

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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THE FIRST TROLLEY LINE IN BROOKLYN AND QUEENS

The Jamaica Avenue trolley, which started running 120 years ago, December 17, 1887, was the first trolley line in Brooklyn and Queens. The trolley replaced the horse cars that began operating on October 21, 1865. At first, the horse cars provided service from Alabama Avenue to 78th Street, where passengers transferred to Jamaica-bound stage coaches. The horse car line was extended to 168th Street, Jamaica on December 18, 1866.

Electric operation began on December 17, 1887 with cars using the Van Depoele system. A short wooden dolly with two little pulleys at each end was pulled along the tops of the positive and negative trolley wire by two cables attached to the top of the car. Each car accommodated 20 passengers and was driven by a 12 HP motor. (Each 8000-series car was equipped with four 35 HP motors.) The Van Depoele system was unsatisfactory. The dolly occasionally fell on the roof of the car. On November 27, 1889, the Van Depoele system was replaced by the Sprague system using a trolley pole making contact with the positive trolley wire. The negative return circuit was through the track rails. Sprague's system worked well. It was used as long as the cars were in service.

Jamaica Avenue trolley riding was increasing rapidly and was reaching the saturation point by 1900. To accommodate the additional riders, BRT decided to operate trains on Jamaica Avenue. After purchasing the property on the southeast corner of Jamaica Avenue and Crescent Street, the company built a concrete incline on which the elevated tracks descended to the surface and were connected to the trolley tracks. This opera-

tion was similar to the operation on the Culver and West End Lines, where trains ran on the elevated structure and on the surface in city streets. Of course, all elevated cars were equipped with trolley poles in addition to third rail shoes. At Etna and Crescent Streets, Conductors on Jamaica-bound trains raised the poles that made contact with the trolley wire and adjusted the single-pole double-throw switch to supply power from the trolley wire.

On May 30, 1903, Broadway elevated service from Broadway Ferry was extended to Jamaica and trolley service east of Cypress Hills was discontinued. Three-car trains provided frequent service — eight minutes during midday and five minutes in the evening rush. Flagmen were on duty at the busiest crossings. Because trains did not stop at every corner, metal signs were hung on the span wires to indicate the stations.

When the trains started running, public reaction was favorable. But it fluctuated between favorable and unfavorable. People were unhappy that the cars did not stop at every corner, the tracks were not fenced in, and they hindered business. Unfortunately, the cars and their whistles scared the horses.

Meanwhile, the Jamaica Avenue Association was able to have a resolution passed by the Board of Aldermen declaring the trains a nuisance and ordering their removal. On December 8, 1903, the Mayor signed the resolution, which stated that BRT would be fined \$50 for each train operated after noon on the same day. The last train left Jamaica at 11:40 AM and trolley service resumed at noon the

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BROOKLYN TROLLEY CORPORATE HISTORY by Bernard Linder

Brooklyn's trolley history dates back to the horse car days. The oldest company was the Brooklyn City Railroad Company, which was incorporated in 1853. During the rest of the nineteenth century, several small companies, which started operating horse cars in Brooklyn, were merged to form the subsidiaries that were in existence until Unification in 1940. Edward B. Watson's history, published in the *Bulletin* for several years, lists these small companies.

Brooklyn's transit system was consolidated under one management by the Brooklyn Rapid Transit Company, a holding company that was incorporated on January 18, 1896. It held the stocks of the surface car companies in its system as well as those of the New York Consolidated Railroad Company, which operated the rapid transit lines. Therefore, the holding company controlled the operating companies.

Within a short time, the BRT was able to control nearly all Brooklyn surface and rapid transit lines by buying a majority of each company's stock on the dates listed in the following table:

COMPANY	DATE
Brooklyn Heights Railroad Company	January 24, 1896
Brooklyn, Queens County & Suburban Railroad Company	January 24, 1896
Nassau Electric Railroad Company	February 15, 1899
South Brooklyn Railway Company	August 31, 1902
Coney Island & Gravesend Railway Company	March, 1907

On February 14, 1893, the Brooklyn City Railroad Company leased all its lines, property, and franchises to the Brooklyn Heights Railroad Company for a term of 999 years.

Most repair shops were leased to another subsidiary, the Transit Development Company, on February 28, 1907. This subsidiary also supplied power to the entire transit system.

The Coney Island & Gravesend Railway Company purchased a majority of the Coney Island & Brooklyn Railroad Company's capital stock on January 15, 1914.

The company was able to make a profit on a five-cent fare and universal transfer privileges. But the Malbone Street wreck and the postwar inflation forced the company to declare bankruptcy on December 31, 1918.

In 1920, the subsidiaries operated the following trolley lines:

BROOKLYN CITY RAILROAD COMPANY Incorporated December 17, 1853

Avenue C	Lorimer Street
Bergen Beach Shuttle	Meeker Avenue
Bushwick Avenue	Myrtle Avenue
Calvary Cemetery	Nassau Avenue
Court Street	Nostrand Avenue
Crosstown	Nostrand-Prospect Park (summer only)
Cypress Hills	Nostrand Shuttle
Flatbush Avenue	Putnam Avenue
Flushing Avenue	Richmond Hill
Flushing-Ridgewood	Sixteenth Avenue
Gates-Prospect Park (summer only)	Third Avenue
Grand Street	Tompkins Avenue
Graham Avenue	Union Avenue
Greenpoint	65 th Street-Bay Ridge Avenue
Greene and Gates Avenues	65 th Street-Fort Hamilton
Hamilton Avenue	

BROOKLYN HEIGHTS RAILROAD COMPANY Incorporated April 1, 1887

Montague Street	Williamsburg Bridge local service
Brooklyn Bridge local service	

BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD COMPANY Incorporated November 24, 1893

Broadway	Reid Avenue
Broadway Ferry Shuttle	Sumner Avenue
Jamaica Avenue	Utica Avenue Shuttle
Metropolitan Avenue	Wyckoff Avenue
Metropolitan Avenue Shuttle	

CONEY ISLAND & BROOKLYN RAILROAD COMPANY Incorporated December 10, 1860

DeKalb Avenue	Smith Street
Franklin Avenue	DeKalb-Coney Island (summer only)
Hamilton Ferry	

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Brooklyn Trolley Corporate History

(Continued from page 2)

CONEY ISLAND & GRAVESEND RAILWAY COMPANY
Incorporated March 22, 1893

Sea Gate

NASSAU ELECTRIC RAILROAD COMPANY
Incorporated May 13, 1893

Bergen Street	Ralph-Rockaway Avenues
Church Avenue	Rogers Avenue
Eighth Avenue	Seventh Avenue
Fifth Avenue	St. Johns Place
Fifteenth Street	Union Street
Flatbush-Seventh Avenues	Vanderbilt Avenue
Hicks Street	West End
Hoyt and Sackett Streets	Wilson Avenue
New Lots Avenue	39 th Street Ferry-Coney Island
Ocean Avenue	65 th Street-86 th Street
Park Avenue	

SOUTH BROOKLYN RAILWAY COMPANY
Incorporated January 13, 1900

Gravesend Avenue Nortons Point

BRT was in receivership for less than a year, but its financial condition was growing steadily worse. In September, 1919, BRT rapid transit lines were earning their expenses, but could not pay fixed charges such as interest on their bonds. Trolley lines were not earning their operating expenses and could not pay their \$1.7 million bill for power. Their power bills were piling up at the rate of \$600,000 per month, but the companies could pay only \$500,000.

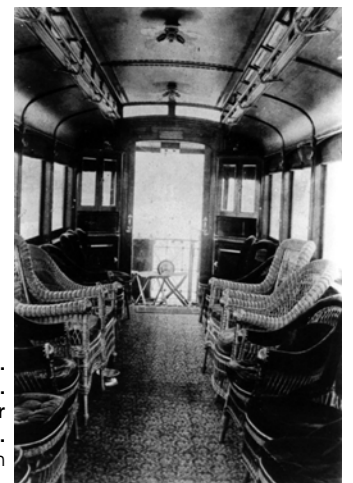
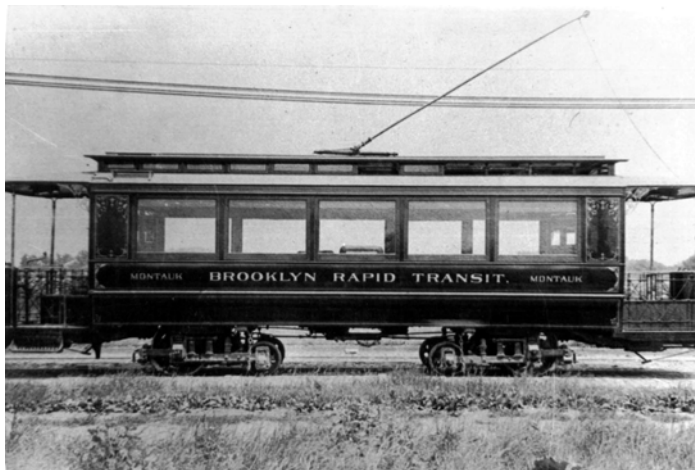
On September 20, 1919, Lindley M. Garrison, receiver of the Brooklyn Heights Railroad Company, announced that the company would default on the October 1, 1919 payment of the \$300,000 quarterly rental of the Brooklyn City Railroad Company's lines. Brooklyn City officials had the right to demand that the property be returned to them in the event of the default in the payment of the rent. When Brooklyn Heights defaulted in payment of \$46,034.32, the third quarter federal income tax, Brooklyn City paid the tax to avoid penalties.

The June 6, 1893 agreement between Brooklyn City and Brooklyn Heights stated that the lessee should pay for all improvements and extensions except upkeep. Up to June 30, 1919, Brooklyn Rapid Transit spent more than \$9.8 million for extensions and improvements to Brooklyn City's lines.

In September, 1919, Brooklyn City had a surplus of \$200,000, enough for four months, but it expected to have a \$50,000 deficit by August 1, 1920. In an economy move, the company notified its stockholders that the default of the rent due on October 1 made it impossible for the company to pay dividends.

Brooklyn City was determined to break away from BRT. But BRT wanted to hold Brooklyn City's lines until the latter paid \$9.8 million for improvements made by BRT, a dispute that had to be settled in court.

On September 29, both parties appeared in court. Brooklyn Heights' lawyer asked the judge for an order directing him to default and instructions for future operation of the property. Judge Mayer ordered BRT to turn back 26 trolley lines to Brooklyn City and to run them as a separate organization because BRT was unable to pay the rent. The order directing BRT to return Brooklyn City to its owners was signed in October. The latter started operating its own lines immediately. Several 1985 *Bulletins* explained how transfer privileges were curtailed drastically on October 16, 1919, eliminating 450 transfer points between Brooklyn City and BRT lines and 150 transfer points between Brooklyn City lines.

