

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 47, No. 7

July, 2004

The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

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

Editorial Staff:

Editor-in-Chief:

Bernard Linder

News Editor:

Randy Glucksman

Contributing Editor:

Jeffrey Erlitz

Production Manager:

David Ross

©2004 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
**Mount Vernon-
229th Street
Line
...Page 2**

PROPOSED NYC TRANSIT CAPITAL PROJECTS — FEDERAL FISCAL YEAR 2005

At a public hearing held on June 2, 2004, the MTA released a list of projects for which it is seeking federal funding. This list does not include \$25 million in federal funding for engineering work on the Second Avenue Subway, which will be performed by the MTA's Capital Construction Company. The following items are of interest to our members:

- Ten stations will undergo rehabilitation to bring them into a state of good repair. Seven of these ten stations are ADA key stations that must meet all the guidelines set forth in the Americans with Disabilities Act Accessibility Guidelines. Included are installation of elevators for ADA access, platform edge tactile warning strips, reduction of platform gaps, ADA signage (including Braille), text and volume adjustable telephones, Automated Farecard Access System turnstiles, access paths, door hardware, and Station Agent booth modifications
- NYC Transit would like to install elevators in the following ADA key stations:
 - 135TH STREET/LENOX AVENUE LINE: One two-stop elevator from street to southbound control area and one two-stop elevator from street to northbound control area
 - KINGS HIGHWAY/BRIGHTON LINE: Elevators will be installed from the full-time control house at the south side of Kings Highway to the Manhattan-bound and the Coney Island-bound platforms
 - CHAMBERS STREET/BROADWAY-SEVENTH AVENUE LINE AND CHURCH

AVENUE/CULVER LINE: Elevators will be installed from the street to the free side of the mezzanine control area, and from the paid side of the mezzanine to the northbound and to the southbound platforms at both stations

BOWLING GREEN/LEXINGTON AVENUE LINE: One three-stop elevator from the existing pedestrian area at the street level on the south side of Bowling Green to the upper mezzanine northbound platform level and the lower mezzanine full-time control area, both of which are within the unpaid area. One two-stop elevator will travel between the paid area of the lower mezzanine full-time control area and the southbound platform. NYC Transit expects to build an entrance canopy over the exposed stairs and escalator

BLEECKER STREET AND BROADWAY-LAFAYETTE STREET (INTERMODAL TRANSFER): At the present time, passengers can transfer from the IND only to the southbound Lexington Avenue Local. To provide a free transfer to the northbound Lexington Avenue Local, the east mezzanine area of the Broadway-Lafayette station, which is currently closed, will be reconstructed and reopened. A full-time Station Agent's booth will be relocated to the east mezzanine from the uptown control area of the Bleecker Street station and a part-time booth at the central mezzanine area will be eliminated. An escalator will be installed in this area. One street

(Continued on page 4)

MOUNT VERNON-229TH STREET (MOUNT VERNON-SUBWAY) LINE (Originally Bedford Park Line) by Bernard Linder

Owners:

STREET CARS

1901	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

December 17, 1950	Westchester Street Transportation Company
December 17, 1956	Fifth Avenue Coach Lines, Incorporated
December 12, 1969	Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty Coaches' principals had equal ownership in two New York City operations — Pelham Parkway and Pioneer Bus (whose name was subsequently changed to Command Bus) — and had a 25% interest in the operation of Westchester Street and West Fordham through a holding company, Bus Associates

Route:

STREET CARS

About 1901	Cars started operating from Mount Vernon station, New Haven Line via W. 1 st Street (Mount Vernon), White Plains Road, Gun Hill Road, and Webster Avenue to Bedford Park Boulevard
October 7, 1908	Cars operated from Mount Vernon station to E. 233 rd Street
June 8, 1909	Extended to Bedford Park Boulevard
March 20, 1921	Cut back to E. 229 th Street
December 17, 1950	Buses replaced street cars

BUSES

December 17, 1950	Route B buses started operating from E. 233 rd Street and White Plains Road to Mount Vernon station over the same route as the trolley
June 6, 1963	Through-routed with route G. Service was extended via E. Lincoln Avenue to the North Pelham-New Rochelle line
About 1973	Renumbered to route 43
September 7, 1976	Discontinued. Route 7 service was extended via E. Lincoln Avenue to the North Pelham-New Rochelle line

SIGNS

Route letters were assigned on December 30, 1926. We do not know when route letters were first displayed, but we know that large metal signs with "MT. VERNON-229TH ST." on the bottom and a large letter "B" above it were hung on the dash as early as 1930.

In 1945, the large "B" and the route name were painted on the dash of 32, 38, 40, 41, 46, and 47. The older box cars and convertibles displayed "MT. VERNON-SUBWAY" signs while the new 300s' route signs read "229TH ST."

ONE-MAN CARS

Effective July 13, 1918, night cars were operated by one man. Starting June 3, 1929, passengers entered and left the car through the front door at all times. When treadle cars were placed in service in 1933, passengers were able to exit through the rear door.

TRANSFERS

Mount Vernon-Subway was the line printed on the transfers issued in the 1930s, 1940s, and 1950s. Although Bedford Park service was discontinued in 1921, transfers from other lines still listed Bedford Park cars for the next two decades. When the transfers from other lines were revised in the early 1940s, they listed Subway cars instead of Bedford Park cars.

