

# The Bulletin



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

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## **The Bulletin**

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For general inquiries, contact us at [era@inch.com](mailto:era@inch.com) or by phone at (212) 986-4482 (voice mail available). ERA's website is [www.electricrailroaders.org](http://www.electricrailroaders.org).

### **Editorial Staff:**

#### **Editor-in-Chief:**

Bernard Linder

#### **News Editor:**

Randy Glucksmann

#### **Contributing Editor:**

Jeffrey Erlitz

#### **Production Manager:**

David Ross

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## **LAST STATEN ISLAND TROLLEY CAR RAN 70 YEARS AGO**

*(Editor's note: This article was omitted from the January issue because of a lack of space.)*

Most of our readers, including your Editor-in-Chief, never saw or rode Richmond Railways' Staten Island trolley cars, which were replaced by buses 70 years ago in January. The predecessor company, Richmond Light & Railroad Company, was incorporated on August 18, 1902. Like most other street railways, this company could not make a profit on a 5-cent fare because of the post-World War I inflation. The receiver, who was appointed on April 28, 1920, raised the fare without permission from five cents to eight cents on May 6, 1920, after which the Board of Estimate and Apportionment revoked the company's franchise. Although Richmond Light refused to pay the fee for lease of tracks on the ferry viaduct and a percentage of the receipts, the franchise was never tested in court. The Receiver was discharged on August 1, 1923. The company was reorganized as Richmond Railways on June 30, 1927 and all remaining ties with Staten Island Edison were cut.

There were only three people — the Motorman, a Dispatcher, and a reporter — on car 300, the last Staten Island trolley car operating on the Silver Lake Line. On the outbound trip, the Motorman stopped his car two blocks short of the Clove Road terminal because of bad track and a pole leaning towards the track. The Dispatcher walked two blocks to the terminal, found no one waiting, and returned to the car. The reporter paid the last 8-cent fare on the car, which arrived at the ferry at 1:15 am January 26, 1934.

## **THIRD AVENUE RAILWAY PURCHASES STATEN ISLAND TROLLEY CARS**

When Richmond Railways started planning to substitute buses for its trolley cars, it was unable to sell the 22 older cars stored in its Brook Street barn, but it was able to sell 25 newer cars, 401-425, built by Osgood Bradley in 1924, to Third Avenue Railway.

To transfer the trolley cars to their new owners, tracks were built to connect the Richmond Terrace trolley tracks with the railroad tracks at Proctor and Gamble's Port Ivory docks. Trolley wire was strung over this connecting track. When 14 trolley cars were transferred to the dock on January 13, 1934, the crews were unable to load the cars because the barge was higher than the dock. It was loaded by pouring water into the tanks. After the barge was loaded, it wended its way to E. 125<sup>th</sup> Street and the East River, where the cars were loaded on trucks and transported to Third Avenue's car house.

The cars were renumbered to 1201-1225. Foot brakes and treadles at the rear doors, similar to the equipment in Third Avenue's cars, were installed. Because the ends were not tapered, the cars were assigned to the Webster and White Plains Avenue Line, which had only two sharp curves. Two former Staten Island cars were not allowed to pass each other on the curve at Gun Hill Road and Webster Avenue. The first car was in service on January 6, 1934 and all 1200s were running on May 7, 1934. The former Staten Island cars appeared regularly on Webster and

*(Continued on page 15)*

## FOURTH AVENUE SUBWAY HEADWAY TABLES by Bernard Linder

### BROADWAY-MANHATTAN SERVICE

WEEKDAYS					
Date	Midnight	AM Rush	Midday	PM Rush	Evening
November 17, 1949	20	5, 6	8	4	8
November 29, 1951	20	5, 6	10	4	10
June 26, 1952	20	5, 6	10	4	10, 12
December 10, 1953	30	5, 6	12	5	10, 12
May 2, 1957	20	5, 6	12	5	10, 12
January 3, 1961	20	6	12	6	10, 12 15
November 27, 1967	20	4	10	4	12
August 30, 1976	20	5	10	5	12
October 2, 1978	20	4	10	5	12
November 26, 1984	20	5	10	5	12
April 28, 1986	20	6	10	6	12
November 23, 1987	20	8	10	8	10, 12
December 12, 1988	20	7	10	7½	10, 12
*May 28, 1991	20	8	10	8	10, 12, 20

\*Still in effect April 28, 2003

### BROADWAY-MANHATTAN SERVICE

SUNDAYS			
Date	Morning	Afternoon	Evening
October 24, 1949	10	8	8, 10
December 2, 1951	10	10	10
June 29, 1952	10	10	10, 12
June 28, 1953	12, 10	10	10, 12
December 13, 1953	15, 12	12	12, 15
November 26, 1967	12	10	10
October 31, 1971	12	12	12
November 11, 1973	15, 12	12	12
May 21, 1989	15, 12	10	12
May 26, 1991	15, 12	10	12, 20
July 26, 1992	15, 12	10	12, 20
November 13, 1995	15, 12, 10	10, 8	12, 20
April 27, 2003	12	12	12, 20

### SUMMER SUNDAYS 10-MINUTE HEADWAY

1961, 1962	Morning, afternoon, early evening
1963, 1964	4 hours — late after- noon, early evening

### BROADWAY-MANHATTAN SERVICE

SATURDAYS			
Date	Morning	Afternoon	Evening
October 23, 1949	8	8	8
June 30, 1951	8	8	8, 10
December 1, 1951	10*	10	10
June 28, 1952	10*	10	10, 12
December 12, 1953	12	12	12
January 7, 1961	12	12	12, 15
September 21, 1963	12	12	12
December 2, 1967	8	8	8, 10
November 6, 1971	10	10	12
June 1, 1991	10	10, 12	12, 20
August 1, 1992	10	10	12, 20
November 18, 1995	8	7, 8	12, 20
July 28, 2001	8	8	12, 20
May 3, 2003	12	12	12, 20

\*8 minutes AM rush

### NASSAU STREET SERVICE

WEEKDAYS		
Date	AM Rush	PM Rush
June 23, 1949	12	—
June 29, 1950	12	17
October 28, 1954	12	8½
May 28, 1959	12	13
December 17, 1959	12	7½
January 3, 1961	12	12
July 1, 1968	12, 8	12, 8
January 19, 1976	12	12

Last train April 25, 1986

### SATURDAYS

June 19, 1948	12	—
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Last train June 21, 1952

(Continued on page 3)

**Fourth Avenue Subway**

*(Continued from page 2)*

**ROUTE AND SECTION NUMBERS**

Section	
<b>ROUTE 11-A — BROADWAY-FOURTH AVENUE SUBWAY</b>	
1	Ashland Place and Fourth Avenue — Fulton Street to Sackett Street
2	Fourth Avenue — Sackett Street to 10 <sup>th</sup> Street
3	Fourth Avenue — 10 <sup>th</sup> Street to 27 <sup>th</sup> Street
4	Fourth Avenue — 27 <sup>th</sup> Street to 43 <sup>rd</sup> Street
<b>ROUTE 11-B — BROADWAY-FOURTH AVENUE SUBWAY</b>	
1	Fourth Avenue — 43 <sup>rd</sup> Street to 61 <sup>st</sup> Street
2	Fourth Avenue — 61 <sup>st</sup> Street to 86 <sup>th</sup> Street
3	Fourth Avenue — 86 <sup>th</sup> Street to 95 <sup>th</sup> Street
<b>ROUTE 33 — WHITEHALL STREET, EAST RIVER, AND MONTAGUE STREET</b>	
2A	Whitehall Street to Montague and Clinton Streets
3	Montague, Fulton, and Willoughby Streets — Clinton Street to Flatbush Avenue Extension; Fulton Street — Clinton Street to Borough Hall
MB — Ex 1	Flatbush Avenue Extension — Nassau Street to Willoughby Street

