

The Bulletin



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The Bulletin

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THE FIRST PCC LINE, CONEY ISLAND AVENUE, QUIT 50 YEARS AGO

Coney Island Avenue cars ceased operating 50 years ago, November 30, 1955. The PCC cars that were in service were only 19 years old. With proper maintenance, they could have run several years longer.

This line has an interesting history.

On December 10, 1860, the Coney Island & Brooklyn Rail Road Company was incorporated to build a horse car line from Fulton Ferry to Coney Island. Horse cars started operating on July 3, 1862. Running time was more than an hour and a half on the first car line to reach Coney Island. Fare was 5 cents to the City Line (Windsor Place and Coney Island Avenue) and 20 cents to Coney Island.

From January to June, 1876, the company tried operating a steam dummy. It was not satisfactory and the horse cars continued operating.

Electric operation began on April 19, 1890 between Park Circle and Coney Island. This line was the first all-Brooklyn line to be electrified. An electric car and an open car coupled to it made the first trip. Twelve electric cars were available. Each electric car was coupled to a 16-foot, 24-passenger horse car built by Lewis and Fowler. The electric cars were illuminated by a three-light cluster in the center and one light at each end. The cars were painted yellow and orange with wine-

colored CI&B letters and "ELECTRIC LINE" in silver. The fare zone, car house, and power house were located at Kings Highway. Because the work on the power house was not complete, power was temporarily supplied from a small power house at Brighton Beach.

The Coney Island & Brooklyn Railroad Company and the Brooklyn Rapid Transit

Company were allowed to charge two fares to passengers traveling to Coney Island because they ran on tracks originally used by steam railroads charging three cents a mile. In 1876, the CI&B operated steam dummies at a 25-cent fare. It charged the same fare on its horse cars.

When electrified, the fare for a round trip

between Fulton Ferry and Coney Island was 30 cents.

Passengers always objected to the company charging a second fare at Kings Highway. A newspaper article reveals that nobody paid a second fare on December 7, 1902 and they were transported to their destinations for a nickel.

On Saturday, July 2, 1904, the three Inspectors who were on duty at Kings Highway were unable to enforce the law and 30 cars proceeded to Coney Island without passen-

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PCC 1083 waits to leave Bartel Pritchard Square in 1950.

Robert J. Wasche photograph

HUDSON PARK LINE by Bernard Linder

Owners:

September 25, 1885 September 1, 1887 September 20, 1890 June 2, 1893 January, 1899 April 13, 1900 January 18, 1908 January 1, 1912	STREET CARS New Rochelle Street Horse Railroad Company New Rochelle & Pelham Railway Company New Rochelle Railway & Transit Company Westchester Electric Railroad Company Third Avenue Railroad Company Metropolitan Street Railway Company Third Avenue Railroad Company Third Avenue Railway Company
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August 1, 1939 December 17, 1956 December 12, 1969 About mid-1982	BUSES Westchester Street Transportation Company Fifth Avenue Coach Lines, Incorporated Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty's 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. Liberty Coaches, Club Transportation, and Westchester Street were merged to form Liberty Lines Transit, Incorporated
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Route:

About 1886 December 22, 1898 July 16, 1899 1908 1909* 1911* 1914 June 3, 1916 April 22, 1919 November 28, 1919 September 26, 1921 December 3, 1928 About 1935 August 1, 1939 *Service was extended when crowds traveled to Hudson Park	STREET CARS Horse cars started operating from downtown New Rochelle via Main Street and Franklin Avenue to the foot of Franklin Avenue Electric cars started operating Extended via Hudson Park Road to the Hudson Park gate Through-routed with P/Webster Avenue Line Extended to E. 233 rd Street and White Plains Road—discontinued September 6, 1909 Extended to Mount Vernon—discontinued August 19, 1911 Operated branch to Beechmont Park Cut back to downtown New Rochelle. Cars were no longer through-routed with Webster Avenue cars Through-routed with Webster Avenue cars. They probably followed the route listed in the July 1, 1918 tariff: From Hudson Park via Hudson Park Road, Franklin Avenue, Main Street, Rose Street (present-day North Avenue), Huguenot Street, Bridge Street, Railroad Place, Mechanic Street, Huguenot Street, Division Street, Union Avenue, Charles Street, Washington Avenue, Webster Avenue, and Mayflower Avenue to the city line. Return same as above, then Division Street, Railroad Place, Mechanic Street, Huguenot Street, Lawton Street, Main Street, Franklin Avenue, and Hudson Park Road Cars were operated by one man Discontinued through-routing with P/Webster Avenue. Extended via North Avenue from Beechmont Park (probably Beechmont Avenue) to Broadview Avenue Extended via North Avenue to Wykagyl Drive Cut back to Lawton Street Loop Buses replaced street cars BUSES Route L buses operated from Hudson Park to Mechanic Street
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Hudson Park Line

