

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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100 YEARS OF SUBWAY SERVICE TO THE BRONX

Subway trains started running to the Bronx 100 years ago, July 10, 1905.

Since it was extended in stages between 1886 and 1902, the Third Avenue "L" was the only rapid transit line serving the Bronx. Second and Third Avenue "L" service was extended to 180th Street-Bronx Park on November 26, 1904 because the elevated structure north of 149th Street and Third Avenue was completed before the Harlem River Tunnel.

Through subway service from Lenox Avenue started operating on July 10, 1905. The IRT planned an elaborate terminal at E. 182nd Street and Boston Road, but the Park Department objected to a station abutting park property. A temporary terminal was built at 181st Street instead. Pictures of the permanent 180th Street-Bronx Park station that was opened on October 28, 1910 are published in this issue.

WESTCHESTER AVENUE BRANCH

This short two-block structure on Westchester Avenue between Third Avenue and Brook Avenue was the original connection between the Third Avenue "L" and the new subway. Second and Third Avenue "L" trains provided full-time service starting November 26, 1904. When the Bronx subway was opened on July 10, 1905, service was discontinued on this portion of the line. It is believed that on October 1, 1907 rush hour Second Avenue trains started operating to Freeman Street via this branch. These trains were rerouted via the Bergen Avenue Cutoff on July 2, 1917, after which infrequent service was operated on the Westchester Avenue Branch.

If Freeman Street Second Avenue trains operating in the direction of light traffic was scheduled to make another trip, they were

routed via this branch.

During the 1930s, passengers transferring from the New York, Westchester & Boston to the Third Avenue "L" at 133rd Street complained about crowded morning rush hour trains. The Transit Commission ordered the IRT to provide additional service. The company complied by operating two locals to 149th Street, after which they ran light via the Westchester Avenue Branch to the Jackson Avenue middle. These trains then operated via the Bergen Avenue Cutoff as a Second Avenue Express and a Third Avenue Local-Express.

Before Unification, IRT steel Queens cars received their heavy overhaul at 147th Street Shop. Cars were routed via the Second Avenue "L," Third Avenue "L," and Westchester Branch, and were turned at the Jackson Avenue middle. Because the subway-type contact shoes could not clear the board at the side of the third rail in the elevated position, they were removed and the cars were towed by elevated cars from Queens to Jackson Avenue and by subway cars to the shop. This move was made at midnight. When the Second Avenue "L" was abandoned, there was no longer a track connection between the Flushing Line and the rest of the IRT. The Queens cars were subsequently overhauled in Coney Island Shops.

After the Second Avenue "L" north of 59th Street was abandoned at Unification, June 12, 1940, Third Avenue Local-Expresses provided Freeman Street rush hour service. Saturday noon rush hour trains stopped at 149th Street and were routed via the Westchester Avenue Branch.

This short two-block-long structure has an

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ASTORIA LINE HEADWAY CHANGES AND TRACK PLAN by Bernard Linder

The following is an incomplete record of headway changes:

WEEKDAYS

Date	Line	Midnight	AM Rush	Midday	PM Rush	Evening
1938	IRT to Times Square	20	8	10	8	12
December 18, 1939	IRT Second Avenue "L"	—	10	15	8, 10	12, 15, 20
May 19, 1941	IRT Second Avenue "L"	—	6	6	6	6 (C)
September 6, 1945	BMT to Queens Plaza	20	7	7½	7	9
July 25, 1949	BMT to Queens Plaza	(A)	7½	8	7	8

(A) 12-minute headway to IRT platform midnights; 20-minute headway to BMT platform midnights
Trains ran alternating to IRT and BMT platforms at other times

WEEKENDS

Date	Line	Saturday				Sunday		
		AM Rush	Morning	Afternoon	Evening	Morning	Afternoon	Evening
1938	IRT to Times Square	8	10	12 (B)	12	12	12	12
May, 1941	IRT Second Avenue "L"	6	6	6	6 (C)	No Service		
September, 1945	BMT to Queens Plaza	7	7½	7½	8½	10, 7½	7½	7½, 10
July, 1949	BMT to Queens Plaza (D)	8	8	8	8	10, 8	8	8½

(B) 8-minute headway noon

(C) No service evenings after 9 PM

(D) Alternating to IRT and BMT platforms

The following is a complete record of headway changes:

WEEKDAYS

Date	Line	Midnight	AM Rush	Midday	PM Rush	Evening
November 17, 1949	Fourth Avenue Local	20	6	8	6	8
	Brighton Local	—	8	—	6½	—
April 27, 1950	Fourth Avenue Local	20	6	8	6	8
	Brighton Local	—	7	8	6½	—
November 29, 1951	Fourth Avenue Local	20	6	10	6	12
	Brighton Local	—	7	10	6½	—
December 10, 1953	Fourth Avenue Local	30	6	12	6	12
	Brighton Local	—	7	12	6½	—
December 1, 1955	Fourth Avenue Local	30	6, 8	12	8	12
	Brighton Express	—	8	12	7	—
May 28, 1959	Fourth Avenue Local	30	6, 8	12	8	12
	Brighton Express	—	8	—	7	—
January 1, 1961	Brighton Local	20	6	12, 10	6	12
	West End Express	—	6	—	6	—
November 27, 1967	RR/Fourth Avenue Local	20	4	10	4	12
August 30, 1976	RR/Fourth Avenue Local	20	4, 5	10	5	12

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Astoria Line Headway Changes and Track Plan

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WEEKDAYS

Date	Line	Midnight	AM Rush	Midday	PM Rush	Evening
April 28, 1986	RR/Fourth Avenue Local	20	8½	10	8½	12
	ⓑ/West End Express	—	8, 10	—	9, 10	—
May 26, 1987	Ⓝ/Sea Beach Express	20	9	10	10	12
	ⓑ/West End Express	—	8	—	9	—
December 12, 1988	Ⓝ/Sea Beach Express	20	5½	10	5½	12
November 13, 1995	Ⓝ/Sea Beach Express	20	5	10	7, 8	12
July 23, 2001	Ⓝ/Sea Beach Express	20	8	10	8	10
	Ⓜ/West End Express	—	8	10	6	10
September 9, 2002	Ⓜ/West End Express	20	8, 10	10	10	10
	Ⓝ/Sea Beach Express	—	8, 10	10	8, 10	10
February 24, 2004	Ⓝ/Sea Beach Express	20	8, 10	10	8, 10	10, 12
	Ⓜ/Broadway Local	—	10	10	10	10

SATURDAY

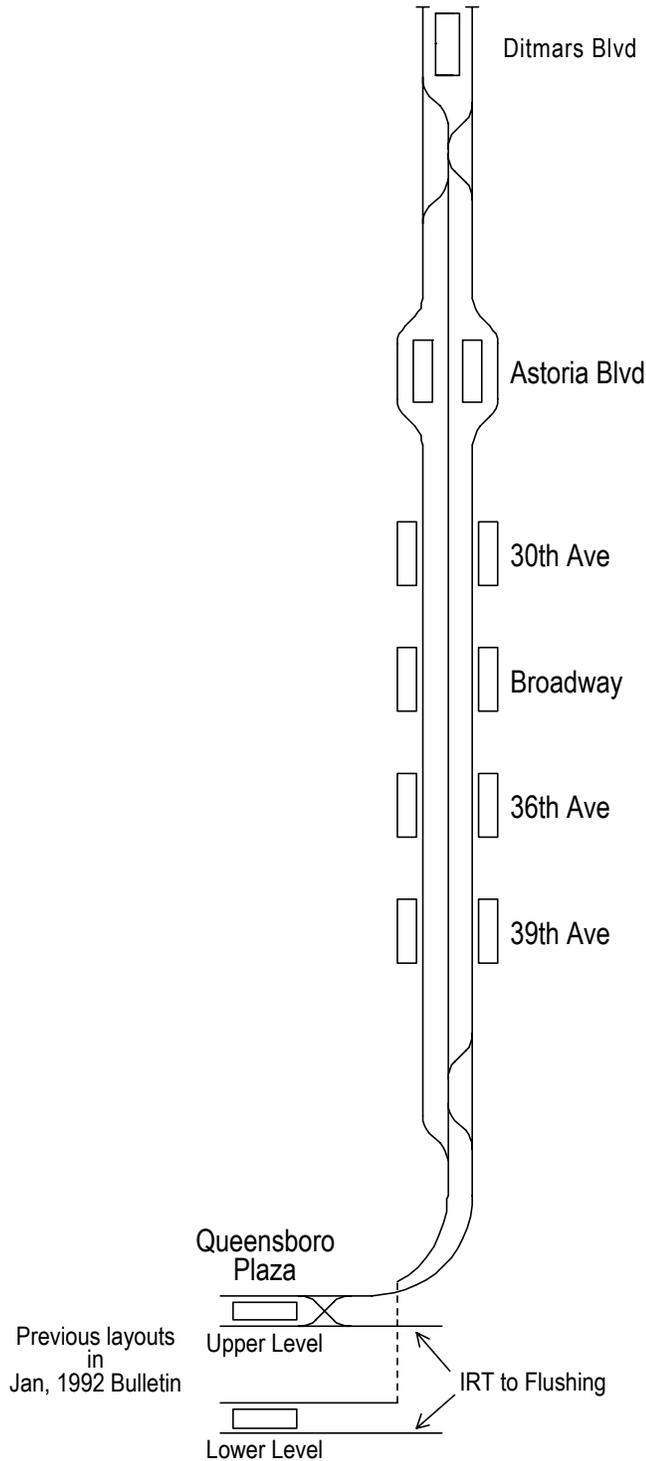
Date	Line	Morning	Afternoon	Evening
October 23, 1949	Fourth Avenue Local	8	8	8
April 29, 1950	Brighton Local	8	8	—
December 1, 1951	Fourth Avenue Local	10	10	10
	Brighton Local	10	10	—
December 12, 1953	Fourth Avenue Local	12	12	12
	Brighton Local	12	12	—
May 4, 1957	Fourth Avenue Local	12	12	12
	Brighton Express	12	12	—
January 7, 1961	Brighton Local	—	—	12
	Brighton Express	12	12	—
	West End Express	12	12	—
April 21, 1962	Brighton Local	12	12	12
February 23, 1963	Brighton Local	10	10	12
September 21, 1963	Brighton Local	8	8	8
December 2, 1967	RR/Fourth Avenue Local	8	8	8, 10
November 6, 1971	RR/Fourth Avenue Local	10	10	12
May 30, 1987	Ⓝ/Sea Beach Express	10	10	12
June 1, 1991	Ⓝ/Sea Beach Express	12	12	12
August 1, 1992	Ⓝ/Sea Beach Express	10	10	12, 15, 20
November 18, 1995	Ⓝ/Sea Beach Express	8	8	12, 15, 20
September 14, 2002	Ⓜ/West End Express	8	8	10, 12
May 3, 2003	Ⓜ/West End Express	8	8	8, 12
February 28, 2004	Ⓝ/Sea Beach Express	8	8	10, 12