The following were omitted from the Brighton Line history:

Section	
<b>ROUTE 12 — BROADWAY-FOURTH AVENUE SUBWAY</b>	
1B	Hanson Place — connection with Route 11-A
2A	Flatbush Avenue — Prospect Park Plaza to Malbone Street

**NOSTALGIA CORNER**



**B-Type on Williamsburg Bridge, Spring, 1969.**  
Larry Linder photograph

## TECH TALK

### by Jeffrey Erlitz

On January 23, the three northernmost tracks in Yard B at Corona Yard (the new yard built for the World's Fair) were permanently removed from service. This is the beginning of construction for the new Corona Maintenance Shop. Test piles are being sunk in the vicinity of this yard. The contractor, Slattery Skanska, has been busy pulling DC cable around the yard. The structural work for a new circuit breaker house was completed and the Bus Dispatcher's booth at Casey Stengel Depot was relocated. The plumbing and electrical work for the temporary car washer has been completed and testing will commence shortly. They will start driving piles for the new permanent car washer soon. Some of the tracks in Yard A (the original yard) have already been shortened to allow space for the new loop track to be constructed.

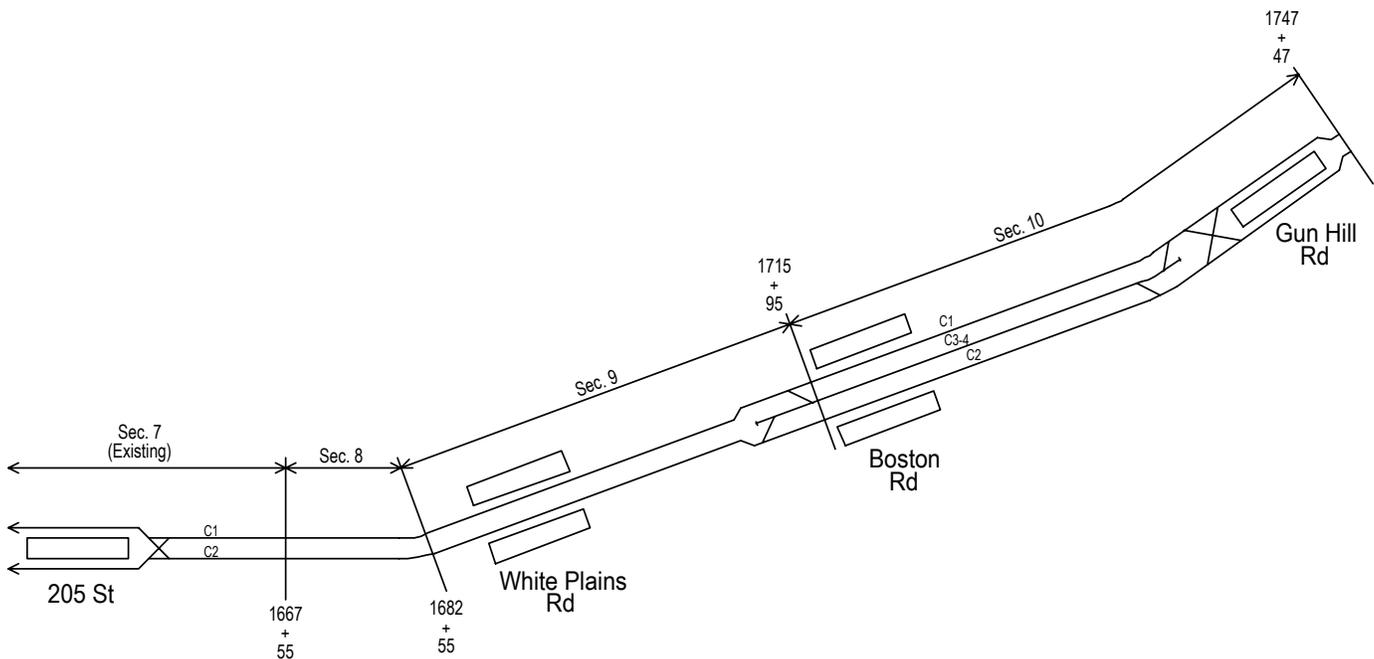
Over the weekend of February 7-8 the new interlocking at Bedford Avenue on the 14<sup>th</sup> Street-Canarsie Line was placed in service. Originally, Third Avenue was to be done at the same time but this work has been postponed until a later date. Like at Myrtle Avenue, a small Mauell control panel has replaced the GRS Model 2 interlocking machine. If I am not mistaken, Third Avenue is now the very last Model 2 interlocking machine left anywhere on the subway.

Up on the Concourse Line, Granite Halmar Construction Company has been busy on the signal rehabilitation project, S-32308-R. The new Central Instrument Room at 155<sup>th</sup> St (1381 CIR) has been built as well as the new relay rooms at 167<sup>th</sup> Street and Tremont Avenue. The new Rapid Transit Operations room at Bedford Park Boulevard has been constructed, also.

This month I begin another new series, track diagrams of subway lines that were never built, or at least not yet. This month, we take a look at the extension of the IND Concourse Line beyond 205<sup>th</sup> Street. The Concourse Line was built under Construction Route #106, in seven sections. The existing tunnel (Section 7) extends one train length beyond the diamond crossover north of the station, ending at Webster Avenue. This location is at stationing number 1667+55, as shown below. As you can see from the diagram, the extension to Gun Hill Road would have been built in three sections. Section 8 would have been the segment through Bronx Park. The curve at the east end of this section turns the alignment onto Burke Avenue, which it then travels along across the Bronx. The total length of all three new sections is only 1.51 miles. The data for this track diagram is from Board of Transportation Engineering Department Drawing #784.9.

*(Continued on page 5)*

**Concourse Line Extension  
Route 106**  
9-12-31



**Tech Talk**

*(Continued from page 4)*

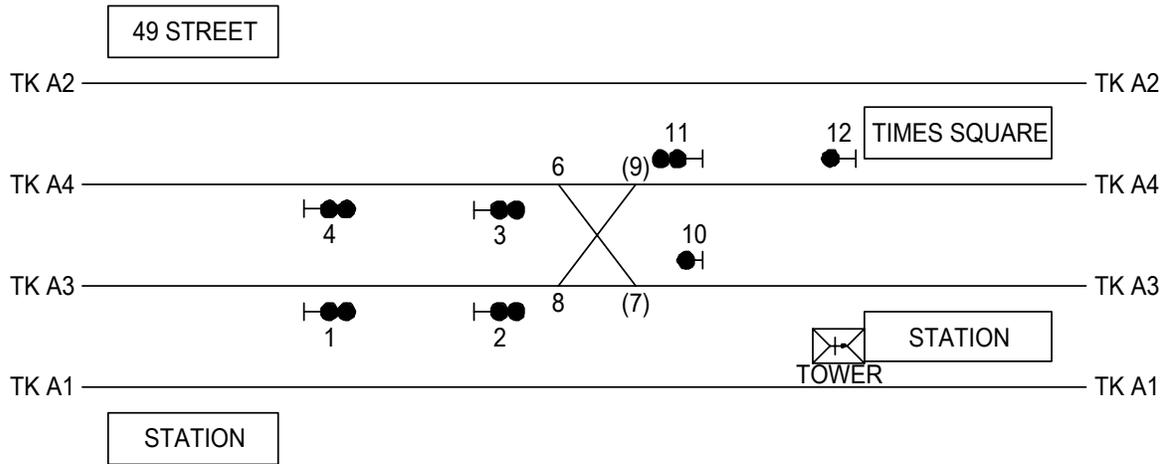
This month I am presenting the second in my series of historic interlocking diagrams; Times Square on the BMT Broadway Line. For clarity, only the signals and switches controlled by this tower are shown. Like 57<sup>th</sup> Street last month, the diagram below shows the configuration of the interlocking *before* the installation of the new signal system in the period from 1959 to 1962. The orientation of this diagram, with north to the left, is the

same as what used to be on the actual model board at this tower. As you can see, this interlocking was fairly small, just seven signals and four switches. In fact, it was one of the smallest on the entire BMT system. Other than the tiny two-lever mechanical machine that controlled the fold-up platform edges at Lawrence Street, the smallest interlocking machine on the BMT that I know of was at Navy Street on the Myrtle Avenue Elevated. That machine was made by Union Switch & Signal and had but five levers.

