The Bulletin



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The Bulletin

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HUDSON-BERGEN LIGHT RAIL TRANSIT SYSTEM OPENS IN NEW JERSEY ON APRIL 15, 2000 by James Mattina and James Dell'Oglio

After 15+ years of planning, arguments, routing changes, the usual "not in my back yard" syndrome, and 3½ years of construction, the Hudson-Bergen Light Rail Transit System finally became a reality on April 15, 2000. This is a very significant event for this part of the country. This is the first brand new light rail line (not counting Baltimore) that

opened in this region since 1935, when the Newark City Subway line opened. The initial segment that 7.5 totals opened miles (doubletracked) and operates from Exchange Place in Jersey City to 34th Street in Bayonne with a branch to West Side Avenue. Ultimately the line will total 20.5 miles.

The dedication ceremony was held at

the Liberty State Park station and was attended by Governor Christine Todd Whitman, two U.S. Senators, and four U.S. Representatives. Also in attendance were County Executives, Mayors, NJ Transit officials and 21st Century executives and staff who will be operating the line under contract.

Although the weather was miserable, with light drizzle all day, everybody enjoyed themselves. The weather did cut down on the crowds somewhat. The ribbon-cutting cere-

mony that officially opened the line was performed by the Governor and dignitaries at 11:18 AM. Confetti was shot into the air as the ribbon was cut.

The first trolley to leave southbound at the Liberty State Park station departed at 11:33 AM and consisted of cars 2028-2013. The second trolley departed southbound at 11:42

AM and consisted of cars 2010-2027. The third (VIP) trolley departed at 11:50 AM from the opposite track and was named the 21st Century Limited. It departed southbound with cars 2024-2025 and whisked dignitaries and invited guests away.

The public enjoyed free rides all day, until about 5 PM. A party atmosphere prevailed on the cars and everybody seemed enthused. What

is so nice is that this system is in our own backyard. All of us are used to seeing systems open all over the USA, from Salt Lake City to Portland, Oregon to Dallas, Texas to California, but this one is HERE!!! Anybody within 50 miles of the Statue of Liberty can easily get to this line. It was nice to hear an old-timer ask, "Isn't it nice to be riding the first trolley rather than the last trolley just before the line is abandoned?" More updates about the progress of HBLR in future *Bulletin*s.



More on Hudson-Bergen...Bruce Russell, Page 5

CULVER LINE (Edward B. Watson/Arthur J. Lonto Collection)

Owners:

February 12, 1870 Park Avenue Railroad Company founded

August 16, 1872 Greenwood & Coney Island Railroad Company founded

October 9, 1874 The above roads consolidated as Prospect Park & Coney Island Railroad Company
July 1, 1879 New York & Coney Island Railroad Company founded. It operated the Nortons Point Line

November 17, 1879 NY&CIRR Company leased to PP&CIRR Company

December 9, 1885 Street car division of PP&CIRR Company leased to Atlantic Avenue Railroad Company May 27, 1887 Street car division of PP&CIRR Company merged into the Atlantic Avenue Railroad Com-

pany

June 15, 1888 Prospect Park & South Brooklyn Railroad Company founded

January 1, 1890 PP&SBRR Company leased to PP&CIRR Company

July 20, 1891 PP&CIRR Company, NY&CIRR Company, and PP&SBRR Company leased to Long Is-

land Rail Road Company

June 17, 1899 PP&CIRR Company, NY&CIRR Company, and PP&SBRR Company leased to Brooklyn

Heights Railroad Company

February 28, 1907 Lease to Brooklyn Heights Railroad Company canceled

March 1, 1907 PP&CIRR, NY&CIRR, and PP&SBRR leased to the South Brooklyn Railway Company

March 16, 1919

June 7, 1923

June 1, 1940

New York Consolidated Railroad (a BRT subsidiary)

New York Rapid Transit Corporation (a BMT subsidiary)

Board of Transportation of the City of New York

June 15, 1953 New York City Transit Authority

Route Changes:

June 19, 1875 Trains hauled by steam locomotives started running on the surface from Gravesend Neck

Road and Gravesend (McDonald) Avenue to Ninth Avenue (Prospect Park West) between

19th and 20th Streets. Running time was 15 minutes

June 27, 1875 Extended to Coney Island

1885 agreement Most Culver trains routed via Long Island Rail Road at Parkville (Avenue I), probably to

65th Street Ferry. Long Island Rail Road trains from Queens operated to Brooklyn Jockey

Club near Avenue T with layover at Coney Island

June 7, 1890 Extended to the Union Depot at 36th Street and Fifth Avenue

August 5, 1895 New wooden incline opened north of Fifth Avenue and 36th Street and first service to Man-

hattan Beach was operated during the 1895 summer from Sands Street via the Fifth Avenue "L," the Culver Line, and the Long Island Rail Road's Bay Ridge and Manhattan

Beach Divisions

April, 1898 Rerouted to 39th Street Ferry instead of 65th Street Ferry
June 3, 1898 Resumed Manhattan Beach service over route described above

April, 1899 Crews were stringing trolley wire

July 10, 1899 Electric trains started operating from Park Row to Coney Island. All wooden cars were

equipped with shoes and trolley poles. When trains operated on the elevated structure, power was supplied from the third rail through the shoes to the motors. When the train descended to the surface, the Conductors raised the trolley poles, adjusted the single-pole

double-throw switch, and power was supplied from the trolley wire

October 2, 1899 Discontinued through Culver service to Coney Island
A Resumed through service from Park Row to Coney Island
Coney Island
Discontinued Manhattan Beach service described above

March 16, 1919 Trains started operating to Kings Highway via the new elevated structure on Gravesend

(McDonald) Avenue. Passengers transferred to trolley cars running to Coney Island

May 10, 1919 Service was extended to Avenue X, where passengers transferred to Coney Island-bound

trolley cars. The first train departed from Kings Highway at 12:32 PM and left Avenue X at

12:51 PM

May 1, 1920 12:01 AM—Service was extended to Stillwell Avenue. Many readers must have wondered

(Continued on page 3)

NEW YORK DIVISION BULLETIN - MAY, 2000 Culver Line (Continued from page 2) why the structure south of Avenue X was built with latticework girders. Here is the explanation. The BRT was always very economical. When the Fulton Street "L" was rebuilt, new girders were installed there. The latticework girders that were removed were apparently in good condition and were used to build the new structure south of Avenue X May 21, 1931 4 PM—Platform nosings were removed to allow steel cars to operate on the Culver Line. A B-type clearance train ran from Ninth Avenue to W. 8th Street May 22, 1931 2:30 PM—D-type clearance train operated on the Culver Line May 30, 1931 Nassau Street Loop was opened and the first Culver subway train departed from Chambers Street at 11:57 AM. Subway trains operated from Chambers Street to Coney Island in non-rush hours and Kings Highway in rush hours. Curtailed elevated service operated from Sands Street to Ninth Avenue in non-rush hours and Coney Island in rush hours June 1, 1940 Elevated service was curtailed due to abandonment of the Fifth Avenue "L." Wooden cars operated between Ninth Avenue and Coney Island during rush hours Track layout at Ditmas Avenue was rearranged. IND D trains provided through service to October 30, 1954 Coney Island and Culver trains were turned at Ditmas Avenue. After 10 PM October 29, 1954, Culver trains from Coney Island terminated at Ditmas Avenue and buses provided service to the 13th Avenue and Ft. Hamilton Parkway stations. After the track work was completed several hours behind schedule, the last Culver and the first D operated as follows:

	ARRIVE DITMAS AVENUE NORTHBOUND	LEAVE DITMAS AVENUE SOUTHBOUND
Last Culver	12:01 PM	11:45 AM, 11:57 AM (light), 12:09 PM (light)
First D	12:00 PM	11:57 AM

Buses continued running until Culver service to Ditmas Avenue was resumed early in the morning on November 1, 1954

May 28, 1959 December 12, 1960 Shuttles operated between Ninth Avenue and Ditmas Avenue

Single-track operation on the southbound track was in effect on the entire line because of a snow storm. It was made permanent on December 29, 1960

May 11, 1975

Service was discontinued between Ninth Avenue and Ditmas Avenue. The last train, whose consist was N-8525-4 (R-30), 8059-8 (R-27)-S, departed from Ninth Avenue at 11:54 PM May 10 and Ditmas Avenue at 12:06 AM May 11

ROUTE AND SECTION NUMBERS Route 49—Gravesend Avenue Elevated Line Section 1A 38th Street Cut to Section 1 (Culver) 1 Gravesend Avenue—37th Street to Bay Parkway 2 Gravesend Avenue and Shell Road—22nd Avenue to Avenue X 3 Shell Road—Avenue X to south of Van Sicklen Street

In 1935, the name was changed from Gravesend Avenue to McDonald Avenue.

CULVER LINE CAR ASSIGNMENTS by Bernard Linder and Bill Zucker

WOODEN CARS

Until Unification, June 1, 1940, convertibles 1000-1119 and various trailers provided most of the service. Cars 633-682 and 900-935 were also operated on this line. Starting in 1927, a few low-numbered 1200s and 1300s also appeared. After the Fifth Avenue "L" was abandoned on June 1, 1940, 1300s were assigned to the shuttle. The following cars were in service from 1945-1953: Trailers 76, 84, 139, 191, 193, 195, and 197, out of service about 1951; and 1300-4, 1308-10, 1312-7, 1325-6, 1328, 1330-2, 1334, 1337, 1341, 1346, 1357, 1378, 1386, 1392, 1397, and 1399. From July 1, 1953 to October 29, 1954 C-types 1500, 1501, 1503, 1506, 1514, and 1520-3 provided shuttle service.

STEEL CARS

Rush hour Culver trains displayed signs reading VIA BRIDGE THRU NASSAU LOOP VIA TUNNEL TO BKLYN. If this route description were printed on the small signs in cars 2000-2499, passengers would have had difficulty reading it. Therefore it was printed only on the large signs in cars 2500-2899 assigned to the Culver from

1931 to 1955. Starting October 3, 1955 ex-SIRT cars 2900-2925 and B-types 2500-2899 provided service.