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Astoria Line Headway Changes and Track Plan

(Continued from page 3)

Astoria Line
1936 - Present



Data: B. Linder
Drawing: J. Erlitz

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NOSTALGIA CORNER

This month, we look at the Bronx Park Branch of the White Plains Road Line, which is featured in our cover story.



177th Street station, White Plains Road Line, looking north.
Bernard Linder photograph



Looking south from 180th Street-Bronx Park station, July 20, 1951.
Bernard Linder photograph



E. 181st Street and Boston Road, July 30, 1952.
Bernard Linder photograph



E. 180th Street and Boston Road, July 30, 1952.
Bernard Linder photograph



180th Street-Bronx Park station, west pocket, looking north, July 30, 1952.
Bernard Linder photograph



180th Street-Bronx Park station, looking south, July 30, 1952. The station was closed on August 4 of that year.
Bernard Linder photograph

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Nostalgia Corner

(Continued from page 5)



177th Street station, White Plains Road Line, looking north. This picture was taken on November 6, 1916, during construction of the construction of the White Plains Road Line extension.

Bernard Linder photograph



A different view of the 177th Street station, White Plains Road Line, looking north. The original tower is in the foreground. A new tower is under construction in the background.

Bernard Linder photograph



White Plains Road Line at E. 179th Street, looking east, November 6, 1916.

Bernard Linder collection



White Plains Road Line at E. 179th Street, again looking east, November 22, 1916.

Bernard Linder collection

100 Years of Subway Service to the Bronx

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unusual history. Full-time service was operated for less than a year before it was discontinued 100 years ago. For nearly half a century, irregular and infrequent ser-

vice was operated. The structure was torn down in the early 1950s because Third Avenue "L" riding declined appreciably.

Most of our readers have forgotten these connecting tracks, but your Editor-in-Chief will always remember riding this branch on a Saturday afternoon.

TECH TALK by Jeffrey Erlitz

The reconstruction of the Long Island Rail Road's Flatbush Avenue terminal has progressed to the point where one can now see definite changes to the facilities. Upstairs at street level, the amber-colored dot matrix departure information board is finally displaying actual-looking information, though it is still under test. This large display is located directly above the new ticket offices. The individual departure boards at the top of each staircase leading down to the platforms are in the same style as the very recently activated ones up on the new east overpass at Jamaica Station. The top of the board contains a rather large color liquid crystal display showing the time and destination of the train in white characters on a color background. The color is the same as the timetable color for that branch. For example, Port Jefferson Branch destinations are medium blue while Montauk Branch destinations are green. Below each LCD is an amber-colored dot matrix display showing the individual stations at which the train will stop. The displays at Jamaica were placed in service about a month ago or so.

Getting back to Flatbush Avenue, most of the three platforms have now had their granite pavers installed; they look very much like the pavers used in subway

station reconstructions. Much of the stainless steel platform furniture (seating and sign holders) has been installed. All (or most) of the new platform lighting is now installed and lit. This new lighting is along the edges of the platforms and also aids in the backlighting of the station signs. The station signage now indicates *both* "Flatbush Avenue" and "Atlantic Terminal" in alternating patterns. The exit signs/arrows and the signs indicating the transfer downstairs to the subway lines are also backlit and are very easy to see. There is stainless steel ductwork and grills on the platforms, which I am guessing, will be air conditioning (or at least, air chilling, like at Grand Central on the Lexington Avenue Line). This will be very welcome come the heat of summer.

Returning to Jamaica, the east stairs of the new west overpass were finally opened to the public on or about Tuesday, June 7. This will definitely improve passenger flow for those connecting between different platforms.

The new signal system between Babylon and Speonk should be in service sometime this summer and will be controlled from Babylon. This will mark the end of PD Tower in Patchogue. As I mentioned in an earlier column, the signals will all be color light rather than posi-

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Astoria Line Headway Changes and Track Plan

(Continued from page 4)

SUNDAY

Date	Line	Morning	Afternoon	Evening
October 23, 1949	Fourth Avenue Local	10	8	8, 10
June 29, 1952	Fourth Avenue Local	12, 10	10	10, 12
December 13, 1953	Fourth Avenue Local	12	12	12
January 1, 1961	Brighton Local	12	12	12
November 26, 1967	RR/Fourth Avenue Local	12, 10	10	10
October 31, 1971	RR/Fourth Avenue Local	12	12	12
November 11, 1973	RR/Fourth Avenue Local	15, 12	12	12
May 24, 1987	Ⓝ/Sea Beach Express	15, 12	12	12
June 10, 1990	Ⓝ/Sea Beach Express	15, 12	10	12
May 26, 1991	Ⓝ/Sea Beach Express	12	12	12
July 26, 1992	Ⓝ/Sea Beach Express	15, 12	10	12
October 25, 1992	Ⓝ/Sea Beach Express	15, 12	10	12, 15, 20
November 12, 1995	Ⓝ/Sea Beach Express	15, 12	8	12, 15, 20
September 8, 2002	Ⓜ/West End Express	15, 10	10	12
April 27, 2003	Ⓜ/West End Express	15, 8	8	8, 12
February 22, 2004	Ⓝ/Sea Beach Express	15, 10	8	12

Tech Talk

(Continued from page 7)