*Jeff may be contacted via e-mail at [jerlitz@pipeline.com](mailto:jerlitz@pipeline.com).*

## BROADWAY LINE TIMES SQUARE CONTROL

← NORTH



Legend	
●●-	Home signal
●-	Approach signal
●-	Dwarf signal

GRS MODEL 2
7 LEVERS FOR SIGNALS
4 LEVERS FOR SWITCHES
1 SPARE SPACE?
12 LEVER FRAME?



## HISTORY OF THE RIVER LINE

### by Larry Kiss

NJ Transit's "River Line" (formerly SNJLRT) is set to open on February 15 between Camden and Trenton, and so I researched my collection of timetables to see what passenger operations were years ago. For most of the line's history, the Pennsylvania Railroad was the operator of passenger and freight service.

The line was built in the 1830s as the Camden-South Amboy Railroad, which was of the first railroads in the United States. In later years it became part of the Pennsylvania Railroad, and subsequently Penn-Central, Conrail, and Conrail Shared Assets (CSX). At one time it was a double-track line with a 60 MPH speed limit. In 1922 there were 20 round trips Mondays-Saturdays and

12 on Sundays, but by 1947 service was down to 10 Monday-Saturday roundtrips and 2 on Sundays. When service ended in mid-1963, there was but one roundtrip each weekday. Running time end-to-end was one hour five minutes. At the end, the equipment was a self-propelled diesel-electric (former gas-electric) Doodlebug, 4666, which still runs and can be seen at the Black River & Western Railroad. Ironically, the equipment that will be used now is also self-propelled and diesel, but these are modern articulated diesel cars, which were built by Adtranz.

There will be 20 stations. Below are the stations and mileages from Camden.

MILEAGE	STATION NAME	NOTES
0.0	Camden - Ferry Terminal for Philadelphia Ferries	
0.7	Broadway Camden	
4.2	Fish House	A
4.9	Delair	A
6.0	Morris Junction - Junction with PRSL Atlantic City Line	A
6.3	Morris	A
7.1	Arch Street	TO
8.3	Riverton	TO, C
10.1	Taylor	B
11.0	Cambridge	
11.7	Riverside	TO, C
12.4	Delanco	TO, C
13.7	Perkins	
14.2	Wall Rope Works	B
14.6	Beverly	TO, C
15.5	Edgewater Park	
17.8	Burlington	TO, C
18.4	East Burlington - Junction with abandoned branch to Mount Holly	
19.8	Stevens	B
22.4	Florence	C
23.3	Roebing	TO, C
24.1	Kinkura - Junction with abandoned branch to Fort Dix	A
26.0	Fieldsboro	
27.0	Bordentown - Junction with branch to Yardville (formerly to South Amboy) - active	TO, C
31.7	Lalor Street - Trenton	
32.5	Broad Street - Trenton	
33.1	Clinton Street - Trenton - Junction with New York-Philadelphia main line	

**Notes:**

- A- Abandoned between 1922 and 1947
- B- Abandoned between 1947 and 1963
- C- Stop on River Line
- TO- 1947 Ticket Office

There will be River Line stations at the following locations: NJ Transit/Amtrak, Hamilton Avenue, and Cass Street (Trenton), Bordentown, Roebing, Florence, Burlington Towne Center, Burlington South, Beverly-Edgewater Park, Delanco, Riverside, Cinnaminson,

Riverton, Palmyra, Pennsauken-Route 73, 36<sup>th</sup> Street, Walter Rand Transportation Center, Cooper Street-Rutgers, Aquarium, and Entertainment Center. The last four are in Camden.

# Commuter and Transit Notes

by Randy Glucksman

## MTA Metro-North Railroad (East)

First article inspection of the M-7 pilot cars was completed in November, 2003, and those cars were expected to be shipped from Bombardier's Plattsburgh, NY plant on December 3. Proof of design testing was to be completed in the last month, with deliveries of production cars commencing in the second quarter of this year. Member Josh Weis (for the Urban Transit Club) emailed that cars 4000-4001 were delivered to Croton-Harmon as part of a Delaware & Hudson train on December 18.

On the Mid-Harlem Third Track project, installation has been completed for the existing Track 2 temporary platforms at Bronxville and Tuckahoe. Track 2 between Bronxville and Crestwood was placed into service on November 16.

The old catenary along the New Haven section cannot be replaced too soon. Member Bob Underwood wrote that the cold snap in January caused several service disruptions. The two Shore Line East trains that normally operate to Stamford were terminated in New Haven.

The Holiday timetable pictured a pair of candles and holly leaves.

Commuters using the Haverstraw-Ossining Ferry started getting an approximately 20-minute-longer commute on January 5, as the faster ferries were temporarily removed from service and replaced by older, slower models. This action was taken to prevent a suspension of service caused by icing of the Hudson River, which occurred in two of the past three winters. Apparently the slower models are more reliable in icy waters.

Metro-North announced that it would not seek \$3,000 in restitution from the man who reported that his cell phone fell into the toilet of an MU car on October 29, 2003. If you remember, the toilet had to be destroyed to free him. *The New York Times* quoted a Metro-North spokesman as saying, "the expense of trying to recover, we now believe, would be economically unfeasible."

An email notification program for the east-of-Hudson lines is now in effect. Those who sign up will be notified about routine or planned service changes, and when new timetables can be picked up. In cases of major disruptions where service is canceled or curtailed, such as storms, information will be provided on what has happened, and service updates will be issued as the situation changes. Unfortunately, the system is not geared to give the status of individual trains. NJ Transit has a similar program, but with NJ Transit, this information can also be transmitted to your cell phone.

## Connecticut Department of Transportation

For many years, we have been enjoying seeing and

photographing what has been known as the "McGinnis" colors on various types of locomotives used in the state of Connecticut. In case you ever wondered how that came about, a story was published in the Westchester section of *The New York Times* (December 7, 2003). Reporter Jack Kadden wrote that credit goes to a group of dedicated railfans who began this quest in 1978. Credit also goes to some state transit officials who wanted this "small" state to maintain its identity as it formed a partnership with its much larger neighbor, New York. Conrail was the operator of the commuter service in 1978, and it was requested to paint just one locomotive in this scheme as a fitting tribute to the New Haven Railroad. The group was initially turned down (surprise), and the reason that was given was that "people would think that we were running a museum." After several years, another attempt was made. One of the members of the group created a portfolio of locomotives that had been restored by various railroads and included pictures of old New Haven engines to support the group's objective. This resulted in a meeting where Conrail was requested to paint four FL-9s that were state-owned and were being overhauled. The group provided technical data as to the type of Dupont paints that the New Haven had used, and offered to pay for the repainting. At a meeting between CDOT and Conrail, when this item was brought up, this time there was little resistance, and everyone was on board. The state even decided to pay for the repainting. The rest is history. Ultimately ten FL-9s (2006, 2011, 2014, 2016, 2019, 2023, 2024, 2026, and 2027), six GP40-PH-2s (6694-6699) that are used in Shore Line East service, and recently delivered P32-AC-DM (Genesis – dual mode) 228-231 were painted in this scheme. Thanks to Josh Weis for supplying some of the details.

