursday, October 11, when a lightning strike associated with heavy rains and storms hit the Valley Stream area. All service was suspended on the Babylon, Far Rockaway, Long Beach, and West Hempstead Branches. A little later, the Oyster Bay, Ronkonkoma, and Port Jefferson Branches were also affected. At about 7:30 PM, service was restored but delays continued into the night

Construction timetables were issued as follows:

MONTAUK – October 9-12, Middays – Grade crossing renewal at the Gillette Avenue crossing affected train service between Sayville and Patchogue

WEST HEMPSTEAD – October 6, and Middays from October 9 to November 9 – Crossing renewal and mechanized tie replacement work along the branch

OYSTER BAY – October 13 and 14 – 24<sup>th</sup> Annual Oyster Festival – Extra train service Mineola to Oyster Bay

RONKONKOMA – Sperry Rail Tests – October 14 (Farmingdale to Ronkonkoma); October 15-16 (Ronkonkoma to Greenport)

Buses replaced trains in all cases.

I pass through New York Penn Station almost every weekday, and several times a week I go via the LIRR portion so that I check out the timetable racks. The timetables that I see are reported in this column. Well, there was one that I never saw – 2007 METS POST-SEASON SCHEDULES - SHEA STADIUM. Thanks to member Gregory Campolo, I have one. However, unfortunately for Mets fans, there was no post-season.

Mondays through Fridays beginning Tuesday, October 23, three "Local" trains are operating in eastern Suffolk County between Speonk and Montauk. This is to continue until May 22, 2008. One train-short turns at Easthampton. This service is being provided to encourage drivers to use the train because a major reconstruction project is underway on Route 39, also known as Sunrise Highway. A special fare program has been instituted as part of the enhanced South Fork service initiative.

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**Commuter and Transit Notes**

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LIRR has modified its current fare structure to allow customers to pay a uniform intra-zone fare for travel between Speonk and Montauk. Under this plan, the fare will be the same whether customers are traveling from Speonk or Westhampton during the enhanced service period. The modified fare will be \$2.25 one-way; \$1.00 one-way for seniors and disabled riders. The modified weekly fare will be \$20 and the monthly fare \$66. Local communities have agreed to provide connecting bus service from LIRR's South Fork train stations to local business districts.

The program is estimated to cost approximately \$84,000 per month. Included in this estimate are fuel, cleaning and maintenance, and crew costs. For the seven-month service period it would be an estimated at \$588,000.

Notes in the timetable inform riders that the local trains are providing intra-branch service and have no connections to/from western terminals. That said, there is a reasonable connection for the train that arrives at Speonk at 1:46 PM, because Train # 2743 departs Speonk at 2:10 PM. Here are the train schedules.

TRAIN	SPK	EH	MTK	MTK	EH	MTK	TRAIN
	Dep.	Arr.	Arr.	Dep.	Dep.	Arr.	
2792	6:11 AM	7:06 AM	-	-	7:26 AM	8:12 AM	2795
2794	8:32 AM	9:16 AM	9:41 AM	12:28 PM	12:52 PM	1:46 PM	2797
2796	2:44 PM	3:37 PM	4:02 PM	4:22 PM	4:46 PM	5:35 PM	2799

**NJ TRANSIT**

New timetables were issued for the Morris and Essex Lines on September 30 to mark the resumption of weekend rail service on the Gladstone Branch and on October 1 for the North Jersey Coast Line because Summer is over. Actually, on weekends, service between Long Branch and New York is hourly, and every 1-2 hours between Bay Head and Long Branch. A note in this timetable reported that there would be service to Monmouth Park for 4 days beginning October 24 because of the Breeders' Cup World Championships. Details were published on NJ Transit's website.

On Saturday, October 20, because of the *Far Hills Hunt*, all trains were turned at Far Hills and buses were used to serve the Peapack and Gladstone stations. Some eastbound trips from Far Hills were covered by buses to Summit. Westbound, between the hours of 9 AM and 3 PM, there was half-hourly service instead of the usual hourly service.

The regularly scheduled timetable change was made on October 28, and there is a lot to report.

MAIN/BERGEN: Five midday trains that formerly operated to/from Suffern have been cut back to Waldwick.

Between 9:54 AM and 2:54 PM, trains depart Suffern hourly, with a Port Jervis train (#58) at 10:45 AM. The westbound service is also hourly between 9:42 AM and 3:41 PM, with one Port Jervis train (#49) at 1:56 PM.

MONTCLAIR-BOONTON: A late-night train has been added to the schedule. Train #6201 departs from New York Penn at 12:34 AM, and connects with Train #1043. Under the schedules in effect until June 2, 2007, Train #6299 departed from NYP at 11:54, and also made this connection, so NJ Transit is restoring service that previously existed. Two stations are slated to open this winter: Mt. Arlington, between Lake Hopatcong and Dover, and Wayne/Route 23, between Mountain View and Little Falls, and the schedules of several trains have been adjusted in anticipation of these openings. These stations have also been included in the timetable, albeit without any times.

MORRIS & ESSEX: Trains #602 and 606 have been re-numbered #800 and 802, and now begin their runs at Lake Hopatcong, in anticipation of the opening of the Mt. Arlington station. NJ Transit also reported that several evening trains had been adjusted to address service gaps and provide better connections.