CAR ASSIGNMENT, 1933-50

DATE	CARS
October, 1933	768-780, 839-850
November, 1934	279-300, 768-780, 839-850
December, 1934	279-300, 768-780 (B)
February, 1935	277-300

(Continued on page 3)

New Rochelle-Subway Line

(Continued from page 2)

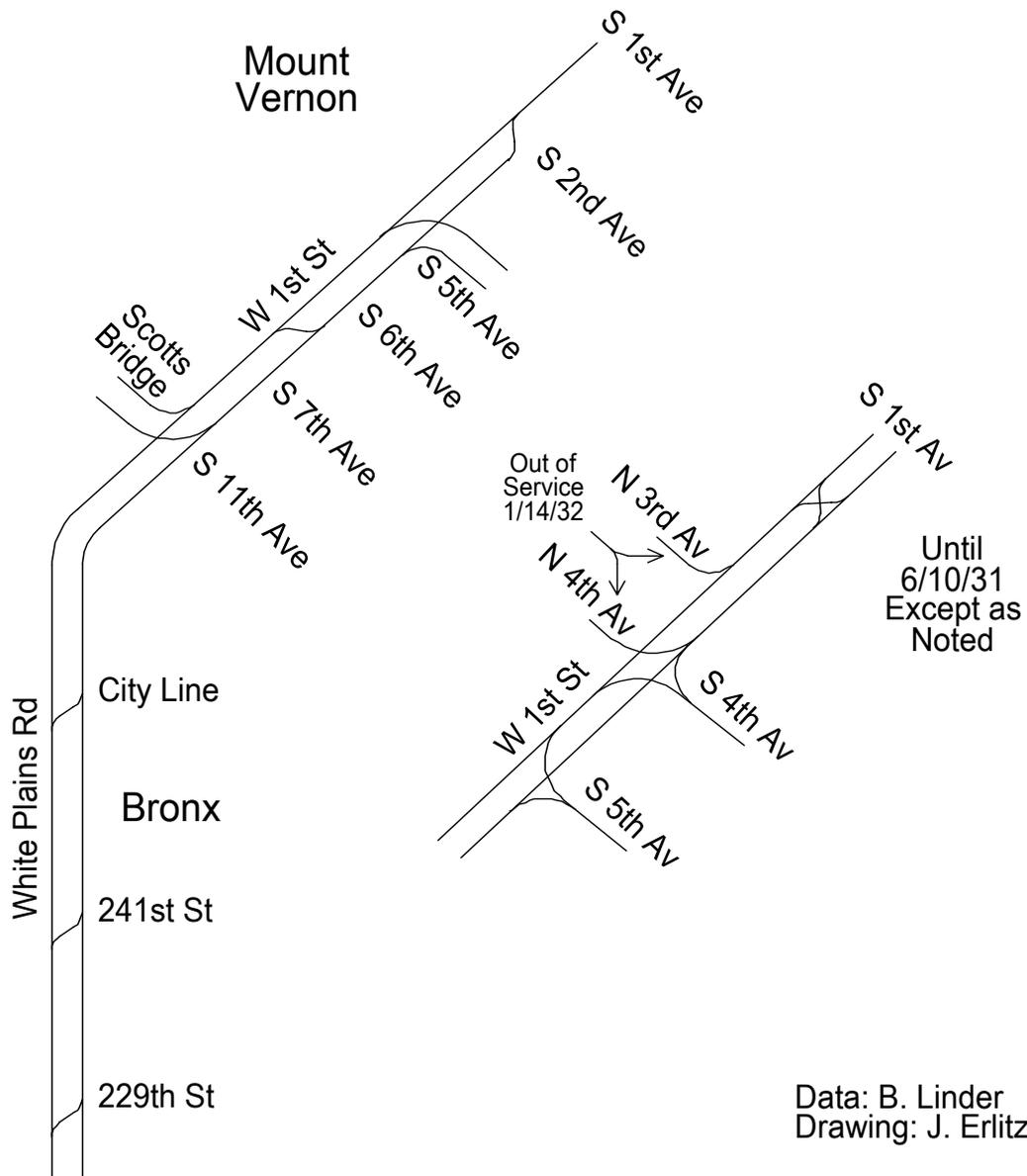
DATE	CARS
September 10, 1935	269-300
May, 1938	274-299
July, 1938	274-299, 314 (A), 315 (A), 321-330 (A)
October, 1938	301-315, 321-330
February, 1945	32, 38, 40, 41, 46, 47

- (A) Occasionally
- (B) Rarely

The double-digit convertibles listed above were scrapped in 1947 and 1948. During the last days of trolley operation, 100-series cars transferred from Manhattan and probably 300-series Westchester County cars provided service on this line.

Mount Vernon - 229th Street

1929-1950 Except as Noted



Data: B. Linder
Drawing: J. Erlitz

Proposed NYC Transit Capital Projects

(Continued from page 1)

ADA elevator will be constructed at E. Houston and Crosby Streets, two ADA elevators will connect both Bleecker Street platforms with the mezzanine, and two remaining ADA elevators will connect the mezzanine with both Broadway-Lafayette Street platforms. When work is completed, this complex will comply with the ADA guidelines listed above

59TH STREET/EIGHTH AVENUE AND BROADWAY-SEVENTH AVENUE LINES: This complex will be rehabilitated to a State of Good Repair and will be made ADA accessible. One additional street ele-

vator will be installed and the other elevators needed to make the complex ADA accessible are being furnished by private developers. The center platform will be opened for transfer passengers

WALL STREET/LEXINGTON AVENUE LINE: This landmark station will undergo Normal Replacement rehabilitation. Street stairs, their historic canopies and railings, and the original historic wall mosaic will be rehabilitated. The original historic Station Agent's booth and fare array equipment will be refurbished. The architectural wall previously installed in front of the original wall will be removed. The platform edge will be reconstructed and the floor tiles will be replaced

NEW YORK CITY – A 24-HOUR TOWN
By Larry Kiss

New York City has always been referred to as the city that never sleeps. It is well known that the subway system operates 24 hours a day. A review of the current Metro-North, LIRR, and NJ Transit schedules revealed that 58 trains begin their runs between 1 AM and 5 AM on weekdays.