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April 1, 1951	Extended to Centre Avenue
About 1973	Renumbered to Route 44
About September 18, 1974	Route 48/Fifth Avenue (New Rochelle) extended via North Avenue, Huguenot Street, Lawton Street, Main Street, Franklin Avenue, and Hudson Park Road to Hudson Park. Return via Hudson Park Road, Pelham Road, Centre Avenue, Main Street, and North Avenue. Route 44 was discontinued
September 4, 1979	Route 7/Yonkers Avenue was extended to Hudson Park and Route 48 was discontinued
September 4, 1981 or February 15, 1982 (our sources do not agree)	Hudson Park service was discontinued. Route 7 service was cut back to Main Street and North Avenue

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 the route on the bottom and a large letter above it were hung on the dash of most Westchester County cars as early as 1930. On this line, cars displayed signs with "HUDSON PARK" on the bottom and a large "L" above it. Cars continued displaying these signs until abandonment.

CAR ASSIGNMENT

We did not check this line regularly. The following cars were running on the dates listed below:

DATE	CARS
June, 1931	602-636
July, September, and October, 1932	701-767, 781-784
April and September, 1933	582-634
May, 1936	269-300
July and December, 1937	701-763
July, 1938	701-759 week-days; 274-299 Sunday
January, 1939	279-299

CORPORATE HISTORY

The New Rochelle Street Horse Railroad Company was incorporated on September 25, 1885. It was awarded a franchise for the Hudson Park and North Avenue Lines.

The New Rochelle & Pelham Railway Company leased the New Rochelle Street Horse Railroad Company on September 1, 1887 and purchased it on June 13, 1888. It was sold under foreclosure on June 25, 1890 and was reorganized to the New Rochelle Railway & Transit Company, which was incorporated on July 18, 1890. The latter acquired this line by a deed dated September 20, 1890.

The Westchester Electric Railroad Company, which was incorporated on March 27, 1891, acquired the capital stock of the New Rochelle Railway & Transit Com-

pany on June 2, 1893.

OPERATING DIFFICULTIES

Most trolley lines encounter operating problems, but they are not usually recorded. This time, we were able to gather useful information from newspaper articles.

After Hudson Park was opened, the city gave the company a horse car franchise despite the neighborhood's opposition.

In 1915, the Mayor of New Rochelle was unhappy that Westchester Electric benefited from the crowds of people carried on the trolley to Hudson Park. He wanted access to the park restricted to New Rochelle residents. This rule was in effect in the 1930s, when access to the park was restricted to residents with passes.

Hudson Park and Webster Avenue cars were through-routed since 1908. The company was ordered to double-track Franklin Avenue in 1915 because Webster Avenue cars were delayed when operating on the single track on Franklin Avenue. Each car lost 45 minutes a day. The company replied that this improvement was unnecessary; it needed two tracks only two months each year (probably the summer).

Meanwhile, the company officials and the Mayor blamed each other for the delayed double-tracking of Franklin Avenue. Westchester Electric's Superintendent accused the Common Council and the Mayor of pigeonholing the double-tracking request. The city official accused the company of furthering its own interests.

Webster Avenue and Hudson Park were operated separately in 1916 and Franklin Avenue was never double-tracked, probably because all the property owners objected.

LAST TROLLEY CAR

Car 282 was the last Hudson Park trolley car. A reporter was the only passenger on the car, which departed from Mechanic Street at 1 AM August 1, 1939.