## MTA Long Island Rail Road

In December, 2003, the October 27, 2003-January 4, 2004 timetables were replaced with ones that carried the dates October 27, 2003-January 18, 2004. "Happy Holidays" and a snowflake replaced the "Happy Thanksgiving" and cornucopia, and the cover also informed passengers about off-peak fares being in effect on December 26, January 2, and January 19, and the modified weekday schedules that would be in effect on December 26 and January 19.

The timetables that went into effect on January 20 are under General Order No. 205, and will remain in effect through March 14. Even though this is winter, there is a tie replacement project taking place between Jamaica and East New York which affects midday service, and departure times have been adjusted for trains on the

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**Commuter and Transit Notes**

*(Continued from page 7)*

Babylon, Far Rockaway, Hempstead, Long Beach, and West Hempstead branches. There are also construction projects taking place at Jamaica, Flatbush Avenue, and Rosedale.

A six-month trial period began on January 10 for the "CityTicket," which allows travel on Metro-North and Long Island Rail Road trains on weekends only, for a fare of \$2.50. Channel 4 covered this story and in introducing the story, showed a slide of an ACMU. CityTickets are good for one-way, single rides, only valid on the day of purchase. No free transfer is provided and they are only sold in TVMs between 12:01 AM Saturday and 11:59 PM Sunday. A grace period allows their use until 4 AM on Sunday and Monday mornings. They have very limited refund capabilities, and there is no Senior/Disabled discount due to low-cost of this ticket. Because the Far Rockaway Branch travels through Nassau County, these tickets cannot be used there, but they can be used at the following stations:

LINE/ BRANCH	STATIONS
Hudson	Riverdale, Spuyten Duyvil, Marble Hill, University Heights, Morris Heights, Harlem-125 <sup>th</sup> Street, Grand Central
Harlem	Wakefield, Woodlawn, Williams Bridge, Botanical Gardens, Fordham Road, Tremont, Melrose
Port Washington	Little Neck, Douglaston, Bayside, Auburndale, Broadway, Murray Hill, Flushing-Main St.
Main Line	Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, Woodside, New York Penn Station
Montauk	St. Albans
Atlantic	Rosedale, Laurelton, Locust Manor, East New York, Nostrand Avenue, Flatbush Avenue

2004 editions of the *Manhattan Getaways* booklet were published by Metro-North and the Long Island Rail Road.

**NJ Transit**

Monday, December 15, 2003 was the first weekday of service at Secaucus Junction, and I am now commuting through this station. NJ Transit had plenty of personnel to assist, greet, and direct transferring passengers. Between 6 and 10 AM, 1,600 passengers used the station. Within six months, projections call for 7,500 daily passenger trips. In subsequent weeks I have noticed an increase in usage of this station. There were ample supplies of timetables and handouts. The Pascack Valley Express that I rode arrived on time, and because the "unscheduled" connection (Train #3212) was running about two minutes late, we were able to "jump ahead" on that train. NJ Transit advertises in the timetables, a "targeted connection" time of 7-10 minutes, but there are faster connections, like the one I caught. A timetable

card was issued that shows all of the trains that stop at Secaucus Junction. Because of an introductory promotion between December 15 and January 4, passengers were able to use Hoboken tickets on New York Penn Station trains. On January 5, customer service personnel handed out notices that slightly extended this policy until January 6, but as of January 7, a magnetically encoded ticket must be used. I asked one of these employees how they would handle passengers who pay cash fares on board trains; she said that they would open the gate for them.

The new timetables that went into effect with the opening of Secaucus Junction generally start trains from their terminals between one and three minutes earlier, although there are some trains that are unchanged or are more than three minutes ahead of their previous schedules.

With my new commuting route, I get to see a lot of NJ Transit's rolling stock, and finally saw one of the former Comet II cab cars, which is now just a trailer – the cab windows have been replaced with metal. Former 5135-5145 and 5146-5154 are now renumbered 5441-5459. When the Arrow I's were converted to trailers in the 1980s, they received similar treatment.

"Early Getaway" service was provided on all lines for Christmas and New Year's Eve days.

Just before the holidays, after the Homeland Security Department's announcement that the terror alert warning was being raised to Orange Plus, NJ Transit placed seat notices aboard its trains advising passengers what it was doing. The agency has increased police patrols and vehicular checks, plus it is coordinating security with federal, state, and local officials. While in Grand Central Terminal I saw a group that included a pair each of New York and Connecticut State Troopers who were assigned to ride Metro-North trains that operate in Connecticut. They were in the company of two National Guardsmen. Troopers got similar assignments following September 11, 2001.

On January 21, a hearing was scheduled to discuss NJ Transit's "abandonment" of the Lower Boonton Line. Members of the public had the opportunity to question NJ Transit management on their decision to close the Benson, Rowe and Arlington stations in September, 2002, when the Montclair Connection opened. The record of the meeting will be passed on to NJ Transit Executive Director George Warrington, within 45 days of the meeting and he has 45 days in which to respond and issue a final agency decision. The New York & Greenwood Lake Railway sought this hearing because it would like to operate passenger service between these stations and Hoboken.

When I visited Chicago in September 2002, I observed that all METRA train crews were provided with Nextel® cellular phones, which were linked to the trains' GPS and PA systems. Crewmembers told me that the

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**Commuter and Transit Notes***(Continued from page 8)*

"walkie-talkie" feature of this system was extremely useful. At the December, 2003 Board of Directors meeting a contract was awarded to Nextel Communications to purchase as many as 1,500 cellular phones for distribution to train crews and other front-line employees. Approval came after successful completion of a pilot program involving 30 crewmembers. Up-to-the minute text messages can also be sent to these devices. In January, some crews already had the phones.

For those who have noticed that NJ Transit's new entrance on the Seventh Avenue Concourse of New York Penn Station seemed a little humid during hot periods, your complaints have been heard, and a contract will be awarded to install a supplemental HVAC system. This work should be completed by this May.

Governor McGreevey announced that a rail link would be built from the Pascack Valley Line to the Xanadu entertainment, retail, and sports complex that is planned for the Meadowlands. He accepted the first installment of a \$160 million payment from the developers, the Mills Corporation and Mack-Cali Realty. The Port Authority will contribute \$150 million towards this project. Ironically, this came on the same day that New York developer Bruce Ratner revealed his own plans for a new sports arena in which the Nets basketball team would play. This new venue would be located at Flatbush and Atlantic Avenues in Brooklyn, across the street from the LIRR/NYCT terminal.

A proposal to raise the gasoline tax from 12.5 to 15 cents per gallon in order to replenish the Transportation Trust Fund was withdrawn, after opposition by many, including the Governor. So, plans are underway to cut \$600 million from the transportation construction budget over the next two years. The TTF has been a source of funding to pay for road and rail projects for over 20 years, and has provided more than \$13 billion for new construction and repairs. It is now \$6 billion in debt, and it has been estimated that by FY2005-2006, the debt payment will consume every dollar of tax that is allocated to the Fund. No specifics were given as to which projects would be deferred.