Most of these are either the last or first trains of the day. However, all LIRR lines except for West Hempstead, Oyster Bay, Huntington-Port Jefferson, Ronkonkoma-Greenport, and Babylon-Montauk provide all-night service, albeit infrequently. All-night service is defined as trains beginning and ending their runs between 1 AM and 5 AM.

I checked the November 1954, **Official Guide** and it shows about the same number of trains; however, many of them were long-distance trains with sleeping cars arriving or departing between 1 and 5 AM. Also, some of the all-stop outbound locals were used to deliver morning newspapers to outlying areas.

In the late 1960s and early 1970s, the New York Central, and later Penn-Central, offered hourly Owl Service between Grand Central, Mount Vernon, and all stops to North White Plains for a 50-cent Nite Owl surcharge. The February 5, 1967 timetable announced this service as "experimental until April 30, 1967." It was extended beyond that date. While 50 cents may not seem like a lot of money today when the on-board service charges on Metro-North range from \$2.75 to \$3.50, the one-way

fares at that time were: \$1.25 - New Rochelle to Crestwood and \$1.50 - Scarsdale to White Plains North.

One last note: At that time, when **The New York Times** did a story on the service it interviewed riders arriving at Grand Central Terminal at about 4 AM. One rider refused to identify himself after telling the reporter, "Nobody is supposed to know I'm here." With New York City being a 24-hour city there is always a need for train service to and from outlying areas.

Just as I had completed this piece, **The New York Times** on Friday June 11 had a story about what happens when Grand Central Terminal closes at 1:30 AM. In the minutes before the final departures at 1:20 AM (Hudson) and 1:30 AM (Harlem and New Haven), there is mad rush to get on board these trains. For those who do not make it, there are several alternatives. Taxi drivers await those who can or must find the means to afford a ride to White Plains (\$70) or New Haven (\$160). All fares must be paid in advance, and, yes, some cabbies do accept credit cards. Some of the stranded telephone relatives or friends and ask them to come and pick them up. For those who don't have either of those options, they can hang out at a 24-hour diner, or for the well-heeled, nearby hotels, like the Hyatt, could provide a night's lodging for which one could pay a hefty amount. I am sure that there are some nights when there are no rooms available.



Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

In addition to the on-going track work (May *Bulletin*), Metro-North is heavily involved in rebuilding of many of its stations. They are:

- Hudson – Morris Heights, University Heights, Spuyten Duyvil, Riverdale, Ludlow, Yonkers, Glenwood, and Greystone. As of March 18, the University Heights station has been temporarily relocated from the south side to north side of the University Heights Bridge, to enable replacement of the regular station platform
- Harlem – Wakefield, Scarsdale, Hartsdale, and North White Plains. Design work is underway for Melrose, Tremont, Fordham, Botanical Gardens, Woodlawn, Tuckahoe, Fleetwood, and Crestwood
- New Haven - Larchmont

As a result of a customer request made at the President's Forum in March, Metro-North has decided to utilize two trains that had previously been non-revenue trips back to Grand Central Terminal to carry passengers. They depart North White Plains at 7:33 and 8:33 PM, and make limited stops as Trains #586 and 590. There is very little additional cost to do this. Revised timetables for all three lines were issued effective May 24, the date that these trains began running and also to mark the completion of the interlocking replacement project at Goldens Bridge. The half-hourly weekend Upper Harlem/Wassaic service that had been cut back to Chappaqua has also been restored to operate to/from Wassaic/Southeast. There were also a few time changes on the New Haven Line.

New Haven Line riders in Connecticut will be paying approximately 5.5% more starting on January 1, 2005, following approvals by the Connecticut Department of Transportation and the MTA. Public hearings were held between April 27 and April 29 in Bridgeport, Stamford, and New Haven. It is estimated that the new fares would increase revenues by approximately \$6.6 million. On July 1, 2003, CDOT raised fares by an average of 15%. Under the new fare structure, the most expensive monthly commuter ticket (also the most expensive in the metropolitan area) — New Haven/GCT — would rise from \$370 to \$394, while a Greenwich/GCT would go from \$225 to \$237. A one-way to New Haven, which is now \$15.75, would go to \$16.50.

MTA Metro-North Railroad (West)

For the record, the in-service dates for Metro-North's newest diesel locomotives (F-40PH2-CAT), 4193 and 4194, were January 26 and March 19, 2004. For a week or so, 4194 was the motive power for the Metro-North express on the Pascack Valley Line, which had an all-Comet V consist.