NORTHEAST CORRIDOR: On October 9, In advance of the October 28 timetable change, NJ Transit announced new late-evening weekday express service on the Northeast Corridor and North Jersey Coast Lines to meet growing demand and to provide additional travel options for customers returning home from evening events. The main reason for this announcement was the planned October 25 opening of the Prudential Center in Newark, a sports and entertainment venue. The Prudential Center is the home of New Jersey Devils hockey and the Seton Hall men's basketball and New Jersey Ironmen indoor soccer teams. A special flyer was issued entitled NJ TRANSIT SERVICE TO PRUDENTIAL CENTER, FAST FACTS. On Thursday, October 25 and Friday, October 26, there were some operational adjustments, including additional rail, bus, and light rail trips on an as-needed basis. Effective October 28, these are the changes:

- There is a new mid-morning express from New Brunswick. Train # 3940 departs from Trenton at 10:30 AM, and connects with new local Train #3726, which departs at 11:05 AM
- Four new express trains after 9:20 PM, serving Newark Airport, then running express to New Brunswick, Princeton Junction, Hamilton, and Trenton
- The \$40 monthly access fee for Newark International Airport is being waived on monthly passes to this station

NORTH JERSEY COAST: There is a new train, #4324, which leaves Bay Head at 6:28 AM and connects with Train #3224, which departs for New York Penn at 7:11 AM. There were also some minor time changes to some

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

other trains.

There are three new express trains to Long Branch in addition to local trains terminating in South Amboy. Between 9 and 10:30 PM, there are now at least two departures per hour from New York and Newark. Under the previous schedules, there was one train per hour after 9 PM.

**PASCACK VALLEY:** After the October column was completed, I received an email from National ERA member Walter Zullig, with an attachment that had copies of **New York Times** articles giving the exact dates when weekend service was eliminated on the Pascack Valley Line. Sunday service ended on March 31, 1940, while Saturday service lasted until October 29, 1960. Now, more than 67 years after Sunday service ended and almost 47 years to the day after the loss of Saturday service, there are weekend trains. When my son Marc and I were discussing this, he wondered if at any time there was two-way service. I checked my timetable collection and found an Erie Railroad Company Piermont Branch and New Jersey & New York Railroad Company (Independently operated) timetable dated April 24, 1938. This timetable showed eastbound trains departing from Spring Valley from 3:45 AM until 9 PM, and westbound trains from Jersey City between 5:05 AM and 10:55 PM. Two-way service, although reduced on weekends, was operated seven days a week. In the next timetable that I own, which is dated September 29, 1940, the Sunday service had been eliminated. The service plan was much like it was until October 26, 2007 – trains ran eastbound in the AM, and westbound in the PM. Here are the details of this "historic" event.

**WEEKDAYS:** 7 eastbound and 6 westbound trains were added to the schedule. In spite of earlier predictions of reduced service to the northern Bergen County stations (River Edge to Montvale), there are only two eastbound and three westbound trains that run express from North Hackensack to Pearl River. Midday service operates every 60-90 minutes until 3:45 PM. The last eastbound departs from Spring Valley at 9:10 PM. There are two new evening trains, the latest of which departs from Hoboken at 12:43 AM.

**WEEKENDS:** There are 11 eastbound and 12 westbound trains. On the AM inbound, trains operate hourly from 6 AM-noon, then every 2 hours till 8 PM. On the PM westbound, this is reversed — every two hours till noon, then hourly till 8 PM. Except for the last westbound trip of the day, there is no service to the Woodcliff Lake and Teterboro stations. Weekend trains are numbered in the 2100-series.

On Sunday, October 21, there were ceremonies to commemorate this new service. At 11 AM, NJ Transit officials held a "speaking program" at the North Hackensack station. At 11:45 AM, the invited guests boarded

the special train and rode to Pearl River, New York. Metro-North officials held their own program at 12:30 PM. Unfortunately, due to a previous commitment, I was unable to attend the ceremonies. The train was to consist of coaches owned by both Metro-North and NJ Transit.

**MilepostsWest** described the service improvements as follows: On a weekly basis 226 trains operated vs. the previous 115, which equates to a 97% increase. Simultaneously with this service improvement, Pascack Valley Line riders lost their Guaranteed Ride Home option using Metro-North's Hudson Line to Tarrytown and then a cab ride to within 30 miles of Tarrytown. I took advantage of this program twice, and was very satisfied with it.

Both NJ Transit and Metro-North issued a handout to inform residents along the line that trains would be operating through their communities under expanded schedules, and that they should be aware of this when they are near the railroad tracks.

To the best of my knowledge, since 1940 for Sundays and 1960 for Saturdays, there has only been one time when there was weekend service on the Pascack Valley Line. This took place over the July 4 weekend of 1986. That year, July 4 was on a Friday, and over the course of the weekend a major celebration was held to mark the centennial of the Statue of Liberty. Details were reported in the August and November 1986 **Bulletins**. In anticipation of large crowds, all of the metropolitan area rail lines operated extra service, and that included operating services each day that weekend, and the Pascack Valley Line was included. I have lived in Rockland County for more than 30 years. There was only one other time that a Sunday passenger train was operated; it took place on October 2, 2002 (November, 2002 **Bulletin**). The event was a charter to raise funds for a group of non-profit charities.

**RARITAN VALLEY:** With completion of work on the Whitehouse Siding, weekday service to High Bridge was increased effective October 29. This 3,700-foot-long siding is located between White House and Lebanon. Four trains that previously began or ended their runs in Raritan have been extended to High Bridge and their train numbers have changed from the 5400-series to the 5700-series. Also, the first eastbound train from High Bridge departs at 4:54 AM, which is nearly one hour earlier than the 5:51 AM time under the previous schedules. At the other end of the day, the last westbound to High Bridge arrived at 10:31 PM, and now Train #5457 arrives at 12:32 AM. The level of service west of Raritan is now 9 eastbound and 11 westbound trains.

Minor schedule adjustments were made to the Atlantic City Line.