The catenary between Paterson Plank Road and 19<sup>th</sup> Street in Weehawken was energized on December 13, 2003 so that testing can be done prior to the opening. This area includes the future 9<sup>th</sup> Street station (Hoboken), Lincoln Harbor station (Weehawken), several interlockings, and the Willow Avenue and Park Avenue Bridges.

Near the end of December, 2003, nearly 1½ months after it opened, one of my colleagues rode HBLRT to the new 22<sup>nd</sup> Street station. He reported that the signs on the cars and the public address announcements continued to display/announce that the car was going to 34<sup>th</sup> Street. When the car arrived there, the operator

finally made an announcement that the car was going to 22<sup>nd</sup> Street. Is a month and a half not enough time to reprogram the signs?

Royal Caribbean Cruise Lines announced in December, 2003 that it intended to use the former Military Terminal in Bayonne as a seasonal port for two of its cruise ships. Its location in Bayonne is not too distant from HBLRT. NJ-ARP likes the idea of using the remaining PCCs (see San Francisco news item below) in a shuttle service 1¼ miles on the peninsula into the Hudson River.

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

New York Division Chairman Bill Erland observed that the connection between the Sutphin Boulevard-Archer Avenue subway station (E12) and Airtrain was open on the evening of Monday, January 26. Since he passed through the area on Saturday the 24<sup>th</sup> and saw that it was not yet open, apparently it opened on the 25<sup>th</sup> or 26<sup>th</sup>.

Bill also noted that the Airtrain terminal loop line had a two-car train running counter-clockwise on January 24. Previously one-car "trains" had been running clockwise.

**Port Authority Trans-Hudson Corporation**

At the end of December, 2003, the Port Authority reported that daily ridership on the line to the World Trade Center was 24,000, compared to 67,000 prior to September 11. This is just one other impact that the loss of the Twin Towers has had on lower Manhattan.

Before leaving an originating terminal, PATH Engineers must charge up their trains, release the brakes, then dump the air by releasing their grip on the handle, in order to test the "dead man's" control. The FRA ordered this procedure when trains were terminating at Exchange Place. All interstate trains must do this test. Thanks to Alan Kramer for the report.

**Metropolitan Area**

WCBS-880 reported that a consultant's study has recommended that Staten Island's North Shore Line, which last had passenger service until March 31, 1953, be reactivated as a light rail line.

It is funny where you can find subway memorabilia. During the holidays, my wife and I were in Manhattan, and stopped in the Banana Republic store on E. 34<sup>th</sup> Street. I found three picture-type frames containing sections of a BMT 2800-series "AB" side destination sign.

With acquisition of what was known as the Kelly Property, Rockland County has acquired the final section of the Erie Path, which runs along the Hudson River from Tallman State Park to Nyack. The Property was preserved through a joint acquisition with the Village of Piermont, and will ultimately be owned by the County, while the Village will own the remainder of the property, including the historic Piermont station, which dates to the 1880s. The Village intends to restore the station and turn it into a museum or a trail head information center. This portion of the Erie Path, which was originally part

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**Commuter and Transit Notes**

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of the Erie Railroad's Northern Branch, will become part of the Hudson River Greenway Trail that stretches from Manhattan to Albany. Passenger service ended on the Northern Branch to Sparkill on October 3, 1966, the same date that service was abandoned on a whole slew of Erie-Lackawanna branches. Service to Nyack, the next station north, ended in December, 1965.

**Amtrak**

This past Thanksgiving week was Amtrak's best in terms of the number of passengers carried. According to *Weekly Rail Review*, approximately 600,000 passengers were carried, bringing in preliminary revenues of \$30.9 million.

**Miscellaneous**

*Mass Transit* magazine published a story about light rail systems in North America, and had this story been written 30 years ago, it would have been quite different. The renaissance of light rail began in Canada when new systems were opened in Edmonton (1978) and Calgary (1981). In the United States, transit officials in San Diego recognized the success of Edmonton and began planning their own light rail line, which used the same basic cars as the Canadian systems. What followed was a revolution and now LRT is running in 24 of the 30 North American metro areas. All cities, except for Buffalo and Baltimore have extensions under construction.

METROPOLITAN AREA	YEAR OPENED	EXTENSIONS COMPLETED
Edmonton	1978	1981, 1983, 1989, 1992
Calgary	1981	1985, 1987, 1990
San Diego	1981	1986, 1989, 1990, 1992, 1997
Buffalo	1985	N/A
Portland	1986	1998, 2001
Sacramento	1987	1998, 2003
San Jose	1987-1991	1999
Los Angeles (Blue)	1990	1995 (Green), 2003 (Gold)
Baltimore	1992	1997
St. Louis	1993	2001, 2003
Memphis	1993	
Denver	1994	2000, 2002
Dallas	1996	2002
Salt Lake City	1999	2001, 2003
Jersey City	2000-2005	

There a few openings that fit in between these two tables: TECO in Tampa (2002) and Tacoma (2003). Houston's line opened on January 1, and in the coming years there will be extensions, as noted above, and

also new systems in the following cities:

METROPOLITAN AREA	PROJECTED OPENING
Minneapolis	April 3, 2004
Little Rock	2004
Charlotte	2006
Phoenix	2006
Seattle	2006
Norfolk	After 2006
Columbus	After 2006
Louisville	After 2006
Santa Ana	After 2006

At the end of each year, *The New York Times Arts & Ideas* column asks a handful of writers, scholars, and other opinionated people to identify the year's most underrated and overrated ideas. In the 2003 edition, an English Professor at Princeton University cited her four best ideas in the area of public transportation. They are E-Z Pass, Eurostar Chunnel train, congestion charging for city drivers (*Ed. In effect in London, February 17, 2003*), and the London taxi. She ended with: "Unfortunately, the only American one is under-utilized."

**Other Transit Systems**

*Boston, Massachusetts*

The "T"'s long-time tradition of free riding on New Year's Eve was continued this year. In support of "First Night" events, all rides after 8 PM were free, plus extra service was provided on many lines.

MBTA officials began noticing that riders were purchasing large quantities of tokens, in order to delay paying the fare increase from \$1 to \$1.25, which went into effect on January 3. So, to prevent shortages, a two rolls or 40 tokens limit was imposed in the days leading up to January 3, although station agents could reduce that limit to one roll if they were running short of tokens. According to the Atwood-Coffee (token) Catalogue, the oldest tokens now in use date to 1951 and were issued by the Metropolitan Transit Authority, predecessor of the MBTA. Although several newer versions, commemorating events, have been issued, those 1951 tokens are still good. This is unlike New York, where with every fare increase, there was the threat of a new token being put into use. I spoke with John Coffee, Editor of *The Fare Box*, which is published by the American Vecturist Association. He recalled that in the fall of 1951, 10 days prior to the tokens going into use, they went on sale for 25 cents each. He purchased a bunch, which he sent to out-of-town collectors. December 10 was the last day to buy an annual pass at the old rate, 1,400 had been sold – nearly double the 765 sold in 2002. New commuter rail timetables (pale blue) were published as of January 3, to reflect the new higher fares. Thanks to member Todd Glickman for these reports and the timetables.

In late December, 2003, Boston's *Big Dig* project was

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## Commuter and Transit Notes

(Continued from page 10)

finally completed, five years late and billions of dollars over budget. Politicians were on hand for the ribbon cutting ceremony that opened a two-mile stretch of highway that allows motorists to travel over the new Leonard P. Zakim Bridge, and then through four southbound lanes of I-93, which is now underground. The former I-93 elevated highway, which had been a disliked part of the Boston landscape for more than four decades, will be demolished. For all of the "benefits" that motorists have gained, transit riders lost out because of the failure to include a rail link between South and North Stations for Amtrak.