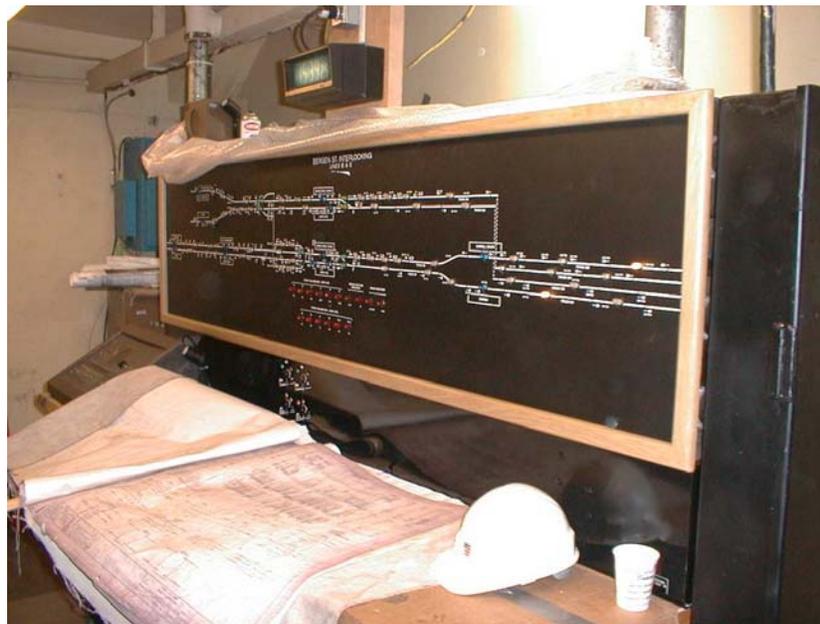
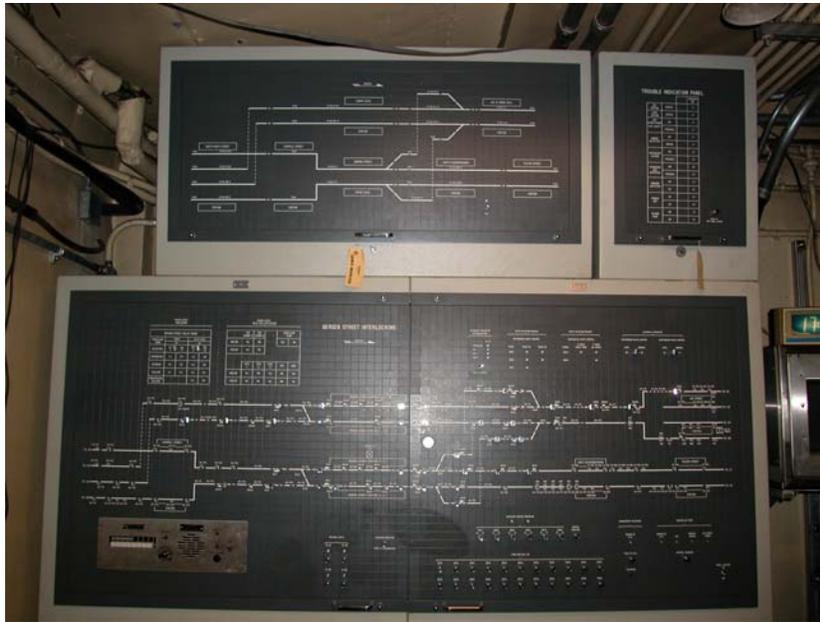
tion light.

Over on the 14th Street-Canarsie Line, a temporary signal system was placed in service between Eighth Avenue and Third Avenue Interlockings over the weekend of June 4-5. This work replaced all of the old 25 Hz track circuits with standard 60 Hz track circuits. Several of the intermediate automatic block signals were removed, leaving one signal leaving and one signal entering each station. The only exception is the grade time signals in the Eighth Avenue station. The remaining automatic signals are still the old BMT signal heads, though with new 60 Hz circuits. These will ultimately be removed when CBTC is placed in service.

The new signal system at Bergen Street on the Prospect Park Line is coming along and should be in service by September. You may recall that this location is the pilot project for a micro-processor-based interlocking. The new Mauell control panel has already been installed in Jay Street Tower. It occupies the west wall of the tower, just to the left of the existing US&S Model 14 interlocking machine. Above the control panel to the left is the third rail indication panel for the Bergen Street area and above and to the right is the trouble indication panel. (See the top

photograph). The new dispatcher's indication panel is suspended from the ceiling above the windows looking out on to the platform. This will replace the existing Dispatcher's indication panel that was placed in service in June, 1994 under contract A-33442. This contract was for the rehabilitation of the Jay Street Dispatcher's office. I believe this panel was the first one using one-inch square mosaic tiles, but it was not built by Mauell; Heckler Electric built it. There is also a new Dispatcher's control panel (for the station's holding lights) built by Mauell. This leads me to believe that the CRT holding light controller may be discontinued.

Also pictured (bottom) is the current control panel at Bergen Street. This is the one that replaced the original US&S Model 14 interlocking machine after the relay room fire in 1999. The indication panel was from the original interlocking machine and was refurbished. The installation of the new signal equipment at Hunters Point Avenue on the Flushing Line under contract S-32718 seems nearly complete. The signals are being supplied by Safetran (Type RT) and the train stops are being supplied by Twinco Manufactur-



Jeffrey Erlitz photographs

ing (Model PS-1). The switch machines have not been installed yet.

Jeff may be contacted via e-mail at jbe456@optonline.net.

LONG ISLAND GRADE CROSSING ELIMINATIONS

by Larry Kiss

Most of the Long Island Rail Road's electrified track-age is in heavily populated Nassau County. As the population increased, more of the grade crossings have been eliminated. Listed below, geographically from West to East, are many of the locations and dates that

the projects were completed. In the near future, you will be able to add Roslyn Road in Mineola, for which construction is now underway. Details are published in this issue's **Commuter and Transit Notes** column.

LOCATION	YEAR
Babylon Branch	
St. Albans/Springfield Gardens	1935
Locust Manor	1959
Rosedale	1941
Valley Stream	1933
Lynbrook	1938
Rockville Center	1950
Baldwin	1956
Freeport	1960
Merrick/Bellmore/Wantagh/Seaford	1969
Massapequa	1953
Massapequa Park	1979
Amityville/Copiague/Lindenhurst	1968
Babylon	1964
Main Line	
Queens Village	1924
Floral Park	1960
Mineola	1923
Hicksville	1964
Port Washington Branch	
Manhasset	1924
Great Neck	1934
Port Jefferson Branch	
Huntington	1909
Ronkonkoma Branch	
Deer Park	1937

Commuter and Transit Notes

by Randy Glucksman

Number 200

This column marks my 200th since I started as an occasional contributor in 1981. Over the years, this column has had several names. More recently, **Commuter and Transit Notes** replaced **Commuter Notes**, and was made to reflect the expanded content. Since January, 1989, this column has appeared in every issue of the New York Division **Bulletin**. My thanks go to the **Bulletin** staff, my contributors, and you, the readers.

MTA Metro-North Railroad (East)

Keeping an eye on Metro-North is member Bill Zucker, who reported that generally all weekend Hudson and Harlem service is operated with M-7s. However, on Saturday, May 21, he rode round trip to and from White Plains and observed at least one or two older trains in service, but he could not tell whether these were M-1s or M-3s. Bill also saw some ACMUs on a siding between Mt. Vernon West and Fleetwood, where in the May **Bulletin** I had reported seeing some M-1s being prepared for scrapping.

A few weeks later, Bill took another trip, this time on the New Haven Line to and from Stamford. During the late afternoon and the evening, what he saw of the service on the Harlem/Hudson Lines, that of the older trains, other than the M-7s, there were many more trains of M-1s than there were M-3s. However, of the M-1s, all were 8200s, no 8300s at all. He even saw cars as low as 8202-3. Again, as with the LIRR, Bill believes that they are not scrapping these in numerical or chronological order, and his best explanation for the fact that the M-1s outnumbered the M-3s would be that the latter are probably in for some SMS work, and this will change after the work is completed.

Some of the scenes for the season finale of the NBC hit show "Law and Order" were filmed at Metro-North's Highbridge Yard in the Bronx. On April 23, my son Marc saw lots of activity as he drove on the Harlem River Drive, and called to let me know that "something" was going on at that location. I learned later that the plot was based on the recent LA train crossing/SUV collision. It took weeks to coordinate and many hours to shoot. All this was edited down to two to three minutes of air time, which was shown on May 18.

MTA Metro-North Railroad (West)

It turned out that when NJ Transit increased fares on July 1, the impact to New York State riders was not that terrible. On the Pascack Valley Line, the fare to NY Penn Station increased by just \$1, while Port Jervis Line riders pay \$5 more. Some fares went down, e.g. on the Pascack Valley Line, 10-trips (\$73 to \$71.50), one-ways (\$7.65 to \$7.50) and Senior/Disabled (\$3.70 to \$3.50).

However, an old "friend" has returned – the "Fare

Hold-Down." When Metro-North increased fares on March 1, these payments were ended due to the higher Metro-North fare structure. While NJ Transit had the option to raise fares at all of the New Jersey Pascack Valley and Main/Bergen Line stations at which its fares were "held down," it chose not to. The Service Agreement between the railroads obligates Metro-North to pay this penalty whenever NJ Transit implements a fare increase, but must constrain fares at New Jersey stations so as not to exceed the fares from Metro-North stations on the same line. Effective this month, MNR is paying NJ Transit approximately \$5,000 per month.

Connecticut Department of Transportation

Just because I have not reported recently about the proposed station east of New Haven, does not mean nothing is going on. Member David A. Cohen sent an article from the **New Haven Register** reporting that a station in West Haven now has the support of the Speaker of the Connecticut House of Representatives. As of late April, CDOT had still not decided whether a station would be constructed in West Haven, or Orange, or both.

Governor Jodi Rell announced that she would call the Connecticut Legislature into a special session to deal with two transportation issues that were not addressed during the regular session. Those issues are funding of new railcars for the New Haven Line and construction on I-95.

MTA Long Island Rail Road

When General Order No. 201 went into effect on May 23, a complete set of new timetables, including one for Shea Stadium, was issued. They will be in effect through September 11. In addition, there was a special timetable, **The Hamptons and Montauk**, which has made sporadic appearances since 1995, printed on glossy paper. The last one was published in 2002.