On October 15, seat notices were placed aboard trains operating along the Northeast Corridor advising

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

passengers that over the weekends of October 19-21 and November 2-5, they may experience 15-20-minute delays traveling in both directions between Newark and New York due to track work east of Newark Penn Station. This work is being done in connection with the Hudson Pocket track for Raritan Valley Line trains. Raritan Valley Line connections were held for late-arriving NEC/NJCL trains.

I have seen that just before the PM Peak hour, but more often during middays, NJ Transit Northeast Corridor and North Jersey Coast Line trains arrive and depart NY Penn Station from tracks 13-15. However, the track signs at the staircases for those (LIRR) tracks do not display this information. Passengers must look at the monitors on the NJ Transit side of the east concourse, as well as the others that are located around Penn Station. A fellow commuter sent an email to NJ Transit's Customer Service and received a reply that the two agencies were very close to reaching an agreement about this problem and that soon the signs for Tracks 13-17 would display NJ Transit train information.

During mid-October, NJ Transit announced that it would launch a courtesy campaign. *The Journal News* reported that two customer focus groups were conducted over the summer and the number one problem that those attending mentioned was noise: from loud talking, cell phones, and musical devices. The transit agency received an average of 22 courtesy-related complaints each month. There were also requests for a "quiet car," but surveys showed that riders did not want any restrictions on where they could sit on a train. The transit agency, in its press release, described the posters as having "striking images" and "strong text." Two of these posters were pictured in the article and read: "I CAN'T TAKE THE NOISE" and "HOW MANY SEATS DO YOU NEED?" The other poster reads: "CLEAN YOUR ROOM."

More multi-levels have been shipped to NJ Transit. Member Bob Kingman reported 7006 and 7528 were in Albany on September 27.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

Beginning Sunday, September 23, AM weekend service was reduced on the Journal Square/33<sup>rd</sup> Street Line from a 15-minute to a 30-minute headway from 7:16 to 10:15 AM. In its Customer Advisory, PATH cited these adjustments as being "required to allow us to make operational improvements on the PATH system."

On October 17, Port Authority officials announced a \$500 million project to install a new signal system on PATH. When completed in 2014, it will have replaced the existing 40-year-old system. Although the project does not specify that it is CBTC, the fact that the project description included the term, "capacity increase," could lead one to believe this is the case. The PA-5s now on order are being built to operate on this system. Prior to

September 11, 2001, daily ridership was 255,000. In 2002, ridership fell to 147,000, but it has rebounded and currently is at 235,000 trips per weekday.

**METROPOLITAN AREA**

*The Rockland Journal News* reported that after one month, the daily ridership on the Haverstraw ferry to lower Manhattan is nine. Please see the October *Bulletin* for details. In total, there have been nearly 200 round-trip rides. A "Buy One, Get One Free" 10-trip promotion that was offered in September was continued for the month of October in an effort to boost ridership. New York Water Taxi, the operator, is hoping for 100 daily riders after the first year.

**AMTRAK**

In the September *Bulletin*, I reported that the Talgo trainsets were removed from *Cascades* service due to cracks that were found in their suspension system. Bob Hansen sent a report that Amtrak has received approval from the Federal Railroad Administration to make recommended repairs on these cars. According to Amtrak, after a thorough analysis, it was determined that the cracks were caused by welding techniques in the manufacturing process and did not compromise the safety of the passengers. The cracks are not deemed a safety hazard and will be repaired under warranty at the maintenance facility in Seattle. As the trainsets are repaired, they were to be rotated back into service one at a time starting the first weekend of October. All trainsets will be expected to be repaired by early November, and train schedules would return to normal in time for the busy Thanksgiving travel season.

Amtrak's Fall-Winter timetables were not available at time of publication, and it was too early for the special Thanksgiving timetables.

**OTHER TRANSIT SYSTEMS****BOSTON, MASSACHUSETTS**

After years of delays, and several months after the planned "mid-2007" opening, trains are finally running on the 17.7-mile Greenbush Line. A ceremonial first run was held on October 30, with regular service beginning on October 31. MBTA officials anticipate that initially there will be about 4,800 daily riders. Member Todd Glickman sent a link to the proposed schedules, which were posted on October 10. Weekdays, there will be 12 trips in each direction, 5 in the AM and PM peak periods, with the other trips roughly every two hours. The first departure from Greenbush is at 5:44 AM, and the final departure of the day from South Station takes place at 10 PM. Running times are about one hour, give or take a few minutes. There are also 8 round-trips on Saturdays and Sundays. Trains will stop at: Quincy Center, Weymouth Landing/East Braintree, East Weymouth, West Hingham, Nantasket Junction, Cohasset, North Scituate, and Greenbush. Two inbound and one outbound peak hour trains will also stop at JFK/UMASS. It was June 30, 1959, that the New Haven

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**Commuter and Transit Notes**

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Railroad abandoned all of its Old Colony branches.

Each year for Haunted Happenings in Salem, MBTA operates additional commuter rail service on the Newbury/Rockport Line, which stops at Salem. There were 5 in each direction on Saturday and Sunday, October 21-22 and 27-28. On Halloween, October 31, there were three extra inbound trains to North Station.

The "T" is soliciting for specification development and purchase of 146 Orange Line and 74 Red Line subway cars. Services also include preparation of bid documents, preliminary and final design review, equipment and component drawings, cost estimates, monitoring, and documenting construction and modification work on vehicles at contractor's plants and on MBTA property and warranty phase services. Thanks to Todd Glickman for these reports.