However, according to the National Association of Rail Passengers, 121 of 200 state legislators have signed a letter supporting the North Station/South Station Rail Link (NRSL). The letter urged the governor to include this project in the Metropolitan Planning Organization Transportation Plan for 2004-2005 as an "illustrative project", which means that it requires no identification of funding source to be in the plan.

The proposed Fall River-New Bedford rail line has been threatened by one Massachusetts state legislator, who has filed a bill to transfer ownership of a portion of the line to the Department of Fisheries, Wildlife & Environmental Law Enforcement. Should this occur, this would effectively kill the project. Gov. Mitt Romney, who cited the state's economic problems, had suspended work last September. Other legislators have vowed their commitment to seeing commuter rail extended to the South Coast of the state.

*Philadelphia, Pennsylvania*

Member Lee Winson sent a report from **The Philadelphia Inquirer** about lateness on SEPTA's regional rail trains. Using a new computerized system that has been in place since April, officials reported that SEPTA's 13 lines have an on-time record of just 83%, making it the tardiest of any metropolitan area in the country. Believe it or not, the newspaper reported that SEPTA officials were surprised to learn just how many of their 843 trains were not on time, something that they did not know prior to putting this new system into service. ("Late" = 6 or more minutes late.)

SEPTA operated additional Regional Rail service on all lines except the R6/Cynwyd on New Year's Eve. New Year's Day, there was added service on the Broad Street and Market-Frankford Lines for those going to the annual Mummers' Parade.

This past holiday season, SEPTA canceled its annual Christmas model railroad display (a.k.a. the "Magical Holiday Railway"). Member David W. Safford, who sent this report, believed that this was a publicity stunt and not a cost-saving measure because the agency does not have a whole lot of money, especially because it owns all of the material and the work is done in-house.

Aside from that, the rebuilt Huntingdon station reopened in October. David also sent a few articles from **metro** which reported that Huntingdon along with Berks and Church are the final stations to be reconstructed as part of a 20-year effort to rebuild the 5.25-mile eastern end of the Market-Frankford Line.

From **Cinders**: There is an update to last month's news item about the E-60s, and that is that they have all been retired! 603 is going to the Railroad Museum of Pennsylvania in Strasburg, and the others (600, 604, 609, and 610) were delivered to Norfolk Southern at Wilmington, possibly for scrapping somewhere. Amtrak took delivery of (original numbers) 950-976 between 1974 and 1976. In 1984, NJ Transit purchased 958-963, 967, and 971-973, but their tenure was shorter. 966 and 968 were sold to the Navajo Mine Railroad in New Mexico in 1982. In later years, those that remained were renumbered into the 600-series.

*Washington, D.C. area*

MARC published new timetables as of December 29, 2003. Penn and Camden are in one booklet, while Brunswick retains its card style. Member Steve Erlitz reported that there were time changes on the Penn Line during the PM in order to get out of Amtrak's way. On the Camden and Brunswick Lines the quiet cars were added to all PM trains. Thanks for sending copies.

Steve also recapped how rail service was operated during the Christmas and New Year's weeks. "MARC ran normal service Monday and Tuesday of both weeks, but ran its 'S' schedule on the Eves and the Friday after. Camden line also had a 2 PM departure to Camden on the Eves making all stops and the 12:20 PM to Penn Station ran to Perryville on those days. A note on the 26<sup>th</sup>: I was taking my wife to BWI rail to catch a train for NY to see her sister. At 7 AM, I counted four cars in Dorsey's lot. Since the White House gave Feds off that day very late, it was too late to cancel service. Besides, the day off did not apply to many contractors who had to use leave or go to work even though the government was closed. DC Metro ran normal service on all days for the same reason on the 26<sup>th</sup>. In Baltimore, Light Rail and Metro ran weekday all week and Sunday on the holidays. Both services remained open after midnight on New Year's Eve. Since I went to work on the 2<sup>nd</sup>, I was happy to see full-length trains. Christmas Eve was a normal Wednesday shutdown but New Year's Eve kept Metro opened on a Friday schedule. VRE ran a holiday schedule the entire Christmas week, but only because of the derailment in Alexandria the week before. New Year's week they ran normal Monday-Tuesday and 'S' on Wednesday and Friday."

Virginia Railway Express has made a decision about operating service on holidays, and the answer is that of the more than 1,000 people who answered the survey, 70% voted to eliminate it, with the exception of the day after Thanksgiving. However, before making the

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

change, VRE made one final effort to increase the ridership on holidays through incentives. This effort, which was done for the day after Thanksgiving, did not result in an appreciable increase in ridership. As a result, VRE voted to cut back the holiday service, so the first holiday without service was January 19, 2004, Martin Luther King Day.

**Chicago, Illinois**

METRA passengers were spared any fare increase after the Board of Directors approved the budget for 2004. Although projected income from sales taxes is expected to be lower, the transit agency will still recover its statutory 55% of revenue. More than \$348 million will be spent on capital improvements, including \$84.7 million on extensions and expansions, \$50 million on stations and parking facilities, and \$123 million for rolling stock. The last fare increase was in 2002.

Special Holiday tickets, providing unlimited rides on METRA and valid only on December 25 and January 1, were sold for \$3. Contrast this if you will to NICTD's policy on those dates, for which weekend excursion fares were not in effect!

Member Daniel Mann and his son visited Chicago recently, and when they arrived at Midway Airport, they noticed how inconvenient the Orange Line station was in relation to the terminal area. (*Ed. I agree – O'Hare is easier.*) "You first have to leave the secure area, then take an elevator down two levels, walk through a parking garage, take a moving walkway, then an escalator to the station. Once we got to the station, we noticed that the fare card machines do not make change, and as we did not have exact, we went over to the customer assistant, who said she did not make change. We had to go into a candy store to get change. CTA's fare collection system is user-hostile and inefficient. It was, however, much more convenient to take the rapid, than a taxi. The 'L' that carries the CTA Orange (Midway) and Green (Lake Southside) lines had been reconfigured at Harrison Street and Wabash Avenue to eliminate the S-curve at Wabash and Balbo Drive. It has been replaced with a more gradual curve, which is on a viaduct made of concrete. On the Brown (Ravenswood) line, the platforms are being expanded to accommodate 6-car trains."

**Tampa, Florida**

Although many would not consider a monorail as being rapid transit, member Dennis Zaccardi has sent numerous articles from Tampa area newspapers, which constantly mention this mode. The latest involves construction of the Memorial Causeway, which is being built with a 20-foot-wide median that can support a monorail "if anyone ever decides to build one."

**South Florida**

After test runs on December 30, 2003, the Colorado

Railcar DMU demonstrators began running the next day on Tri-Rail trains P608 and P613 between Mangonia Park and Miami International Airport. Member Karl Groh reported that these cars only ran that day, and as of mid-January had not operated since. These are the units that have been touring the United States, and presumably if a request for a demo run comes in, Tri-Rail will have to temporarily give them up. The two-car unit runs with one Tri-Rail cab unit tacked on. Thanks to members Karl Groh for the news and Joe Gagne for a photo from **The Sun-Sentinel**.