A brochure was issued that provided details on train/bus service, as well as how passengers would find the temporary boarding locations on May 15 and May 22. On those dates, preliminary work was performed on the Roslyn Road Grade Crossing Elimination Project (June **Bulletin**). Rather than elevate the right-of-way, the more traditional method that has been employed by the LIRR, Roslyn Road vehicular traffic is to be routed into an underpass. When I spoke with member Larry Kiss about this, he was very familiar with the area and told me that this location is hilly and that the adjoining streets are at a lower level than the tracks. Larry wrote an article which provides the dates that grade crossings in the electrified territory were removed. This will be published in an upcoming **Bulletin**.

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

For the 100th running of the Belmont Stakes, which was held on Saturday, June 11, a special timetable folder was produced. On all other days that the track is open, there are two eastbound and two westbound trips between Jamaica and Belmont. However, on June 11 there were six trips from Penn Station and 12 trips from Jamaica. Return service to Jamaica was in the form of four trips between 3:35 PM and 5:17 PM, then starting at 6:30 PM, until 10 PM, trains departed from Belmont Park every 15 minutes to Jamaica. A color-coded queuing system was established at Belmont Park, and passengers were advised that once they were inside this area, wait times could range from 15 minutes to 2 hours.

In support of the Billy Graham crusade, which took place at Shea Stadium from Friday, June 24-Sunday, June 26, a special timetable was issued. Six extra trips were operated on Saturday, and seven on Sunday.

On October 1, 2004, four M-7 cars were damaged in a side-swiping incident during an equipment move at Hempstead Yard. The MTA Board awarded a \$1.7 million contract to Bombardier Transit Corporation to repair the cars. If any member has knowledge of the cars that were involved, please send it to the email address which appears at the end of this column, and it will be published.

The Long Island Rail Road and Metro-North have modified their contract with Bombardier to increase the number of option cars by 230. They are to be allocated as follows: LIRR (100), Metro-North (36) and undefined (94). This of course, is subject to capital funding.

To keep track of how many cars are to be built, here is a summary of what has taken place. In 1999, a contract was awarded for 192 Base Order Cars, with 844 Option Cars (544 LIRR and 300 MNR). (Thirty-six of the Long Island's cars are being funded by Nassau County.) To date, the LIRR has purchased 486 option cars, and MNR, 300. 58 LIRR option cars remain from the initial authorization. The 230-car option will be approximately 4% more expensive than the original cars. As of early May, 422 had been accepted by the Long Island, and Metro-North had accepted 178 cars. Railroad officials of both lines are pleased with the M-7s' performance, which for the LIRR translates into an average MDBF of 234,000 miles. For the month of April, the year-to-date MDBF for the M-1s was 24,438 while it was 49,575 for the M-3s. The Kawasaki bi-levels were at 38,265 miles. Under the timetables which were in effect until May 22, the LIRR required 838 EMUs for AM service.

Bill Zucker also had some observations about the Long Island's rolling stock. "The situation on weekends seems to be somewhat different. Here I observed a half and half distribution of M-7s and older cars, and caught (stopped right where I was waiting!) what may have

been the lowest numbered M-1 in service, 9029. I did see a few other fairly low numbers; aside from 9029-30, I saw (in my train alone) 9099-9100 and 9175-6. (*Ed. Note: 9175-76 (II) are among the newest of the M-1s, as they were built in 1972 as replacements for the original 9175-76, which were destroyed by fire.*) Most of the others were the 9500, 9600, and 9700s, but unlike Metro North, the types seem to be freely mixed here. Curiously, the middle groups, the 9200, 9300, and 9400s seemed to be the ones that were most lacking; maybe they are not being retired in consecutive or in chronological order."

While driving on the Long Island Expressway at the end of May, I noticed that T-54 ("Ping-Pong") car 921 was still "laid up" at the rest area between Exits 51 and 52. In the January, 2004 *Bulletin* I wrote that there were plans to replace the car by 2007 with an entirely new facility.

The East Hampton Star carried a story about a group called SEEDS (Sustainable East End Development Strategies) that believes that the "Long Island Rail Road rights-of-way represent the single most underutilized transportation source on the East End (of Long Island)." To that end, it is recommending that local towns and villages work together to "analyze how we can most effectively use these corridors." A plan that they have put forward would end regular commuter service at Speonk or Shirley, which would still receive more than double the service of the Montauk Branch. At that point there would be a light rail system which would operate on a 30-minute schedule and provide service to all eastern points as far as Montauk. The group says that a similar system would be devised for the North Fork. The rail line would act as the "spine" and each station would be served by north-south shuttle (hybrid-electric) buses that would operate on a schedule coordinated with the rail line. From the article, it appears that DMUs are being suggested as the type of equipment that would be used. Additional passing sidings would also need to be installed. Thanks to member Joe Gagne for this report.

NJ Transit

The April 24, 2005 Montclair-Boonton timetable was reissued during April to show Train #294, which was added. For details, please refer to the June *Bulletin*.

A "Service Advisory" was issued that provided information on Memorial Day Weekend service. There was "Getaway" service on the Northeast Corridor (2), North Jersey Coast (1), and Raritan Valley (1) Lines (all shown in the public timetables). Not in the Morris & Essex timetable was Train #8939, which departed from New York Penn at 3:10 PM (Friday May 27) and made limited stops to Denville. On the holiday, which this year was celebrated on its "original" day, May 30, weekend/major holiday schedules were in effect on all lines except for Montclair-Boonton and Pascack Valley.

One of the policy changes that went into effect on July

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Commuter and Transit Notes

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1 with the fare increase was that "rail monthly passes expire after the last scheduled trip listed on the timetable on the last day of the month." Formerly, holders of such passes could use them to ride on the first business day of the next month. NJ Transit says that this modification was made to "create consistency between our rail, light rail, and bus monthly pass policies and to ensure acceptance when transferring between services." In the table below is the history of NJ Transit's fare increases.

DATE IMPLEMENTED	AVERAGE PERCENTAGE OF FARE INCREASE
July, 1980	11%
July, 1981	22%
July, 1982	17.5%
September, 1983	9%
July, 1986	10.6%
May, 1988	9%
May, 1989	12.5%
July, 1990	9%
April, 2002	10%
July, 2005	9.9%

In May, New York Governor George Pataki declared his support for the new rail tunnel under the Hudson River, as proposed by Access to the Region's Core. *The Star-Ledger* reported that this change of position only came about as a result of some backstage bargaining where Pataki got commitments for another \$1 billion to fund the East Side Access project. The Port Authority of New York & New Jersey will provide some much-needed funding for each project. Gov. Pataki is also looking for help on another one of his pet projects, to improve rail access to JFK Airport from lower Manhattan. In early June, NJ Transit placed displays of the project at New York and Newark Penn Stations, Hoboken, Secaucus Junction, and the Port Authority Bus Terminal. The exhibit was designed to educate commuters about the project, which would increase trans-Hudson rail capacity. Project staff members were available to discuss any issues and/or to answer questions. While construction has not yet started, there is ongoing preliminary work to complete the required environmental statements. When this second tunnel is completed, it is planned that there would be direct service into mid-Manhattan by trains serving Orange, Rockland, and Bergen Counties, lines that do not have one-seat rides today. As of now, it is anticipated that the first track in

THE Tunnel would be in service in 2011, and the second by 2014.

On May 18, member David Erlitz's commute home became a little more interesting when, east of Newark, he observed two of NJ Transit's new PL-42AC engines, bracketing a consist of 3 or 4 coaches. The train was headed eastbound. When the contract was awarded to Alstom in 2002, it was expected that all 33 would be delivered by 2004.

For the first few weekends in June, NJ Transit installed a new signal system in the area around Hoboken. It is connected to and controlled from the new state-of-the-art Rail Operations Center in Kearny, which opened last year. Passengers were told to expect delays of between 5 and 10 minutes on trains to/from Hoboken. Over the weekend of June 10-13, this work affected the North Jersey Coast and Raritan Valley Lines' service to Hoboken.

It has been known for quite some time that NJ Transit's two newest garages have not been drawing huge crowds. When the Ramsey Route 17 and Montclair State University garages opened on August 28, 2004, there was a promotion entitled, "See More Spots," which included a Dalmatian. *Star-Ledger* transportation columnist Joe Malinconico wrote that the only spots that NJ Transit is seeing are "empty ones." The \$28 million complex at Montclair State University in Little Falls has been drawing about 130 cars per day at its 1,500-space deck, while the \$27.5 million garage and station in Ramsey gets about 200 cars daily for its 1,250 available spaces. The 2,400 empty spaces at the two new garages provide a contrast to the situation at other stations in Essex, Union, Middlesex, Morris, and Monmouth Counties, where the waiting lists for parking spots stretch for years. While this is not good news for the present, Martin Robins, executive director of Rutgers University's Voorhees Transportation Policy Institute was quoted: "I can't say it's a mistake, but it was a risk. My guess is that in five years, these facilities will be well-used." In the meantime, 350 of the spaces in Ramsey are being leased to a Bergen County car dealership for \$7,000 per month.