In 1991, Metro-North purchased two Comet III cab cars, 5179-5180, to replace the RDCs that were being used on the Port Jervis Line. Because these cars had center doors, a decision was made to use them on lines that operate on the Northeast Corridor, and NJ Transit assigned two of its own cars to the pool of west-of-Hudson equipment. In 1998, an "arrangement" was made with NJ Transit to trade these two cars for a pair of Comet IIs, and so 5135 and 5136 became Metro-North cars and 5179-5180 were renumbered 5009(II) and 5010(II). As it turned out, this trade should not have taken place, and so 5135 and 5136 were rehabilitated with the rest of the Comet IIs, becoming 5441 and 5442. Metro-North will develop specifications with NJ Transit to contract with a third party to remanufacture these Comet IIIs along with NJ Transit's own fleet of these cars. Because New Jersey's Transportation Trust Fund, the funding source for this work, is broke, it cannot be determined when this project would be undertaken.

At the end of April, all 30 of the original Comet V cars plus some of the option cars were delivered, and Metro-North expects that all of the remaining 35 cars would be delivered and accepted by mid-summer. These cars are supposed to be assigned to Port Jervis trains and the Pascack Valley New York State Express (#1606/1629). A roster was published in the June *Bulletin*.

Since 1984, ridership on the Port Jervis Line has increased by nearly 120%. Checking the April 29, 1984 timetable, I found that there were seven weekday trains and one Saturday inbound-only train that ran through to Hoboken. There were also two weekday trains that operated between Harriman and Suffern. Under the April 25, 2004 schedules, there are 12 weekday and 7 trains each weekend day. Two of the weekday runs terminate in Middletown. Riders can look forward to many improvements, since the railroad signed an agreement with Norfolk Southern (successor to Conrail) to take over responsibility for maintenance and will be committing resources to upgrade the line.

Based on ridership counts that were taken in February on AM Peak Port Jervis and Pascack Valley Line trains, overall ridership has increased by 18% since the opening of Secaucus Junction, with approximately 16% of those riders transferring at Secaucus.

MTA Long Island Rail Road

The much-awaited M-7s have caused problems for some riders. *The New York Times* (May 28) reported that the design of the arm rest, which is four-tenths of an inch longer than those of the bi-levels, has snagged the pants, pockets, and raincoats of commuters. This has resulted in 73 claims being filed for clothing repairs,

(Continued on page 6)

Commuter and Transit Notes*(Continued from page 5)*

at an average of about \$10 each. I was reminded of the fact that this car was designed to be ergonomically friendly, and the design of most of the passenger amenities came about as a result of a number of focus groups.

There was additional interest in the Belmont Stakes which was held in its usual venue, Belmont Park, because of the possibility that there could be a Triple Crown winner. (It did not happen.) To carry the anticipated crowds, the Long Island Rail Road operated 15 eastbound trains leaving Jamaica between 10:21 AM and 3:22 PM. Westbound service departed at 3:53 and 4:49 PM, and then between 6:30 and 9 PM every 15 minutes. On a typical Saturday, there are normally two trips in each direction. Thanks to member Gregory Campolo for sending the special Belmont Stakes schedule.

General Orders No. 101 and 102 went into effect at 12:01 and 12:02 AM (respectively), June 21. Belmont Park (June 21 thru July 25) was the first timetable that was available during the first week of June. New timetables were issued for all lines to reflect some AM and PM peak train cancellations that were caused by this summer's track program, wherein high-speed crossovers will be installed at Queens Interlocking. The next edition of timetables will go into effect on September 7.

The temporary high-level platform that was constructed for the U.S. (golf) Open at Shinnecock Hills was 874 feet in length.

NJ Transit

Continuing deliveries of Comet Vs have caused some interesting train consists. One evening, while standing at Secaucus, I observed a four-car Main Line train that had all Comet IBs (ex-Arrow I cars). Many trainsets contain combinations of Comet IIs (overhauls), Comet IIIs, Comet IVs or Comet Vs. There are also trains of solid Comet-Is ("Sliders"). One day, as I rode between Newark and New York Penn Station, near Hudson Tower, on one of the tracks was an accumulation of what appeared to be out-of-service cars including 1604, 1605, 1701, 1717, 1730, 5982, and one of the east-of-Hudson cars with a blue stripe around the windows. The former two are to be sent to the other side of the Hudson after an overhaul.

In preparation for the opening of the new Ramsey/Route 17 station on the Main/Bergen Line, a special timetable was in effect on May 22-23 and June 5-6, where passengers had to use a bus to access some stations. No date was given for when the station would open.

NJ Transit operated additional service on the North Jersey Coast Line for the Memorial Day holiday weekend. There were also some extra trains on the Northeast Corridor and Raritan Valley Lines on Friday, May

28. New timetables were issued on June 13 for the Morris & Essex Lines and North Jersey Coast Line.

Six months after its opening, how popular is Secaucus Junction? If you asked me (one who uses it on a daily basis), I would say that the station does have a lot of transferring passengers during the times that I am there. *The Star-Ledger* (June 6) reported that only 5,600 trips are made each day through Secaucus, which is short of the 7,500 a day that was projected last September. The reporter visited the Port Authority Bus Terminal, where he found large crowds, including many destined for places that are served by Bergen/Main Lines and Pascack Valley Line trains. Some who were questioned gave the following reasons for using the bus: one-seat ride vs. changing trains, possibility of missed connecting trains, and better frequency of bus service (some trains operate on 30-40 minute headways). When questioned, NJ Transit's Executive Director, George Warrington, said that 300-400 new riders were being added each month, and that he expected the daily total to reach 8,500 by year's end.

The Trenton station will be rehabilitated under a project that will end in 2006. The total area will be expanded from 19,000 to 46,000 square feet.

A bill has been submitted to the New Jersey Assembly that would ban the use of creosote or creosote-treated wood within the state, including railroad ties. This bill says in part "Creosote has been recognized by the EPA as a known carcinogen which contains more than 300 chemicals that are known to pose a threat to the environment and human health." There are alternatives, including concrete ties and special hard woods, like ebony, from Africa; they last longer, but they are more also expensive.