**Houston, Texas**

In spite of U.S. Representative Tom DeLay's efforts to halt construction of the light rail system, Houston's 7.5-mile "starter line" began service on January 1. A ribbon cutting ceremony was held at Main Street Square at 10 AM with transit and elected officials in attendance. At the end of the ceremonies, they boarded trains which took them and invited guests to a reception at the University of Houston's Downtown Campus. The public was invited to ride free until January 4. This free service operated between 1:30 and 5:30 PM on January 1, and then from 9 AM-9 PM for the balance of the weekend. **The New York Times** reported that the system was so busy on those opening days that it was not possible to board at some stations. As it turned out, January 1 was the day that the new mayor, Bill White, was inaugurated, and he and his family used MetroRail to get to this swearing-in ceremony. Reports from Houston are that things went smoothly the following day, as lines were shorter.

Last November 3, voters approved a plan that would add 64 miles of light rail by 2025. **Progressive Railroading** reported that METRO officials scheduled about 200 meetings to collect the public's input, and they were successful, because the referendum to issue \$640 million in bonds to build the first 22 miles was approved. Construction of the first five-mile extension is set to begin in 2006, and it is scheduled to open two years later. And sometime between November 1, 2009 and January 1, 2013, METRO will hold another election to determine if voters want to continue payments after September 30, 2014.

**Minneapolis, Minnesota**

On January 2, police began ticketing pedestrians for jaywalking and motorists for driving across the light rail tracks in downtown. The fines are \$100 and \$130, respectively. Metro Transit assigned between four and six officers to this task, as increased car testing began in preparation for the April 3 start-up of service between downtown and Fort Snelling.

**Seattle, Washington**

Sounder commuter service was extended (north) into Snohomish County on December 22, 2003. One day earlier a special train with 700 aboard was operated between Everett and Seattle. Initially there is one round

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trip, but eventually there are to be four round trips a day. The second train is expected to begin running in the fourth quarter of 2005, the third and fourth trains by the end of 2007. Service to Mukilteo (one station south of Everett) will be added when track improvements are completed, allowing for a permanent station to be built. Mukilteo service is also scheduled to begin by the end of 2007. All of this came following an agreement between Sound Transit and BNSF, owner of the trackage. Initially a promotion was in effect through January 2, and no fares were charged, but that was extended to the entire month of January.

Just weeks after service began, it had to be suspended and replaced by express buses because of a rockslide on January 8. BNSF, the line's owner, monitored the situation, and if there were no further rockslides, service would resume on January 12 (and it did resume).

***San Francisco, California***

At its November, 2003 meeting Muni's Board of Directors voted to purchase fifteen NJ Transit PCCs at a cost of \$15,000 each. Some of the cars will be shipped directly to a contractor who will overhaul them and make necessary modifications so that they can operate in San Francisco. Modifications include reversing the front doors to clear accessible ramps along the line and installing a front trolley pole, back-up controllers, and VETAG switch and signal controls. The Market Street Railway reported that the exact mix of liveries was still under discussion, but some were expected to include Twin Cities colors. PCC 14 was shipped to San Francisco in February, 2002 to evaluate if the cars would be suitable. Apparently they are. MSR also reported that ridership on the F/Market Street Line (mid-2002), at an average 20,050, was close to what the three cable lines carry, 21,500.

***Los Angeles, California***

I received copies of LACMTA's latest schedules from Steve Lofthouse, who was in Los Angeles at the end of December, 2003. Although the format on the inside remains the same, and the colors remain the same, the covers now carry letters as follows: A – Red Line, B – Blue Line, C – Gold Line, and D – Green Line. Except for the Gold Line, all are dated June 29, 2003. This was the first New Year's Day that the Metro Gold Line has operated (it opened on July 26, 2003); a brochure was issued to show how the Gold Line can be used as transportation to the Tournament of Roses Parade, which Steve and his wife attended. They were part of 45,000 who rode the Gold Line, which was a record, as typical weekday ridership is around 14,000.

***San Jose, California***

Member John Pappas spent his birthday in San Jose and a part of it riding VTA's light rail system. He wrote

"The line extension to Mountain View is interesting. Lots of 'suburban' low-density, office park running skirting the former Moffett Field Naval Air Station, complete with historic blimp hangers. Toward Mountain View, the line runs in sort of a backyard cut through a new residential development, which has to be a prototype for the so-called Transit Village concept. It was reminiscent of development I saw in Kassel, Germany earlier this year. Nicely done. Beyond, there is single track alongside the Caltrain corridor to the joint Mountain View station. At that point some of the original 1986-87 UTDC high-floor cars were being stored. All are out of service and awaiting transfer to Sacramento (21) and Salt Lake (29). The 50 Kinki Sharyo 70 percent low-floor cars have taken over the system. They are a near cousin to the NJT Hudson-Bergen/City Subway car, sharing the same dimensions, but some of the body parts, such as windows and doors, are different. Electrically they sound identical. Two-car trains run during weekdays on the original Bay Pointe to Santa Theresa Line. Everything else is single cars. Unfortunately, the cars are difficult to photograph at terminals because of the legacy stationary ramps, no longer needed with the low-floor loading. In order to provide level boarding at the older stations, VTA constructed wooden ramps that meet the front-most door. Newer stations on the Mountain View Line were constructed with level platform floors throughout and older stations are apparently being retrofitted. The treat of the day was the Christmas season running of historic cars. Sunday's was former Milan Peter Witt 2001, skillfully double ended by the San Jose Trolley Co. folks in Kelly Park. The two-person crew was adept at handling a K controller and traditional air brake."

***San Juan, Puerto Rico***

Karl Groh emailed a report that due to "deficiencies related to the inspection process," Tren Urbano would open sometime between February and June.

***Vancouver, British Columbia, Canada***

West Coast Transit reported that its ridership was up to nearly 8,000 per day, and since it began service on November 1, 1995, it has carried more than 18 million passengers.

***Tokyo, Japan***

Honesty is something that the Japanese are known for, and they are scrupulous about turning in found articles. Items found in the subway usually wind up in the Tokyo Metropolitan Police Lost and Found Center, a four-story warehouse. Thousands of lost objects are meticulously catalogued and entered into a database, which describes the item, where it was found, etc. There are also smaller lost and found centers around Japan, which are based on a 1,300-year-old system that preceded Japan's unification. In 2002, \$23 million in cash was turned into the Tokyo center, 72 percent of which was returned to its owners. The highest item with a return rate is cell phones, which are frequently called

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## AND NOW, BATTING CLEANUP...



Member Glenn Rowe shot this photograph of VakTrak vacuum train VT205 in 207<sup>th</sup> Street Shop on January 19, 2004.

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by their owners, or the centers trace the owners and notify them by mail. One final note: a small article, also in **The New York Times**, reported that two subway operators in Tokyo have decided to supply toilet tissue for their commuters, 30 years after the courtesy was withdrawn because of "rampant paper pilferage." I do not even want to know what passengers did in the intervening years.

#### *Europe-Africa*

The first steps to construct a rail tunnel linking these two continents has been underway since December, 2003. According to a report in **The New York Times**, this rail tunnel, 24 miles in length, would be similar to the Chunnel, which connects Europe with the United

Kingdom. Over the next three years, Spain and Morocco will spend \$33 million on engineering and geological surveys. A decision is to be made by 2008.

#### **From the History Files**

**50 Years Ago:** On February 6, 1954, the last non-PCC cars ran in the Newark City Subway. Their replacements were 30 recently delivered PCCs from Twin Cities Rapid Transit in Minneapolis, which cost \$350,000. The PCCs provided reliable and continuous service until August 24, 2001, when they were replaced by a fleet of Kinki Sharyo LRVs. Plans call for many to move to San Francisco and a new career with SF Muni.