CARS PAINTED DIFFERENT COLORS

Checking our collection, we found several interesting issues of *Flashes and Ashes*, a publication of the National Railway Historical Society's New York Chapter. In

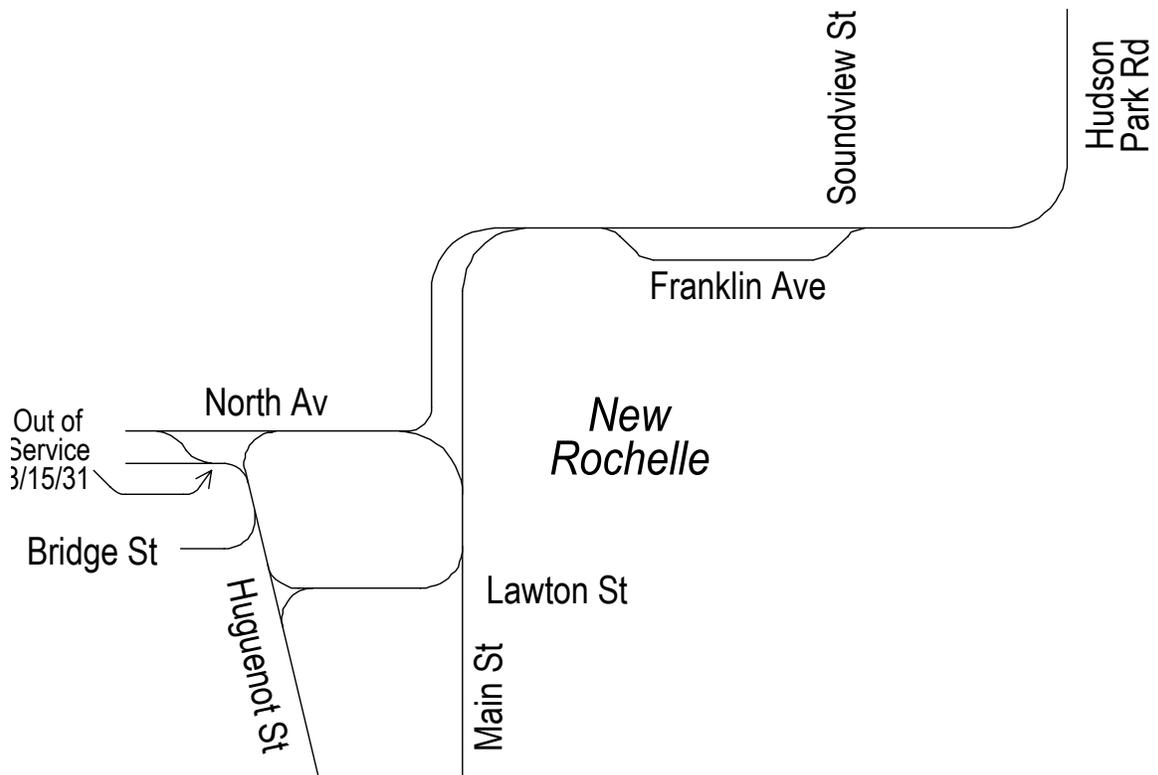
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Hudson Park Line

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Hudson Park Line

1929-1939



Data: B. Linder
Drawing: J. Erlitz

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Hudson Park Line

(Continued from page 4)

the July, 1956 issue, Albert H. Bernhard describes his recollections of the colors the Westchester County trolley cars were painted in 1900.

The little 8-bench open cars on Yonkers Avenue were originally painted carmine and cream. In the summer of 1900, they were replaced by 10-bench opens painted

maroon with silver lettering. The closed cars were Brill single-truckers painted grayish-cream beige with contrasting gray stripes. The 6/Tuckahoe Road cars were painted orange. In 1911, the Yonkers Railroad Company painted its cars a beautiful rich dark blue, similar to royal blue, with silver lettering. New Rochelle cars were painted dark olive green and cream.

Eventually Third Avenue Railway repainted its cars the familiar red and cream color scheme.

Coney Island Avenue Line Quit 50 Years Ago

(Continued from page 1)

gers paying the second fare. The passengers who were ejected stoned the cars. At times, cars were delayed an hour at Kings Highway. On the return trip, the Conductor attempted to collect the second fare at the Foster Avenue police station, where three people were arrested. The police did not interfere unless employees were assaulted. During the early evening, the Inspectors ejected everyone who did not pay the second fare. After 9 PM, the cars were so crowded that the Inspector and Conductor could not budge passengers who held onto the stanchions. They gave up and let the people ride. As a result of these riots, lawsuits against the CI&B



PCC 1083 again, this time at Brighton Beach & Coney Island Avenues in 1950.