*PHILADELPHIA, PENNSYLVANIA*

According to an article from *The Philadelphia Inquirer*, which was sent by member Joe Canfield, a year-long reconstruction of the streetcar tracks (new concrete roadbed) and overhead wires on Germantown Avenue has begun. The road will also be rebuilt and new curbing will be installed. Despite the fact that Route 23 trolley service was ended "temporarily" in June, 1992, construction crews began their work along a half-mile section between Allens Lane and Mermaid Lane. Residents have been unhappy about the loss of the trolleys. Until 1996, there had been limited trolley service in Chestnut Hill and Mount Airy. Joe told me that the Germantown Avenue Line has been designated as a National Historic Treasure, and so the infrastructure must be maintained. Joe wrote that that Gov. Edward Rendell and Sen. Arlen Specter also support this project.

Having just raised fares on July 9, at its regular September monthly meeting the SEPTA Board approved a staff proposal to increase the price of tokens and paper transfers effective October 1, 2007. In accordance with the "Standard Plan A" fare increase proposal, the price of tokens was increased \$.15, from \$1.30 to \$1.45, and the cost of paper transfers increased from \$.60 to \$.75. SEPTA said that the increase in the price of tokens and transfers is necessary because it has accumulated a city revenue budget shortfall of about \$1.9 million through August as the Authority continues to issue paper transfers as ordered by the Court of Common Pleas. SEPTA calculates that under the current fare structure the revenue loss will continue at a rate of about \$300,000 each week as riders continue to purchase tokens and paper transfers instead of purchasing weekly or monthly passes. As the price of tokens and paper transfers did not increase on the assumption that paper transfers would be eliminated, it is believed that some riders who were purchasing passes have now

switched back to tokens and transfers. SEPTA maintains that the continuation of the transfers has allowed one-third of commuters to escape the fare hikes and reduced the effective fare increase from 11 percent to 8 percent. To my knowledge, this is the shortest period of time between fare increases.

Member David W. Safford sent this report. "Well, it had to happen. Finally running out of variations of defective highway bridges, some ink-stained wretch has in sheer desperation discovered that railroads also have bridges. The September 27 *Philadelphia Inquirer* breathlessly reports that 32, or 11%, of SEPTA's Regional Rail bridges are in "poor" condition. True, the bridges in question were built to haul freight, and now support nothing more than lightweight suburban cars, and SEPTA has in the past 24 years replaced 51 bridges and rehabilitated 49 others, but still, it's fun to yank the old chain. Actually NJT has a 25% poor condition list, with more to be concerned about as many of those lines do still handle freight. One of the worst hazards is the 1896-built Delair Bridge across the Delaware River in Philadelphia, which has both speed and weight limits, although the agency, in the best tradition of railroad public relations, refused to divulge what they were. Whatever they may be, they apparently put a crimp in rail access to the south Jersey port cities. SEPTA puts a \$150,000,000 price tag on the rebuilding of its remaining deficient spans, which number may have been drawn at Lotto but still adequately conveys the idea that a major rebuilding program is not planned for the immediate future. Curiously, the Federal Railroad Administration does not (sayeth the press) regulate bridge structural safety, so it is of some comfort that the president of the local BLE division went on record that none of the spans in question pose any immediate hazard.

"On a personal note, I was prompted by a bulletin from our local congressman to discover that being over the allotted three score and ten I can ride Regional Rail on my Medicare card plus a buck all day, every day. I can ride on all other SEPTA lines on the card alone at any time. For twelve months I have been turning over \$150 +/- per month (there was a fare increase in there) to SEPTA when I could have been commuting for \$46. What a schlemiel!" (*Editor's Note: For most transit systems, 65 is the age for Senior Fares; however, I have seen 55, 60, and 62 as that "magic number."*)

Joe Canfield sent the aforementioned article from *The Philadelphia Inquirer*, which reported that SEPTA has also been busy in this effort. Their reporter accompanied an inspector who was on the 112-year old, 925-foot-long Crum Creek span, which carries R3/Media/Elwyn Line trains. This was just one of 32 of SEPTA's bridges that were rated in "poor condition." While such a description might sound scary, they pose little danger because these bridges were built for much heavier trains than are being operated today. Regional Rail

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## Commuter and Transit Notes

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trains operate over 285 bridges, 32 or 11% of which are in poor condition. SEPTA also uses 323 Amtrak-maintained bridges, 89 of which are scheduled for repair or improvement. Two bridges that are used by SEPTA's Suburban Transit Division – one on Route 100/Norristown High Speed Line, the other on Route 101/Media, are also rated as poor. According to the FRA, nationwide, there are about 100,000 rail bridges, many of which were built in the 1930s or earlier.

NJ Transit operates trains over 538 bridges, and 127, or 24%, are in poor condition. PATCO, which has been operating since 1969, uses 30 bridges over its 14-mile line. None are in poor condition.

Member Lee Winson reported that after the recent fare increase, SEPTA's rail passengers are unhappy about the new policy of charging more for a ticket bought on the train even if there is no ticket office available. Many stations have no ticket office at all and others that do are normally open in the morning rush hour (other than Center City). SEPTA also removed all of its ticket vending machines.

### WASHINGTON, D.C. AREA

On September 24, there was a power failure that affected Union Station. Virginia Railway Express sent out 9 service updates through its email notification system, and then sent out two more the following day – one summarized the 9 updates, and the other gave an explanation of who/what/where/why/how. After you read this, you will have further proof why VRE's passenger communications are so excellent.

"At 3:28p yesterday, we received word from Amtrak that Union Station was experiencing a partial power outage. Unfortunately, the place that was affected most was 'K Tower,' which dispatches all trains in Union Station. While the signals were working, they could not align the switches. With more than 30 tracks converging and diverging from each other, the lack of switch control meant that all trains (MARC, AMTRAK and VRE) had to stop where they were. As we have all experienced power outages, one can never tell if it will be a few minutes or a few hours until power is restored.