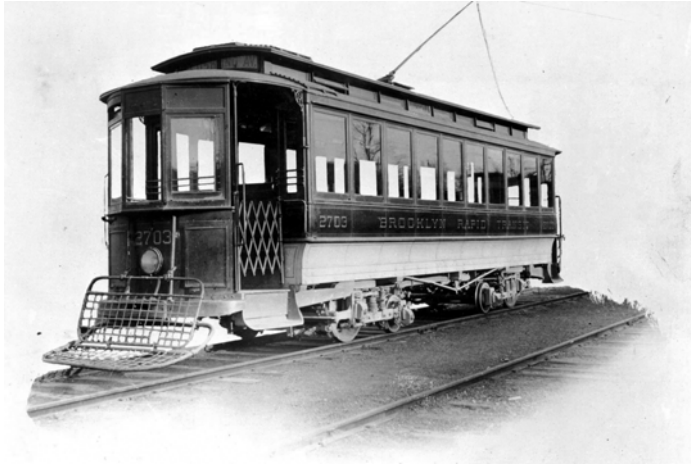


← Parlor car *Montauk* in 1896.
→ *Montauk* car interior.
This car could be chartered for \$25 a day.
Both, Bernard Linder collection

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Brooklyn Trolley Corporate History

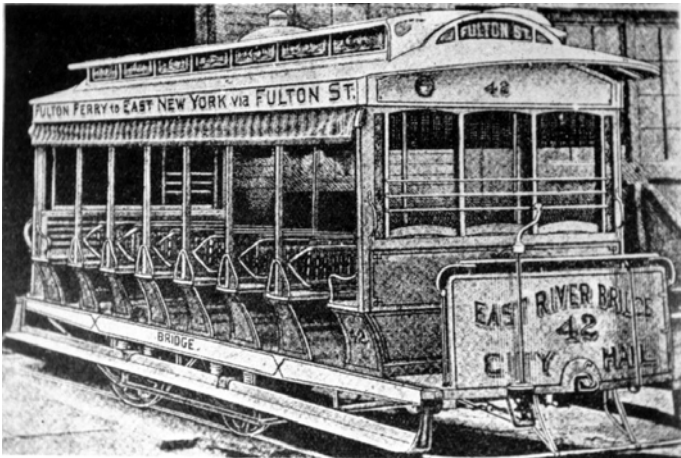
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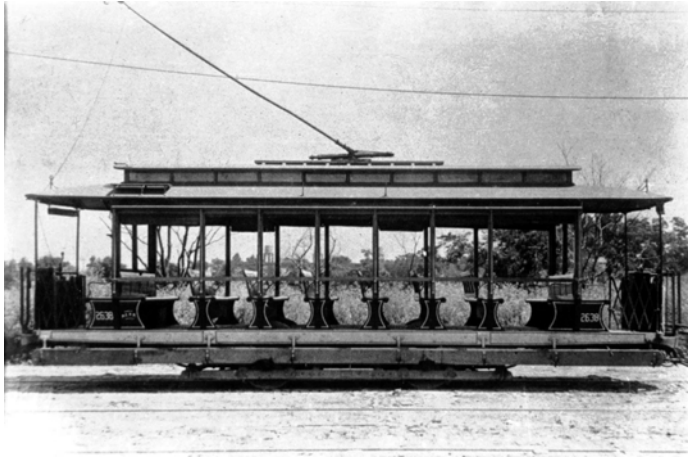
Single-track car 2703.
Bernard Linder collection



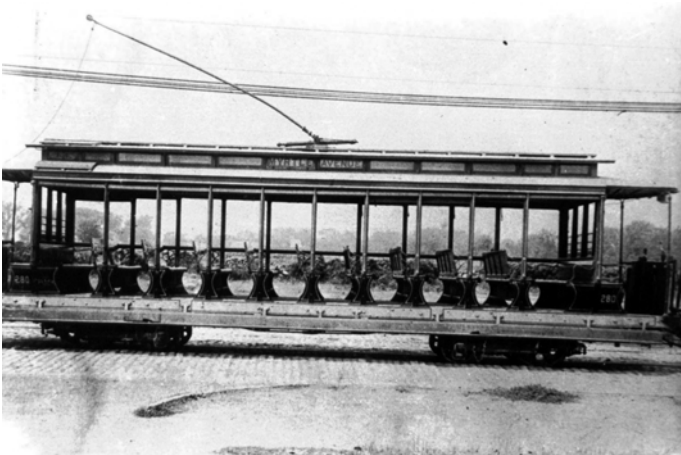
From 1911, a typical Coney Island summer scene.
Bernard Linder collection



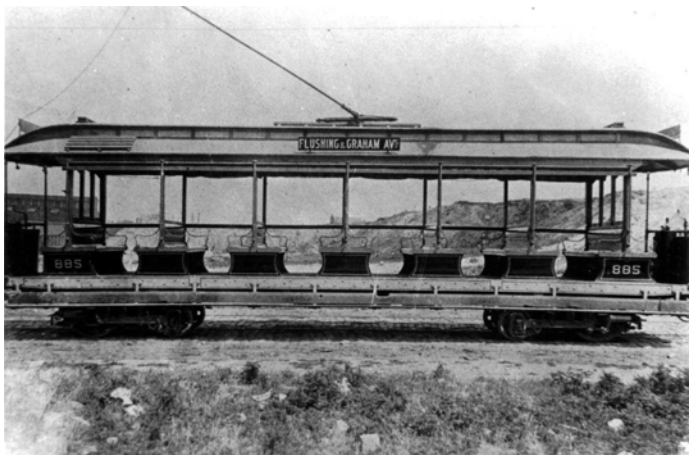
A Fulton Street horse car in 1889.
Bernard Linder collection



2638 was a single-track open car.
Bernard Linder collection



280 was a double-track open car.
Bernard Linder collection

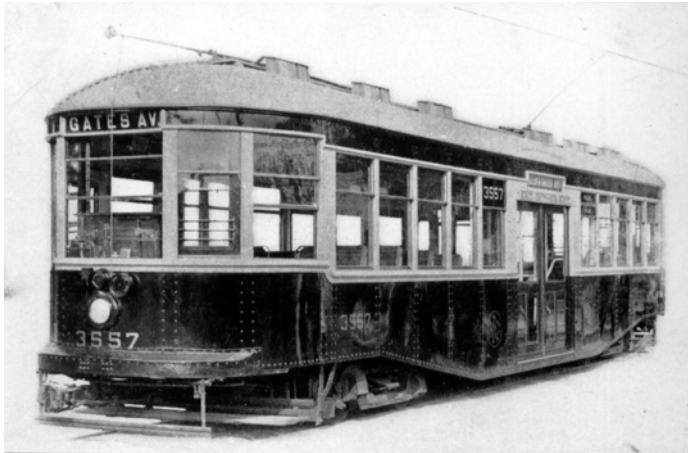


885 was a double-track open car with back-to-back seats.
Bernard Linder collection

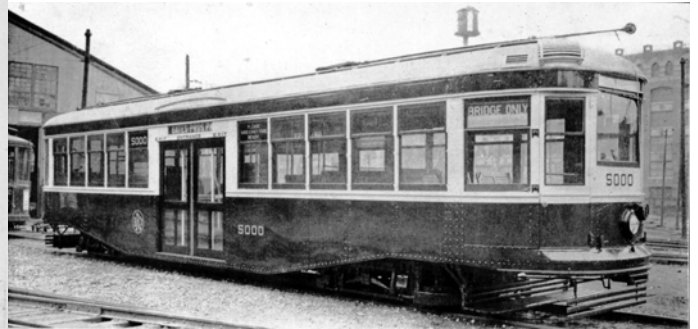
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Brooklyn Trolley Corporate History

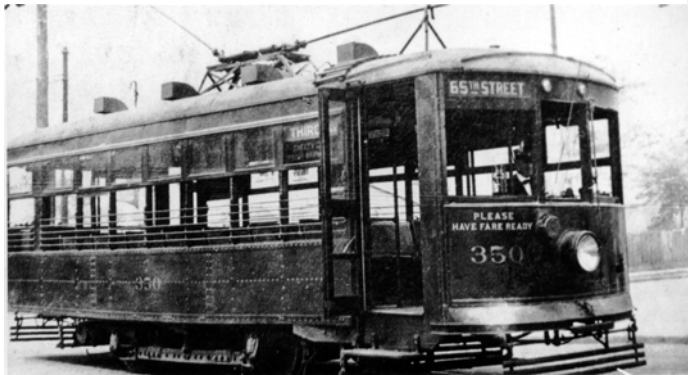
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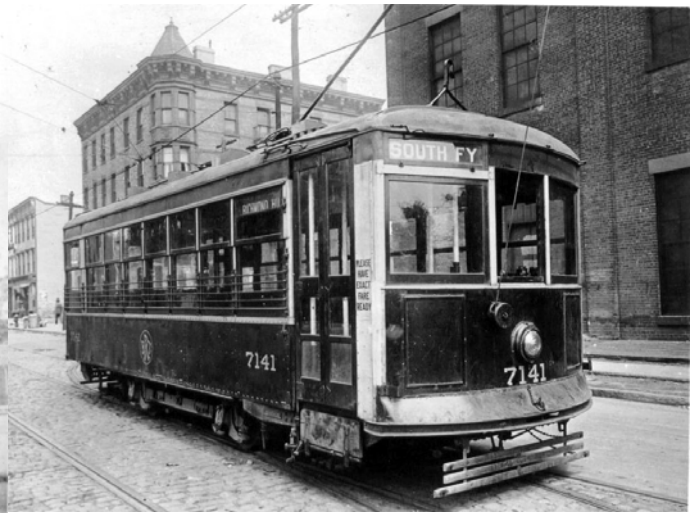
3557 was the prototype car for the 5000-series.
Bernard Linder collection



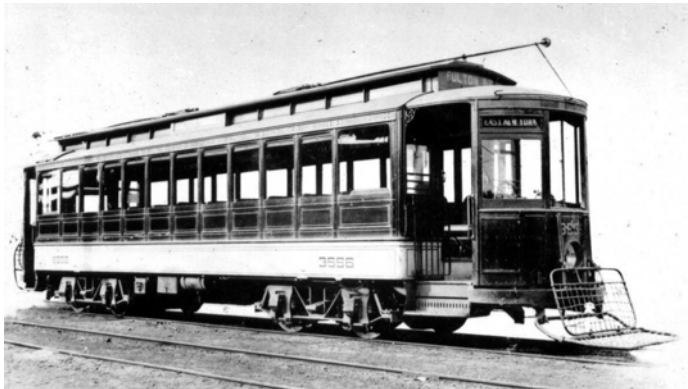
Car 5000, before it was rebuilt for one-man operation.
Bernard Linder collection