NJ Transit began a new promotion called "**ADD A NEW DIMENSION TO YOUR SUMMER FUN.**" Included in the brochure are listed a number of attractions that include the cost of rail transportation with the admission. Oh yes: it looks better if you view the brochure with the 3-D glasses that are attached.

After several false starts, fifteen-minute headways went into effect on the River Line on June 21. The specifics: Camden to Trenton, 5:45-8:30 AM and 4-7 PM, and Trenton to Camden, 6-8:30 AM and 4-8 PM..

NJ-ARP, in its newsletter, **Observations**, reported that Bayonne Mayor Joseph Doria is in favor of using some of the remaining nine PCCs in a shuttle service from HBLRT's 34th Street station to the cruise ship pier at the Military Ocean Terminal. The distance to be covered is roughly one mile. San Francisco Muni purchased 15 PCCs for \$250,000.

After two years of declines, NJ Transit reported that during the first nine months of this fiscal year, ridership has increased 2.2%. Elsewhere, on trains and buses entering New York City, the rise was 3.3%. The report in *The Star-Ledger* attributed the increase to the re-

(Continued on page 7)

Commuter and Transit Notes*(Continued from page 6)*

bounding economy. Main/Bergen/Pascack Valley Lines (via Secaucus Jct.) had a 10% increase; buses running along the Route 9 Corridor in Monmouth and Middlesex Counties were up 3% and the Newark City Subway had the largest increase at 11%.

Port Authority Trans-Hudson Corporation

Six months after the restoration of service to the temporary World Trade Center station, PATH officials have not seen ridership returning to pre-9/11 levels, and with the PA being in a cash crunch, effective June 1 (following the Memorial Day Holiday), service was reduced to lower Manhattan. New schedules actually were effective on May 30. Headways on the Hoboken/World Trade Center route are being increased from 5 to 6 minutes in rush hours, and from 10 to 12 minutes during off-peak on weekdays. There had been a plan to eliminate direct weekend service from Hoboken to New York, which would have required a change of trains at Pavonia-Newport for 33rd Street and Grove Street for World Trade Center, but NJ-ARP reported that after lobbying by Hoboken Mayor Dave Roberts, PATH decided not to follow through on this proposal. Other factors that have impacted on PATH ridership are the Montclair Connection (September 30, 2002) and Secaucus Junction for weekday service (December 15, 2003).

With these schedules, car requirements have been reduced on the Hoboken/World Trade Center route from six to five trainsets (AM and PM) and during the afternoon Journal Square/33rd Street requires 11 instead of 12 trainsets. There were no changes on Newark/World Trade Center (12) and Hoboken/33rd Street (6). Overall, 36 trainsets are required in the AM and 34 in the PM.

Member Phil Craig wrote that up until the morning of September 11, 2001, the Newark/World Trade Center service was running 8-car trains at 3-minute headways and the Hoboken/World Trade Center was running 7-car trains at 3-minute headways, providing a composite 90-second, 40-train-per-hour service between Exchange Place and the World Trade Center. "That is the way I set up the schedules implemented on April 30, 1967 to handle the increased traffic from the Aldene Plan abandonment of the Liberty Street Ferry and rerouting of CNJ and RDG trains to Penn Station, Newark and in anticipation of abandonment of the Erie Lackawanna Railway's Barclay Street Ferry (which occurred the following November, although we knew it was going to happen while planning for the Aldene Plan). The only significant difference in the downtown service between 1967 and 2001 is that back then PATH only had enough cars to run six-car trains and not enough trains to run a three-minute headway out of Newark for longer than 42 minutes; subsequent orders for the PA-3 and PA-4 cars solved that problem.

"Regarding the proposal eliminating direct service be-

tween Hoboken and 33rd Street and the World Trade Center station on weekends is concerned, this sounds to me like a revival of the JSQ/HOB/33 'Round The World' service (normally run from about midnight to about 5 AM at 30-minute headways) that was instituted in 1966 as an economy measure and lasted until sometime in the 1980s. It ran at 10-minute headways on Saturdays and 15-minute headways on Sundays and major holidays; passengers traveling between Hoboken and Hudson Terminal/World Trade Center had to transfer across the platform (often with missed connections) at Grove Street between NWK/HT or WTC and JSQ/HOB/33 trains. I am not surprised that Hoboken's mayor objected to that proposal."

Just in case any of you were wondering why Phil wrote Erie Lackawanna without a hyphen in between, this is his explanation. "When the Erie Railroad and the Delaware, Lackawanna & Western Railroad merged in 1960 they became the Erie-Lackawanna Railroad; a few years later, as a result of an Interstate Commerce Commission condition imposed on the Norfolk and Western/Nickel Plate (NYC&STL)/Wabash merger), Norfolk & Western Railway assumed control of the EL through a subsidiary called DERECO; at that time the EL was reorganized as the 'Erie Lackawanna Railway' [no hyphen] and continued as such until the Conrail takeover in 1976."

Metropolitan Area

On May 17, the City of New York learned that it is still in the running for consideration as the city to host the 2012 Olympics. The competitors are all formidable cities: London, Moscow, and Paris. To remain in the race, each of the aforementioned cities must pay the International Olympic Committee \$500,000 to cover what is left of the judging selection process. Next May, the IOC may decide to drop one of these cities if there are any major reasons why the city would not be suitable. The final decision will be announced in July, 2005.