At its June meeting, NJ Transit's Board of Directors approved the expenditure of \$1.6 million to study a restoration of passenger service on the Northern Branch in Bergen County. As proposed, DMUs would be used on a routing between Tenafly and North Bergen, where connection would be made with HBLRT if it is extended in future years.

For the opening of the Aquarium in Camden, the River Line ran two-car trains from Wednesday to Friday, May 24 -27.

Port Authority Trans-Hudson Corporation

Even though new schedules went into effect on April 25, several recent visits to different PATH stations yielded no new public timetables.

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

At the end of May, NYSDOT announced that the Turbotrain Program (and high-speed rail system that would link the Capital Region and New York City) was being ended, and that Super Steel Schenectady would receive \$5,525,000 to end the project and also to cover any remaining costs and move four unfinished trains to storage at a nearby industrial park. The payment is to supplement nearly \$64.8 million already spent on Super Steel's work on rebuilding the Turboliners. The three sets that have already been completed have been taken out of service and are presently being stored by Amtrak in Delaware. Amtrak claims that the cars are not suitable for service due to faulty air-conditioning and other problems. The full settlement is also contingent on an extensive independent audit of the entire project by the DOT, which is underway. Thanks to member Bob Kingman for this report from the **Albany Times-Union**.

Finally, during the last week of May, although they have May 2 dates, the promised "temporary" timetables for the Northeast Corridor, New York-Boston and Boston-Virginia Beach, were available at New York Penn Station. They carry Form Numbers NPRC W-2 and NPRC W-4, respectively. Form W-2 is in a horizontal format, while Form W-4 is vertical, like System Timetable Form T-1, and also in multi-colors.

One of our members sent a report that a "high-level" meeting was held on May 20, regarding the status of the out-of-service *Acela* trainsets; more problems have been found, and things are worse than previously anticipated. So, do not look for their return to service anytime soon. Not having the *Acela* trainsets in service is costing Amtrak \$1.25 million each week. Meanwhile, a Bombardier spokesman, in an interview with the **National Post** (Canada), was more optimistic in that he believed that the first trainsets would be in service by the end of June, with the entire fleet running by the end of the summer. Bombardier officials said the new brake parts, manufactured by the German company Knorr-Bremse AG, are expected to be more durable than the current brakes. The June 10 edition of **The New York Times** described the root of the problem as a slight wobbling of in the brake disks. On *Acela* trains, the calipers squeeze together to grab the brake disk which is attached to the axle. This in turn slows down the train. When the calipers are applied to slow the outside of the disk, this is known as bending in the plane. When the disk is wobbling slightly, this phenomenon is known as bending out of the plane.

In a follow-up to the Portal Bridge fire which occurred on May 12 (June, 2005 **Bulletin**), an investigation has found that the fire could have been prevented. **The Star-Ledger** reported that one of Amtrak's circuit breakers, an upgraded model that had been installed the pre-

vious month, failed to shut off the power that night, allowing more than 12,000 volts of electricity to surge to the wooden bridge for more than 12 seconds, igniting the blaze. Amtrak officials say the crew that installed the device never fully connected it to the electrical system and their error somehow went undetected during testing. To prevent occurrences of this in the future, the Federal Railroad Administration has now revised its procedures for installing and testing circuit breakers. Officials refused to say whether Amtrak disciplined the employees responsible for installing the circuit breakers.

Metropolitan Area

In most parts of New York State, the State's portion of the sales tax dropped from 4.25% to 4% on June 1. However, in the MTA region, which is composed of New York City, Nassau, Suffolk, Westchester, Rockland, Orange, Putnam, and Dutchess Counties, this reduction was offset by an eighth of a percentage point increase in the MTA tax. This increase was part of a deal that state officials reached three months ago in an effort to help bail out MTA, which requested additional funding. It is estimated that MTA would benefit to the tune of an extra \$250 million annually.

Miscellaneous

Bob Kingman and his wife drove by the Super Steel plant and found about a half-dozen white painted shells of future LRVs inside and outside the plant. There was no indication of who they are for. Each section has two sets of doors on each side which are apparently designed for "high level" access.

Other Transit Systems**Boston, Massachusetts**

There is lots of Boston news this month from member Todd Glickman. Former Massachusetts Transportation Secretary Daniel A. Grabauskas was appointed general manager of the Massachusetts Bay Transportation Authority, succeeding Michael H. Mulhern, who announced his retirement earlier this year. Grabauskas took over on May 16.

On May 18, state officials announced that Somerville's Union Square would get a separate branch of the Green Line extension, adding \$100 million to the cost of transit projects promised to offset the environmental impact of the Big Dig. The list of commitments totals \$770 million and calls for building stations on the Fairmount Line and doubling service on the line between Worcester and Boston. 1,000 parking spaces are also to be added at as-yet-unspecified commuter rail and transit stations throughout the Boston region. This list does not include two that were on the original 1990 list: restoring the Arborway Line and building a connection between the Red and Blue Lines.

For the visit of the USS John F. Kennedy, which was docked at the Marine Industrial Park on the South Boston waterfront, the MBTA operated an "enhanced" schedule on the Blue, Orange, Red, and Green Lines.

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Commuter and Transit Notes

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Commuter rail customers were encouraged to park at the Route 128 station on the Attleboro Line or at Anderson/Woburn on the Lowell Line. Additional commuter rail trains departed Route 128 and Anderson/Woburn at 8:30 and 10:30 AM, and then as needed.

The following, from the press release, is what really got Todd's "Irish" up. "Shuttle buses will operate frequently between South Station and the South Boston Waterfront. Fares are \$2.00 round-trip. Seniors and children \$1.00 NOTE: No passes will be accepted." (WHAT??? When is the T not the T?)

Automated fare collection began on the Blue Line on May 17. While this is the beginning of the end for the use of tokens, MBTA officials plan one more minting of tokens during the summer of 2006, before tokens are finally phased out in 2007. The revenue department had 500,000 tokens minted by Attleboro's Kilmartin Industries in January, 2004. It is unknown exactly how many tokens are in circulation, officials said, though it is in the hundreds of thousands. Also not decided is what to do with leftover tokens once the *Charlie Tickets* take over. According to the report in *The Boston Globe*, Boston's first "true" tokens were issued when the Boston Elevated Railway began issuing what it called "metal tickets" on February 21, 1919. It is interesting to note that tokens that were minted by MTA, predecessor to MBTA, in 1951 (Atwood-Coffee 115L) can still be used. Contrast this to NYCT, which frequently changed its tokens when fares were raised.

Todd wrote that "the new 'Silver Line' route to the Airport will have an impact on the subway rail network in Boston. It will compliment the current route, Blue Line to Airport with shuttle bus connection. For example, from MIT to the airport is now a four-seat ride: Red, Green, Blue, and Shuttle Bus. With the new service, it will be a two-seat ride: Red, Silver. It would not surprise me to see 50% less traffic on the Blue/Shuttle Bus service." This service began on June 1, and the following day, a *Boston Globe* reporter wrote of his experience, as follows: "Trumpeted as offering an 18-minute ride, the \$601 million Silver Line trip took 25 minutes yesterday, slowed by a stop to have the dual-mode bus change from electric to diesel power after leaving the 1.1-mile tunnel that opened in December under the Fort Point Channel, and a looping detour around construction on South Boston's D Street."

Philadelphia, Pennsylvania

From member Lee Winson, here is a complete report from the SEPTA *Metro* page on what will take place during the Market Street Elevated (MSE) Reconstruction project during the next few months. It began with the closure of the 56th Street station, followed by four weekend shutdowns and two extended shutdowns of the "L." The MSE project will replace 11,000 feet of the

line between the Millbourne and 46th Street stations with a new single column structure that will open up Market Street and improve the flow of traffic. The project also includes the reconstruction of the 46th Street, 52nd Street, 56th Street, 60th Street, and 63rd Street stations. This spring and summer, workers will reconstruct the 56th Street and 60th Street stations, replace 1,500 feet of the existing "L" structure (including track and the electrical power systems), and install 26 of the new columns. Heavy equipment will be used to demolish the existing "L" concrete track deck, break it into pieces, and truck it away. New pre-fabricated 45-75-foot deck sections complete with track will be transported by truck to the construction area. MSE construction will also cause street closures throughout the spring and summer. Riders will be affected as follows:

The 56th Street station closed on May 31 for about six months. Riders should use the 52nd or 60th Street stations for "L" service. SEPTA also operates various bus routes in the area, including 21, 31, 31S, and 42. Route G buses will be detoured to 52nd Street between Arch and Walnut Streets so that riders can transfer to/from the "L" at the 52nd Street station.

The "L" was shut down every weekend in June, from 8 PM on Fridays through 5 AM on Mondays.

"L" service will shut down for two nine-day periods this summer — from 8 PM on Friday, July 15 to 5 AM on Monday, July 25 and from 8 PM on Friday, August 12 to 5 AM on Monday, August 22. During these extended shutdowns, SEPTA will demolish and replace more than 1,200 feet of "L" structure between 56th and 61st Streets, continue the renovation of the 56th Street station, and begin renovation of the 60th Street station.