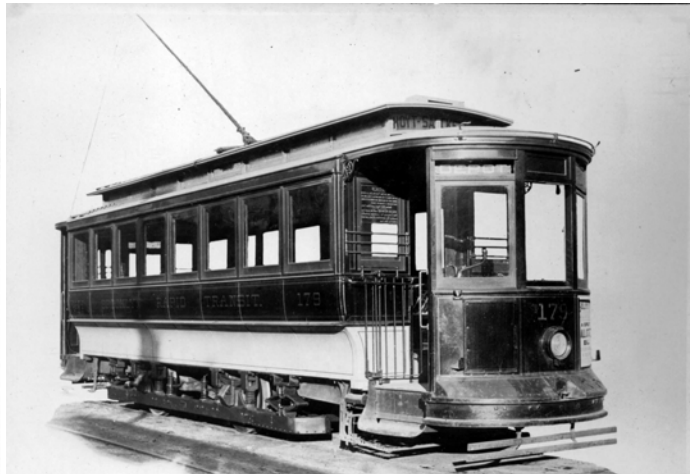
350, seen here in 1919 on the Third Avenue Line, was an experimental Birney car.
Bernard Linder collection



Birney car 7141 at Second Avenue and 58th Street in 1921.
Bernard Linder collection



3556, the only all-steel convertible car, was from an order built from 1906-09.
Bernard Linder collection



179 was a single-truck car.
Bernard Linder collection

THE 2007 ERA CONVENTION (Continued from November, 2007 Issue) by Randy Glucksman

Enroute to Memphis, the group voted to have a quick refreshment stop and have dinner on our own in Memphis. Some enjoyed meals in restaurants along Memphis' famous Beale Street.

The next morning, the group assembled at the nearest Main Street trolley stop and boarded Melbourne 454 and Gomaco demonstrator 1979. There were numerous photo stops as we rode to the south end of Main Street – Central Station. On virtually every block on Main Street, there is a sign that reads, "PEDESTRIANS YIELD TO TROLLEYS." Since the cars all have pantographs, there were no poles to be switched, and we then headed north, turning off onto MATA's newest line, Madison Avenue. We rode to the end and returned to Main Street and then to the car house. We were given a brief talk about the history of the trolley lines and their expansion plans, and we were permitted to enter the maintenance shops, where several cars were available for photography. Our original cars were replaced by 454 and 553, which we used to ride the Riverfront Line. This ride ended at Central Station, where we were given a Powerpoint presentation on the history of Memphis' transportation in a delightfully air-conditioned room.

Memphis Area Transit Authority (MATA) operates the local bus service as well as three *heritage* trolley lines. Trolley service ended on June 14, 1947 and was replaced by trackless trolleys, which lasted until April 22, 1960. Prior to the opening of the Main Street Line, studies found that the use of trolleys would improve the already existing Main Street Mall environment, and a number of Oporto single-truck cars were obtained and placed into service. The Riverfront Line, which is a single-track line with southbound service only, shares the right-of-way with the former Illinois Central River Line, which sees freight service and Amtrak's *City of New Orleans*, which operates two trains (one in each direction) each day. Madison Avenue is the newest line and was built to LRV standards. There are plans for an extension to Memphis International Airport. The entire MATA staff could not have been more courteous, and the Assistant General Manager extended greetings from the General Manager, Mayor, and other elected officials and thanked us for visiting their city. Everywhere that my wife and I went in Memphis, everyone really seemed pleased that we were visiting their city. The table below summarizes MATA's trolley service.

LINE	LENGTH	OPENED
Main Street	2.5 miles	April 26, 1993
Riverfront	2.2 miles	October 1, 1997
Madison Avenue	2.1 miles	March 15, 2004

Thanks to ERA member Bruce Bente, who supplied the MATA roster on the following page and requested that any additions or corrections be sent to him at passcar1@gmail.com. Bruce is also compiling a roster of all Class W2 and W5 cars that are in the United States, and readers' assistance is requested.

Across the street from our hotel (Comfort Inn), there is a 1/2-mile-long monorail to the Mud Island River Park. The vehicles were built by the Swiss VSL Corporation and are model VSL METRO SHUTTLE 6000. Among the attractions are the Mississippi River Museum, a marina, pedal boats, and concerts.

Our string of great weather days ended on Tuesday, September 4, the day we traveled to Little Rock, when we experienced very heavy rain. Little did we know that this caused the River Rail to completely shut down, trapping Gomaco 408. (It was later retrieved and brought back to the car house for some electrical repairs.) We were told that this was the first time that something like this ever happened. Shortly after our arrival, a decision was made that service could be resumed, and our chartered car was the first out on the line. We rode from North Little Rock, which at one time was called Argenta, over the Arkansas River into Little Rock. There is an interesting traffic illuminated sign at some intersections which reads, "NO RIGHT TURN ACROSS TRACKS," and is activated when the trolleys are present. Several photo stops were made enroute to the terminus at the William Jefferson Clinton Presidential Library. This is one of the two routes that CAT operates. The other route loops around downtown Little Rock. Little Rock's first experience with trolleys ended on December 25, 1947, and its highest numbered car was 407; hence, the roster below begins with 408. I left the group to visit the President Clinton Library.

CARS	NUMBER OF CARS	TYPE	YEAR
408-410	3	Gomaco Birney	2003
411-412	2	Gomaco Birney	2006

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The 2007 ERA Convention

(Continued from page 6)

stop at the Little Rock Airport, and continued on to Memphis and St. Louis. It was truly a great convention, and many thanks go to Jack May for organizing such a great trip.

At 3:30 PM, the bus departed from Little Rock, with a

CAR	COLOR(S)	BUILDER	YEAR BUILT	ORIGINAL OWNER	RE-BUILDER	YEAR RE-BUILT	STATUS	CAR TYPE	NOTES
156	White & Red	Brill	1912	Oporto	MATA		Operable	ST	
157		Brill	1912	Oporto			?	ST	Stored at bus facility?
164	Dark Green/ Cream	Brill	1912	Oporto	MATA		Operable	ST	
180	Yellow	CCFP	1935	Oporto	MATA		Operable	ST	
187	Dark Green/ Cream	CCFP	1927	Oporto	MATA		Operable	ST	
194	Red/Yellow	CCFP	1935	Oporto	MATA		Operable	ST	
197		CCFP	1931	Oporto			?	ST	Stored at bus facility?
204	Yellow	CCFP	1940	Oporto	MATA		Operable	ST	
208		CCFP		Oporto			Shell only	ST	Stored at bus facility?
234	Light Green/ White	M&MTB	1924	Melbourne	Gomaco		Operable	DT	Melbourne 234
266		CCFP	1930	Oporto			?	ST	Stored at bus facility?
268		CCFP	1930	Oporto			?	ST	Stored at bus facility?
417	Purple/White	Preston	1927	Melbourne	MATA	1996	Operable	DT	Melbourne 417
452	Red/White	Preston	1930	Melbourne	Gomaco	2003	Operable	DT	New Orleans 452, Melbourne. 626
453	Yellow	Gomaco	2001	new	new	new	Operable	DT	DT Birney; add-on to Tampa order, but non-air conditioned
454	Lime Green/ White	Preston	1928	Melbourne	Gomaco	2003	Operable	DT	New Orleans 454, Melbourne. 478
455	Blue/White	M&MTB	1926	Melbourne	Gomaco	2003	Operable	DT	New Orleans 455, Melbourne 331
503	Not painted as of 9/07	James Moore	1928	Melbourne	MATA		Being rebuilt		From Nat'l. Railroad Museum, Green Bay, being rebuilt at car barn in 9/07 Melbourne 503
539	Light Blue/ White	Preston	1928	Melbourne	?		Operable		Melbourne 539
540	White/Blue	Preston	1928	Melbourne	Gomaco		Operable	DT	Melbourne 540
545	Dark Blue/ White	Preston	1929	Melbourne	Gomaco		Operable	DT	Melbourne 545
553	White/Light Green	Preston	1929	Melbourne	?		Operable	DT	Melbourne 553
1794	Red	St. Louis Car?	1908?	Rio de Janeiro	MATA		Operable	DT	Rio de Janeiro DT open car converted to closed car
1978	Orange/ White	M&MTB	1926	Melbourne	Gomaco	1993	Operable	DT	Gomaco demonstrator; Melbourne 353
1979	Orange/ White	Gomaco	1993	Gomaco	new	new	Operable	ST	Gomaco demonstrator

Notes:

1. Car barn is at 497 N. Main Street, at the north end of Main Street Line
2. Car rehab shop was at bus facility at Watkins Street and Levee Road; in September, 2007, only inoperable cars were reported to be stored there
3. Memphis originally bought 14 ST Oporto cars. Only 11 of them have been identified. One car was built in 1907 (number unknown)
4. In September, 2007, MATA reports its operating car fleet is 6 ST Oporto, 1 ST Birney, 1 DT Birney, 1 rebuilt Rio car, and 11 W-2 cars (20 cars total)

Commuter and Transit Notes

No. 229
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

MTA would like to improve access to the West Side of Manhattan for some of its riders. To that end, it is conducting a Penn Station Access Study to bring Hudson and New Haven Line riders into Penn Station. Results obtained will be presented in the Draft Environmental Impact Study which will consider these alternatives.

HUDSON LINE VIA EMPIRE CONNECTION (ALTERNATIVE #1):

- New station stops at W. 125th and W. 62nd Streets
- Off-Peak/Weekend only with no new stations

NEW HAVEN LINE VIA HELL GATE LINE (ALTERNATIVE #2):

- New station stops at Co-op City, Parkchester, and Hunts Point
- Off-Peak/Weekend only via the Hell Gate Line with no new stations

The preliminary steps took place between November, 2000 and 2003, and did include routing of Harlem Line trains via the Hudson Line to Spuyten Duyvil and replacement of the abandoned wye track to the Empire Connection. This alternative (#3) was rejected for several reasons, including that the amount of time that would be saved would be negligible. If Alternatives #1 and #2 come to be, there would be other transportation benefits including:

- The ability to transfer to Amtrak, LIRR, and NJ Transit trains
- Commutation to the vicinity of the proposed new stations
- Reverse commutation from the Upper West Side
- Discretionary travel to Long Island and New Jersey
- Improved access to Amtrak service

The full report including other stations that have been removed from consideration may be found at http://www.mta.info/mta/planning/psas/pdf/comp_results.pdf.