The following cars were assigned to the shuttles operating between Ninth Avenue and Ditmas Avenue:

Ex-SIRT cars were replaced by modified Lo-Vs 4581 and 4583-4605 on August 20, 1959. Ex-SIRT cars were operated again from early 1961 until April 17, 1961. The ABs which replaced them were usually composed of two A cars and occasionally three B cars with the following exceptions: single-unit D-types 6023 and 6044 in September, 1964; 4-car R-27 train November 3, 1965; R-11s 8010 and 8014 November 9-13, 1965; R-9s 1640 and 1648 May 9-17, 1966; R-32s July 8-10, 1966; and 3-car R-16 train December, 1968. The R-16s, which replaced the ABs, continued running until about January. 1970. The R-1/R-9 museum cars appeared occasionally in the early 1970s and the R-27/R-30s with special shoes provided service until abandonment. Because the third rail was in the elevated position, these shoes had two pads, one for the subway position and the other for the elevated position.

FORMER YONKERS TRANSIT PRESIDENT SAMUEL SCHREIBER PASSES AWAY

Samuel S. Schreiber, who was President of Yonkers Transit, passed away on February 22, 2000 at the age of 91.

Mr. Schreiber, a civil engineer, was in charge of Cleveland's trolley system from 1938 to 1943. After moving to New York, he became a consulting engineer. He served as a special consultant to the trustees of the bankrupt Third Avenue Transit Corporation before he was appointed General Manager in April, 1950. At that time, the company's cash balance was at zero. The fuel bills and the payrolls could not be met until the crews delivered the fares collected on the buses. In January, 1950, Schreiber submitted a program which called for several remedial steps. The company took his advice and was able to show a profit of \$250,000 a month two years later.

After having solved the financial problems of Third Avenue's subsidiary, Surface Transportation Corporation, Schreiber decided to tackle another difficult problem, the Yonkers Railroad Company, which operated at a loss for several decades. The trolley cars were only

sixteen years old, but the tracks were in bad shape. In January, 1952, Schreiber stated that nearly 100% of the ties were rotted away and that complete replacement of rails would cost \$2,513,280 (\$148,000 per mile of single track). The bankrupt company had no choice; it decided to convert to bus. Schreiber eventually became the President of the reorganized Yonkers Railroad Company, whose name was changed to Yonkers Transit Corporation in 1960. The company made a profit for nearly 20 years. When it became apparent that the company would operate at a loss in 1972, Schreiber decided to retire. In an interview with Randy Glucksman, Schreiber informed him that the company was losing money because of declining ridership, loss of school contracts, no express buses or route extensions, and no subsidies for labor costs. The company, which had prospered under Samuel Schreiber's leadership, found that it could not survive without him. On August 5, 1972, three other companies started operating buses on Yonkers Transit routes.

HUDSON-BERGEN LIGHT RAIL LINE'S INITIAL SEGMENT OPENS by Bruce J. Russell

It finally happened. After approximately four years of construction, the initial 7.5 miles of the Hudson-Bergen light rail system, wholly within Hudson County and serving only Bayonne and Jersey City, began revenue service on April 15. The start-up date had originally been set for March 24, but some last-minute problems resulted in a brief postponement. The remaining 14 miles of the authorized system, which will take it north to Hoboken and beyond into Bergen County, will be completed according to how rapidly the engineers and contractors can accomplish their tasks.

Saturday, April 15 was not the bright, sunny day most people were hoping for. Instead it was drizzly, damp, and overcast. Nevertheless, festivities for the gals opening of the HBLR had already been arranged, and luckily at least the rain held off. A torrential downpour would have been a minor catastrophe. Although ceremonies were slated for a number of locations along the two branches of the light rail network, the most important one took place at the Liberty State Park facility in Jersey City. This is where the short West Side Avenue spur diverges from the main trunk extending southward to 34th Street in Bayonne. It is also adjacent to the site of the maintenance depot.

The main speakers were Governor Christine Todd Whitman, New Jersey's two Senators, Frank Lautenberg and Robert Torricelli, NJ Transit Executive Director Jeffrey Warsh, New Jersey Commissioner of Transportation James Weinstein (who served as Master of Ceremonies), and a host of others. One of them was Assemblywoman Rose Marie Heck, who headed the New Jersey State Assembly Light Rail Panel, sometimes referred to as the New Jersey Light Rail Task Force. During the mid-1990s she and other members of her group traveled to areas of the nation such as California where new light rail had been built. She was guickly sold on the concept of modern electric-powered street cars running over rights-of-way consisting of abandoned and underutilized railroad alignments as well as on city streets. Her efforts were a vital factor in convincing legislators that light rail transit, or LRT, was the way to go for the 21st century.

Two other important guests appeared on the dais at Liberty State Park. One was Douglas Bowen of the New Jersey Association of Rail Passengers, a lobbying group that seeks to promote much greater investment in rail-oriented mass transit rather than highways. During the early 1990s, when plans were being formulated to convert old railbeds in Hudson County into exclusive roads for buses, or "busways," he and members of his organization waged a publicity campaign promoting LRT. On a personal basis they spoke to many mayors and asked them whether or not they wanted buses tear-

ing through their communities, spewing forth noxious exhaust fumes and creating a perpetual noise. At one point a so-called "transitway" was suggested, which would have had both buses and light rail trains running on the same right-of-way, which would be paved but have rail tracks embedded in it. Bowen and his crew nixed this "compromise" idea immediately, and pushed harder than ever for a rail-only line that would restore service to Bayonne as well as reintroduce it to parts of Jersey City. The second individual present at the ceremony was the one who ultimately provided the essential leadership that gave the green light to LRT technology for the growing Hudson River waterfront, or "Gold Coast." This was Shirley DeLibero, the former Executive Director of NJ Transit, who began her career working on PCCs in the Boston area, subsequently graduating to Boeing LRVs. Now in charge of the Houston, Texas transit system, she recently obtained its approval to begin work on a seven-mile-long LRT route in that metropolis, where the automobile is presently the undisputed king of commuting.

NJ Transit Executive Director Jeffrey Warsh is unabashedly pro-train. In a recent interview in the Newark Star-Ledger, he guipped that, "buses are nice, but the future belongs to rail." In his remarks at the HBLR opening, he also stated that, "after years of decline, the rail industry in New Jersey is approaching a new renaissance, of which the Hudson-Bergen light rail line is living proof. It and other light rail projects being pursued will transform the state's quality of life, currently dominated by auto-laden congestion, attendant pollution, and road rage, into something far better. This is an exciting time and I look forward to future grand openings." Furthermore, his office just released a map of New Jersey's commuter rail network that indicates several routes over which no passenger service exists today. Four hundred new railcars have likewise been ordered.

Jersey City Mayor Brent Schundler, a Republican in a city where practically everyone is a Democrat, stated that the HBLR was a factor in his city's economic rebirth. Bayonne Mayor Joseph Doria was glad trains were back in his community.

At approximately 9:30 AM on Saturday morning, Governor Whitman arrived by limousine at the Exchange Place station of the HBLR, the present northern terminal pending extension to Newport Center later in the year. She and other elected officials and dignitaries boarded the two-car light rail train, which was sitting at the platform, a short distance across the street from PATH's rapid transit station. Once they were aboard, several of the onlookers present simply walked inside of the rear vehicle. On Opening Day no fares were being charged,

(Continued on page 6)

Hudson-Bergen Light Rail Line's Initial Segment Opens

(Continued from page 5)

but instead people were being handed commemorative tickets that they could have stamped April 15 at the cancellation machines.

Exchange Place in downtown Jersey City is steeped in electric railway history, and is therefore a fitting place for a light rail station. Until the years immediately following World War II, both streetcars and electric trolley buses passed through. Above the cobblestone streets was a maze of electric wires. The Pennsylvania Railroad had a terminal hear, which was used by both steam- and electric-powered runs. Below the surface ran the Hudson & Manhattan rapid transit trains. Colgate Products had a huge factory topped by a gigantic clock, which survives adjacent to the LRT line. After decades of decline Exchange Place, and all of lower Jersey City, is staging a strong comeback as a place of employment.

Saturday's ride wasn't the first aboard a HBLR train for Governor Whitman. On Tuesday, March 28 she had also taken a trip over the line along with Senator Lautenberg, who was responsible for securing more than half of the financing for the project from the federal government. Sen. Lautenberg is the ranking Democrat on the Senate Transportation Appropriations Committee and an ardent supporter of mass transit in the Garden State. On March 28. Governor Whitman stated that, "this light rail line will open up sites for development that until now have been virtually inaccessible." Also on board for that trip was Martin

Robins, Director of the Alan M. Vorhees Transportation Center of Rutgers University. He explained how the concept of light rail was born in the 1970s, when engineers began marrying new technology with the traditional street car. The last trolley cars manufactured in the United States were delivered in 1952 to San Francisco.

Several hundred spectators at the Liberty State Park station greeted the inaugural two-car light rail train as it arrived from Exchange Place on Saturday morning just prior to 10 AM. Tents had been erected, and beneath them NJ Transit employees were giving out literature about the new service. One was a special newspaper-type booklet describing the HBLR and including the text of the speeches given from the podium. Besides a map, there was an article entitled Vision into Reality — The History of the Hudson-Bergen Light Rail Line that explained how the state's light rail panel was established in 1993, and of how the 21st Century Rail Corporation was chosen not only to design and construct the line, but also to operate and maintain it for a 15-year period. Thus, while NJ Transit actually owns it, another organization working on its behalf supplies the drivers and other essential personnel. Interestingly, the roving fare inspectors who make certain every passenger has in his or her possession a valid ticket do work directly for NJ Transit. The 21st Century Rail Corporation is owned 70% by Raytheon and 30% by Kinki Sharyo. Raytheon did most of the actual building of the line. while Kinki Sharyo supplied the 29-car fleet and erected the shop facility. I was in-

DETAILS OF HUDSON-BERGEN SCHEDULES by Knuckles Knusman, New York Division Staff Analyst

As a DBOM (Design-Build-Operate-Maintain), Hudson-Bergen must conform to the service standards set up by NJ Transit. The standards call for service between the hours of 5:30 AM and 1:00 AM the following day, seven days a week. Service is to operate on a basic 15-minute headway to each of the two terminals (34th Street in Bayonne and West Side Drive in Jersey City), providing a combined 71/2-minute service north of Liberty State Park. This basic service operates from 5:30 AM until 10 PM (11 PM on weekends). After that hour, service between Exchange Place and 34th Street runs every 20 minutes until the final trips around 1 AM. West Side Drive trips are operated as a shuttle every 20 minutes with an across-the-platform connection with the through trains at Liberty State Park.