For both weekend and extended "L" shutdowns — Regular EI service will operate between Frankford Transportation Center (FTC) and the 52nd Street station. Shuttle bus service will operate between 40th Street and 69th Street Terminal on Market, Walnut, and Chestnut Streets.

Lee also reported that the regular seasonal transit schedule adjustments went into effect on Sunday, June 12. On Route #100, the Norristown High Speed Line, peak hour schedules were adjusted to ease congestion at 69th Street Terminal, and on Route 36, due to track work, shuttle buses are operating from the end of the line at 80th Street Loop to 49th and Woodland. Riders must transfer to awaiting trolleys at 49th and Woodland.

An enhanced R6/Norristown Line schedule was in effect on Sunday June 5, in support of the 21st Annual Wachovia USPro Cycling Championship. Trains were operated every half-hour instead of hourly from 7:20 AM to 5 PM, between 30th Street Station and the Elm Street station in Norristown.

According to the *Delaware Valley Rail Passenger*, published by the Delaware Valley Association of Rail Passengers, rail and wire construction has been going

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Commuter and Transit Notes*(Continued from page 14)*

on at the intersection of 66th Street and Girard Avenue. That is being interpreted as a sign that trolley service on Route 15/Girard Avenue could begin soon. SEPTA had planned to use 58th Street for part of the route, but due to community opposition because of the loss of parking spaces, restoration of service has been delayed since last year. Now there will be a two-way track connection at 60th and Girard, so cars will not have to use 58th Street. Member Harry Pinsker told me that the service could begin on September 3.

From **Cinders**: During the 20th Anniversary celebration of the Airport Line, SEPTA offered a \$1 special fare, which was a \$4.50 reduction off the regular fare between the Airport and Center City.

CORRECTION

In reference to a news item that appeared in the May **Bulletin**, member Bob Wright wrote: "One minor note - the SEPTA tracklesses are actually products of AM General, not Flyer (although Flyer may have been a supplier of the electrical components)."

Pittsburgh, Pennsylvania

The Port Authority is about award its first contract to extend its light rail system from Steel Plaza to the David L. Lawrence Convention Center, through twin tunnels under the Allegheny River to the North Shore. In the article from the **Pittsburgh Gazette** sent by member Karl Groh (via member Harold Geissenheimer), the Federal Transit Administration has given the green light for the project. It is hoped that construction will begin this fall, with service running by 2009. Bids are due by July 14 on the first contract, the boring of the twin tunnels between PNC Park and Stannwix Street (Downtown), under the Allegheny River.

Washington, D.C. area

A proposal to double the workforce at Ft. Belvoir in Virginia has Metro officials looking over plans that they developed in 1999 to extend the Blue Line from the Franconia-Springfield station south along the CSX tracks and the Fairfax County Parkway to the Army Base. Some options would swing the line west to serve the post's Engineering Proving Ground as well. Estimated costs, depending on the type of trains and number of stations, run from \$600 million to \$800 million. Also under consideration is an extension of the Yellow Line from the Huntington station down Route 1 to the post. No estimates have been made on costs for that option. A study that was made by Fairfax County and VADOT concluded that a roadway study that was made of the Route 1 Corridor was that more asphalt was not needed, but, rather a rail line.

The "Meet the Management for Fredericksburg" which had been scheduled for May 17 had to be postponed until May 24, and it was not due to weather or absence of Management, but because, as Virginia Railway Ex-

press reported, "there are certain things that are required for Meet the Management: VRE Management, ticket holders, coffee, and donuts. Unfortunately, one of the most important parts of this equation will not be available. Due to an unexpected difficulty we are not able to secure coffee for Meet the Management tomorrow, and instead, have decided to postpone it until next Tuesday, May 24."

Monthly ticket prices rose 1.2% on Virginia Railway Express on June 27; however, the monthly discount for such tickets went from 33 to 34%. Other fare types saw higher increases.

Miami, Florida

Miami-Dade Transit raised fares on May 1. The base Metro fare went from \$1.25 to \$1.50, and there were increases for other fares as well.

South Florida

Tri-Rail made a dramatic change to its schedules as of June 6, by eliminating (temporarily) its midday train service, but providing service later in the evening. The last southbound train departs from Mangonia Park at 9:40 AM (P635). Southbound service resumes at 1:40 PM (P651). Northbound, the last and first trains from Miami Airport are at 10:19 AM (P636) and 2:19 PM (P652). It is hoped that these new schedules will improve on-time-performance by minimizing the impacts of construction, especially between the Ft. Lauderdale and Ft. Lauderdale/Hollywood International Airport stations, which requires that trains single-track through this section. While work also continues on the (Segment 5) double-tracking project, completion of other portions has allowed moving the location of two of the four daily meets. Once all of this work is finished, Tri-Rail riders have been promised 20-minute service during rush hours.

At the present time, the dispatching of the entire 72-mile Tri-Rail system is under the control of CSX. Because of this, passenger trains are frequently delayed by freight trains. Although, these tracks are owned by the Florida DOT, CSX is responsible for maintaining and dispatching all of the trains. During May, talks were held in an effort to transfer the dispatching function to the South Florida Regional Transportation Authority, operator of Tri-Rail. **The Sun-Sentinel** reported that during April, more than 100 Tri-Rail trains were late due to freight trains, compared to 66 that were delayed due to track construction. On a positive note, ridership went up 1% in April, 1.4% for May. Thanks to Joe Gagne for sending these reports.

Little Rock, Arkansas

Before the end of May, *River Rail* ridership had passed the 100,000-passenger milestone, and transit officials are now planning an extension to the Clinton Presidential Center. Gomaco is building two more replica trolleys at a cost of \$865,000 each, which, when delivered next year, will bring the fleet to five. The service began running on November 1, 2004, with two

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loops, one in Little Rock, the other in North Little Rock. Mileage stands at 2.5 miles. Because of its very low fares, either 25 or 50 cents, revenues are not meeting the budget and certainly are not covering costs.

Chicago, Illinois

METRA held a ceremony on May 20 to present the first of twenty-six new Highliner cars that will begin to replace the original fleet. Nippon-Sharyo, the manufacturer will deliver these stainless steel cars through next February. The original group of 131 Highliners was built of carbon steel, by the St. Louis Car Company in 1971-72. A second group of 36 were constructed by Bombardier-Montreal Locomotive Works in 1978, and were overhauled between 1993 and 1996.

Minnesota and Iowa

Thanks to the efforts of two Raymonds, Berger and Mercado, more than 20 ERA members enjoyed a long weekend (May 12-15) in Minnesota and Iowa. While the weather was not May-like (with at least some rain on most of the days, and temperatures that went from the 30s to a high in the 50s), we saw electric operations that used almost ancient trolleys and interurban cars. My son Marc and I flew into Minneapolis-St. Paul from Newark on Thursday morning. After the plane landed, we made our way to one of the two Hiawatha Light Rail stations that serve the airport, where we purchased one-way tickets (\$1.25) for the ride to downtown. Once on the platform, we found members Jack May and Phil Craig, who were taking photos. Shortly a northbound car arrived, which we boarded, and 27 minutes later we arrived at the last stop, Hennepin Avenue/Warehouse District. The hotel was a several-block walk, and there we found our all-day passes, with instructions to meet at the Franklin Avenue station at 1 PM for the shop tour. Jack May kidded me by saying that I had better get my picture of the Franklin Avenue sign before it gets changed to Branch Brook Park! Nonetheless, at 1 PM, the group walked over to the Hiawatha LRT Maintenance Facility, where we were given a tour of the state-of-the-art shops and control center. The tour was led by Manager Sherry Gingrich and Director of Rail Maintenance Edward Twoomey. Mr. Twoomey told us that at the present time, there are 24 cars on the property, and three more are expected later this year. Twenty cars are required for service, but if the four "spares" are available, Mr. Twoomey also said that they "put them all out on the road, because there is no point in keeping a \$2.5 million piece of equipment just sitting around." Bombardier built these double-ended articulated cars, which are 94 feet long and of 70% low-floor design.

There are 17 stations on the 12-mile system, which opened in two stages, the first being Downtown to Ft. Snelling (June 26, 2004) and to Minneapolis-St. Paul

Airport and the Mall of America (December 4, 2004). Metro has designated this as Route #55. You can find it all here: street running, private right-of-way, elevated running, and "subway" operation under the airport. For the final leg into the Mall of America, the line runs into the garage and bus terminal. Marc commented the "MoA" station could resemble the late Tandy Subway. When the tour was over, we had the rest of the day free, and we rode south toward the Mall of America, stopping off at several stations to take photos. (*Note: We were never questioned by anyone when taking photos.*) In the near future, once funding is identified, plans are to extend the line 18 miles to St. Paul.

The design of Metro's signals resembles the automatic signals of MTA New York City Transit, except that the green aspect is located on the bottom. We were told that the firm that designed the signal system had some experience with New York's signal system.