An editorial in *The New York Times* (November 13) was titled "Don't Rush to a Fare Hike" and requested MTA to wait until legislators can tackle this problem in the new state budget next April. Dozens of area lawmakers have pledged to fight for additional funding. Once again, *The Times* took the state and city to task for shortchanging mass transit for years. Here's something that I did not know – *MetroCard* machines cannot make change for a quarter, so all fares must be in increments of 25 cents.

MTA-METRO-NORTH RAILROAD (EAST)

Member Bob Kingman and his wife went looking for NJ Transit multi-level cars at Kenwood Yard on October 20, but did not find any. They did see that the freight train that they could have been a part of was still outside the yard, but there was nothing unusual. By the yard office there were two very clean (rare – Bob writes) CP

Rail SD40-2s and Metro-North 205 in its new paint on its way back home. And he wrote that "we didn't even have to go to the Open House to see one!"

For the 2007 ING New York City Marathon, which was held on Sunday, November 4, the usual special timetable listing the early morning trains on each line was issued. One extra Marathon Special was operated on the Hudson and New Haven Lines. The train that departed from Poughkeepsie at 3:53 AM made all stops to Croton-Harmon, then Tarrytown, Harlem-125th Street, and Grand Central Terminal. The train from New Haven departed at 3:43 AM and made all station stops except Southport, Green's Farms, Rowayton, and Fordham.

My daughter gave me a copy of a brochure issued by NYCT that included a map showing the route of the 26.2-mile event and viewing locations of many of the mileposts. At those mileposts there was information about subway and bus lines that one could use to reach those locations.

In late October, for operational reasons, all Danbury and Waterbury shuttle trains were operating with the locomotive south and cab car north. The reason given is that the combined sand of the cab car and the locomotive help provide traction during the slippery rail season.

The special Thanksgiving schedules featured a turkey on the cover along with wording that there was extra holiday service, and off-peak fares, Thursday through Sunday. Here are the details of the extra service:

WEDNESDAY, NOVEMBER 21: 17 extra trains from Grand Central Terminal between 1 and 4:10 PM

THANKSGIVING DAY: Holiday schedule with extra inbound service to the 80th Macy's Parade. There was also extra outbound late-morning and early/mid-afternoon service. And throughout the evening, extra inbound service was provided

FRIDAY NOVEMBER 23: Saturday schedule featuring extra service during the AM, PM, and pre-PM peak periods

SATURDAY, NOVEMBER 24 AND SUNDAY, NOVEMBER 25: Regular weekend schedules with lengthened trains and additional *Shoppers' Special Service*, which is in effect Saturdays and Sundays from November 17 to December 30. (On Saturdays, there are 2 additional Hudson Line trains and 22 additional New Haven Line trains. On Sundays, there are 3 additional Harlem Line trains and 6 additional New Haven Line trains)

At publication time, the Christmas/New Year's Day schedules were not available. Details will be published in next month's *Bulletin*.

MTA METRO-NORTH RAILROAD (WEST)

The October 28 edition of the combined Port Jervis

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Commuter and Transit Notes

(Continued from page 8)

and Pascack Valley Lines timetable listed the post-New Year's Eve trains that would operate. Trains #95 and #97 depart Hoboken for Port Jervis at 1:25 AM and 3 AM for Port Jervis, while Train #9601 departs Hoboken for Spring Valley at 3:25 AM.

This is the first year that the return to Standard Time did not occur during the month of October. Under the Energy Policy Act of 2005, Daylight Saving Time has been extended by approximately four weeks so that it is in effect from the second Sunday in March until the first Sunday in November. We benefited from this last March. The clocks will go back one hour on March 8, 2008.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

For the first time, CDOT has been operating scheduled weekend service between Old Saybrook and New Haven. This special holiday service operates from November 17 through December 30, and has connections with Metro-North trains at New Haven. Trains depart from Old Saybrook at 7, 8:55, and 10:55 AM, and 4:55, 7:07, and 9:07 PM. The afternoon trains skip the Westbrook, Clinton, and Madison stations. Eastbound service departs from New Haven at 8 and 10 AM and 4, 6, and 8:02 PM. The AM trains skip Branford, Madison, Clinton, and Westbrook. All trains carry 6600-series numbers. None of the trains stop at State Street in New Haven due to weekend construction on the Grand Avenue Bridge. Hanks to member Bob Underwood for sending a copy of the timetable.

MTA LONG ISLAND RAIL ROAD

Referencing the news item concerning the intra-Suffolk County service that began on October 23, (November 2007 *Bulletin*) member Larry Kiss wrote: "For the first time since the discontinuance of the local trains known as the Scoot between Greenport and Amagansett by way of the Manorville-Eastport connection in 1930, the LIRR has a strictly local east end operation. Due to the widening of County Road #39 (Montauk Highway) in Southampton, the LIRR is operating local service between Speonk and Montauk. Train #2972 leaves Speonk at 6:11 AM and makes a round trip to East Hampton. At 8:23 AM Train #2794 leaves Speonk for Montauk. In the afternoon, Train #2797 leaves Montauk for Speonk and turns at Speonk at 2:44 PM as Train #2796 for Montauk returning from Montauk as Train #2799 at 4:22 PM arriving at Speonk at 5:35 PM. A three-car train of double-deckers is used. There are no convenient connections at Speonk for service further west. This is the first new service since the 1964-65 World's Fair express trains. These new trains run only on weekdays and will be discontinued before Memorial Day when increased summer service begins." Larry also reported that for the first time, the Speonk station has a TVM.

On October 18, six new large message boards (flat-screen monitors) were placed into service at key locations throughout LIRR's concourse in the terminal. During a service disruption, these screens display information on how train service is being affected. The information will be updated throughout the service disruption as conditions change in "real-time." During periods when service is operating normally, the monitors provide information on planned service adjustments - such as extra train service for holiday eves, service to special events, and the substitution of bus service while track work is performed. The railroad would also like to have a similar system at Flatbush Avenue and at Jamaica. Each of the monitors measures 60 inches, and they have been placed at:

- Eighth Avenue Exit Concourse
- In the 34th Street Entrance Concourse, adjacent to the Train Destination Monitor
- In the Main Gate Area adjacent to the Train Destination Board
- By the Central Corridor Train Destination Board
- Across from the Waiting Area
- In the West End Pedestrian Overpass

Keeping Track for the month of October featured some of the important highlights of the Donald N. Nelson report that was summarized in the November, 2007 *Bulletin* along with the corrective actions that are being put into place.

New timetables (General Order No. 405) were issued as of November 12, and reflect restoration of the schedules on the Oyster Bay and Long Beach Branches due to completion of work projects. However, new construction projects (track surfacing, station rehabilitation, and infrastructure upgrades) are underway on the Port Washington, Port Jefferson, Ronkonkoma, Oyster Bay, Babylon, and Montauk Branches. These timetables will be in effect until December 16, which is just over one month. The covers of several have a turkey with the wording HAPPY THANKSGIVING. The table below lists the number of Holiday Eve, and the Inbound and Outbound trains that were operated on the branches which had such service. Two of the three Babylon inbound trains included Lynbrook as a stop; nonetheless, the Long Beach timetable included the turkey and HAPPY THANKSGIVING.

BRANCH	HOLIDAY EVE	INBOUND	OUT-BOUND
Port Washington	1	0	0
Port Jefferson	4	3	6
Ronkonkoma	0	2	4
Far Rockaway	1	0	0
Babylon	3	3	4
Montauk	1	1	1

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

As was reported in last month's *Bulletin*, on Sunday, October 21, ceremonies were held in North Hackensack and Pearl River with railroad and elected officials from both states in attendance. Although I was unable to attend, my son Marc was at the ceremony in Pearl River, and took an abbreviated round-trip ride from there to west of the Spring Valley station.

One week in advance of the expanded service, on October 22, I rode the first westbound Pascack Valley Line train (#1621) and we were routed through Cole Siding between Anderson Street and North Hackensack. For me, it was the first time (new mileage!). We also used Pond Siding between Pearl River and Nanuet, a ritual that has been done every time that I have ridden this train since the Summer of 2006.

Metro-North placed advertisements in *The Rockland Journal News*, announcing the new service. This newspaper, as well as *The (Bergen) Record* also reported this as front-page stories. There were also posters at the Rockland County stations.

Sunday October 28, the first day of Sunday service, coincided with the New York Transit Museum's "Anniversary Tour" celebrating the 75th anniversary of the IND, which I would attend with son Marc. This provided a perfect opportunity to sample the Sunday service. I boarded Train #2106, the fourth eastbound, and transferred at Secaucus to get to New York Penn. As I detrained, the Conductor told me that 26 passengers were carried, including 6 holding "commuter" tickets. The subway tour was led by rail historian Joe Cunningham, and was very interesting. My return trip departed from Secaucus at 5:26 PM, and when I got off the train, the same Conductor told me that there were about 40 passengers. I noticed a group of 12 people boarding at Wood-Ridge.

The following morning, I rode the first westbound weekday train, #1605, from Nanuet to Spring Valley. I met ERA member Walter Zullig on the platform, and after we boarded we saw member Jack May plus several Metro-North employees. Since I always board at Nanuet, it was the first time in many years that I got to ride to Spring Valley. After discharging passengers, the train proceeded west of Main Street to CP Spring, where it remained for a period of time. I thought that this equipment would be used for the next eastbound train, #1620, but it was not. The train (X161) that ran through Nanuet ahead of #1605 without stopping was used. I returned on this train to Nanuet, while the others remained aboard.

An empty train derailed in Hoboken at about 4:40 PM on October 30, affecting tens of thousands of commuters on 35 trains on the Bergen, Main, Pascack Valley,

and Port Jervis Lines. Shortly before 9 PM, I took my daughter, who had traveled to Rockland County on one of the new midday trains, to the Nanuet station, so that she could return to her apartment in the city. We waited in vain for about 20 minutes for a train that never arrived, so I wound up driving her back home. I had known about the derailment, and before leaving home checked and found that NJ Transit's website was only reporting delays on trains out of Suffern. While I was driving, she waited on hold until a customer service representative finally came on the line. Unfortunately, the agent was not well-informed because she told my daughter that the derailment was caused by an Amtrak train! *The Rockland Journal News* reported two days later that a bus had been sent about 45 minutes late to replace the last eastbound train, #1632, which, because of the new schedules and the service disruption, had been overlooked. NJ Transit, in the news report, apologized to riders.