On weekdays the basic schedule is augmented with peak hour headways of 6 minutes (12 on each branch) during the hours of 6:30 to 9:30 AM and 3:30 to 7:30 PM. Outside of those hours, the basic 7½/15 headway is operated. Basic service requires 8 cars, while 10 are required for peaks. Four cars are needed to operate the night pattern: 3 on the south line and one on the West Side shuttle. With a 29-car fleet, the operation has plenty of spare cars to serve future extensions.

NJ Transit decided that the line would open with the weekend service schedule operating seven days a week. Plans are to implement the weekday schedule with the peak 6-minute headway about a month after start of service. Barring any change of plans, this should begin sometime in mid-May.

Although pre-revenue service was operated with two-car trains on some days as a test of this type of operation, 21st Century does not plan on regular train operation for quite some time. Single cars will be the rule.

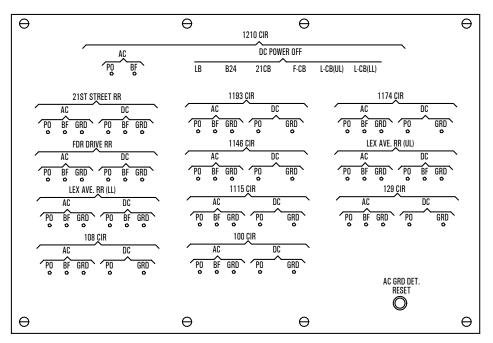
For those who are statistically minded, the initial schedule requires 21 train operators, four yard "hostlers" and one "relay" operator who assists with reversing trains at Exchange Place during peak schedule operation. Trains are relayed, or shunted up to a single-track section at the future Harborside station, where they cross over and return south for their next trip. There are also 11 "relief" operators who provide coverage during the scheduled days off of the regular operators. Even on the short initial segment of line, the eight cars operate a total of 1,503 miles in service every day.

TECH TALK by Jeffrey B. Erlitz

In 63rd Street Connection news, a milestone was reached in early March with the completion of track construction of Tracks T-1 and T-2. It is now theoretically possible to operate diesel-powered trains on either track through the entire connection. In fact, the Track Geometry Car was operated over all of the new switches at the future 36th Street Interlocking early in March. Third rail has been nearly completely installed but has yet to be welded together. Installation of tunnel lighting is progressing from the 21st Street end towards 36th Street but none of it is functioning yet. Though all of the insulated joints at signal locations have been installed as part of the track installation work on T-1 and T-2, much work of this nature remains to be done on the Queens line tracks. In February and March the contractor started stringing signal cable, especially between Queens Plaza and 36th Street. Temporary walkways have been installed over the Track T-1 and T-2 ramps to assist in laying signal cable across the roof of the subway to get into the 36th Street Relay Room. Many Track Cases and

stop mechanisms have been dropped off along the right-of-way and some are now bolted into place. Track Cases are the boxes located between tracks and columns that contain various signal hardware. The signal equipment, if I have not already mentioned it in a previous column, is being supplied by Union Switch & Signal.

Contrary to the original signal contract drawings, the relay room at 21st Street-Queensbridge does *not* have a Maintainer's Control Panel as shown in the chart of remotely controlled interlockings in the July, 1999 *Bulletin*. Unlike the other interlockings that 21st Street controls (FDR Drive, Lexington Avenue-Upper Level, and Lexington Avenue-Lower Level), this relay room only has a Maintainer's Indication Panel. There is, however, an interesting Indication Panel located inside 1210 CIR, which is right next door to the 21st Street Tower. This Central Instrument Room has a panel that *only* shows the various power indications and has no track diagram. This panel is shown in the diagram below:



For each location, there are indications for both AC and DC power. For each type of power, there are indications for power off (PO), blown fuse (BF), and ground (GRD). For some reason, which I will try to find out, the Central Instrument Rooms (CIRs) do not have indications for a DC blown fuse like the Relay Rooms (RRs) have. The double circle near the lower right corner of the panel is the AC Ground Detector Reset button. At this point I'm not sure what the various DC power-off indications for 1210 CIR mean. I would guess that the third through sixth indications (read from left to right)

refer to 21st Street, FDR Drive, Lexington Avenue (Upper Level), and Lexington Avenue (Lower Level) Relay Rooms.

By the way, you may wonder how the Central Instrument Room at 21st Street got its name, "1210." Central Instrument Rooms are named for the nearest stationing number, rounded to the nearest hundred. Therefore, 1210 CIR is located near stationing 1210+00 on this line.

Jeff Erlitz may be contacted via e-mail at jerlitz@pipeline.com .

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

When the Wassaic extension opens on July 9, Metro-North plans to place its two stations, Tenmile River and Wassaic, in the same fare zone as Dover Plains. A public hearing will be scheduled as required under Section 1266 of the New York Public Authorities Law.

After picking up copies of the April 2-July 8 timetables (General Order No. 104), I noticed that the recently constructed eastern stairway was open. So, 1½ years after the re-dedication of Grand Central Terminal, I was finally able to walk on it. At the top of these stairs is Métrazur, a pricey restaurant.

On April 8, Metro-North took possession of the three FL-9s that the Long Island Rail Road had been using since August 22, 1994. 300-302 could be placed into service in the near future.

MTA Metro-North Railroad (West)

Renovation of the Spring Valley Rail Station building was completed in January. MTA Real Estate is negotiating with possible vendors to occupy the building.

In connection with the above, member Barry Zuckerman reported some observations on the Pascack Valley Line. "In the past few weeks I have noticed construction activity on this line. It was one thing reading about the proposals the past few years, it is quite another thing to see actual construction starting, on a project that undoubtedly will turn the line that has seen increased ridership into a very different kind of service than has been offered for decades...To the south of the existing yard (across Maple Avenue) materials, including re-bars and pipes have been delivered, and are laying along the yard lead. Just west of the Spring Valley Station, a oneblock portion of the Piermont Branch, toward Suffern that has not seen any trains for years, has had new ballast installed. My guess is this track is to be made serviceable for storage of work equipment during construction."

Connecticut Department of Transportation

According to the *New Haven Register*, the State of Connecticut has determined that train service could be added to Shore Line East at no cost. By using trains that normally "deadhead", there could be five more eastbound and seven westbound runs each day. DOT officials are looking into this suggestion, which came from a constituent of State Senator William Anikovich, an advocate of the increased service. As it stands now, these "reverse-commute" trains would not stop at Branford, Guilford, Madison, Clinton, and Westbrook until station improvements are made at these locations.

As of late March, there was still no news from Amtrak on how it plans to replace the original Guilford station, which its forces demolished on February 23. Thanks to member David A. Cohen for these reports.

MTA Long Island Rail Road

New timetables, under General Order No. 606, went into effect on March 20, to provide for midday track work programs where one of the two tracks were taken out of service as follows:

- Main Line Hicksville and Farmingdale replacement of track ties
- Hempstead Queens Village to Garden City installation of continuous welded rail
- Far Rockaway Valley Stream to Far Rockaway installation of third rail protection boards

Adjustments were made to the departure times of trains, wherein they now operate earlier and with additional running time on these branches, and also to a number of midday eastbound and westbound trains from Flatbush Avenue.

Additional service has been added to Long Island City. Montauk Branch trains arriving at Hunterspoint Avenue at 7:26 AM (#2735) and 8:36 AM (#2703) have been extended to Long Island City. Train #664 to Port Jefferson, the 5:47 PM from Hunterspoint Avenue, now departs from Long Island City at 5:30 PM. No additional through trains using dual-mode locomotives were added to the timetables this time around.

Schedules were also changed to seven overnight trains between one and 32 minutes, with some trains operating earlier or later than previously. By doing this, weekday and weekend service during the overnight period became uniform and easier for customers to remember.

Long Island Rail Road employees were notified via General Notice on March 31, that with full implementation of the C-3 (bi-level) cars, new C-3 car markers have been installed on the Oyster Bay Branch.

Another one of the Long Island's diesel coaches is being preserved. Member Larry Kiss found 2993 on a siding in Riverhead, on the property of the Railroad Museum of Long Island. Built in 1955 as a 120-seat coach (2978), it was rebuilt in June, 1977 as a bar car, and has no seats. Larry believes that this car was selected so that it could easily house displays.

It was unexpected when President Tom Prendergast submitted his resignation as of May 1. He had been appointed to the position on September 1, 1994, and led the Long Island through years of complaints by riders over the deteriorating condition of the now-phased out diesel coaches. Mr. Prendergast is joining a consortium where he will head a group that is bidding to take over the maintenance of London Underground.

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Commuter Notes

(Continued from page 8)

NJ Transit

There are plans to add up to six passing sidings to the Pascack Valley Line. As required by law, the Final Draft Environmental Impact Statement (DEIS) has been released for public comment. These ±2,600-foot long sidings will permit NJ Transit to increase train service and will permit reverse peak and hourly bi-directional offpeak to be operated. "Allison" and "Andrea" have been designated as "primary" sidings, the others as "secondary" sidings. Ridership increases are expected with the opening of the Secaucus Transfer Station in 2002, and these sidings will permit an expansion of service. All construction will take place within the existing right-of-way, and the freight siding at Carlstadt will be rebuilt to the east of the present siding. Larry Kiss tells me that until sometime around the early 1940s, the line was double-tracked as far as Hillsdale.