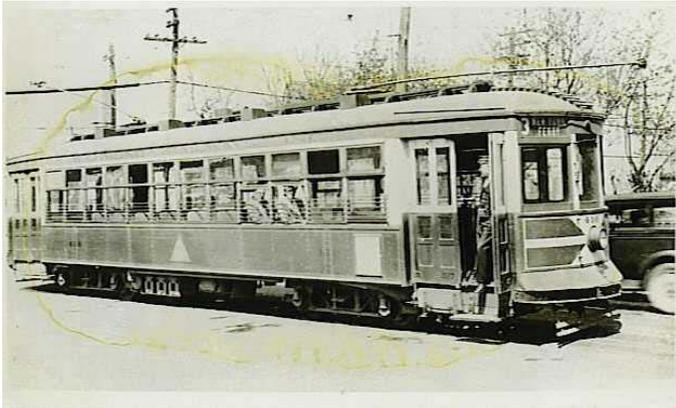
**35 Years Ago:** On February 15, 1969, PATCO, as successor to PTC, resumed service over the Benjamin Franklin Bridge between Camden and 15/16 St. in Philadelphia.

*News items and comments concerning this column may be emailed to [NYDnewseditor@aol.com](mailto:NYDnewseditor@aol.com).*

**Last Staten Island Trolley Car Ran 70 Years Ago**

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White Plains Avenues until they were replaced by buses in 1948. They were seen occasionally on 163<sup>rd</sup> Street Crosstown and on Ogden Avenue until 1937. Car 1218 was running on Southern Boulevard in February and March, 1940.



**Richmond Railways 410, later Third Avenue Railway 1210.**  
Bernard Linder collection

**SOUTHFIELD BEACH RAILROAD COMPANY**

An obscure and unusual trolley line was operated by this company, which was incorporated August 10, 1899 and acquired by Richmond Light & Railroad in 1902. Cars started running on August 10, 1901 from Staten Island Rapid Transit's South Beach terminal via a 1.57-mile private right-of-way to Midland Beach. Richmond Railways supplied power and furnished the cars, which ran from late May or early June until early October. Cars ceased operating on September 10, 1933.

**STATEN ISLAND MIDLAND RAILWAY COMPANY**

On January 19, 1920, this company ceased operations on account of inadequate receipts for several years. The Board of Estimate and Apportionment turned a deaf ear to the company's plea for relief and without its consent the Transit Commission felt powerless to help the company.

**DEPARTMENT OF PLANT AND STRUCTURES**

Because the buses that replaced the trolley cars provided inadequate and inefficient service, the trolley cars returned on December 1, 1920. New York City's Department of Plant and Structures bought new little Birneys and second-hand cars from the Second Avenue Railroad Company and Richmond Light and Railroad. The trolley cars provided good service at a five-cent fare until the Comptroller decided that this operation was illegal and refused to pay the electric bill. But he agreed to pay the bill after the power was shut off. In April, 1927, Staten Island Edison asked the city to pay the



**Richmond Railways 416 at St. George Ferry Terminal, November 25, 1933.**

Bernard Linder collection

\$175,000 electric bill, which was a year and a half overdue. In May, the matter was brought up but received no attention. When a one-month shutoff notice was given to city officials on July 1, the Plant and Structures Commissioner said that bus service would be provided when the power was shut off. An all-day conference held on July 30, 1927 was unable to settle this dispute and the power was shut off at 3:01 AM August 1, 1927 after all trolley cars were laid up. Meanwhile, the buses started running shortly before the trolley cars quit.

Municipal operation of Staten Island and Williamsburg Bridge trolley cars (see December, 2003 *Bulletin*) lasted only a few years. But the municipal operation that started with Unification in 1940 was successful. At the present time, New York City Transit operates nearly every transit line in the city.



**Third Avenue Railway car 1205 (ex-Richmond Railways) at White Plains Road and E. 243<sup>rd</sup> Street, August 16, 1941.**

Bernard Linder photograph

## Around New York's Transit System

### Service Restored on All Four Manhattan Bridge Tracks

On February 22, 2004, service was restored on all four Manhattan Bridge tracks for the first time in more than a decade. Included in the new schedules are the following extensive route changes:

**BRIGHTON LINE:** **B** trains replace **D** trains. **B** trains operate on weekdays during rush hours, midday, and early evenings between Brighton Beach and Bedford Park Boulevard in rush hours and 145<sup>th</sup> Street at other times. Trains make express stops in Brooklyn and local stops in Manhattan and the Bronx. **C** service was not changed.

**WEST END LINE:** **D** trains replace **W** trains in Brooklyn. **D** trains run at all times between 205<sup>th</sup> Street and Coney Island. **M** trains continue operating to Bay Parkway in rush hours, but are turned at Chambers Street during midday on weekdays.

**SEA BEACH LINE:** **N** trains operate between 86<sup>th</sup> Street and Astoria at all times via tunnel during the midnight hours and the bridge at other times.

**W** trains are shortlined between Astoria and Whitehall Street on weekdays during rush hours, weekday, and evenings.

### Manhattan Bridge Service Disruptions

We were not aware of any service disruptions until a broken chord was discovered in April, 1953. All trains were routed via tunnel for about a month. Normal service was operated until a cracked beam was discovered on May 25, 1982, after which two tracks at a time were out of service for brief periods in 1982, 1983, 1984, and 1985. Because it was unable to correct the structural deficiencies, the NYC Department of Transportation decided to rehabilitate the Manhattan Bridge.

The following tracks were out of service during the rehabilitation:

NORTH SIDE	SOUTH SIDE
April 27, 1986	December 11, 1988 (in service September 30, 1990 to January, 1991)
July 22, 2001	

It is anticipated that girders will crack occasionally because the rapid transit tracks, which carry the heaviest loads (moving subway trains), are located at each side

of the bridge. Each train causes the girders to deflect slightly. Eventually the metal suffers from fatigue and it cracks. If the track had been placed in the center of the bridge, like the Williamsburg Bridge, this problem could have been avoided.

Before the Chrystie Street Connection was opened in 1967, nearly all the trains were operating on the north side of the Manhattan Bridge and the bridge was developing a permanent set, with the north side of the bridge being slightly lower than the south side. Since 1967, the loads have not been as unbalanced; there has been approximately twice as much service on the north side of the bridge. In 1953, the Board of Transportation found a permanent solution, a river tunnel, but could not raise the \$90 million to build one.

### Longest Subway Line

The **A** line, from 207<sup>th</sup> Street to Far Rockaway, is the longest subway line, 32.29 miles. Scheduled running time varies from 94 minutes during midday to 100 minutes in the morning rush.

### Residents Request Free Transfer between **3** and **L** Lines

About a month ago, Community Board #5 voted to ask NYC Transit to establish a free transfer point between the Junius Street station, **3** line, and the Livonia Avenue station, **L** line. Some residents believed that there was once a free transfer point. When we checked with other ERA members and our own records, we found that there was a connecting passageway, which was removed many years ago. However, this was never a free transfer point. An MTA spokeswoman said that a recent survey disclosed that only 3,000 passengers transferred between the two stations in the morning rush, not enough to warrant free transfer privileges.

### Correction

Because the Fourth Avenue Subway history in the December, 2003 *Bulletin* included only the Brooklyn portion, we should not have published the May 7, 1920 description of the opening of the 60<sup>th</sup> Street Tunnel. This item will be included in our Broadway Subway history, to be published in a future issue.

On page 3 of the January, 2004 issue, we should have stated that the last Nassau Street Loop specials operated on November 22, 1967, but rush hour Nassau Street trains continued running via tunnel and Nassau Street in both directions until April 25, 1986.

## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

We observed a train of slant R-40s on the following lines: **C** on Sunday, December 14, 2003 and **W** on

Monday, December 15, 2003.