"Two of our trains were on their way back to Union Station from earlier runs as the mid-day service. At once, we started working with CSX to see if these trains could turn at L'Enfant and operate as a delayed Fredericksburg line train 303 and Manassas line train 327. This is a more complicated process than you might imagine. In addition to the routine 10-15 minute process it takes to turn the train, we needed to secure the necessary permissions from CSX. Part of this is ensuring that the crew is updated on any conditions that may have occurred since their original orders were issued.

"Power was gradually restored shortly after 5:00p. Once our trains were able to start moving, we

sent them out as quickly as we reasonably could. Our trains were close to being back on schedule by 5:30p."

The rest of the email answered questions concerning accommodations for Union Station passengers, the use of buses, and FRCs (free ride certificates).

### NORFOLK, VIRGINIA

On October 1, FTA Administrator James S. Simpson came to Norfolk to deliver a check for signed contracts awarding \$128 million in federal transit funds for the city's new light rail system, to be known as *The Tide*. An additional \$33 million will come from the city, \$31.9 million from the state and \$39.2 million from other federal sources. Construction of the 7.4-mile line, from the Eastern Virginia Medical Center through downtown to Newtown Road, was to get underway this month. Norfolk's mayor told those in attendance that he envisioned the light rail to serve the region one day. Service is expected to begin in early 2010. Thanks to member Phil Hom for sending this report from pilotonline.com.

### CHARLOTTE, NORTH CAROLINA

On November 26, the Charlotte Area Transit System (CATS) plans to inaugurate service on its first LRV line, which will have 15 stations along its 9.6-mile length connecting downtown Charlotte to a station known as I-495. Part of the right-of-way is shared with the Norfolk Southern, but there are separate tracks. Siemens has constructed 16 Avanto S70, 70% low-floor cars, for CATS. They are similar to cars operating in Houston and San Diego. Charlotte recently completed its 2030 Plan, which calls for a five-corridor light rail system.

### TAMPA, FLORIDA

During the summer, the Florida Legislature approved legislation creating the Tampa Bay Area Regional Transportation Authority (TBARTA). Governor Charlie Crist signed the bill, but vetoed its first-year \$1 million operating budget. *The (Tampa) Beacon* reported that the Governor rectified his mistake by selecting former Tampa Bay Buccaneers linebacker Shelton Quarles as Chairman of the authority. Mr. Quarles, a Vanderbilt University graduate, was described as a very intelligent man who as the Chairman will give TBARTA a spokesman to whom many area residents will relate. TBARTA would like to construct a light rail system connecting Tampa with St. Petersburg. In future years the line could be extended to Dunedin, Palm Harbor, and Tarpon Springs. Thanks to member Dennis Zaccardi for this report.

### SOUTH FLORIDA

Apparently there are at least two other versions of the Tri-Rail schedule. Dennis Zaccardi sent two, one which resembles the LIRR and Metro-North style, although it is on glossy paper. The other is double-sided and unfolds into 16 panels. Besides the timetable information, there are instructions in English, Spanish, and Creole. Since I was not really sure about the last one, I asked Dennis to find check this out, and he asked none other

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**Commuter and Transit Notes**

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than Florida East Coast Railroad specialist Seth Bramson, who confirmed this fact.

Member Joe Gagne sent an article from the **South Florida Sun-Sentinel** reporting that for the second consecutive year, Tri-Rail ranked among the fastest-growing commuter railroads in the country. It is a turnaround from 18 years ago, when half-empty commuter trains rolled beside hordes of drivers barely moving in rush-hour traffic jams on I-95. Today, most trains are packed. There are more of them. And service is more frequent, up to every 20 minutes compared with once an hour in the early days.

**SOUTH FLORIDA**

The Chicago Transit Authority has again extended the fee waiver period to purchase *Chicago Card* and *Chicago Card Plus*, this time to December 31, 2007. Extending the fee waiver to the end of the year allows customers additional time to switch to electronic fare media prior to upcoming fare increases planned for November 4, 2007 and January 6, 2008. The new fare structure was reported in the October **Bulletin**. Thanks to Bob Hansen for the report.

**CHESTERTON, INDIANA**

In the July 27 Board meeting minutes of the Northern Indiana Commuter Transit District, there were a few items of note. First, New York Division Member Dr. George M. Smerk has retired after serving as the first Governor-appointed NICTD Board member for 30 years! He was one of the original appointees. Congratulations, George.

NICTD's 14 new Sumitomo Gallery cars will be numbered in the 300-series, and produced under the following schedule.

PHASE	TIME FRAME
Design and Engineering	Through March, 2008
First Article Inspections - Toyoka, Japan	December, 2007-March, 2008
First Article Inspections - Milwaukee, Wisconsin	June-October, 2008
Car Shell Fabrication	January-April, 2008
Transport cars to U.S.	June-July, 2008
Final U.S. Assembly	August, 2008-February, 2009
Delivery	November, 2008-February, 2009

**MINNEAPOLIS, MINNESOTA**

On October 8, Minnesota's Department of Transportation awarded a contract for a new \$234 million bridge that will replace the I-35 Bridge which collapsed on August 1. It will have 10 lanes for traffic and a pedestrian bridge below the vehicular deck. At the request of Minneapolis' mayor, R.T. Ryback, the outer lanes could accommodate a light rail line or dedicated bus lane. Of course, there is controversy over this bridge; some of the people who were interviewed for the article in **The**

**New York Times** described its design as "falling short of elegant," "too utilitarian for the area," and "spare." One architecture student would have had Santiago Calatrava design the bridge. Mr. Calatrava, who is known world-wide, has designed many great structures, and it is his design that is being used for NYC Transit's new Fulton Street Transportation Center in Manhattan

**SEATTLE, WASHINGTON**

Before the end of this year, the South Lake Union Trolley, a 1.3-mile-long line, should be in service, connecting South Lake Union, the new waterfront park, the Denny Triangle, and the Downtown Retail Core/Westlake. Even before it opens, its acronym, S.L.U.T., has attracted all sorts of derision. T-shirts with this name have been selling like hotcakes, and transit officials have been trying to rename the "Trolley" to "Streetcar" in an effort to stem the jokes. The first of three cars was delivered on September 18. They are being constructed in the Czech Republic by Inekon. Member Efram Krisher told me that the trolley is owned by the City of Seattle and King County Metro has a contract to operate it.