SIDING	BETWEEN	MILE POSTS
Long	East Rutherford and Wood-Ridge	7.8-9.4
Green Street	Teterboro and Essex Street	11.8-12.1
Allison	Anderson Street and North Hackensack	14.2-14.7
Susan	Oradell and Emerson	18.6-19.1
Victoria	Park Ridge and Montvale	23.9-24.3
Andrea	Pearl River and Nanuet	27.1-27.6

NJ Transit scheduled meetings during March, in Mercer and Somerset Counties, in the next step towards considering a restoration of service on the CSX-owned West Trenton Line. This will lead to an Environmental Assessment to determine the feasibility, potential impacts, and benefits of restoring passenger service on this 26-mile line. Service would begin at the existing West Trenton station, terminus of SEPTA's R-3 Regional Rail line. At the northern end, it joins the Raritan Valley Line at Bound Brook. Four intermediate stations have been proposed: I-95, Hopewell, Belle Mead, and Hillsborough. With the end of passenger service on December 30, 1982, there were two intermediate stations: Hopewell and Belle Mead. NJ Transit proposes to schedule five trains during the AM and PM peak periods, offering 30-40-minute headways to/from Newark.

While still years away from passenger service, NJ-ARP reported on a meeting that was held last October to discuss the results of the Northwest New Jersey-Northeast Pennsylvania Major Investment Study. This study recommended rail service between Scranton, Pennsylvania and Hoboken, New Jersey via the "Lackawanna Cut-off," with trains entering Hoboken over the Morris & Essex Lines, although the ultimate

goal is to have trains running directly into Penn Station New York. Initial planning has three rush-hour trains (AM eastbound, PM westbound) plus one midday trip in each direction. Through service is also planned for weekends and holidays, but the focus is on "commuter" service, although with a three-hour trip time, this form of transportation is not competitive with bus or car travel. In the 1980s Conrail removed the tracks and sold most of the "Cut-off" right-of-way between Slateford Junction and Port Morris.

Improved access to Penn Station Newark came about on March 16, when NJ Transit dedicated its new Raymond Boulevard entrance. Located on the New York end of the platform, these staircases/escalators will permit a better distribution of passengers.

With the purchase of 4,084 square feet and 16 feet of air rights, a dedicated entrance to Penn Station for NJ Transit will be created at the corner of Seventh Avenue and W. 31st Street. The new entrance will have an elevator, additional escalators, and stairways. NJ Transit spent \$4.25 million to acquire this property, which will have construction completed in the fall of 2001.

Users of the Plainfield station on the Raritan Valley Line will benefit from award of a \$7.9 million contract. New high-level platforms will be installed and the inbound station building will be rehabilitated, along with the pedestrian tunnel. Two new elevators will be built, and lighting and benches will be upgraded. Construction should be complete by August, 2001.

At the end of March, work on the Secaucus Transfer Station was 69% complete. On the Montclair Connection, which is scheduled to be in service by mid-2001, the contractor, J.H. Reid, completed drilling 90% of the 375 catenary foundations that will be required along the Boonton Line, and this portion of the project is at the 25% completion stage. J.H. Reid was awarded a \$9.5 million contract (Contract 2) for construction of the actual rail connection, which will be 1,500 feet in length and have two tracks. Believe it or not, this connection has been planned since 1929!

I decided to take my first ride on the Newark City Subway since pantographs were installed atop the cars. By the way, the trolley poles were not removed. There are signs of construction activities at various locations. At Orange Street, the outbound track has been relocated to the right to enable a center island platform to be built. On April 3, passengers started using a new outbound platform, which is just before the street crossing and parallel to the inbound platform. A center island platform is also being constructed between Heller Parkway and Franklin Avenue. Both stations will be closed when this one is placed into service. The PCC cars, which average 52 years of age, still run exceptionally well, and 24 of the original 30 cars are still extant - car 16 is assigned to work service. One of the operators told me that he heard that there could be a three-week shut-

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down this summer, similar to the two-week closure that occurred last year. Also, the new cars will likely be introduced after Labor Day, so get your photos and videos now.

The usual weekend bus replacement of trolley service was suspended for Easter weekend.

Within the week prior to its April 15 opening, timetables for the Hudson-Bergen Line were made available. These timetables follow the format of the commuter rail lines, and have teal as their color. The same level of service will operate every day: 7-8 minutes on the portion between Exchange Place and Liberty State Park, which equates to a 15-minute headway on each branch. Ceremonies were held at 10 AM on April 15, at the Liberty State Park station. Governor Whitman headed the list of dignitaries who were in attendance.

Amtrak

Work was to begin in March on upgrading the 78-mile Guilford-owned trackage in New Hampshire and Maine, which would enable Boston-Portland passenger service to begin this summer. However due to delays, a fall start-up is expected at the earliest.

Amtrak will convert three more of its surplus F-40s into *Cab-Baggage* cars for this service. 213, 214, and 220 will become 90213, 90214, and 90220. Thanks to *Cinders* for this information.

After the first month of *Acela* service, 43,028 passengers were carried, an increase of 50% over 1999. Trains ran on-time 85% for the month, although after the first week, it was 90%.

Port Authority Trans-Hudson Corporation

PATH recorded a ridership of 67.3 million in 1999, and that has not been seen since 1947, when the Hudson & Manhattan Railroad operated the system. The average weekday ridership is 231,000 and 159,900 on weekends. 1929 holds the all-time record with 112.3 million riders.

On April 3, work began on upgrading the 23rd Street uptown station, which was to be closed for six weeks. This is the last of the uptown PATH stations that will receive new coats of paint, floor and wall tiling, and improved lighting and signage. When this is completed, workers will shift over to the downtown side.

The former H&M powerhouse in Jersey City has been listed as one of ten historic sites that are facing extinction. This assessment comes from Pat Huizing, Executive Director of Preservation New Jersey, and appeared in the New Jersey section of *The New York Times* of March 19. In the November, 1999 *Bulletin*, I wrote that a local resident was seeking to have this building designated as a historic building.

Alan Kramer reports that all PA-4s now have had red interior door lights installed, and with that, PATH has embarked on yet another project. 815, 835 and 888 now

sport red diode lights both inside and on the outside of the cars, and also have backlighted outside destination signs above the doorways, which are red on a black background. Apparently PATH wants to reduce the use of light bulbs and switch over to the diodes, which have a longer life span.

Port Authority of New York & New Jersey

Since its delayed opening on May 31, 1996, the Newark Airport Monorail has been shut down several times for repairs. However, the next planned shutdown is expected to last three months and will begin after Labor Day. The problem this time are cracks in metal elements which caused rusting, and damaged the heating elements that prevent ice from accumulating on the rails. Repairs are expected to cost \$25 million, and will be paid for by Adtranz, the company that designed, built, and maintains this 1.9-mile line. During the closure, 32,000 daily passengers will be inconvenienced by having to add to their travel times. Buses will be used. The article in the **New York Times** New Jersey Section of April 1 detailed the different problems that have plagued the monorail, and mentioned the neverused people mover that was built at Hartford's Bradley Field. The two cars have been loaned to the trolley museum at Warehouse Point, Connecticut.

Metropolitan Area

With the failure of the Port Authority-sponsored *Air-Train* project to provide a one-seat ride into Manhattan, the Empire State Development Corporation (ESD) has issued a Request for Expressions of Interest (RFEI) entitled *Management, Operation and Development of A One-Seat Ride from John F. Kennedy International Airport To Midtown Manhattan.* In the report's introduction, which was issued in January, ESD states that it would like to build on the success of these two transportation initiatives – the *AirTrain* and the Farley-Penn Station projects — and to that end it is looking for a public-private partnership to achieve this goal. ESD Chairman Charles A. Gargano also has senior-level positions with the agencies that are building these two projects. Reponses were due March 17.

The RFEI states in part: "In major cities around the world, direct rail connections between airports and metropolitan areas have been successfully implemented to provide an attractive and convenient option for air travelers. Providing the traveling public in New York with a high quality, state-of-the-art, one-seat ride rail connection from Midtown to JFK is a priority for New York State."

Some of the RFEI proposals are:

- Construction of new spur rail tracks connecting the LIRR mainline at Jamaica to the AirTrain system, separated by approximately 200 yards
- Use of the existing LIRR mainline, AirTrain, and the newly constructed spur (#1) to create a direct rail connection to Farley-Penn Station and JFK, ap-

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proximately 17 miles

- A one-seat ride that would also allow AirTrain light rail service between Jamaica Station and JFK, and a future one-seat ride subway connection at Howard Beach, and a stop at Jamaica
- 4. Development of rolling stock that can safely operate on the light rail *AirTrain* system and meet Federal Railroad Administration crash standards for heavy rail vehicles on the mainline
- A baggage sorting room and baggage conveyor system at Farley-Penn Station

The end result would mean a one-seat, 25-minute connection time between Farley-Penn Station and JFK, with trains scheduled every 15-20 minutes. (It should be noted that until May 8, 1950, Long Island Rail Road Rockaway Beach Branch trains provided a 28-minute ride from Penn Station to Howard Beach, while making stops at Woodside, Rego Park, Parkside, Brooklyn Manor, Woodhaven, Ozone Park, and Aqueduct.) Services that would be provided to travelers are key here and it is anticipated that the following would be provided: airline ticketing, baggage check-in, automated ticketing, on-board passenger information systems, and other quality customer services. Farley-Penn Station is being designed to accommodate the one-seat ride trains as well as mail-by-rail traffic from JFK. When implemented, some of the approximately 35,000 truck trips per year could be eliminated. AirTrain is budgeted for \$1.825 billion.

New York State

Another long-abandoned rail line will be coming back into passenger use. With the award of a \$2.5 million grant from the New York State Department of Transportation, the Adirondack Rail Preservation Society will start work immediately to rebuild the 11-mile former New York Central line between Lake Placid and Saranac Lake. Passenger service could possibly available as early as this fall. The project is an offshoot of the much larger plan to re-establish passenger rail service along the 118-mile line between Remsen and Lake Placid. Another \$4.6 million will be used to make structural improvements, including the upgrade and stabilization of track and bridges and the clearing of brush and trees. Passenger service along that stretch, however, is still a few years away. These projects are aimed at attracting tourists to the Adirondacks. The Remsen-Lake Placid line was abandoned by Penn-Central more than 30 years ago and then acquired by the state in 1974. The Adirondack Scenic Railroad operates tourist trains on the southern end of the route, between Utica and Thendara, but the last time the entire line was totally operational was during the 1980 Olympics and for a year or so afterward.