Amtrak

It appears that Amtrak is having second thoughts about moving its operations to the proposed Farley-Penn Station, and those doubts are financial. Right now, as owner of New York Penn Station, Amtrak does not pay "rent," a situation that would change. Neither NJ Transit nor the Long Island have expressed any interest in moving their operations to the new site.

Miscellaneous

A co-worker reported that he had heard on Vermont Public Radio that Bombardier was closing its Barre, Vermont plant, which had been closed "temporarily" for about two years. The plant opened in 1981, and produced many of the subway and commuter cars that operate in the metropolitan area, as well as the *Acela* trainsets.

The Department of Homeland Security announced the first federal procedures to protect rail passengers from

(Continued on page 8)

Commuter and Transit Notes*(Continued from page 7)*

terrorism. All rail companies would be required to designate security coordinators, conduct inspections, and ask passengers and employees to report unattended property or suspicious behavior. From my experiences, all rail operators in the metropolitan area are already doing the latter. In fact, while passing through New York Penn Station recently, Amtrak had set up a customer service table with timetables and brochures. The fellow who was manning this table was also distributing Chinese fortune cookies, which he told me contained "safety messages." When I opened mine, it read "IF YOU SEE SOMETHING 'SUSPICIOUS' SAY SOMETHING." Perhaps not so coincidentally, MTA New York City Transit announced that it would seek to ban the taking of photos and videos in the subway system. Businesses or individuals with permits and the media would be exempt. At the same time, it would like to update its rules about subway behavior, which have not been updated since 1994. Some of the other new rules would make it tougher for those who jump turnstiles, even if they have a *MetroCard* but act out of frustration because of a card or turnstile malfunction. Putting feet on seats or abuse of student or reduced-fare *MetroCards* would also be punishable offenses. After a public-comment period, these changes would go into effect, probably this fall. Many of our members may remember that there had been a ban on photography until 1994, and photo permits were issued.

On June 6, dozens of photographers staged a "shoot-in" in the subway to protest the proposed ban. When questioned about this ban, Mayor Michael R. Bloomberg was quoted as saying the MTA should "get real."

Museums

Members Day at Branford brought a few surprises. According to the *Tripper*, good weather allowed the use of some cars that had not been used recently, including Twin Cities/Newark/Shaker Heights PCC 27. The single-ended car made several fully loaded trips to Short Beach, and returned using the back-up controller. What is termed the "odd couple," IRT Lo-V 5466 and IND R-9 1689, was joined by IRT High-V 3662. BRT 4573, Connecticut Company 1602, Johnstown 357, Montreal 2001, Third Avenue Railway 629, and 108-year old Union Railway 316 also saw service.

Twenty-seven of Branford's nearly 1,000 members have been on the rolls for 50 or more years. This list includes New York Division members Karl Groh, Arthur Lonto, Robert Presbrey, Henry Ruschmeyer, John Stevens, Benjamin Young Jr., and Malcolm Young.

Other Transit Systems*Boston, Massachusetts*

Beginning the week of May 22, MBTA police began making spot checks of passengers and requesting iden-

tification at South Station and other locations. The MBTA police received training and instructions from Massachusetts State Police, who were trained in behavior pattern recognition. *The Boston Globe* reported that this method helps to avoid accusations of racial profiling.

During May, there were reports of crowded commuter trains. According to *The Boston Globe*, these conditions were caused by a shortage of cars which were out of service while new wheels and rebuilt air-conditioners were installed. Massachusetts Bay Commuter Railroad Company, which has been responsible for running the trains since July 1, 2003, has been fined a total of \$250,000 since January for what are termed "shortcomings" in service, e.g. late trains and car shortages during peak hours. As one example, the *Globe* cited a Worcester-bound train that had only three bi-level cars rather than its normal consist of five bi-levels, resulting in a loss of 245 seats.

The wheel replacement project has been recently completed. System requirements are 122 cars for trains in North Station service and 213 for South Station trains, for a total of 335. The MBTA owns 378 coaches.

On June 4, the first of 28 new Electric Trolley Buses built by Neoplan were placed into service on the lines operating out of the North Cambridge Car House. MBTA officials expect to replace the present fleet of (1976) Flyer E800 ETBs within a few months. Thanks to member Todd Glickman for the reports.

Lindenwold, New Jersey

Since 2002, the Delaware River Port Authority has been studying the possibility of an extension into Gloucester County to Glassboro. Funding for Phase II of the study has just been approved by the DRPA board and work should be underway by now. Two alignments are being considered: (1) via the existing railroad that was once electrified and (2) via I-676/NJ42/NJ55 as was proposed in 1975, in 1991, and in 1995. One of our members wrote that this is the 17th study of the same geography since 1931, and he is hopeful that, just maybe, further study may go ahead as an Alternative Analysis Study in 2005-06. Actual construction is unknown. Past history is not encouraging. However, with \$2/gallon fuel and ever increasing congestion on NJ42/55, just maybe the study can move forward. Finally, no construction has been approved, no single route has been approved, and no station locations have been approved.

Philadelphia, Pennsylvania

Trolleys were supposed to return to Girard Avenue as of June 13, using Kawasaki LRVs instead of PCCs because there are only a handful of PCCs available for service. However, just days before this momentous event, residents near the 59th Street pullout complained to SEPTA about the loss of street parking because of the need to provide more clearance for the trolleys. So,

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

at press time, no opening date has been announced. When the line does open, it is expected that the PCCs will be in service sometime this fall. Thanks to member Harry Pinsker for the some of the details.