**LOS ANGELES, CALIFORNIA**

The Buena Park station on the 91 & Orange County Metrolink Lines was opened on September 4. It is located between Norwalk/Santa Fe Springs and Fullerton. This station has 300 parking spaces, along with a unique clock tower, restrooms, and transit-oriented development, which was integrated into the complex. The grand opening ceremony took place on October 6.

**FROM THE HISTORY FILES**

*100 Years Ago:* On November 18, 1907, the New York & North Shore Traction Company started service between Mineola and Roslyn. Through service from Flushing began on December 1, 1910; however, the service was short-lived as all operations ended on May 2, 1920.

*35 Years Ago:* On November 14, 1972, the Port Authority of New York and New Jersey approved plans for \$650 million worth of rail transit improvements, including rail links to JFK and Newark Airports. There were also to be two separate track connections to bring Erie-Lackawanna trains under the Hudson River into Penn Station and a PATH extension to Plainfield. **Headlights** (November-December, 1972) reported that this occurred under strong prodding from New York Governor Nelson A. Rockefeller and New Jersey Governor William T. Cahill. The capital improvement program hinged on the repeal, in both states, of a 1962 bond covenant precluding the expenditure of Port Authority funds on additional public transportation properties, unless self-supporting. This legislation was subsequently approved by both states. Over the intervening years, there are "rail" links to those two airports; work has already begun to build the T.H.E. Tunnel; however the PATH extension to Plainfield is no longer being considered.

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



## THE 2007 ERA CONVENTION

### St. Louis—Mt. Pleasant—Memphis—Little Rock

by Randy Glucksman

The Electric Railroaders' Association 2007 Convention began in St. Louis, Missouri on Friday August 31 with a welcome address by Trip & Convention Committee Chairman Jack May. This was followed by a very interesting historic slide presentation of Missouri streetcars by local rail historian, ERA member Dave (Andrew) Young, who has authored numerous books on this subject.

Very early, actually at 7 AM on Saturday, two motor coaches departed from the hotel with 68 attendees bound for the Old Threshers Reunion in Mt. Pleasant, Iowa. Bus #1 was designated as the "Commentary Bus," the other the "Quiet Bus" (#2). I chose Bus #1 and those aboard were treated to histories of the various trolley and railroad lines that used to operate over the areas in which we were traveling by Andy Sisk, a Metro-Link manager who is responsible for the Metro's elderly and handicapped service – Call-A-Ride. However, before we got too far away from St. Louis, a very brief stop was made in Newtown, a planned community in adjacent St. Charles County, which will eventually have 6,000 homes. If you are wondering why ERA would be interested in real estate, the answer is that the developers have acquired nine former SF Muni PCCs, which had originally been operated in St. Louis to use on two routes in conjunction with St. Charles. Route 1 would operate to Lindenwood University, while Route 2 would run to Old Main Street (Frenchtown) in St. Charles. For many years, these cars were part of a group stored in South Lake Tahoe, Nevada, also for a planned, but never constructed, transit system. Details may be found in the August, 2007 *Bulletin*. The cars are: 1105, 1113, 1127, 1134, 1135, 1142, 1145, 1148, and 1169, and were stored in a fenced-in location on the property.

After an approximately four-hour ride, we arrived at the Old Threshers Reunion site in Mt. Pleasant, Iowa. Webster's Dictionary reports that to "thresh" is to separate a seed from a harvested plant, and by extension, "threshers" are those (farmers) who do this work. Some of those activities included viewing hundreds of vintage tractors which were steam, as well as gas-powered. The Midwest Central Rail Road also operated a narrow gauge train with several wooden cars. There were also hundreds of antique autos, which paraded by. Jack informed the group that we had until 4 PM to enjoy all of the activities.

While having lunch, member Effrem Krisher and I sat across from a man from Cincinnati who told us that he had attended every one since 1993, and that 120,000 people attend over the course of the weekend. This event is scheduled each Labor Day weekend, and

many attendees camp in their RVs, motor homes, etc. During the Friday evening slide presentation, Dave Young showed views taken in the off-season, when there were no campers; however, on this date, the hills were "littered" with such vehicles.

Now is the primary reason that we all came here – the Midwest Electric Railway operates a fleet of five streetcars and one Interurban over a 1.1-mile loop to shuttle passengers between the various exhibits. There are six stations. All cars are double-trucked, and with the exception of #9, are double-ended. There was something special for the group as #9 was operated exclusively for ERA and bypassed all of the other stations. The roster appears in the table below.