Rest in Peace

It is significant news that in a period of just three months, the transit industry lost five men who impacted on transportation in our region, including two ERA members, George Krambles and Gordon J. Thompson. Obituaries of three of them appeared in the *Bulletin*: George Krambles, 84 (March), November 24, 1999, Samuel S. Schreiber, 91 (this issue), February 1, 2000, and Daniel T. Scannell, 87 (April), February 22, 2000. Harold L. Fisher, who died on December 26, 1999 at the age of 89, was best known as (the third) Chairman of the MTA, a capacity in which he served between 1977 and 1979. Governor Rockefeller appointed him as one of the first members of the Board of the MTA. Gordon J. Thompson, who was 70, was Rockland County's Transit Coordinator, where I had the opportunity to know him. He also worked for the Niagara Frontier Transportation Authority and as a consultant on various transit projects around the nation, including the Hudson-Bergen LRT.

USA Today reports that the amount average household spends on public transportation varies by region: Northeast - \$587, West - \$511, Midwest - \$345, and South -\$243.

Other Transit Systems

Toronto, Ontario, Canada

Beginning May 1, GO Transit riders began to benefit from service improvements, including a reintroduction of weekday all-day train service along the Lakeshore Line between Burlington and Oshawa. From May, 1992 to July, 1993, there had been hourly service on weekdays and weekends between Burlington and Whitby, until funding reductions forced a cutback as far as Oakville and Pickering. There will be a new express train to Mississauga, Oakville, Burlington, and Hamilton. Weekend train service will continue to be provided between Oakville and Pickering only, with bus connections farther west to Hamilton and east to Newcastle. Since 1992, average weekday ridership in this corridor has increased by 31%, or nearly 20,000 passenger trips a day. Two new trains have been added between Markham and Toronto, and one new train between Toronto and Richmond Hill. (GO also recently put on two more trains between Bramalea and Toronto.) The Stouffville line is the GO Train network's second-fastest growing corridor with a 32-percent increase in ridership last year. Two new weekday trains have been added to the shoulders of the traditional rush hour, serving all stations between Markham and Union Station, with bus connections for Stouffville and Uxbridge. It will have a bus connection to Oak Ridges, Aurora, and Newmarket.

The Greater Toronto Services Board, which oversees GO Transit, approved the budget for the year 2000 which also called for a fare increase on April 17, the first one since May, 1998. These revenues will help to pay for these C\$1.6 million worth of service improvements. Price of all tickets and passes will go up based on an

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increase of 15 cents to every adult one-way ticket. Last year, the number of passenger trips was about 7 percent higher than 1998's total of 35.9 million.

Boston, Massachusetts

The Greenbush Line, the third of the Old Colony Lines, has not been built due to lawsuits by Town of Hingham officials. In early March it was thought that an agreement had been reached wherein the MBTA would construct a \$40 million rail tunnel under Hingham Square, and set aside \$750,000 in an "impact" fund to pay for any costs associated with construction affecting Hingham Square. When town officials refused to drop their federal lawsuit, the MBTA withdrew both offers. The article from the **Boston Globe**, sent by member Todd Glickman, reported that the other two Old Colony Lines, Middleborough/Lakeville and Plymouth/Kingston, are thriving.

Members George Chiasson and Todd Glickman emailed reports on March 28, that the MBTA has backed down and decided not to award the maintenance contract to Bay State Transit Services. This contract became very political when members of the current Amtrak union sought and received support from politicians in Massachusetts and in Washington, D.C. Members refused to apply for jobs with Bay State, and there were questions as to whether the new company could find enough qualified workers, even though it had planned to cut the work force by 200, to 400. The MBTA was hoping to save \$116 million over the length of the five-year contract. It appears that the MBTA may attempt to renegotiate its contract with Amtrak and realize some savings.

Haverhill/Reading received a new timetable during March, with an effective date of January 10, and the Spring 2000 Subway Service timetables will be in effect from March 25–June 23.

Philadelphia, Pennsylvania

Recent issues of Cinders have news that will be of interest to our members. Between January 17 and February 24, SEPTA received five cars (2550-2554) from its 10-car Bombardier order. Upon arrival of the sixth car. testing was to begin. SEPTA will own 45 push/pull cars, which provides for six, 7-car trainsets plus three spare cars. A new R-2 Wilmington/Newark timetable was issued on April 2, to coincide with the opening of a new station at Churchman's Road, which is north of Newark. Six trains that normally operated to Wilmington have been extended to Newark. All other timetables will be replaced on May 21, in conjunction with NJ Transit. The \$140 million Keystone Corridor Program to rebuild the Philadelphia/Harrisburg mainline will provide \$50 million for new and reconditioned rolling stock, with the remainder going for track, signal, catenary and station improvements. PennDOT promises that this service will use electrified trains and operate from Suburban Station in Philadelphia, rather than 30th Street. SEPTA is seeking Federal funding to purchase 60 new trolley buses (ETBs). SEPTA's board was to vote on awarding a contract for 12 articulated low-floor trolleys with an option for up to 60. Thanks to member Glenn Smith for providing copies of *Cinders*.

Sometimes ideas for stories for this column don't come from my usual sources. While watching "Dateline NBC" on April 4, I saw a story on train crashes. The reporter was at the Pueblo test center, where earlier in the day a two-car train was deliberately crashed into a wall at 26 mph. This test was the second in a series to determine safety standards for rail cars. Former SEPTA Silverliner 248 and one other car, the number of which could not be determined, were used. Video cameras were placed at many different angles to record the action. Last November, 244 was used in a one-car crash test, to view what happens to passengers (crash dummies) who were seat-belted in and those who were not. The results were very dramatic. Next fall, another test will be conducted where cars will be used in a head-on collision. It is expected that tougher standards for interior design will come out of this testing, and they will be applied to new orders. A retrofitting of older cars can be expected. Officials were concerned about the ease with which seats, luggage racks, and other interior objects became loose as a result of the collisions.

Pittsburgh, Pennsylvania

Work began in March on Stage II, a total reconstruction of the Overbrook and Drake Lines, as well as upgrading of the Library Line. PAT also plans to purchase 28 new LRVs, and do a mid-life overhaul of its 55 LRVs. Closed in 1993 due to its deteriorated condition, the first phase of work to reconstruct the 5.5-mile Overbrook line began this spring, and involves building five major bridges and six stations, and double-tracking old singletrack segments. Improvements to the 5.3-mile Library Line will include improved power and signals and the addition of a major park-and-ride lot at Library. Planned reconstruction of the 1.2-mile Drake Line, which runs from Bethel Park to the Drake Loop in Upper St. Clair, includes a proposed park-and-ride lot at Drake. If all necessary funding can be obtained, the Overbrook section, along with improvements to the Stage I system, could be completed in the year 2004. Completion of the Library and Drake Lines is contingent upon future funding availability. In the 1980s, 13 miles of PAT's Light Rail Transit System were modernized under Stage I.

Washington, D.C. area

Member Steve Erlitz reported that a train of bi-levels entered service (unofficially) on Brunswick Line Train #875, on March 17, but the following Monday, #875 had its old equipment back. It seems that CSX had restricted them to 15 mph on crossovers — it lasted one day. In an email dated March 22, Steve wrote: "They

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were officially dedicated on Brunswick today. I am not sure what train they came in on but tonight, the four cars were on #879, the 5:10 PM all stops to Brunswick, which used to be four regular cars." Introduction of these cars was not without problems. On March 24, Steve reported on the first bi-levels on Camden Train #852, with consist: E-64-7816-7812-7895-7850-W. Over the next few days Steve sent updated reports on the equipment transition. "As of tonight (March 28), it looks like there were no Heritage cars left on the Camden Line. I saw the equipment for four of the five sets and all were Sumitomo, or bi-levels; even my three-car train was all Sumitomos. On March 29, there were two fourcar sets on Brunswick (#979 and #883), one on Penn (6 cars), and ours. Oh, and I just got off a four-car train with three Heritage (cars;) so much for that...However, none were the ex-PRR 22-roomette cars which have the "school bus" seats. I saw some of those in storage in D.C. today." We hope to present a roster of these cars in the very near future. Those who attended the Division's "Farewell to the ACMUs" trip on August 1, 1998, saw some of these cars on adjacent tracks at the Kawasaki plant in Yonkers.

Due to emergency track repairs necessitated by a derailment of a CSX freight car in the single-track Howard Street tunnel in Baltimore, MARC's Camden Line service suffered significant delays starting March 6. While MARC trains do not travel in this tunnel, freight trains that backed up on the Camden line, waiting to go through the tunnel, caused delays to MARC. In order to make repairs, train speeds were reduced, and since there would be no relief throughout most of the month, MARC offered a 50% refund to passengers who decided not to ride its trains for the balance of March. CSX decided to perform work now that had been planned for later in the year.

VRE's second bi-level train entered Fredericksburg service on March 20, on Trains #302/303. *Florida*

Tri-Rail's OTP for 1999 improved to 90.5%, an all-time high. Just one year earlier, it was 85.3%. The goal for this year is 92%. There is an ongoing project to add a second track to the remaining sections of the single-track line by 2005. So far, 12 of the 71 miles are double-tracked. In 1998, an agreement was reached with rail corridor officials that changed the way trains were operated along the South Florida Rail Corridor by outlining operating windows, dispatching priorities, and performance goals. Tri-Rail hopes that all of these initiatives will provide a better service to its customers. Thanks to member Joe Gagne for the report from the *Sun-Sentinel*.

To maintain its locomotive fleet, Tri-Rail has begun a program to upgrade four of its ten locomotives. 805 and

808 are being shipped to Motive Power Industries (formerly M-K) in Boise, Idaho for an overhaul. Upon their return, 807 and 809 will be sent.

In the April *Bulletin*, member Karl Groh reported about the new streetcar in Tampa. Member Dennis Zaccardi sent photos of the traction-orange car, numbered 428, and signed TAMPA/YBOR.