Two weeks later, I rode the same midday train, and the crew told me that ridership had picked up. The previous day, they carried in excess of 40 passengers.

The Times-Herald Record (an Orange County newspaper) reported that ridership transferring at Secaucus Junction by grew 17% in 2006-07, when overall ridership only grew 6%. More than 6,600 commuters use Secaucus every day now, a respectable chunk of the 45,000 customers NJ Transit carries into Penn Station. From personal experience I can report that there are significantly more passengers using the station, especially on the afternoons of holiday weekends.

On October 21, Bob Kingman saw multi-level car 7220 waiting to get into Kenwood Yard. The tracks are right in the middle of I-787. Exactly one week later, Bob reported: "Today's freight into Kenwood Yard had a big surprise - three NJ Transit multi-levels: 7222, 7532, and 7007 were on the rear. NJ Transit must have turned Bombardier loose on the order. That's four cars in one week, not counting 7221, which could have been missed during the week (that, or this car is being delivered out of order)." The November 11 visit found two NJ Transit multi-levels sitting by themselves. Normally, they are on the end of a freight either just arriving into Albany or getting ready to go to Selkirk. That day's freight had no NJ Transit cars, so apparently they came the previous day or before. Even stranger was that one car was numbered 7534 and the second car had NO number (a 7500?) on the side. Was this a mistake at Plattsburgh or maybe this is the first car for Atlantic City service? The rest of the lettering was complete.

New *RiverLine* schedules went into effect on October 27, and a limited evening express has been added, making the 33-mile run in 52 minutes. Under the previous schedules, the last departures from Trenton took place at 9:05 and 9:30 PM. The 9:05 PM has been moved up to 9 PM, and the limited express departs at

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

9:15 PM for the Walter Rand Transportation Center in Camden. Bypassed stations are: Hamilton Avenue, Cass Street, Roebling, Delanco, and Riverton. The 9:30 PM departure remains unchanged.

As I was filing the October 27 edition into my collection, I noticed that the previous one from May 26, 2007, was titled RIVERLINE instead of RIVER LINE.

PORT AUTHORITY TRANS-HUDSON CORPORATION

PATH issued a new Timetable, Map, and Guide on September 23. Some of the service changes were reported in the November, 2007 *Bulletin*. In addition to what was previously reported, the "around-the-world" weekend service (JSQ-HOB-33) is now half-hourly until 9:46 AM. Weekdays, Newark/World Trade Center service is operating with 14 trainsets, which is more than what was used under the April 22, 2007 schedules. Under those schedules, the peak headway was four minutes, now for a 12-minute period, 8:04-8:16 AM, there is a 3-minute headway leaving Newark. This pattern is repeated in the PM for trains departing from World Trade Center between 5:14 and 5:26 PM. There is also a 3-minute headway from Journal Square between 8:16 and 8:22 AM. These trains depart from 33rd Street at 8:41, 8:44, and 8:47 AM. There is one less post-AM peak train and two fewer PM trains on the 33rd Street/Hoboken Line.

At 33rd Street and Newark (and probably all of the other stations as well) there are special vending machines that sell the PATH *SmartLink* Card. One can purchase this card for \$5 or add rides to an existing card and get bonus rides, much like NYCT's *MetroCard*.

In late October, while riding to Newark, as the train passed the Harrison Maintenance Facility, at the farthest part of the yard, there was a PA-1 or PA-2 atop a flatbed trailer. It was too far away to read the number. Does any reader have further information?

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

On July 29, 2005, there was an appropriation of \$100 million included in a federal transportation bill (October, 2005 *Bulletin*). At the time, neither the Port Authority nor Mayor Bloomberg was interested in pursuing this funding. How the times have changed, because on October 16, the Port Authority endorsed the latest iteration of a tunnel expected to cost \$7 billion that would connect Brooklyn with Jersey City. In its press release, Stephen Sigmund, a PA spokesman, said: "It makes sense for us to look at the feasibility of the tunnel and its impacts on quality of life and other issues, and at the same time, take advantage of some significant federal funds that are available."

One week before Election Day, news reports surfaced that the Port Authority planned to increase tolls on its Hudson River crossings as well as PATH, in early 2008. This topic was to be discussed at PA's November 15

meeting, which was scheduled after Election Day. A PA spokesman, in defending this announcement, said that increasing tolls and fares is something that the agency had talked about for about a year, and that the additional revenues were needed to pay for higher post-9/11 security, funding the capital program and the ARC (T.H.E.) Tunnel as well as PATH projects. Tolls had remained unchanged since 2000; however, it was on March 25, 2001 that the PATH fare went from \$1 to \$1.50. It was being proposed that the tolls be increased by \$2 to \$8 and the PATH fare would be \$2.

At their November 15 Board meeting, the Commissioners approved the 2007-2016 Capital Program, which allocates \$3.3 billion for PATH upgrades (PA-5s and a new signal system), \$3 billion for the T.H.E. Tunnel (a \$1 billion increase over what was previously committed), \$1 billion for a new Goethals Bridge, and \$500,000 for upgrades at Stewart Airport. The program also includes other projects. To fund the program, the Board voted to increase cash tolls by \$2 to \$6 off-peak and \$8 peak. There would no longer be an EZ-Pass discount during peak hours. PATH fares paid by cash would rise to \$2, while the cost of a ride purchased with a 20-trip or 40-trip card would rise by \$.30 to \$1.50. These new rates go into effect some time in March, but before this takes place, public hearings must be held and both Governors Spitzer and Corzine must sign off.

PA's proposed toll and fare hikes, coupled with previously announced increases for 2008 by MTA (subway, bus and commuter rail) and the NYS Thruway, virtually assure that everyone entering New York City will be paying more. Not mentioned is NJ Transit, which increased fares on June 1, 2007.

Ceremonies we held at Stewart Airport on November 1, to mark the formal takeover of the remaining 93 years of the 99-year lease that had been held by National Express Corporation. In the article that appeared in *The Rockland Journal News*, there was a mention of \$500,000 that would be spent to promote smart growth in Rockland, Orange, and Sullivan Counties and \$150 million for capital projects at the airport, but there was no mention about the proposed rail link.

AMTRAK

All repairs have been made to the Talgo trainsets, and as of October 21, the entire fleet is back in service. In early August, these trainsets had been removed from service due to cracks in the suspension system. Details were reported in the September, 2007 *Bulletin*.

The Fall-Winter, 2008 edition of Amtrak's System Timetable (Form T-1) went into effect on October 29. It will remain in effect until April, 2008. For the first time, Amtrak has accepted commercial advertising from companies such as Carnival Cruises, Geico, Grand Luxe Rail Journeys, Hyatt Hotels, Marriott Hotels, and others.

The individual line and train timetable folders all have a new look. What is common to all is a drawing of the

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front of a locomotive within a circle, surrounded by the words OVER 500 DESTINATIONS. Below the locomotive is the Amtrak logo.

Amtrak reported that since the addition of the fifth *Downeaster* on August 17, September ridership rose 24% when compared to September, 2006. A ridership comparison between FY06 and FY07 showed a 7% increase. Ridership on the *Vermont* also went up, surpassing FY06 by more than 16%. For both trains, revenues were up as well.

National ridership exceeded 25 million, which was the fifth consecutive year of increases.

Amtrak's special Thanksgiving period schedule (Form T-5) was issued for the first time in color. The cover has a photo of several pumpkins, and the train listings mimic the colors used in the National Timetable. There are the usual caveats about trains being more crowded because this is the busiest time of the year and that passengers should consider using "Holiday Extra" 3000-series trains. However, these trains "may use cars borrowed from commuter rail agencies" and "might not be what you expect from our Amtrak fleet. 'Holiday Extra' trains will have fewer restrooms and may not offer food service." Peak fares were in effect throughout this period, except for Friday, November 23.

MUSEUMS

New Orleans Public Service 850, which is owned by the Shore Line (Branford) Trolley Museum, arrived in Washington, D.C. on October 24 and was put on display the next day on the corner of 14th and E Streets. 850 has been putting on lots of miles, although as a "passenger" aboard a flatbed. The tour began when it was displayed in Times Square in April. This was followed by a stop in Chicago in May. The 1927-built Perley Thomas car is included in the National Register of Historic Places. Its purpose for being in Washington, D.C. is to serve as a mobile tourism office and billboard for the Crescent City. Passersby can book travel to New Orleans, take photos in the Motorman's seat, and learn about the city's major attractions from Convention and Visitors Bureau representatives. Thanks to member Frank Pfuhrer for sending this report.

INDUSTRY**2007 IN REVIEW**

Projects/additions to service that occurred during 2007 are listed on the following page.

Seattle's 99/Waterfront Line was expected to be returned to service this year; however, it may be delayed for about two years, according to member Efreem Krisher. He wrote that nothing has been started on the car barn which is part of the 200 Occidental Project. At publication time, there was also no information about the reopening of the Angels Flight Railway in Los Angeles. Also, there was no information regarding opening

dates for these two projects that were scheduled for late Fall or December:

- MBTA – Mattapan-Ashmont Trolley Line re-opening after rebuilding
- Calgary Transit – Northeast Line, 1.86-mile extension, Whitehorn to McKnight/Westwinds

Just prior to finalizing this column, I called MBTA and although the customer service representative could not provide any specific date, he forwarded my request to the appropriate department with my telephone number. As far as Calgary Transit is concerned, when I spoke with that agency I was told that the extension would most likely occur in early January. Of course, the official dates will be published when known.

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

All Type 7s have now been modified to trainline with Type 8s. This retrofit included new destination signs (less-readable LCDs than the old roll signs!) that work with the automated train announcement system. 85 of the original Type 8 order are now in the operating fleet (3800-3884). 10 more are to be added from the 15 "shells" that Breda has now agreed to complete (3885-3894); the five remaining "shells" will be available for spare parts. On the B, C, and E lines, all trips are made with either two Type 8s or one Type 7 and one Type 8. Before the end of the year, MBTA officials are expected to give the go-ahead for Type 8s to run on the D line, which will mean that all trips have at least one low-floor car to help meet ADA requirements. The Type 7s are being repainted in a more traditional green and white scheme, abandoning the teal and grey scheme used for a number of years. A Type 7 3600-series overhaul program is anticipated for 2008.

During the week of November 5, the "T" took delivery of the first of the 10 Breda cars under the revised agreement. It is expected that the final car would be in service by mid-2008, which would bring the number of Green Line cars to 209. NETransit reported the active LRV fleet as totaling 188 cars (102 Kinki-Sharyo Type 7s and 86 Breda Type 8s). Twelve cars are listed as out of service for maintenance or modifications, while two Type 7s are stored wrecked at Riverside Carhouse, awaiting sale for scrap: 3623 and 3648.