Early Friday morning we boarded a motor coach for the 215-mile ride to Chisholm, Minnesota, home of the Ironworld Museum. When we arrived, we rode 606, one of two former Melbourne W-2 cars. 601 was in the shop. The cars operate on the museum's 2½-mile loop track. After lunch, we re-boarded the bus and rode 80 miles to Duluth to visit the Lake Superior Railroad Museum, which is located in downtown Duluth. The highlight of this stop was a ride on ex-Oporto single-truck car 530. I took a slide of the controller, which was manufactured by Dick, Kerr, and Company, Ltd. (London). Just to show how modern-day requirements can affect vintage trolley operations, just below the top of the controller, a sticker has been placed warning of hazardous voltage.

This museum also owns numerous long-distance passenger cars and steam, diesel, and electric locomotives, including Milwaukee Road (Chicago, Milwaukee & St. Paul) 10200. When built in 1915, this General Electric locomotive was the most powerful electric locomotive in the world. An accommodating volunteer took some of the group on a tour of the shops, where we found RDC-1 9169, now owned by the North Scenic Railroad. This car has had quite a journey to this museum. It began life as in 1950 as Chicago & North Western 9933. Before arriving in Duluth, it was previously owned by the Blue Mountain & Reading Railroad. In between, however, it was the property of the Chesapeake & Ohio, Baltimore & Ohio, PennDOT (Reading), and finally SEPTA. (Please see Duluth news item, below.) We returned to Minneapolis (152 miles), with a stop for dinner.

Saturday morning, we had another early morning departure for the 139-mile drive to Mason City, Iowa and the Iowa Traction Company. Our host, owner Dave Johnson, had former Chicago, North Shore & Milwaukee 727 (Cincinnati Car Company, 1926) waiting for us to ride. They accommodated us with numerous photo stops, including one with box-cab electric 54. This en-

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gine is just one of five electric motors that the railroad has on the property. Some of the photo stops were along side a two-lane county road. En route to the Boone & Scenic Valley Railroad (108 miles), there was a stop for lunch. Our arrival in Boone was timed to meet and photograph the arriving diesel-powered excursion train, which was led by 1003 (EMD NW2, ex-Chicago & North Western) and composed of several coaches, including Delaware, Lackawanna & Western 3213 and 3238. Also part of the consist were 9101 (ex-?) and 2584 (Rock Island). The main reason for our visit to this property was to ride Charles City Western 50, a combine-trolley, which was built in 1915. It was available for the group's exclusive use. B&SV also owns several former Chicago South Shore & South Bend 38, 39, 102, 106, and 109, and Delaware, Lackawanna & Western car 3218. They were not in service. In storage, just outside the station were former Kennecott Copper box-cab electrics 702 and 703 plus DL&W 3202 and 3205. Just before our departure, the station began filling up with passengers for the evening dinner train. Our next stop was in Ames, which still boasted a fleet of nearly a dozen "fishbowl" buses, all in apparently good condition. It was a 231-mile ride back to Minneapolis, with a dinner stop along the way.

Sunday morning we had a later departure, so Marc and I walked from the hotel to the beginning of the Hiawatha Line and through the downtown area, photographing the LRVs. Because of the 15-minute headways, we were easily able to get to the next station before the arrival of the next car. It was the first day that we had extended periods of sunshine and warmer temperatures. At the Cedar-Riverside station, we purchased tickets to continue our journey because at this point there were no more parallel streets and the right-of-way continued over I-35W. I looked at a ticket vending machine and found that one had the option of getting instructions in four languages: English, Spanish, Somali, and Lus Hmoob (Laotian). Thanks go to member Michael Glikin for help with the latter. We rode as far as the 46th Street station, at which point we had to return to the hotel to check out and to board the coach for our trip to the day's events.

En route to the Minnesota Streetcar Museum, we stopped at the Minnesota Commercial Railroad. There we found a virtual museum of old diesel-electric locomotives including some General Electric B-23s that were formerly owned by Conrail. It was a short but productive visit as many photos were taken, and soon we were on our way to the Minnesota Streetcar Museum. Twin City Rapid Transit PCC 322 (St. Louis Car Company, 1946) soon arrived at the station, and we boarded it for the ride to the end of the line. This car was one of 30 that were sold to Public Service Coordinated Transit

in 1953. In 1977, Shaker Heights was short of equipment and purchased two cars (3 and 27) from Transport of New Jersey, successor to PSCT. After the Bredas were delivered, the cars were no longer needed and wound up at the Minnesota Streetcar Museum. Number 3 reacquired its original number, 322, and 27 went to Branford.

The museum staff told us that funds had been raised, approvals granted, and construction of a short extension was to begin within weeks. The trip included several photo stops, after which we were taken to the car barn and greeted by museum members. A sales table filled with their publications did a brisk business. Then we boarded 265 for a round trip. This car started life in 1915 as TCRT 1791, but was sold the following year to the Duluth Street Railway Company, and ran as 265 until trolley service ended in 1939. Next, we re-boarded our motor coach for the ride to the Lake Excelsior Line near Lake Minnetonka, which is also part of the Minnesota Streetcar Museum. We boarded ex-Duluth 78 (Laclede Car Company, 1893), which we rode over the half-mile line. This was the oldest car that we rode on the trip. Again, the crew was very accommodating and in addition to several photo stops, a shop tour was included. Winona 10, formerly of Wisconsin Railway, Light & Power Company, was under restoration. After being retired on July 21, 1938, 10 was sold to a family that had it moved to the hamlet of Lamoille, where it was outfitted as a cabin with a false roof over the carbody. Later, porches were added. Eventually, the property was sold and the new owners wanted the car removed. So, in June, 1999, 10 arrived at the Lake Excelsior operation. There was one other car, ex-Minneapolis 1239 (Minneapolis Shops, 1907). However, due to a cracked wheel, the car has been out of service pending repairs. This was our last stop before arriving at to Minneapolis-St. Paul Airport, and the end of an extremely interesting trip. Thanks again to the "Two Rays."

Duluth, Minnesota

The Duluth Transit Authority sponsored a week-long test of morning and evening commuter rail service. Operation was by the Duluth & North Shore Scenic Railroad, using one of the railroad's RDCs (very likely 9169 – please see news item above) over a 6-mile route between suburban Lester Park and the Duluth Entertainment Convention Center. A \$1 fare was charged, and passengers were generally enthusiastic about the test, although the spokesman added that there were no immediate plans for further service. Thanks to **Weekly Rail Review** for the report.

Seattle, Washington

Sound Transit added a second weekday trip on its line between Everett and Seattle on June 6. This improvement came three months earlier than was originally planned, because of what was termed "the cooperative working relationship between Sound Transit and the

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Burlington Northern Santa Fe Railway; environmental impacts were reduced and the necessary permits were obtained without any delay." Service to Everett was inaugurated on December 22, 2003.

Southbound: Everett to Seattle

TRAIN	DEPART EVERETT	EDMONDS	KING STREET STATION
Sounder NEW	6:10 AM	6:35 AM	7:08 AM
Sounder	6:40 AM	7:05 AM	7:38 AM
Amtrak #513	11:36 AM	12:00 PM	12:45 PM
Amtrak #517	8:46 PM	9:10 PM	10:05 PM

Northbound: Seattle to Everett

TRAIN	DEPART KING STREET	EDMONDS	EVERETT
Amtrak	7:45 AM	8:13 AM	8:37 AM
Sounder NEW	4:33 PM	5:01 PM	5:31 PM
Sounder	5:13 PM	5:41 PM	6:11 PM
Amtrak #516	5:30 PM	6:58 PM	6:22 PM

San Francisco, California

Work has begun at Brookville's facility in Pennsylvania to rebuild the 11 ex-NJ Transit (nee Twin City Rapid Transit) PCCs. The details of how the cars will be numbered and in what color schemes they will be painted, were published in the March, 2005 **Bulletin**. #14, which was the first car that was shipped to San Francisco, is due to be released from Brookville this month. Deliveries are expected to continue through mid-2006. These cars will see service on the F/Market Street Line, which is badly in need of additional cars.

Sacramento, California

When the Folsom Extension opens on October 15, the routes will be modified to an "X" configuration, as follows: Watt/I-80 to Meadowview and Downtown to Folsom.

Los Angeles, California

Metrolink raised fares an additional 1% on July 1. This was on top of a 3.5% fare increase which had already been planned to take effect on that date. Metrolink had previously approved a plan for average annual increases in fares of 3.5% along with a restructuring of its fare policy over a 10-year period beginning July 1, 2005. Under the restructuring plan, all fares are based on a measurement of the driving distance between stations, rather than the current zone-based system. This new system will be implemented over a 10-year period and included an overall annual cap of 8 percent on fare increases due to the implementation of this system. That cap would rise to a maximum of 9 percent as a result of this action, which means fares for some Metrolink trips could increase up to 9 percent beginning July 1. Over 85 percent of Metrolink trips would only experience fare increases of between 3 and 6 percent.