Chicago, Illinois

During early March, Harold Geissenheimer visited Chicago, and also the new streetcar system now under construction by the City-owned Kenosha Transit System. He filed the following report: "This is a 2-mile counter-clockwise loop on 54th and 56th Streets connecting the METRA station with the Lakefront on land donated by Chrysler when the auto plant closed. The land has been cleared and new streets and utilities installed. The site will be redeveloped for new housing and recreation and will include the new Kenosha Public Museum. The line is a mix of center reservation and street running and includes a passing siding on 56th Street and a new multi-track car barn on 54th Street. Five PCC cars have been acquired from TTC and are presently stored in Pennsylvania. They will be mounted on ex-CTA rapid transit PCC trucks in Kenosha. Trackwork is complete and poles are now being erected with simple trolley wire to follow. All construction is heavy-duty and the entire area will be very attractive. There is a downtown transfer station on 56th Street where all routes meet. An attractive four-page newspaper schedule and map has been issued. A fast-food restaurant near METRA has a display case with the history of trolleys in Kenosha."

Ft. Worth, Texas

A revised schedule for extending the Trinity Railway Express from the present terminal in Irving was recently announced: Richland Hills/East Ft. Worth Station – September 2000; Intermodal Transportation Center at 9th and Jones Street – July 2001; Texas & Pacific Station – Late October 2001. Some of the reasons that contributed to this later schedule include a redesign of a nearby storm sewer changes requested by Amtrak, delayed approvals from the state's Historic Preservation Office, and I-30 construction of a bridge and the need to keep Amtrak in the Santa Fe Depot before track work can be performed to reroute service to the T&P station. Thanks to member Karl Stricker for the news from *Passenger Transport*.

Phoenix, Arizona

Harold also reported about the newest city in the United States to approve a light rail system. This came about after Phoenix voters approved a 20-year sales tax to raise \$2.9 billion to grow the bus system, provide Sunday service, and spend 35% on new light rail lines. The initial line will be 12 miles from Tempe via Central Ave to Chris-Town Mall by 2006. Twelve more miles will be added by the year 2016. Passage of Proposition

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2000 means the sales tax charged in Phoenix will increase to 7.5 percent from 7.1 percent, or an additional tax of 4 cents on a \$10 purchase.

San Francisco, California

Attention Brooklyn Trolley Fans! Harold was in San Francisco and rode the first revenue car to Fisherman's Wharf. He telephoned to report that 1053, in the Brooklyn paint scheme of green and silver, was given this honor. All service was being provided by PCCs, and there were no Milan or historic cars running that morning. At about midnight Friday, the last F line cars ran to the Transbay Terminal.

Karl Groh sent a report that he received via member and Muni employee Phil Craig, from railfan motorman Peter Ehrlich. "This weekend and on Monday, March 7, SFMR 1 & 130, along with ex-Melbourne 496 were pressed into service with two-man crews to act as 'gap fillers' between the Ferry Building and Fisherman's Wharf. And Muni doubted that anyone but railfans would ride it!"

A report from the following weekend noted that service had been improved, and with a beautiful sunny weekend, riders showed up. "Although six cars were added, they were still not enough. There were no missing runs. For the St. Patrick's Day parade, all nine of the regular PCCs ran from 11th Street to Castro for about 5 hours. That left five extra cars to serve Ferries to the Wharf: Milan's 1834 and 1793, Melbourne 496, Illinois Terminal 1015, and Cincinnati 1057. Each car took about 40-45 minutes to make a round trip. Again, there were huge crowds, and about 3:30 PM, 1793 had to pass up patrons waiting at Sansome/Chestnut and Greenwich. All cars consume up to 5 minutes just at the Pier 39 stops."

The Boston & Maine Railroad once had a large fleet of RDCs, most of which went to work for the MBTA. Beginning in 1982, many were overhauled by Morrison-Knudsen and converted into push/pull coaches. In 1992, twenty-one of the "Boise Budds" as they became known, four of which were control cars, were sold to the Virginia Railway Express for its start-up. Ten additional cars arrived in 1994. Through the years, some of these cars were leased to MARC and Metro-North, which subsequently purchased two. Now comes word that Caltrain is leasing 12 coaches and two control cars to use on San Francisco baseball specials related to the opening of the new stadium there. Amtrak will move the cars on its trains, two at a time.

Stockton, California

Altamont Commuter Express has added a trip to its morning schedule. Effective February 21, when Train #01 arrives in San Jose, it will depart at 6:45 AM as Train #96, operating express to Pleasanton. Upon its 7:43 AM arrival, it will turn for Train #95, and depart 10

minutes later. Stops will be made in Fremont and Great America, with a 9 AM arrival in San Jose. ACE has added this "turnback" train in order to secure a slot for a third train, which it anticipates adding this summer, when new equipment arrives.

Los Angeles, California

The next section of Metro's Red Line, the 6.3-mile North Hollywood extension, will open to the public on June 24, with three new stations: Hollywood/Highland, Universal City, and Lankershim/Chandler. With this opening, the Metro Rail system will have nearly 60 miles of rail (17.4 miles in subway) and 50 stations. Free rides will be offered on the entire Red Line subway system for the weekend of June 24/25.

Metrolink's 47th station, and the third in the City of Santa Clarita, opened on March 20. Celebrations were held on Saturday March 18. The station is located in the Newhall section of the city, and is named to honor Jan Heidt, a former founding Metrolink Board member and Santa Clarita councilwoman, who for years, has been a strong advocate for Metrolink. Thanks to member Phil Hom for these reports.

San Juan, Puerto Rico

Trén Urbano's first two cars were delivered to the island on February 25. After ceremonies, they were taken to the Martínez Nadal Shops, where the other 72 cars will also go upon delivery. The article from the *San Juan Star* refers to Trén Urbano as The Urban Train, which is the literal translation from Spanish. Each car seats 72 and is designed for 110 standees, and they are being built by Siemens at its Sacramento, California plant. Opening of the first 10.6-mile section is set for this November. A very complete article about the Trén Urbano can be found in the January-June, 1999 *Head-lights*.

From the History Files

50 Years Ago: On May 8, 1950, after another trestle fire, the Long Island Rail Road terminated its trains at Hamilton Beach. Rockaway Park was then served by running trains over the Far Rockaway Branch, a more circuitous routing. Direct service returned on June 28, 1956, when the Transit Authority began running trains over a rebuilt concrete structure. Trains operated to Rockaway Park and Wavecrest. Service was later extended to a new Far Rockaway station.

40 Years Ago: On May 27, 1960, the Philadelphia Transportation Company placed its Budd-built "Almond Joy" cars into service on the Market-Frankford "L." An order of 220 M-4 Adtranz cars replaced the fleet, and the last Budd cars ran for the ERA's 1999 convention.

10 Years Ago: On May 29, 1990, Shore Line East service began between Old Saybrook and New Haven. Some trips were extended to New London on February 1, 1996.

News items concerning <u>commuter</u> operations may be e-mailed to NYDnewseditor@aol.com.

TRACK CONSTRUCTION FORECAST FOR MAY, 2000 IN THE NYC TRANSIT SYSTEM by David Erlitz

Hello again. Remember last month I told you there would be a lot of work coming this summer? Well I had so much to choose from and so little time to write this, so I picked out what I thought would be of the most interest to you. There are major projects going on in all three divisions. On the IRT, the Clark Street station will be closed from the end of April to the middle of August for station elevator replacement. Also this summer we will see a panel job on track Y-1 from Dyre Avenue to E. 180th Street, and there will be a weekend shutdown on the Flushing Line from Queensborough Plaza to Times Square early in the month. On the IND, the Jay Street switch job is coming to an end, but there will be major switch renewal jobs around Avenue X and 47th-50th Streets. Also, there will be weekend shutdowns of the

53rd Street Tunnel, which will create another photo opportunity due to the fact that the E and R will be combined from 95th Street to Jamaica Center, signed up as "R." The F will also operate in two sections, one from 179th Street to 34th Street-Broadway via the 60th Street Tunnel, and the other from Stillwell Avenue to 42nd Street-Sixth Avenue, relaying from south of 42nd Street to 34th Street. On the BMT we are finally finishing up the Canal Street switches with a concrete pour at the beginning of the month. We will also have a Williamsburg Bridge shutdown the first weekend in May. There will be a lot more stuff happening in the BMT in the summer that I will be giving you in future articles. Until then, enjoy and remember that anything can be cancelled or moved.

DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
4/17 to 5/26	Nights	#1/#2/ #3	Track B-4 N/O 34 th Street to S/O 72 nd Street	#1 via Track #3 express from n/o 34 th Street to S/O 72 nd Street	Demolition and electrical work
4/17 to 7/14	Nights	#2	Track F-2 S/O 110 th Street to N/O 96 Street	Single track via Track #3 from S/O 110 th Street to N/O 96 th Street	Install tunnel lighting
5/1 to 5/19	Nights	#1/#2/ #3	Track V-1 S/O 23 rd Street to N/O Chambers Street	S/B via Track V2 express from S/O Times Square to N/O Chambers Street	Remove asbestos, install cables and conduit
4/28 to 8/14	24/7	#2/#3	Clark Street station closed	N/B & S/B trains bypass station	Elevator replacement
5/2 to 5/5	Nights	#1	Track BB-4 S/E 145 th Street to N/E 168 th Street	N/B via Track M N/O 137 th Street to 145 th Street, then single track. via Track #1 to N/O 168 th Street	Install conduits, wires, boxes, and fixtures
5/1 to 5/5	Days	#3/#4	Track E-4 S/E Junius Street to S/O Utica Avenue	#4 - Woodlawn to Atlantic Avenue #3 short - 148 th Street to Utica Avenue #3 regular - single track Junius Street to Utica Avenue	Steel rehabilitation
5/8 to 5/12	Days	#3/#4	Track E-1 S/O Utica Avenue to S/E Junius Street	#4 - Woodlawn to Atlantic Avenue #3 short – 148 th Street to Utica Avenue #3 regular - single track Junius Street to Utica Avenue	Steel rehabilitation
5/6 to 7/16	Days	#5	Track Y-1 S/O Dyre Avenue to N/O E. 180 th Street	#5 - Bowling Green to 149 th Street- Grand Concourse #5 Shuttle - exclusive use on Y-2 Dyre Avenue to E. 180 th Street	Type III panels
5/2 to 5/20	Days	#4	Track J-4 N/O Kingsbridge Road to N/ O Bedford Park Boulevard	N/B via track M N/O Kingsbridge Road to S/O Mosholu Parkway	Rail renewal
5/5 to 5/8	Wkend	#7	Tracks C-1 and C-2 at Grand Central	#7 - Main Street to Queensborough Plaza Bus – Vernon-Jackson to Queensbor- ough Plaza 42 nd Street Shuttle operates all week- end	Install V-beams
4/17 to 5/17	Days	A/H	Track F-3 S/O Howard Beach to N/O Broad Channel	A – 207 th Street to Lefferts Boulevard Shuttle #1 - Far Rockaway to Rockaway Boulevard Shuttle #2 - Rockaway Park to B. 67 th Street	Acceleration testing of new cars