Robert J. Wasche photograph



1000, Brooklyn's only Clark-built PCC (built in 1936), in Ninth Avenue Depot on February 18, 1955.

Bernard Linder photograph

and the BRT, which was unable to collect a second fare at Neck Road and Gravesend Avenue, averaged 100 per day.

On January 18, 1914, the CI&B was absorbed by the BRT, whose subsidiary, the Coney Island & Gravesend Railway Company, purchased the CI&B's capital stock.

The next important event occurred at 11 AM October 1, 1936. BMT and city officials, who were present at Park Row, watched Mayor LaGuardia cut a white ribbon and collect a five-cent fare from BMT President Menden on the first PCC. The Mayor cut another ribbon in front of another car and five cars proceeded via Fulton



Car 1091 at Park Circle on Route 68/Smith-Coney Island, August 16, 1941.

E. Meyer photograph, Robert J. Wasche collection

Street, Court Street, Livingston Street, Flatbush Avenue, and Prospect Park West to Bartel Pritchard Square. PCCs were displayed at Albee Square and Park Row.

The new PCCs were painted Cordovan gray with a scarlet band. Inside the car were leather seats in two shades of green and a cream ceiling.

During the 1950s, street cars in good condition were scrapped in most American cities. Brooklyn was no exception. Buses replaced the 19-year-old PCCs on November 30, 1955.

Edward B. Watson's history of this line was published in the June, 1977 *Bulletin*.

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TECH TALK

by Jeffrey Erlitz

Work on placing into service the first microprocessor-based interlocking at Bergen Street is apparently being delayed until next year. I do not know as of yet what, exactly, the major problems are. One piece of work under this contract, however, was accomplished. The existing Dispatcher's indication panel, dating from 1994 (see July, 2005 *Bulletin*), was replaced during the period from May 23 to July 22.

Also back in May, the Dispatcher's office at Woodlawn on the Jerome Avenue Line (4) was relocated to the north end of the station on the 21st of the month. This was done under contract A-35855 to accommodate station rehabilitation work.

A lot of work has now been completed on the Concourse Line under contract S-32308-R. Over three weekends from June 4 to June 19, the new signal system was placed in service from north of 145th Street to north of 161st Street. This included a new Central Instrument Room at the 155th Street station (1381 CIR) and the new 161st Street Interlocking. Until the new Master Tower at Bedford Park Boulevard is placed in service, 161st Street can only be controlled from the Maintainer's control panel in the relay room. New overlays and/or sections were installed on the 145th Street Maintainer's control panel and 59th Street master control panel to reflect changes to the signal system north of 145th Street.

The new signal equipment on the Concourse Line is by a mixture of manufacturers. This practice has been common when a signal company is not the lead contractor. Since Safetran Systems is the signal supplier, its equipment is being used to the extent possible. Their Type RT signal heads, which are becoming more and more common in the subway, are being installed where there is ample clearance. If there is not enough clearance, Alstom (formerly GRS) Type AT signals are being used. Switch machines are Alstom (formerly GRS) Model 5 and the train stops are Twinco Manufacturing Company's Model PS-1.

On three weekends from August 6 until August 21 the new track circuits at 167th Street Relay Room were tested prior to being placed in service. The new signal system from north of 161st Street to south of 174th-175th Street was placed in service over three weekends from September 17 to October 2. Interestingly, this section includes bi-directional traffic control on all three tracks between 161st Street and 167th Street Interlockings. Like at 161st Street, 167th Street can only be operated from the Maintainer's control panel in the new relay room.

Track circuit testing at Tremont Avenue commenced over the weekend of October 15-16. On this first weekend, circuits on northbound local Track C2 were af-

ected. Over the weekend of October 22-23, switches 18 and 20 on Track C3-4 south of Fordham Road were permanently removed from service. Switch 17 on Track C2 and Switch 19 on Track C1 will follow shortly. This interlocking is not being replaced under this contract since it is so close to both Tremont Avenue and Bedford Park Boulevard. In addition, the two single crossovers there were apparently not very useful.

The R-160 test train, which is two five-car units, was supposedly performing clearance tests around Subdivision "B" during weeknights from September 15 to October 15.

Over on the Long Island Rail Road, I learned that the new interlocking at Queens Village is also supposed to be microprocessor-based and is by the same vendor (Siemens) as the Bergen Street project. The delays in both of these projects may be related.