San Juan, Puerto Rico

Effective June 6, fare collection began on Tren Ur-

bano. Payment is made with smart cards, which are good on both trains and AMA buses. Cash or credit cards (except American Express) can be used. Adding \$15 or more gets you a 10% discount. The current ridership of 40,000 a day was expected to drop temporarily. In fact, the first day ridership fell by 45%. Thanks to members Allen Morrison and Dennis Zaccardi for this report.

Montréal, Quebec, Canada

In connection with the news item that appeared in the May **Bulletin** concerning the reference to the Canadian-Vickers 900-series cars, Bob Kingman found a notice on the Internet that AMT is asking for bidders to rebuild its 9 stainless steel gallery cars, which date from 1970. A tour for potential bidders was held on May 18 at the CP Rail Facility in Cote-Saint-Luc. These cars are normally used on the Blainville Line.

Paris, France

Two hundred years ago, Napoleon ordered his prefect of police to establish an office on the Ile de la Cité for all lost objects in the streets of Paris. **The New York Times** (May 23) reported that last year, more than 173,000 items were turned in, a 15% increase over the previous year. At 3,500, cell phones topped the list of lost items, but there were also ski equipment (in winter), sunglasses and roller skates (in summer), bicycles, keys, and some more unusual items, including human skulls and cut diamonds. Each day, a fresh truckload arrives. The more valuable items are kept for 18 months to allow the owners to claim them.

Jerusalem, Israel

Member David Klepper wrote that the new Tel Aviv to Jerusalem train does not reach the center of Jerusalem yet, but terminates at a shopping center on the outskirts of the city. One letter writer to the **Jerusalem Post** complained that there several shortcomings, including no signs to advise the exact location of the station, no bus map, bus drivers' lack of knowledge over which buses a passenger would take to get to his or her final destination, and no seating or shelter for passengers by bus operator Egged. In closing, the writer suggested "that it would have better to use the original Jerusalem Railway station which served the city with great distinction and leads to the heart of our holy city without further transportation, rather than to a sports stadium and shopping mall from where further transportation to the city is necessary. No other capital city has moved their railway terminus to inconvenient and inaccessible suburban locations."

From the History Files

55 Years Ago: On July 1, 1950, trolley service ended in Buffalo, New York, when the last cars ran on the Fillmore-Hertel, Broadway, and Genessee Lines. Over 34 years later, October 10, 1984, streetcars would return to Buffalo, when NFT Metro started running Kinki LRVs on a 1.2 mile surface section of Main Street. The system,

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Around New York's Transit System

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cates to the Train Operator that the Conductor has turned the Master Door Control Key Switch on the correct side of the train. If the doors are to be opened on both sides of the train, the crew must agree on which side should be opened first. At terminals, doors should be enabled before centering/removing the reverser or console key.

Graffiti Trains Not Allowed in Passenger Service

If there is graffiti on the exterior or interior of a car, the train must not be placed in service from a yard or storage track. It must remain there until the graffiti is removed. If the train is in passenger service, the Control Center will determine whether to discharge or remain in service.

Trains defaced by scratched window glass should remain in service until the glass can be mended or replaced.

🚗 Goes OPTO on Weekends

On Sunday, June 19, the first full-length train in New York's subway to be operated under One-Person Train Operation (OPTO) went into service on 🚗. Member Ben Schaeffer reported that the consist was (R-143) N-8129-8130-8131-8132/8200-8199-8198-8197-S. The first interval was the 12:37 AM Rockaway Parkway, returning as the 1:34 AM Eighth Avenue. Union officials were on board, handing out leaflets suggesting to riders that OPTO on full-length trains is unsafe and will lead to security problems, and collecting signatures on petitions.

BMT-IND CAR ASSIGNMENT

CARS REQUIRED MAY 29, 2005

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
🅐	20 R-32, 110 R-38, 200 R-44	20 R-32, 110 R-38, 200 R-44	🅓	136 R-42	136 R-42
🅑	170 R-40, 80 R-40M	150 R-40, 80 R-40M	🅔	40 R-40, 88 R-68, 64 R-68A	20 R-40, 88 R-68, 64 R-68A
🅒	88 R-32, 56 R-38	88 R-32, 48 R-38	🅕	40 R-32, 112 R-68A	40 R-32, 112 R-68A
🅓	240 R-68	224 R-68	🅖	232 R-46	240 R-46
🅔	260 R-32	260 R-32	🅗	120 R-46	120 R-46
🅕	100 R-32, 280 R-46	100 R-32, 256 R-46	🅘	60 R-40, 10 R-40M, 20 R-42	70 R-40, 10 R-40M, 20 R-42
🅖	40 R-46	36 R-46	🅙 (Rockaway)	12 R-44	12 R-44
🅗/🅚	152 R-42	152 R-42	🅚 (Franklin Avenue)	4 R-68	4 R-68
🅘	32 R-42, 144 R-143	32 R-42, 144 R-143			

IRT CAR ASSIGNMENT

CARS REQUIRED MAY 29, 2005

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
🅑	330 R-62A	310 R-62A	🅕	330 R-142	330 R-142
🅒	310 R-142	300 R-142	🅖	400 R-142A	400 R-142A
🅓	230 R-62, 10 R-62A	220 R-62, 10 R-62A	🅗	341 R-62A	341 R-62A
🅔	250 R-142, 100 R-142A	250 R-142, 100 R-142A	🅘	10 R-62A	10 R-62A

Commuter and Transit Notes

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with the tunnel portion, now extends 6.4 miles and has 14 stations. Two proposed route extensions, one to Tonawanda and one to Amherst from the Campus station, have never moved beyond the proposal stage.

15 Years Ago: On July 14, 1990, in Los Angeles, service began on the Blue Line between Union Station and Long Beach, using virtually the same alignment that Pacific Electric utilized before abandonment on April 9, 1961. The line is heavily patronized.

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

Around New York's Transit System

More Information on South Ferry Project Diversions

In last month's column, we mentioned that the South Ferry station is being rebuilt. Here is more information about the service diversions necessitated by this project, provided by member Bill Zucker.

Both 4 and 6 run local and terminate at Brooklyn Bridge via the City Hall Loop. 5 runs express and terminates at Brooklyn Bridge, using a crossover south of the station.

2 and 3 services are normal; 1 at Chambers Street is diverted to Brooklyn, running express to Utica Avenue. This is notable in that 2 and 3 are express in Manhattan and local in Brooklyn, while 1 is local in Manhattan and express in Brooklyn.

New Schedules in Effect as of May 29, 2005

When the new schedules went into effect on Sunday, May 29, N service was extended to Stillwell Avenue. Several morning rush hour put-ins from Coney Island Yard still make their first stop at 86th Street. Three evening rush hour trains, arriving at Kings Highway at 5:58, 6:10, and 6:29 PM, make their last stop there and are laid up. Weekday southbound N trains run express from 36th Street to 59th Street two hours later in the evening.

D service from Stillwell Avenue was increased. Under the previous schedule, alternate morning rush hour trains, three evening rush hour trains, and two Saturday morning trains were put-ins from Coney Island Yard, making their first stop at 25th Avenue. When the new schedules went into effect, all trains started from Stillwell Avenue.

Three evening rush hour Rockaway Park Shuttles were formerly turned at Howard Beach. Under the new schedule, all trains operate only as far as Broad Channel.

The last skip-stop 1 and 9 trains operated on May 27, 2005. Effective May 31, 2005, 1 trains made all stops and 9 service was discontinued. Because the running time is three minutes longer, one additional train is scheduled.

At the present time, most morning rush hour 2 trains are put-ins from the yard, making their first stop at 238th Street. Trains leave 241st Street on an 18-minute headway before 7 AM and a 12-minute headway after 7 AM. Previously, there were only three AM rush hour 2 put-ins starting from 238th Street.

Door Enable System

To reduce or eliminate opening of doors on the wrong side of the train or when the train is not fully berthed in the station, a door enable system has been installed on R-40, R-42, R-44, and R-143 cars. This system allows the Train Operator to withhold or give the Conductor control of the door system to open the doors on the proper side of the train.

After making a proper station stop, the Train Operator must depress the lighted door enable pushbutton that corresponds to the side of the train on which the doors are to be opened. He/she must hold the door enable button until the light goes out, after which this button should be released. The extinguishing of the light indi-

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CORRECTION

The following were omitted from the table on page 3 of the previous issue:

DATE	ROUTE	TIME OPERATED
May 28, 1959	Brighton Express	Rush hours
January 2, 1961	West End Express	Extended rush hours on weekdays and Saturday morning, afternoon, and early evening
September 8, 2002	W/West End Express	All times
	N/Sea Beach Express	Weekday rush hours, midday, and evenings

CAR ASSIGNMENTS by Bill Zucker

After the May 29, 2005 schedule went into effect, R-42s 4922-4933 were transferred from East New York to Coney Island, R-68s 2796-2803 from Coney Island to

Concourse, and six R-32 cars from Jamaica to Coney Island. The R-32s are officially assigned to Q (see page 19), but they probably will run on N and W.