In the weeks leading up to the October 31 opening of the Greenbush Line, *The Boston Globe* reported dozens of Conductors and Engineers were riding the \$513 million Greenbush Line rails in Chevy Suburban trucks, trying to memorize every signal, road crossing, and neighborhood marker so they can guide the train on a foggy morning and describe potential problems on the tracks to Dispatchers. In the January, 1996 *Bulletin*, I reported that the Weld Administration approved construction of this line. Construction was to begin in 1997, but I did not include a date when it was to be operational.

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DATE	OPERATOR	AREA	LINE	NOTES
January 13	SF Muni	San Francisco	T-Third St.	4 th /King to Visitacion Valley; 5.6 miles, 18 stations — limited service on weekend-only basis
February 2	Mid-Council of Governments and New Mexico DOT	Albuquerque	RailRunner	Belen station opens
February 16	Central Arkansas Transit	Little Rock	River Line	0.9-mile extension from downtown Loop, via Third Street, to the President William Jefferson Clinton Library
April 7	SF Muni	San Francisco	T-Third St.	4 th /King to Visitacion Valley, full-time
April 20	Mid-Council of Governments and New Mexico DOT	Albuquerque	RailRunner	Bernalillo County International Airport station opens
April 27	Mid-Council of Governments and New Mexico DOT	Albuquerque	RailRunner	Downtown Bernalillo station opens
April 28	La Société de transport de Montréal	Montreal	Laval Extension	Cartier, de la Concorde, and Montmorency stations; 3.2 miles
August 17	Portland City Streetcar	Portland, Oregon	Lowell Extension	0.6 mile
September 4	GO Transit	Toronto	Milton Line	Lisgar station opened
September 4	Metrolink	Los Angeles	91 & Orange County Lines	Buena Park station opened
October 28	NJ Transit / Metro-North	Rockland and Bergen Counties	Pascack Valley Line	Midday and weekend service introduced
October 28	NJ Transit	Hunterdon County	Raritan Valley	Whitehouse Siding Extra service to High Bridge
October 31	MBTA	Boston	Greenbush Braintree-Scituate	17.7 miles 7 stations 3 sidings
November 11	New Orleans RTA	New Orleans	St. Charles	Lee Circle to Napoleon Avenue re-opens
November 24	CATS	Charlotte	South Corridor Blue Line	9.6 miles; 15 stations
December 14	South Lake Union Trolley City of Seattle – Owner King County Metro Transit - Operator	Seattle	South Lake Union to West-lake Center	1.3 miles; 11 stations
December 28	North County Transit District	Oceanside - Escondido	Sprinter LRT	22 miles; 15 stations

Todd sent copies of the new commuter rail schedules, including the new Greenbush Line, which has the words GRAND OPENING inside a five-pointed star. However, the timetables for lines that had no changes were not reissued and the Spring editions remain in effect and are still available. New timetables on glossy stock were issued for the Fairmount, Fitchburg, Franklin, Haverhill, and Old Colony Lines and the newest addition, South Station and Back Bay. For those that were newly issued, the "General Information" section has been reworded/revised. Also, each line's station table lists the number of parking spots available at each station. For the south side lines, there is a new promotional graphic for South Station, calling it "Boston's Great Room."

To celebrate the Red Sox World Series victory on October 30, MBTA announced the following service adjustments:

INBOUND SERVICE: All trains will run as scheduled with passengers encouraged to board trains into North Station at the Anderson/Woburn station on the Lowell Line and at the Route 128 station for trains into South Station as there are available parking spaces at these loca-

tions. Inbound trains on the Providence Line and the Stoughton Line between 9 AM and noon will make a station stop at the Route 128 station. There will also be a train departing from the Dedham Corporate Center station on the Franklin Line at 10:15 AM. Passengers may experience service delays due to extended station stops to ensure all passengers are safely on board the train. Inbound passengers are encouraged to purchase round-trip tickets prior to boarding the train or when purchasing tickets on the train.

OUTBOUND SERVICE: After the parade, outbound rail service was available on all lines for fans to return home. In anticipation of the large crowds at the Back Bay station, South Station, and North Station, passengers were directed to designated waiting areas to await boarding instructions from railroad personnel and MBTA Transit Police officers. Ticket Offices at the Back Bay station and North Station closed before 3 PM as passengers were directed from assigned waiting areas to departing trains. Sales personnel were on hand to assist passengers. All afternoon outbound trains had the

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Commuter and Transit Notes*(Continued from page 13)*

option of stopping at all stations en route to their final destination. Passengers were encouraged to listen for train announcements at Back Bay, South Station, and North Station. Outbound trains on the Providence Line and the Stoughton Line between 4 PM and 6 PM made a station stop at the Route 128 station. There was also a train departing from the Back Bay station at approximately 3:50 PM to Forge Park on the Franklin Line, making all station stops en route. It was also anticipated that outbound passengers might experience significant delays in their evening commute due to the need for extended station stops.

All passengers were encouraged to assist those passengers new to commuter rail whenever possible and to celebrate in a respectful manner.

In the near future, determining when the next train will arrive should no longer be a mystery after the MBTA Board in November approved the purchase of a \$2.4 million public information system. 256 public address screens, which will broadcast messages showing the waiting time for arriving trains as well as station announcements, will be installed in 21 stations. The system complies with ADA requirements and will feature visual sports, news, weather, and entertainment updates. It will also include advertising, intended to help MBTA raise revenue. Earlier in the month, MBTA suspended a T-Radio pilot program after 1,800 e-mails were received, many of them complaints from commuters, according to MBTA spokesman Joe Pesaturo. That radio system carried news, sports, entertainment updates, and music.

Here is an update to a news item from the October, 2007 **Bulletin: Destination: Freedom** reported that in mid-October, construction is finally underway at the T.F. Green Airport in Warwick, Rhode Island. Thanks to member Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

Thanks to member Gregory Campolo for sending copies of PATCO's latest timetable, which was issued on September 8.

Starting November 27, The Delaware River Port Authority (DRPA) held five public hearings in southern New Jersey and five in Philadelphia (again) to promote and explore options on the proposed expansion of the PATCO Hi-Speed Line. DRPA — with input from multiple stakeholders — must choose one of three routes proposed in South Jersey and one of two in Philadelphia. In order to receive federal funding, these hearings must be held. Routing details were reported in the August, 2007 **Bulletin**.

PHILADELPHIA, PENNSYLVANIA

SEPTA issued new timetables on August 27 for Routes 100/Norristown, 101/Media, and 102/Sharon Hill. September 2 was the effective date for the Sub-

way-Surface Lines 10, 11, 13, 15, 34, and 36, and the Market-Frankford and Broad Street Lines. Of note is that there has been an increase of one additional southbound afternoon Limited trip departing Norristown at 3:51 PM, so there are now four. Thanks again to Gregory Campolo for sending copies.

The Philadelphia Inquirer reported that Rotem USA (South Korean) and Sojitz Corporation (Japanese) will jointly build a plant in Philadelphia to manufacture railcars for SEPTA and others. Because this seemed to contradict my report in the May, 2006 **Bulletin**, I asked member David W. Safford, who sent the article about this. He wrote back that the lease on the lot was signed on October 22. They had originally had their eyes on an existing building in the old Navy Yard, but that fell through (they say it was too small and in rough shape). The new site is also in South Philadelphia, but on city streets. Initial orders include 120 Silverliner V cars at \$274 million for SEPTA and 121 bi-level cars for the Southern California Rail Authority's Metrolink. The SEPTA cars are scheduled for delivery starting in December, 2008 and finishing in June, 2010. SEPTA will scrap 73 cars dating from the 1960s and use the rest to build up its fleet. Ridership on SEPTA's Commuter Rail division has increased by 17% since 2000. The Rotem plant, employing 300 new hires, will assemble the cars from components made abroad, except wheels and trucks, which are to be made elsewhere in the US.

The Philadelphia Inquirer has taken note of the plight of SEPTA riders who are unable to purchase tickets at stations and are assessed higher on-board fares in this editorial, which was published on October 27 and was sent by David W. Safford. "Influenced, no doubt, by the coming holiday season (Christmas trees are in all our stores anyway) SEPTA finds itself unable to decide whether to play Santa or the Grinch, and has therefore split the difference. All parties boarding without tickets must pay the higher on-board fare, regardless of whether they physically could have bought a ticket in advance or not (the old ticket machines are history, being unable to recognize the new bills, and no suburban station is open during all service hours). BUT they will be reimbursed for the difference IF:

- They stand in line for it at an open station (so you're a little late to work)
- They happen to be going to an open station (going to other than Center City is probably out)
- They apply for reimbursement on the same day. (Traveling home late? Tough!)

Somehow I think that the jolly red-clad guy was sent to the back of the car."

I received an email from member Lee Winson, who also provided a link to SEPTA's poster listing the procedure, which reads:

CONDUCTORS WILL CONTINUE TO COLLECT THE ON-BOARD (OB) PRICE FOR ALL CASH TRANSACTIONS, BUT

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NOW YOU CAN RECEIVE A **FARE CREDIT** GOOD FOR THE PURCHASE OF AN ADVANCED (A) PRICED RETURN TICKET. ALL IT TAKES ARE TWO EASY STEPS:

- TAKE YOUR (OB) CASH FARE RECEIPT TO A SEPTA TICKET OFFICE AND THE AGENT WILL CALCULATE THE DIFFERENCE BETWEEN THE PRICE OF AN (A) SALE FARE FOR A ROUND TRIP AND THE (OB) TICKET PRICE PAID FOR YOUR FIRST TRIP
- PAY THE BALANCE DUE AND RECEIVE A RETURN TRIP TICKET TO COMPLETE YOUR TRAVEL

PLEASE REMEMBER:

- THE FARE CREDIT TRANSACTION MUST BE COMPLETED ON THE SAME DAY AS YOUR FIRST RIDE
- ONLY ONE FARE CREDIT PER TRANSACTION
- NO CASH REFUNDS WILL BE ISSUED

Member Bob Wright commented on the report on the possible change of Regional Rail designations on SEPTA. He wrote: "I had heard this a while back and I have to wonder if it will be a mistake. After over 20 years of 'R' nomenclature, current riders are more used to this than the old 'place name' lines, and you can tell who's been riding a long time by what they call their train - a long-time user will call it the Paoli Line or West Trenton and newer customers will use the R5 or R3. I don't think too many people board the wrong-direction train, as the signage and descriptions are pretty good about having the old name (or destination) following the 'R' number (i.e. R3/Media-Elwyn, R6/Cynwyd, etc). Effectively, however, the trains are not always paired by 'R' designation and have not been for some time. This past summer, the R5 'sides' were split in the midday because of construction on both portions, so Malvern trains started/ended at Temple and Lansdale/Doylestown runs tied up at 30th Street. On my own train, R6/Norristown, the midday trains go no further than 30th Street and rush hour runs can start and end just about anywhere (in the PM rush, 3 start at the Airport as R1s and 1 at Trenton as an R7). There is no connection to the 'other side' R6/Cynwyd, which runs single-car trains only in peak hours between Cynwyd and Suburban Station.