Philadelphia Councilman James F. Kenney has convinced the City Council to hold hearings on his proposal to extend the Broad Street Subway south of its present Pattison Avenue terminus, and possibly under the Delaware River into New Jersey. Early estimates put the cost of this project at about \$1 billion. From 1938 until April 8, 1973, Snyder Avenue had been the southern terminal. On that date the Oregon and Pattison stations were opened.

Member David W. Safford had sent this report to me in May. SEPTA began a summer-long program to rebuild track on the R-3 Elwyn Line. The 63/Malvern Loop (Subway/Surface Route 10) was reconstructed, and the final work involved surface amenities (shelter, bench, signage, etc.) and painting the poles. David also saw that the concrete bases for the reconstruction of the Market/Frankford "L," west of 46th Street were all in place, long enough for them to be "liberally scarred with graffiti."

Baltimore, Maryland

MARC has acquired 12 ex-METRA gallery cars. They are being reconditioned and upon completion will be put to work on the Brunswick Line. Because of their low-level center doors, they are not suitable for the Penn and Camden Lines, which have high-level platforms.

Washington, D.C. area

According to **Engineering News-Record**, on April 15 WMATA's Board of Directors approved a public-private proposal to construct a 23-mile rail extension of the Orange Line from Vienna/Fairfax to and beyond Dulles Airport. Before releasing details of this venture, WMATA officials are awaiting FTA approval, as FTA would be expected to provide some funding. The private partners are Bechtel and Washington Group.

Several "25 millionth" riders were selected on June 3, and awarded prizes ranging from weekend packages to gift certificates.

Virginia Railway Express once again participated in the Manassas Heritage Railway Festival, which was held on June 5. There were excursion rides, guided tours of full-size railcars and locomotives, rides on a miniature train, and model train exhibits of every gauge and scale. "Railrodiana" vendors offered model train and railroad memorabilia, and a railroad-theme photography competition.

VRE only issues fold-up, wallet-sized timetables, one for each line (Fredericksburg and Manassas).

On Wednesday, June 9, a formal funeral procession was held for former President Ronald W. Reagan, and VRE carried additional passengers on its trains. Friday,

June 11 was declared a National Day of Mourning, but VRE opted to operate a normal schedule in order to accommodate essential federal workers and non-federal workers who had to work.

During June, I rode Amtrak to Washington, D.C. Prior to arriving at Union Station, as I looked out on the right side of the train, I noticed that construction of the New York Avenue-Florida Avenue-Gallaudet University station is well along. It is scheduled to open later this year. In fact, the Metrorail map indicates that this station as well as the Blue Line extension from Addison Road to Morgan Boulevard and Largo Town Center are under construction.

During my visit I visited the information booth for Metrorail to pick up some maps. I also found a folder entitled "**Metro Matters**." It told of how to avoid a crisis in transportation and urged riders to write to their local officials and newspapers to secure more funding. Three steps were given. The dollar value is nearly \$1.5 billion.

- Adding more rail cars and buses - \$625 million and \$171 million
- Maintaining the system - \$516 million
- Safeguarding the system - \$150 million

In the storage yard north of Union Station, there were lots of VRE trainsets, including many containing the leased Sounder and former METRA gallery cars. MARC was also well represented, and mixed in with the Sumitomos were a few of its Heritage cars, including 132, 144, and 147. I was told that up to ten are used on a daily basis.

Pittsburgh, Pennsylvania

Member Harold Geissenheimer gave me a copy of the June 6 (First Edition) timetable for Route 42S/South Hills Village via Beechview and 47L/Library via Overbrook, along with a June 2-June 4 interim timetable. The latter presented a timeline of how the service would begin. On Tuesday, June 1, at the end of service the last 42L/Library via Beechview car operated, because the following morning, its new designation was 47L via Overbrook, serving 8 new stations. Free rides were given on Sunday, June 6, and there were special celebratory events at each of the stations. Commemorative tickets were given to the first 1,500 riders boarding Route 47L cars. Harold also told me that the new CAF-built cars are in the 4300-series.

Member Mel Rosenberg sent two articles from the **Pittsburgh Post-Gazette**. One reported that this fall, Route 42S would be rerouted via Overbrook and there would be a new route, 42C/Castle Shannon via Beechview. In the other article, it was reported that it would be another year until work would begin on the tunnels under the Allegheny River to the North Shore. The cost of boring the twin tunnels ranges from \$50-\$60 million. PAT also expects to award nine more contracts.

(Continued on page 10)

Commuter and Transit Notes*(Continued from page 9)***Chicago, Illinois**

As of May 30, METRA Electric passengers who need to transfer to other trains are using the 55/56/57th Streets station, instead of 59th Street. The ticket office and clerk were also moved to the new station. Only minor schedule adjustments were required.

With the opening of the Prairie Crossing station on April 4, METRA issued a new Milwaukee District/North Line timetable (Chicago to Fox Lake). Thanks to member Jim Beeler for sending copies.

Steve Lofthouse visited Chicago recently and picked up copies of the latest METRA timetables. Since service began on the North Central Line to Antioch on August 19, 1996, for reasons unknown to me, that timetable folder was 2 inches taller than all of the others. Well, this changed last December: the March 3, 2003 edition was reissued, and it is now the same size as the others. Most of the other lines also got reissued timetables, albeit with their effective dates unchanged. METRA has this strange quirk where the "effective" date of the timetable only changes when there is a change. The oldest timetables still in use go back to November 4, 1996 for the Rock Island District to Joliet and Southwest Service to Orland Park. One final Chicago note – the CTA issued a new map in January, coinciding with the subway and bus fare increase.