CAR	TYPE	BUILT	MANUFACTURER	HISTORY
9	Passenger & Express	1909	Barber	Southern Iowa Ry.
320	Heavy Interurban	1914	Jewett	Chicago, Aurora & Elgin RR
381	Birney Safety Car	1930	Perley Thomas	Waterloo, Cedar Falls & Northern – Orig. Knoxville #379
1718, 1779	Open	1912	Brill (Brazil)	Rio de Janeiro Power & Light
1945	Peter Witt	1929	Carminati & Toseli (Milan)	Azienda Trasporti Milanesi

Also on the property are several work cars, including former MBTA Wire and Utility Car 3279, a flat car numbered 1100, and an unnumbered track car. Until a few years ago, Midwest Electric Railway also owned three PCCs: MBTA 3093 and 3225, and TTC 4476; however we were told that, due to higher power usage and their more technical composition, they were traded to Gomaco for Milan 1945. One operator told me that this was his favorite car to operate.

A dinner stop was made in Hannibal, Missouri, home of Samuel Clemens, a/k/a Mark Twain, and his book characters. Everyone was given the choice of eating in the selected restaurant, ordering a takeout meal, or making their own arrangements. I opted for the takeout and located a picnic table near the levee which overlooked a Norfolk Southern freight line, and sure enough, shortly after beginning to eat, the sound of a train blowing for a grade crossing could be heard. Some other members who were nearby, scampered up the hill to find Norfolk Southern 8959 (Dash 9-40CW) hauling a sizeable train of Triple Crown Trailers bearing NS and Conrail markings. Several were former Amtrak units. We arrived back at the hotel around 9:30 PM.

On Sunday morning, we assembled at Metrolink's

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Grand station, where two Metro (Gillig) shuttle buses were waiting to take us for the short ride to the LRV maintenance facility. Upon arrival, we were split into two groups. One group visited the Rail Control Center, which houses the transportation department and police, while the other visited the maintenance shop. After about half an hour, we switched locations. Each Metro-link station is equipped with closed circuit TV cameras, and those are displayed on an array of monitors in both the rail operations and police desks. The police Captain on duty told my group that recently his employees had observed that a passenger was being robbed, and they immediately contacted the police, who arrived in time to arrest the perpetrator before he had a chance to leave the station. As there was a Cardinals baseball game that afternoon, additional service was operated.

Metro operates two maintenance facilities, one in Missouri and one in Illinois. The one we visited is known as the Ewing Yard and Shops, while the 29<sup>th</sup> Street Shops are located between the Jackie Joyner-Kersey and Washington Park stations. Each facility is generally capable of performing the same maintenance and inspection functions, although some work, such as wheel truing and heavy truck maintenance, is performed at Ewing. Odd-numbered cars are the responsibility of the Missouri facility, while the even-numbered cars are handled by the Illinois shop. That said, if an odd-numbered car needed a repair while it was at the 29<sup>th</sup> Street Shop, it would be fixed, and vice-versa. We were told that each of the LRV-1s have been operated an average of 1.2 million miles. At the present time, the ends of all LRV-1s are receiving an overhaul due to the effects of water leaking into their aluminum-wood-aluminum construction. Newer models were built differently. Although the LRVs can operate at higher speeds, the maximum allowable speed (MAS) is 55 mph, and a beeping sound is emitted whenever the car is operating at a speed higher than the MAS for that section of track. Metro's official name is the Bi-State Development Agency, which was created in 1949 through a compact between these two states; however, its operating name was changed to Metro in February, 2003.

MetroLink began operating between Hanley and 5<sup>th</sup> St./Missouri on July 31, 1993. Additional stations came on line between 1994 and 2003; the latest took place on August 28, 2006, with the opening of the Shrewsbury Line. There two routes – Lambert Airport to Shiloh-Scott and Shrewsbury-Emerson Park, where there is a relay track to turn these trains. Two-car trains are operated at all times, and although there are four contract classes which are designated as LRV-1 to LRV-4, for all appearances, they are almost identical. However, the LRV-1s are equipped with DC motors; all of the others have AC

motors. Car types are mixed in trainsets. Siemens built all 87 cars. In the table below is Metro's roster.

CARS	NUMBER OF CARS	MODEL	CLASS	YEAR
1001-1031	31	SD-400	LRV-1	1991-93
2001-2010	10	SD-460	LRV-2	1996-97
3001-3024	24	SD-460	LRV-3	1998-99
4001-4022	22	SD-460	LRV-4	2003

At the conclusion of this very interesting tour, we re-boarded the shuttle buses, which returned us to the Grand station. At this time, I left the group, while others boarded a Shrewsbury-bound car to continue their tour of MetroLink. As my sister-in-law lives in the St. Louis area, I met up her and my wife and we visited some friends and family. I had taken my MetroLink ride before the convention began, on Thursday afternoon, and rode the sections which had been placed in service since my last visit. Some of my observations are that the section east of 5<sup>th</sup>/Missouri was built with concrete ties – the original portions have wood ties with relay rail. Once you leave Fairview Heights, the area is dotted with corn fields mixed in between some suburban areas. The Shiloh-Scott station is just over 37 miles from Lambert Airport, Shrewsbury is 7.6 miles. An at-grade crossing west of the Forest Park-DeBaliviere station is used to access the Shrewsbury Line.

Separately, we had visited the Missouri History Museum in Forest Park, which is on the same site as the 1904 World's Fair. Next to this building there is Milan Peter Witt 1351, which was rebuilt by Gomaco and is on display to promote a proposed Loop Shuttle between Forest Park and University City. The line would be 2.2 miles long, and when first proposed would cost \$32 million. 1352 is on display in University City.

Union Station was a site that I also visited, although this was also done apart from the Convention. This once busy terminus has but four tracks remaining, the others having given way to pavement or nothing. There were only two baggage cars on a piece of track that had no connections to those other tracks. Most of the canopy frames over the now-unused platforms remain, although whatever protection they once afforded is now gone. Some of the rails bore 1925 dates. Amtrak's St. Louis stop on South 16<sup>th</sup> Street is several blocks from Union Station.