"The Conductors on the PM R6s that start at the Airport usually place Center City signs in the racks and change them to R6/Norristown after the Terminal A (last Airport) stop. They've told me non-familiar riders are looking for 30th Street or Center City trains and tend to get confused if they see the Norristown sign, not knowing the train passes through Center City.

"I have a feeling the coming Silverliner Vs, which will apparently have destination signs (unlike the metal plate signs the current fleet has), have prompted this thought. Right now, however, an occasional rider only needs to know that northbound R1, R2, R3, and R5 trains will generally get him/her to Jenkintown. Will this

work as well if the same rider has to know that Glenside, Warminster, West Trenton, Lansdale, and Doylestown trains will do this? A local reporter recently took SEPTA to task for not having the stations clearly listed for such a ride, and he thought SEPTA should be indicating all station stops for all trains somehow on its message boards. (I disagree, since this is what schedules and maps are for, but he used the precedent of information available at Grand Central Terminal.) I think if SEPTA makes this move, it will have to phase out the 'R' designation slowly."

BALTIMORE, MARYLAND

Maryland MTA has proposed a major expansion of its rail system. At present there are three lines — Penn, Brunswick, and Camden — and service only operates weekdays, serving over 30,000 riders in 8 counties each day. In recent years, ridership has been growing at a rate of 6% annually, and capacity constraints are almost at the point where action must be taken. Investments will have to be made in the areas of parking, additional rolling stock, tracks, and storage and maintenance shops. The State of Maryland owns the rolling stock and some of the stations, but not the rights-of-way, which are owned by Amtrak and CSX, which also operate the service under contract.

MTA's plan calls for a threefold increasing of MARC service during peak hours by:

- Providing the infrastructure to support 15-minute peak headways on the Penn Line and 20-minute peak headways on the Brunswick and Camden Lines
- Adding express and limited-stop service
- Adding midday, late evening, and weekend service

Within the next nine months, the transit agency proposes to:

- Add one evening and one PM Peak train on the Penn Line
- Add one midday train on the Camden Line
- Initiate weekend service on the Penn Line
- Purchase additional seating capacity on Amtrak off-peak trains for MARC customers

These improvements are estimated to cost \$16 million for capital, operating, and maintenance costs and will provide about 1,500 daily seats. The complete report showing what is planned through the year 2035 can be found at <http://www.mtmaryland.com/marcsummary2.pdf>.

WASHINGTON, D.C. AREA

Virginia Railway Express placed new timetables into service on October 29. There were no changes to the regular schedules. However the snow schedule "S" trains have been changed (there are more of them) and are now:

Fredericksburg Line: 302, 306, 308*, 310, 301, 303*, 307*, 311*

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Manassas Line: 324, 328, 330*, 332, 325, 327, 331, 335

(* denotes new "S" train).

NORFOLK, VIRGINIA

Moving rapidly towards the construction of its recently approved LRT system, the Transportation District Commission of Hampton Roads approved the purchase of 9 S70 low-floor LRVs from Siemens for \$36 million. (Details may be found in the November, 2007 **Bulletin**.) The order was piggybacked on Charlotte's recently delivered order for 16 cars. At the same time, HRT has advertised the first of 11 construction contracts, an elevated segment between Harbor Park and Norfolk State University. The winning bidder was to be selected by late November and four additional contracts are expected to be signed by the end of next month.

CHARLOTTE, NORTH CAROLINA

On October 24, CATS announced that the opening date for its South Corridor/Blue Line would take place on November 24. This corrects information that was published in the November, 2007 **Bulletin**. However, two weeks earlier on Election Day, November 6, voters were going to have their say as to whether to repeal the transit tax that had been approved in 1998. No matter what happened, this line would continue to run because the vote was for future expansions. As it turned out, voters overwhelmingly defeated the referendum by a 70-30 margin. Future rail lines are planned for north Mecklenburg and UNC Charlotte, with either light rail or a busway down Independence Boulevard and a streetcar from east Charlotte to Charlotte/Douglas International Airport. Thanks to members Bob Kingman and John Pappas for this report.

Two accidents took place involving automobiles and LRVs that were out testing in the last week of October and first week of November. In one accident, a car trying to cross the tracks at Camden Road and East Boulevard tried to beat the crossing gate arm but failed. Crews were on the scene repairing the damage a short time later. One week earlier, a truck tried to beat the crossing gates at Camden Road and Park Avenue with similar results. Transit officials are reminding everyone to use caution around the light rail crossings now that the cars are running in preparation for the official opening later this month. Thanks to member Phil Hom for these reports.

TAMPA, FLORIDA

After publication of last month's news item about a proposal to build a light rail system in Tampa, member Dennis Zaccardi sent an article from **The St. Petersburg Times** reporting that a 55-member delegation from the Tampa Chamber of Commerce journeyed to Charlotte, North Carolina. The purpose of their visit was to see the light rail system, which opened on November

24. Tampa's delegation was not alone as the "Queen City", as Charlotte is known, has also hosted contingents from Cincinnati and Sacramento.

CINCINNATI, OHIO

Here is another city that is using Portland, Oregon as a role model to start a new streetcar system. On October 24, Cincinnati's City Council announced that is looking at streetcars as an alternative form of public transportation for the city. The members discussed the idea of creating a four-mile street system through Cincinnati for the first time, a project that would cost about \$100 million to complete. Thanks to Phil Hom for this report from WCPO.com.

CHICAGO, ILLINOIS

Todd Glickman, in Chicago for business, reported that with slow zones everywhere and a ton of track work, his ride from O'Hare to the Loop on the Chicago Transit Authority's Blue Line took 65 minutes! And he heard that's the norm, not the exception. In a follow-up e-mail, he sent this link — <http://www.transitchicago.com/news/motion/board/slzn20071016.pdf> — to a map of the CTA system showing all of the slow speed zones (15 mph, 25 mph, and 35 mph) and their lengths. These speeds are further assigned by responsibility to either Contractor Construction, Power, Signal, Structure, or Track.

Todd also wrote that he had a few hours, so he rode the (relatively) new Pink Line, using the refurbished Paulina Connection. "Every time I ride around the Loop, I am amazed that five-car North Shore trains once ran there!"

Member Joe Canfield sent several customer service notices that explained to riders the funding problems that CTA was having. There was also a service disruption notice where Red Line trains were running over the elevated lines instead of the subway between Fullerton and Cermak-Chinatown to enable work to be performed that will remove some of the slow zones.

Illinois' Governor, Rod Blagojevich, on November 2, authorized a direct grant to the CTA and Pace for \$27 million to maintain operations until the end of the year, according to a letter he sent to lawmakers. The Governor made clear that the short-term funding is not a loan. "It is new money we are providing them to keep serving their riders," and he was continuing his efforts to find a permanent long-term solution. As a result of this action, CTA postponed the suspension of service on 39 bus routes, fare increases, and layoff of 600 employees that had been scheduled to go into effect Sunday, November 4. Chicagoans are not out of the woods because CTA will still face a significant budget shortfall for 2008 and will be forced to implement deeper service cuts, higher fare increases, and more layoffs in early 2008. Thanks to Bob Hansen for sending this report from CTA and **The Chicago Tribune**.

Metra has also announced that in 2008, it would be seeking a fare increase to tackle a projected \$40.3 mil-

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lion deficit. There could also be some service cuts. Two plans are under consideration: one would raise fares by 10%, while the other would increase fares by 5% and eliminate Sunday service. For more than a year, Metra, CTA, and PACE have been working with state lawmakers to find a permanent source of new revenue.

On the endangered list is the bargain \$5 Weekend Pass, which provides unlimited rides on all of Metra's lines. It would be replaced by a \$7 ticket good for one weekend day of unlimited travel. A ticket purchased on a Saturday would be good only on that day, and the same for Sunday. The Family Fares Program would be continued. State law requires that Metra have an annual budget and a three-year plan.

If you ever wondered about Metra's ridership, these are total weekday boardings at its four downtown terminals:

TERMINAL	RIDER-SHIP	LINES / OUTER TERMINALS
Chicago Union Terminal	54,388	Metra Heritage – Joliet Milwaukee District West – Elgin Milwaukee District North – Fox Lake Southwest Service – Manhattan
Ogilvie Transportation Center	37,564	BNSF - Aurora North Central Line – Antioch UP North Line – Kenosha UP Northwest Line – Harvard/McHenry UP West – Elburn
Millennium (Randolph St.reet	18,247	Metra Electric – University Park South Chicago Blue Island
La Salle Street	17,026	Rock Island District – Joliet

NEW ORLEANS, LOUISIANA

In mid-October I called the New Orleans Regional Transportation Authority to inquire about the date that the St. Charles Avenue trolley would be extended from Lee Circle to Napoleon Avenue. The woman I spoke with told me that there was no date as of then. Upon further questioning, she did say that it would take place this year. At the same time on NORTA's website, there was this Safety Notice: "The overhead catenary system on the St. Charles streetcar line from Calliope to Upperline will be energized with 600 volts d.c. With this activation of the power lines, the first time in over two years, RTA is reminding all that power lines are dangerous."

Then, on October 29, there it was – on its website – the announcement that the St. Charles Streetcar Line would be extended from Lee Circle, its terminus since December 19, 2006, effective November 11, 2007. This new service will bring streetcar service from the Central Business District, through the picturesque Garden District to Napoleon Avenue. NORTA, in its press release, reported that the renewed excitement and anticipation has been visible on the smiling faces of motorists and pedestrians as they glimpsed test runs of the streetcars

along the Avenue during the weeks of October. An opening ceremony was held on Saturday, November 10 at 2 PM, and passengers rode free from the end of the ceremony until 5 PM. The CBS **Sunday Morning** program with Charles Osgood reported this story on November 11, and yes – there were lots of smiles on the faces of those who were riding and photographing the cars. Perley Thomas 900 and 923 appeared to have been freshly painted and were gleaming!