St. Louis, Missouri

Member Phil Hom attended a seminar at Scott Air Force Base, which is very near the eastern end of the Metrolink line, and sent the following report. "The Shiloh-Scott station is located off route 158 that has a connection to I64 just to the north (about 3 miles). This terminal is on milepost 37.7 from zero. The terminal parking lot is split into two. One is inside the military reservation for those with proper ID and a need to be there, and the other side is out in the public area. The nearby area is mostly farmland. The ROW runs thru farms just as some of the early interurbans did in the Midwest. It

was only till the train reached Belleville did I see trees come up to the ROW. Many parts of the ROW are not fenced in. However there are some natural boundaries that made crossing the track unnecessary and meaningless. Island platforms are normally used with crossing done on the track level. I did not photograph anything because of the weather and the recent FBI warning to watch out for people acting "funny." I rode only up to Union Station to inspect the former railroad station and what is left of the big train shed.

"A good place to photograph the system in St. Louis is between the Civic Center and Union Station. There are no fences to block your view and the trains run slowly between the two stations. The fare is only \$1.25 in one direction (transfers are 25 cents extra). The cars are clean, with people actually picking up after themselves. Windows are large and clear. Sidebar - I was allowed a rental car. I made a side trip to the St. Louis Museum of Transport. They have an excellent collection with the best equipment (as well as the oldest) kept under cover. The larger equipment is exposed to the weather, with many rust spots on the locomotives. This place is really out of the range of transit service and going by car is the only way there. The ground is part of the county parks system. Admission is only \$4.00 to enter the grounds."

From the History Files

15 Years Ago: On July 22, 1989, the McKinney Avenue Transit Authority began running *Heritage* cars over its then 2.8-mile line. The group discovered that the pavement that covered the tracks could be removed, and began an effort to operate service. With the opening of DART's City Place station in June, 2002, the line was designated as Line M, and is part of the city's transit system.

10 Years Ago: On July 6, 1994, the Long Island Rail Road gained its "own" entrance into New York Penn Station on W. 34th Street, just off the southwest corner of Seventh Avenue.

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

NEW YORK CITY SUBWAY'S CENTENNIAL

On October 27, 2004, New York's subway will be 100 years old, and NYC Transit has been holding various special events and will continue to do so through the rest of the year.

During May, a new subway map was produced which contains facsimiles of old subway maps, and *MetroCard* collectors have not been forgotten either. There will be a series of these cards. So far, the following have been issued:

- Celebrate the Subway Centennial all year long –

October 27, 1904-October 27, 2004

- City Hall: The first ride, October 27, 1904
- 72nd Street was one of the 28 original stations on the IRT line, 1904
- Excavation for the New Subway: 42nd and Vanderbilt to Times Square, 1902

For details on the special events and the commemorative *MetroCards*, please check MTA's website at www.mta.info.

NOSTALGIA CORNER

This month, we witness the demolition of Brooklyn's Lexington Avenue "L" in photographs taken on January 12, 1951.

All photographs Bernard Linder collection



Looking east toward Bedford Avenue.



Looking east from Bedford Avenue.



Franklin Avenue, looking north.



Eastbound stairway at Nostrand Avenue.

(Continued on page 16)

Around New York's Transit System

Free Rides for Senior Citizens

Many riders pay less than the two-dollar fare because they take advantage of discounts offered to passengers buying *MetroCards*. Recently, NYC Transit informed us about another bargain available to reduced-fare customers who can open a Mail & Ride *MetroCard* account with \$20. A 20 percent bonus is added to the *MetroCard* whenever \$10 or more is added to the card. Customers never pay more than \$35 a month regardless of how many subway and local bus rides they take. If they pay by credit/debit card or electronic debit, payment is automatically made every month. They can also pay by mail with a check or money order. These cards cannot be refilled at a station booth, *MetroCard* vending machine, *MetroCard* bus, or *MetroCard* van. New Mail & Ride customers with accounts in good standing receive a month of local bus and subway rides free after their first three months.

Concourse Middle Track Out of Service

To allow the contractor to install new signals, middle Track C3/4 on the Concourse Line is out of service between 145th Street and Tremont Avenue for approximately six months starting May 23, 2004. Safety barriers constructed with safety mesh, yellow chains, and

construction netting have been installed between Tracks C1 and C2 and Track C3/4. These barriers allow the contractors to work on Track C3/4 without the need for additional flagging.

R-142/142A/143 Delay Announcements

When there is a lengthy train delay, the Conductor must give the reason for the delay and give travel options. He/she must make an announcement immediately, again within two minutes, and then every five minutes if the train is still delayed. The pre-recorded "We apologize for the unavoidable delay" announcement should not be played.

Last Remnant of PATH's World Trade Center Station

When PATH reconstructed the World Trade Center station last year, it deliberately left part of the surviving structure of the old station. This passageway, a remnant of the World Trade Center concourse, is 66 feet long and 32 feet wide and is paved with travertine marble. Two signs near the glass and metal signs point to ②, ③, A, C, and E subway trains. A 13^{3/4}"x13^{3/4}" plaque reading, "These signs and floors below are part of the surviving structure of the World Trade Center," has been placed in this passageway.

Nostalgia Corner

(Continued from page 15)



Looking east at Nostrand Avenue.



Looking east from Tompkins Avenue.