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Track Construction Forecast for May, 2000

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DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
4/18 to 6/5	24/7	Shuttle	Switches #121A and B N/O 47 th -50 th Streets	No moves from B-5 to B-1	Switch renewal
4/24 to 5/5	Nights	F	Track B-1 S/O Fifth Avenue to SE of 42 nd Street	S/B F via G	Switch renewal
4/26 to 5/7	24/7	F	Switches #9A and B and #51A and B N/O Avenue X	No effect on service	Switch renewal
4/26 to 5/12	Days	F	Track B-3/4 SE Avenue X to S/O Kings Highway	From 11 AM to 2 PM every other F will turn at Kings Highway	Switch renewal
4/29 to 5/7	Wkndys	F/Bus	Tracks B-1, B-2, B-3/4, and B-6 S/O Avenue U to S/O Neptune Avenue	F – 179 th Street to Kings Highway Bus – Kings Highway to Stillwell Ave- nue	Switch renewal
5/2 to 5/5	Nights	E	Tracks A-1/A-2 S/O Canal Street to SE World Trade Center	S/B E terminates at Canal Street, relay to A-5 spur, in service n/b from A-4 Canal Street	Tie block renewal
5/13 to 6/5	Wkend	E	Tracks A-1/A-2 S/O Canal Street to SE World Trade Center	E combined with R 95 th Street to Jamaica Center for 53 rd Street closure	Tie block renewal
5/1 to 7/28	Days	F	Track B-3/4 S/O Ditmas Avenue to N/O Kings Highway	No effect on service	Brake stopping distance tests for revenue and work trains
5/5 to 5/8	Wkend	B/B Sh./ Shuttle	Tracks B-6/T-1/T-2 S/E 57 th Street to N/O 21 st Street-Queensbridge	B – Stillwell Avenue to 57 th Street-Sixth Avenue B Shuttle – 21 st Street to 57 th Street- Seventh Avenue via T-2/G-4	Fire line removal
5/13 to 6/5	Wkend	B/E/F/R Sh.	Tracks D-3/D-4 S/O 50 th Street- Eighth Avenue to S/O Roosevelt Ave- nue	Major service changes too numerous to mention	Install cables in 53 rd St. tubes
4/29 to 5/1	Wkend	N/R	Tracks A-2/B-2/B-4 S/O 34 th Street to N/O Whitehall Street	N South - N/B via Sixth Avenue to 21 st Street-Queensbridge, S/B from 21 st Street to 57 th Street-Seventh Avenue and normal N Shuttle – Ditmars Boulevard to 34 th Street-Broadway	Concrete pour for Canal Street switches
4/29 to 5/7	Wkndys	В	Tracks D-1/D-3/DC-1 S/O 36 th Street to S/O Bay Parkway	S/B via E-4 Sea Beach express	Install signal equipment
4/25 to 6/16	24/7	L	Switches #9/10/11 and Track Q-3/4W S/O Eighth Avenue to N/O Sixth Avenue	No effect on service	Switch renewal
5/5 to 5/12	24/7	N/R	Track B-3/4 Whitehall Street	Whitehall Street drop-outs will discharge And relay s/o Canal Street	Demolition and installation of structural steel
5/5 to 5/8	Wkend	J	Tracks J-1 and J-2 on the Williams- burg Bridge	J – Jamaica Center to Marcy Avenue J Shuttle – Essex Street to Chambers Street Bus – Marcy Avenue to Essex Street	Survey and punchlist work
5/8 to 5/20	Nights	B/N/R Sh.	Track F-1 NE Pacific Street to N/O 36 th Street	B/N S/B via F3 from Pacific to 36 St. R Shuttle – 95 St to 59 St. only	Plate and tie block renewal

Ni = Nights, Daily = Days, Wkend = Fri to Mon Continuous, Wkndys = Sat/Sun Days

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Hudson-Bergen Light Rail Line's Initial Segment Opens

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formed that NJ Transit bus drivers were not permitted to bid for jobs on the HBLR, the instead 21st Century Rail Corporation hired personnel directly and handled all aspects of their training.

Other forms of literature, some in Spanish, were also available in the tents. In addition, thousands of white baseball-type caps were handed out lettered for Hudson-Bergen Light Rail. Furthermore, because a warm day had been anticipated, NJ Transit had bought tens of thousands of bottles of water, which were available at no cost. However, since the day turned out to be chilly and rainy, they really were not needed.

Employees of NJ Transit, 21st Century Rail Corporation, Raytheon, and other forms involved in the construction of the HBLR were present. All were willing to answer questions about the new service. A large contingent of NJ Transit police was likewise in attendance to make certain everything occurred as it was intended. While the less-than-ideal weather kept the crowds down, there were still loads of people. Beginning at noon, when the first regular trip pulled out from Exchange Place, every train on both the Bayonne and West Side Avenue branches was filled to overflowing. Food vendors were set up at most of the stations, selling a wide range of items at above-average prices. However, NJ Transit had popcorn machines producing free popcorn. This was certainly a nice gesture. At the station situated at Martin Luther King Boulevard on the West Side Avenue branch, there were gospel singers as well as a rhythm and blues band. Interesting, across from the LRT stop is the former Jersey Central Railroad Jackson Avenue passenger station, which last saw trains in 1948. Originally riders descended stairs form the level of the street to that of the platforms, where they boarded trains destined for either the ferry terminal or for points west such as Kearny and Newark. Until 1946 this double-track line was a through route from Jersey City to Newark with hourly service during the day. It competed with the Hudson & Manhattan Railroad, now PATH. When 21st Century Rail Corporation was rebuilding it for LRT, the decision was made to fill in the depressed cut and bring the tracks to the surface level, where they cross Jackson Avenue (now Martin Luther King Boulevard) at grade. The reasoning was that people would be afraid to board LRT at a platform situated in a ditch where they could be victims of crime. The old station, which later served as a church and as a restaurant, is now abandoned. Nevertheless, across the street from it, adjacent to the LRT stop, a new shopping mall is almost finished, a sure sign that the rail service is helping to revitalize one of the city's poorest neighborhoods.

In an April 12 article appearing in the **Jersey Journal** titled Safety on the Line - Isolated Stations Prompt Some Concerns, the issue of passenger security on the HBLR was addressed. It stated that although closed circuit television cameras have been installed at all of the system's stations, their area of surveillance is limited to only a small portion of the platforms. On the other hand, the cameras in use on Baltimore's LRT routes possess wide-angle lenses that can survey the entire platform at each stop. This makes riders feel much safer. Jersey City Police Director Michael Moriarty advised the Jersey Journal that it would be impossible to permanently station police officers at any of the HBLR's stops. Instead, officers will park their cruisers and walk to stations during their rounds. Hopefully this will create sufficient deterrence to any would-be muggers. John Rooney, Deputy Chief of the Bayonne Police, commented in the same article that since the LRT alignment is entirely above-ground, police will have clear views of the tracks as well as boarding areas. And finally, when someone pointed out that the station at West Side Avenue in Jersey City had stairwells where a criminal could hide, NJ Transit agreed to install mirrors that would passengers see around blind corners.

On Saturday, as the first LRT trains began running, protestors appeared along Essex Street. This is the short section where traditional street running occurs. and where catenary gives way to trolley wire. Many carried placards denouncing the light rail system with expressions such as, "Trolley Trauma is Deadly." Obviously their views represent a minority position. Furthermore, just west of their supposedly historic dwellings, new four-story, Victorian-style apartment houses are being built, whose main selling point will be proximity to the HBLR. Those occupying them will be able to walk out of their doors and board a modern, Japanesemanufactured trolley car that will take them to PATH, the trans-Hudson River ferries, and by the end of the year to the Newport Shopping Center and other stores. They will not have to spend money to purchase, maintain, and insure automobiles so they can fight traffic to and from their places of employment.

Presently, the only street running segment of the HBLR is along Essex Street and just south of the Jersey Avenue station, as well as next to the Hudson River at Exchange Place. The welded rail is set in deep concrete whose surface is paved with artificial Belgian block stones. Between ornate lighting fixtures span cables are strung, which carry the 750-volt DC trolley wire.

Curiously, in the vicinity of Essex Street, the HBLR runs practically on top of the north bank of the Morris Canal, which ceased operation in 1924. Much further west, in Newark, the City Subway utilizes the bed of the same waterway for 4.5 miles.

All of the stations were decorated with colorful bunting in red, white, and blue. Signs lettered Grand Opening

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Hudson-Bergen Light Rail Line's Initial Segment Opens

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were likewise prominently displayed. Many of those who were present had cameras and were snapping photographs of the big 88-foot-long articulated light rail cars. On Opening Day every train was composed of two cars, but once regular service began the Bayonne trains had two units while those running to West Side Avenue consist of only one, except during rush hours. Although the fleet comprises 29 vehicles, only 10 are be required to provide service over the initial 7.5 miles (see sidebar. Page 6). As more trackage opens, the number in daily use will naturally increase. Sixteen similar cars built by Kinki Sharyo have been delivered to the Newark City Subway and are now in storage at its new shop complex in Bloomfield. In mid-summer they will replace that line's existing fleet of PCCs. The main difference between these and those on the Hudson-Bergen is the wheel flanges. On the City Subway, which has no street running portion, the flanges are deeper. Otherwise the vehicles are about the same.