AUSTIN, TEXAS

I received some digital images of the first DMU, 103, which was delivered to Metrorail on October 22. This car will be used on the 32-mile line between Austin and Leander, which is set to open next Fall. The order with Stadler calls for six DMUs.

The car was described as being a cousin to the *River-Line*, but this one is slightly longer and has two 6-in-line diesels instead of one V-12. Each engine drives a separate inverter, which drives one traction motor for on-board redundancy. The Texas car is a GTW 2-2/6 while the New Jersey version is a GTW 2/6 per Stadler Wag-onfabrik.

HOUSTON, TEXAS

History was made on October 18, when Metro's Board of Directors voted to build light rail on the North, Southeast, East End, and Uptown Lines, instead of constructing busways. This came about after the Federal Transit Administration modified its rules for estimating ridership, a critical element of funding eligibility. Metro reported that FTA now evaluates projected ridership on a corridor as part of a larger system, whereas before ridership was calculated as if the line were isolated and unconnected to other lines. FTA also now accounts for a phenomenon known as "rail bias", which means that people tend to use light rail more than bus service in the same corridor.

On Main Street, the line would travel west on Richmond to Cummins, south on Cummins to the Westpark right-of-way, and west to the Hillcroft Transit Center. On the other side of Main Street, the line will travel east on Wheeler Street, then to Ennis and Alabama to the University of Houston, and further extended, if possible and financially feasible, north on Scott Street and east on Elgin Street to the Eastwood Transit Center. Construction on four of the light rail lines is planned for next spring, while construction for the University Line should begin in 2009. All five light rail lines are scheduled to be in service by the end of 2012.

MINNEAPOLIS, MINNESOTA

The design of the Northstar Commuter Rail cars and locomotives was unveiled on November 8, and it features interlocking arcs of red, yellow, and white on a blue background, leading to a bold yellow star. In its press release, Metro Transit said that "the design reflects the history and image of Northstar, while also connecting the commuter rail project with Metro Transit –

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the entity responsible for Northstar's operations when it begins service in late 2009."

Recently, Congress began a final 60-day review of the application for \$156.8 million in federal matching funds for construction of the project, which was on track for securing final federal approval this month. Once this funding is approved, a manufacturer will be selected to build 17 cars. So far, an order has been placed with Motive Power Incorporated for four MP36 locomotives which should be arriving in 2008. Thanks to John Pappas for this report.

PHOENIX, ARIZONA

Metro Light Rail could soon be expanding to the north-west part of the Valley. Residents in that area were told for the first time where it is going and the problems it could cause. In late October, Phoenix city officials held a briefing for the new line, which is actually the first extension. Thanks to Phil Hom for this report.

SEATTLE, WASHINGTON

On Election Day, Seattle area voters rejected "Prop 1" a \$30.8 billion proposition that would have addressed regional transportation issues, including the addition of 50 miles of light rail transit over a 30-year period and building 186 miles of new highway lanes. This occurred despite support from major businesses, organized labor, and most environmental groups. Although one would think that projects that are pro-public transit would be supported by the Sierra Club, the club opposed the proposition because of it called "continued reliance on more highway construction and expansion." Two weeks after the election, *Mass Transit* magazine reported that Seattle's mayor, Greg Nickels, said that Sound Transit should come back with another light rail plan for next Election Day.

The first test run of the South Lake Union Trolley occurred on October 29, and on November 12, it was announced that service would begin on December 14. Fares are to be \$1.25 to \$1.50.

PORTLAND, OREGON

In preparation for the start-up of service, which is scheduled to take place next September, the final railroad crossing reconstruction on the 14.7-mile Washington County Commuter Rail line was installed over the

weekend of October 26-28. Crews removed the existing rail, installed new rail, and resurfaced the crossings at SW Bonita Road. It will be the first commuter rail line in Oregon and will connect to the Beaverton Transit Center, which is served by MAX Blue and Red lines, nearly a dozen bus lines, and bus service at each station.

On October 31, Tri-Met announced that a name had been selected for this service, and would be made public at a ceremony to be held at the Beaverton Transit Center at 10 AM November 19. An invitation was on their web site, and light refreshments were to be served. The name that was chosen is WES, which stands for Westside Express Service and the Westsider. At the same time, it was announced that the opening date will be September 12, 2008.

OCEANSIDE, CALIFORNIA

Sprinter service between Oceanside and Escondido was scheduled to begin on December 28. The fact sheet on the North County Transit District's website reported that service would operate 7 days a week with 30-minute headways from approximately 4 AM to 8 PM on weekdays (64 trips) and hourly on weekends. The DMUs will have a top speed of 55 mph. Day Pass fares will be \$4 for adults, \$2 (seniors 60+ and disabled), and free for children 5 and under. Single trips are half of these amounts.

In early November, *Railway Age* reported that despite problems with computerized signal systems that have occurred during operational testing of the DMUs, NCTD officials still believe the Oceanside-to-Escondido service will still take place on December 28.

FROM THE HISTORY FILES

75 Years Ago: On December 21, 1932, the Philadelphia Transportation Company began operating trains in the Ridge Avenue Subway to 8th and Market Streets.

40 Years Ago: On December 2, 1967, the New York Central Railroad ended service on its premier train, *The 20th Century Limited*, Trains #25/26, which ran between Grand Central Terminal in New York and Chicago. The rival Pennsylvania Railroad's *Broadway Limited* Trains #28/29 continued through the Penn-Central era and were finally abandoned by Amtrak on September 9, 1995.

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

The First Trolley Line in Brooklyn and Queens

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same day.

BRT was angry that it spent thousands of dollars and it retaliated by refusing to give transfers at East New York. Passengers, who previously paid only a nickel, had to pay ten cents. The oldest cars in Brooklyn, some of which the company never expected to run, were assigned to this line. Service was poor and many cars

were overcrowded.

Service improved gradually, but the older cars, 1100s and 2500s, were in service most of the time.

Buses replaced the trolley cars on November 30, 1947, nearly 60 years after the first trolley cars appeared in Jamaica.

Our sources are *Jamaica Trolleys* by Vincent F. Seyfried, Edward B. Watson's trolley history in the April, 1981 *Bulletin*, and our own notes.

TECH TALK by Jeffrey Erlitz

After a long hiatus, I am now back. I am starting off with a photo essay of the new South Ferry Terminal station. Construction of the structural box for the station by Schiavone Construction is essentially complete and

now Judlau Contracting is doing the station finishing and systems work. These images were taken November 14 and proceed in a south to north direction. *Jeff may be contacted by email at jbe456@verizon.net.*



Looking north on Track 4A (northbound side) at the south end of the platform. The passageway to the Staten Island Ferry terminal can be seen above the track.



Looking north about 200 feet south of the north end of the platform. A lot of the ductwork for the air tempering system can be seen both on the platform and up on the ceiling.



Looking south on Track 4A at the north end of the platform. The skeletonized Type II track has already been installed and is awaiting the concrete pour. This is the only track installed so far.



Looking north on Track 4A north of the station. The double crossover is located roughly 300 feet north of the platform, just beyond the slight curve in this view.



Looking south at Tracks 4A and 1A from the location of the future double crossover.



Looking south at rails and half ties temporarily stored in the area of the future double crossover.

Photographs by the author

Around New York's Transit System

M Train Runs Bumping Block

On Tuesday, November 6, an **M** train hit the bumping block south of the Chambers Street station. The consist was (R-42) S-4731-0/4786-7/4625-4/4819-8-N. Some, if not all, of the cars received extensive damage.

Split D Service — With a Surprise

Over the weekend of November 10-12, a construction project caused **D** service to be split into two sections — between W. 4th Street and Coney Island, and between

205th Street and Second Avenue. At least two trains of R-40s ran on the northern segment. Thanks to members Bill Zucker and Bill Erland for this report.

Fare Increase Reduced

On November 20, MTA announced that a \$220 million increase in its balance for 2007 would result in less of a fare increase in early 2008 than planned. The \$2 base fare (which only 14 percent of NYCT's riders pay) will not be increased, and the proposed 6.5 percent MTA-wide increase in fares and tolls will be cut back.

PENN STATION REHABILITATION

Many years ago, the late Senator Moynihan obtained funds for a project to convert the James A. Farley Post Office in Manhattan to a Penn Station waiting room. This project has been on the drawing board for more than a decade.

Recently, the newspapers published the details of the latest plans for rebuilding the Post Office and rehabilitating Penn Station, which serves 550,000 passengers daily.

This \$14 billion plan, whose financing is uncertain, involves building a new above-ground hall over Penn Station and converting the east half of the Post Office into a station named after Senator Moynihan. It would be connected to the existing Penn Station by a tunnel under Eighth Avenue. Madison Square Garden, which is

above the existing Penn Station, would be razed and a new one would be built on the east side of Ninth Avenue between W. 33rd and W. 31st Streets.

Preservationists objected to the plan for two skyscrapers — one taller than the Empire State Building — to be built above the new Penn Station. The latest plan calls for several skyscrapers to be built in the area bounded by W. 29th Street, Fifth Avenue, W. 35th Street, and Ninth Avenue, if the City Planning Commission creates a special sub-district.

Construction of Moynihan Station and Madison Square Garden should be completed by 2011, but the Penn Station rehabilitation will not be finished until 2018.

SUBDIVISION "B" CAR ASSIGNMENT

The Subdivision "B" car assignment that went into effect on October 29, 2007 supersedes the February 18, 2007 assignment.

Effective October 29, 2007, morning rush hour **L** service was increased by two trains.

Upon delivery of the new R-160A and R-160B cars, 10 R-32s, 29 R-40s, and 67 R-42s were put on long-term hold.

The new assignment is as follows:

CARS REQUIRED OCTOBER 29, 2007

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	120 R-38, 208 R-44	120 R-38, 208 R-44	M	136 R-42	136 R-42
B	160 R-40, 90 R-40M	150 R-40, 80 R-40M	N	96 R-68, 110 R-160B	80 R-68, 110 R-160B
C	96 R-32, 48 R-38	88 R-32, 48 R-38	O	144 R-68A	144 R-68A
D	240 R-68	224 R-68	R	232 R-46	240 R-46
E	260 R-32	260 R-32	V	120 R-46	120 R-46
F	100 R-32, 280 R-46	100 R-32, 256 R-46	W	70 R-40, 8 R-68, 8 R-68A	70 R-40, 16 R-68, 8 R-68A
G	40 R-46	36 R-46	S (Rockaway)	12 R-44	12 R-44
J/Z	128 R-42, 24 R-160A	128 R-42, 24 R-160A	S (Franklin Avenue)	4 R-68	4 R-68
L	160 R-143, 32 R-160A	144 R-143, 32 R-160A			