Late Monday morning, the group departed from the hotel and stopped for lunch before arriving at the National Museum of Transport. We were staying near the museum, so I met the group there. Since my last visit 6½ years ago, the Museum now operates some of its trolleys. When I first arrived, CTA 44 (single unit) was shuttling back and forth between the Abbott and Roberts Buildings. After ERA arrived, they placed St. Louis Waterworks 10 and SEPTA (PTC) 2740 into service.

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Because the PCC is single-ended, it did not operate around the loop. I located BRT/BMT 1365 in one of the

car barns, and because there was some scaffolding next to the car, it appeared that some work was being undertaken. At 3:30 PM, one bus departed for Memphis and Little Rock, while the other went to Lambert Airport.  
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Tim Borchers photograph

### Around New York's Transit System

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#### Floods Disrupt Transit System

On August 8, 2007, an unexpectedly heavy storm hit New York City. A newspaper article reported that the storm flooded 26 stations, disrupting subway service on nearly all lines in less than two hours starting at 6 AM. Service was resumed on several lines by 9:30 AM and was nearly normal by 6:30 PM.

#### Subway Flood Control

In a report transmitted to Governor Spitzer about the flooding caused by the August storm (see previous item), MTA promised to make improvements. The agency appropriated \$30 million to install Doppler radar to track storms and to dispatch crews to clear storm drains. MTA would like to raise ventilation gratings off the ground and build steps at subway stations to prevent rainwater from flowing downward. Increasing pump capacity could cost hundreds of millions of dollars and take several years.

## Around New York's Transit System

### Flushing Line R-62As with LED "Local/Express" Signs

Member Ron Yee reports that an 11-car set of R-62As on 7 has been modified to better indicate to passengers whether the train is an express or a local. A roughly 12" by 4" three-letter (vertically oriented) red LED display has been slipped between the sign box and the inner as well as outer windows to indicate if the train is local (LCL) or express (EXP). It is a very bright display. It is also on the lower left corner of the end destination sign, but horizontally mounted with the same three-letter designations.

### Flushing Line Extension Construction Contract Expected to be Approved

At press time, it was being reported that the MTA Board was about to award a contract for construction of the Flushing Line extension from Times Square to the Jacob K. Javits Convention Center, 11<sup>th</sup> Avenue and W. 34<sup>th</sup> Street in Manhattan. The original plan called for an intermediate station at W. 41<sup>st</sup> Street and 10<sup>th</sup> Avenue. Because of cost considerations, the plan was modified to include a structural shell at that location where a station could be constructed at a future date. The contract that was expected to be awarded does not contain provision for the station shell, because the expected cost of the shell put the project significantly over budget.

### Proposed Fare Increase

Everybody agrees that a subway and bus fare increase is inevitable. Although NYC Transit has a multi-million dollar surplus this year, it expects large deficits after 2008, because of interest payments on bonds. The newspapers report that after public hearings are held, fare proposals will be voted on by the MTA Board in December, and fares may be increased in February. NYC Transit needs an additional \$262 million in 2008 and \$318 million in 2009.

Because the *MetroCard* vending machines give change only in bills or quarters, the single-ride subway or bus fare must increase to \$2.25.

Under the first proposal, riders paying ten dollars for a MetroCard would still get credit for \$12, but the price of 30-day passes would rise from \$76 to \$79.

Under the second plan, *MetroCards* would be pay-per-ride without any bonus. Riders paying \$6 for a *MetroCard* would be charged \$2 in rush hours and \$1.50 in non-rush hours. A new 14-day pass costing \$48 would be introduced and the 30-day pass would cost \$82.

For more on this fare proposal, including information about MTA's commuter railroads, see **Commuter and Transit Notes** on page 8 of this issue.

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## NYCT CAR NOTES

Member Arthur Lonto reported that the money trains were taken out of service on January 13, 2006. Two cars, an R-21 and an R-22, are on exhibit at the Transit Museum.

R-42 cars 4884-4949, which were rebuilt in the Coney Island Overhaul Shop, and twenty of the worst slant R-40s with leaky roofs, are out of service.

## CORRECTION by David Klepper

With regard to the World's Fair service in 1939 and 1940, the September, 2007 *Bulletin* was correct that GG trains provided the full-time service.

As far as the public was concerned, E trains NEVER provided service to the World's Fair. The employees and scheduler may have used the E symbol, but the trains themselves always showed S for Special. I am absolutely certain of this, and I rode these trains many times, with my parents, with one or other of my sisters, with school classes, and even by myself. At the time the normal E train route was from 169<sup>th</sup> Street-Jamaica, Hillside Avenue to Church Avenue, Brooklyn, via Houston Street with 8<sup>th</sup> Avenue-Houston signs. The World's Fair S train ran to Hudson Terminal and these were the signs, along with S Special, that were displayed. The

trains ran express Roosevelt Avenue-Queens Plaza, and like the E, local on 8<sup>th</sup> Avenue.

For me, the competition (when I could afford it) was the Long Island Rail Road's "Ten Miles, Ten Minutes, Ten Cents" express from Pennsylvania Station direct to the Willets Point World's Fair station. The actual running time was twelve minutes, but speeds did run quite high, and it was a real thrill to be allowed to ride the front platform, which I did as an 8-year-old on one occasion. I never saw anything but arch-roof MP 54s in this service, no baggage cars and no double-deckers.

P.S.: I did ride the IRT a few times, and the BMT once (to the World's Fair). I saw the Second Avenue "L," but unfortunately never rode the "L" across the Queensborough Bridge going to or from the Fair.