NJ Transit has issued a timetable for the HBLR line, and copies were available at the tables under the tents on Opening Day. (See sidebar on Page 6 for schedule information.) The top speed of the trains is 55 mph, but this will only occur on the Bayonne spur, where distances between stations are longer. Elsewhere they will move at approximately 18-20 mph. The trains have both horns and gongs, and during the testing period in March I noticed that most horn usage was on the West Side Avenue spur. There have been some complaints about this from people living near the tracks. Since the Bayonne leg is entirely grade-separated and occupies what used to be the Jersey Central's four-track mainline, horn blowing is not necessary.

On my first ride the impression I had of the light rail vehicles themselves was favorable. At each end there is a raised section, since they are considered 70% rather than 100% low-floor. Passengers must step up to these areas. The seats were comfortable, with half facing forward and half backward. There were maps of the system prominently displayed. The windows were large, enabling riders to observe the rather nondescript scenery. On the Bayonne segment the entire line parallels the New Jersey Turnpike. An old Jersey Central signal tower still survives. The West Side Avenue spur is more interesting. Since the original Jersey Central blasted its way through the solid rock spine running through Jersey City, the LRT also is located in a deep cut. This same rock formation runs north, eventually becoming the Palisades. All of the railroads going to the Hudson waterfront had to blast their way through it or build tunnels. At Journal Square in Jersey City it is very visible. Also along the West Side Avenue line can be seen houses dating to the 1870s with ornate mansard roofs. At one time this neighborhood was well-to-do, but began a slow decline during the 1930s that accelerated after World War II. Until the late 1930s it had street car routes galore, all operated by Public Service.

During Opening Day I spoke to a couple of people from Hoboken. They were upset that the plans of the HBLR through that city were altered. Originally the LRT was to have reached the former Lackawanna Terminal by running along Observer Highway. The track would then have run adjacent to the Hudson River along River Street and Frank Sinatra Drive to Weehawken, where they would have accessed the West Shore Railroad right-of-way. This would have had the trains running where 80% of Hoboken's people reside. Instead, certain elements fought the LRT, and plans were changed so that now the LRVs will reach Hoboken Terminal on its south side via a long viaduct from Newport Center. This means that if local residents want to ride the system, they must go to Hoboken Terminal for boarding. Both of these individuals were bemoaning the fact that with the Newport Viaduct now under construction, it is impossible to go back to the original scheme for the HBLR to pass through Hoboken along the river, permitting riders to reach its trendy restaurants and redeveloped piers. I thought to myself, "Tough luck, guys - your city had a chance for something really good and blew it."

The politicians who made speeches during the April 15 opening were bipartisan in their comments. Both the Republicans and the Democrats strongly favored expansion of the HBLR into other areas of northern New Jersey. The extension specifically mentioned by Sen. Torricelli was from Ridgefield Park to Hackensack along the Susquehanna Railroad right-of-way, with a possible further extension to Saddle Brook, where a park-andride station could be built adjacent to the Garden State Parkway. The "Susie Q" right-of-way, which had passenger trains until 1966, is wide enough to accommodate two tracks. This extension, already referred to as the "Cross County" LRT, would have a joint station with NJ Transit's Pascack Valley Line in Hackensack. Furthermore, many legislators now want the timetable for completion of the HBLR to Ridgefield Park accelerated greatly. They desire trains rolling by 2005, not 2010.

As I traveled south towards Bayonne on the two-car light rail train, I marveled at how well the trackage and overhead had been built. The rails are entirely welded, creating a steady, smooth, vibrationless ride. My movie collection contains films of trolley cars running over private right-of-way taken during the 1940s by the late Sid Silleck, an ERA member. In them the cinder ballast, jointed rail, and trolley wire supported by telephone poles are evident. The old wooden, clerestory roof cars go by "rockin' and rollin'" at speeds of about 15 mph. Public Service in New Jersey and the Connecticut Company both had lines like this. As I closely examined the

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Hudson-Bergen LRT, I thought of Sid's movies. How far we have come in terms of building street car lines over private rights-ofway!

The initial 7.5 miles of the Hudson-Bergen light rail line were not cheap to build, considering the fact that hardly any right-of-way had to be acquired through expensive, time-consuming condemnation proceedings. In addition, there ated in tunnels with underground stations.



are no portions situ- Senator Frank Lautenberg helps inaugurate the Hudson-Bergen light rail line at the Liberty State Park station, April 15, 2000. David Ross photograph

Only one substantial new structure exists. This is the double-track flyover that carries the line over what used to be Conrail at the Jersey City-Bayonne border. At the

34th Street station in Bayonne, I could look south towards the end of the peninsula. All that is needed to ex-

tend service is for trackage to be installed. This is certainly a "no-brainer." On a final note, this article concludes my reportage of the nowrunning Hudson-Bergen light rail system. I wish to give thanks to Bulletin Editor-in-Chief Bernard Linder for allowing me to cover this fascinating story and the members know what progress has been made since early 1997. Special thanks also go to David Ross for his proofreading, grammatical and spelling corrections, and re-

typing. Both of these fine gentlemen have labored long and diligently for our organization.

OTHER 21st CENTURY LIGHT RAIL NEWS by Bruce J. Russell

An organization known as Southern New Jersey Light tled regarding this controversial project. Rail Group will build and operate the planned diesel- The extension of the Newark City Subway over the June of last year a contract was sign for 20 low-floor, PCCs to wind up in San Francisco. diesel-powered vehicles to be manufactured by a con- Work is also set to begin in downtown Newark on the fices and shops. As of this writing, much remains unset- story!

powered light rail line between Camden and Trenton. former Erie Railroad Orange Branch remains under con-Most of the route will be over a former Conrail, ex- struction. The new shop complex is almost finished, and Pennsylvania Railroad freight line between the two cit- the 16 light rail vehicles that will replace the 1946ies. Until about 1960 the route had limited passenger vintage PCCs have been delivered. NJ Transit intends to service, including the New York-Atlantic City Nelly Bly. retain three PCCs and dispose of the remainder. Their NJ Transit bought the 35-mile line about a year ago, and last runs will probably occur this summer, so get your will completely reconstruct it for use by LRT trains. In pictures now, I expect some of the line's ex-Minneapolis

sortium of Adtranz Switzerland and Stadler Fahrzeug extension of the 4.5-mile City Subway to the Lacka-AG. It will take about two years to get this line going, wanna Station, a distance of about one mile. The light since electrification will not be included. Stations will be rail vehicles will emerge from the tunnel around Mulberry simple, and the line will be single-track with passing sid- Street near the Broad Street station and run on a surings — at least initially. There will be street running in face alignment. This will mark the return of electric street Camden, which will permit the trains to go from the cars to Newark's business district. They last operated in southern terminus adjacent to the Delaware River oppo- 1938, when the #43 route to Jersey City was replaced site Philadelphia to the point where the ex-Conrail track- by all-service trolley coaches. Elsewhere in Newark, age is accessed. In Trenton the line will terminate at the planning is going forward on the Newark-Elizabeth Rail NJ Transit passenger station, although there is discus- Line, or NERL. It will involve considerable street running sion of street running so riders can reach downtown of- with the tracks set in a central median. But that's another

Around New York's Transit System

Unauthorized Covering of Glass in Full-Width Cabs

When cars with full-width cabs first appeared, our readers were unhappy that they could no longer enjoy an unobstructed view of the tracks and signals ahead. But they were still able to see a portion of the right-of-way by looking through two windows until the crews covered the windows with cardboard.

Recently they were ordered to stop covering the windows of the interior doors in full-width cabs. These windows were placed there to increase passenger security by allowing them to see the crew and the adjacent car. Glare on the Train Operator's windows must be reported to supervision and entered on the car defect sheet.

Test of Pilot Valve and Deadman's Valve

When trains arrive at a terminal or are short-turned, Train Operators must stop the train, leave the reverser in the forward position, and release pressure on the Master Controller Handle. If the train does not go into emergency, it must be taken out of service and sent to its maintenance shop for repairs.

Train Operators preparing trains for service must test Pilot and Deadman's Valves on both ends of the train. When trains are relayed, brakes must be applied in emergency before the second Train Operator takes control of the train.

Safety Sunglasses

All operating personnel must wear safety glasses when they are on duty. Train Operators and Conductors may wear sunglasses in outdoor areas after sunrise and before sunset. If they wear them in the subway or at night, they will be subject to disciplinary action.

Employees must wear approved sunglasses with gray lenses.

100th Anniversary of Subway Groundbreaking

A re-enactment was held in Grand Central Terminal on March 24, to mark the 100th anniversary of the ceremony held in City Hall Park for the start of construction of the IRT Subway. The ceremonial Tiffany Shovel, which has been on display at the Museum of the City of New York, can be seen as a temporary exhibit in the Transit Museum Store (the ceremony was held in front of it). Several Division members were in attendance. After speeches by MTA Chairman E. Virgil Conway, NYCT Senior Vice President Joseph Hofmann, and Tom O'Neill, CEO and President of Parsons Brinckerhoff, each took his turn at placing a shovelful of dirt from a cart into a "silk" top hat, as was done a century earlier. William Barclay Parsons, for whom the company was named, was Chief Engineer of the IRT.

Lexington Avenue Express Train Derails

At about 7:40 PM on April 12, 2000, three cars of a 10-car #5 train carrying about 1,800 passengers derailed near the 68th Street station. No serious injuries were reported, and normal service was restored in time for the next morning's rush hour.

The culprit was a piece of rail that broke and caused R-29s 8697-6 and R-28 7889, which were in the middle of the train, to derail. The rail had been installed in 1993, which makes it relatively new. An investigation was underway at press time to determine what caused the rail to break.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

A mixed train of four R-68 and four R-68A cars was observed on the B line during April.



And away we go! Celebrants crowd aboard the first Hudson-Bergen light rail train following the Opening Day ceremony, April 15, 2000.

David Ross photograph