I have not received official confirmation since August on the status of M-7 deliveries, so I cannot provide you with an updated multiple-unit fleet chart. I do know that cars in the 7550s are on now on the property. I had hoped to start the M-1/M-3 all-time roster last month but I am still in the process of receiving some M-1 car renumberings that have taken place over the past few years.

Does anybody remember the pay telephones in the M-7s? They probably had a life span even shorter than the destination roll signs in the M-1s. The M-7s were designed to have them and, in fact, many were actually delivered with them; cars at least as high as 7155 had them installed. The phones were installed in the west, odd-numbered cars in the wheelchair area on the other side of the east vestibule diagonally across from the restroom. The image below is courtesy of the LIRR Commuters Campaign web site and shows the east end of M-7 7017 with the installed pay telephone at the left.



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Here is a close-up showing the telephone to the right of the vestibule.



They were all removed sometime after delivery and the later cars do not even have a provision for a telephone to be mounted on the wall. Cars that had the telephone installed have a blanking plate mounted where the telephone was removed but the cabinet is still hanging in the corner.

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



FAREWELL TO THE FL-9 FANTRIP by Ron Yee

MTA Metro-North Railroad's Group Travel Department sponsored a "Farewell to the FL-9" excursion train on Sunday, October 23, 2005 that treated over 340 railfans to a ride over 50 miles of rare mileage over the Housatonic Railroad's freight-only "Berkshire Line" between Danbury and Canaan, Connecticut. This line has not seen a passenger train running thru from the old New Haven mainline carrying people from New York City in over 34 years. The trip was actually a connecting service at Stamford, as the FL-9Ms are no longer third-rail

shoe equipped, since they have been relegated to branch line shuttles and work train assignments for the past four years. The seven-car consist included the two ex-Lackawanna *Phoebe Snow* observation cars in addition to five Bombardier center-door push-pull coaches.

Featured are two shots where the train was posed at Stamford at the beginning of the fantrip as well as at West Cornwall on the Housatonic Railroad, a restored New Haven Railroad train depot that is now a trackside private residence.



Commuter and Transit Notes

by Randy Glucksman

Metropolitan Transportation Authority

On June 1, the 25-member Staten Island Railway Police Department was merged into the MTA PD, bringing the total MTA PD force to 716, including civilians. Their group is now known as Southern Region, District 9.

MTA Metro-North Railroad (East)

New timetables under General Order No. 302 went into effect on October 2. Holiday/weekend schedules with extra trains will be in effect on Martin Luther King Day (January 16, 2006) and Presidents Day (February 20, 2006). A note was included that special schedules for Thanksgiving (2005) and Christmas/New Year's Weekend (2005/2006) would be available soon. The running time initiative that was implemented during the AM to improve service this past spring was found to have a positive effect, and has now been implemented on the PM. This change was made to improve the on-time performance at outlying stations without adding to the overall travel time. What this means is that from one to four minutes of running time has been re-allocated. There will be the usual additional service on the New Haven Line on weekends during the fall shopping season, this year between November 19 and December 18. On Sundays, these 16 trains will provide half-hourly service between 10 AM and 6 PM, which is equivalent to the service levels for the comparable time period on Saturdays.

The most significant change that has taken place is that the late-night service hours have been extended for outbound riders by up to 30 minutes, and for inbound riders up to one hour, seven days a week. Several of the previously scheduled trains during this time period had their departure times changed. The following trains were added, with the word "NEW" appearing in the column above the train number. With these changes, there is only a 30-minute period where there is no scheduled revenue train on any of the three lines. Specifically, the earliest train departs from New Haven at 4:30 AM, and the last train arrives at New Haven at 4:00 AM. The numbers in parentheses are the weekend/holiday numbers.

- #837 – 3:27 PM Grand Central Terminal/Poughkeepsie
- #878 – 5:00 PM Poughkeepsie/Grand Central Terminal
- #796 – 12:50 AM Croton/Harmon/Grand Central Terminal
- #701 (#8701) – 1:00 AM Grand Central Terminal/Croton-Harmon
- #801 (#8801) – 2:08 AM Croton-Harmon/Poughkeepsie
- #614 – 6:13 AM Southeast/Grand Central Terminal
- #636 – 8:36 AM Chappaqua/Grand Central Terminal
- #602 (#9676) – 12:12 AM Southeast/Grand Central Ter-

minal

- #503 (#9503) – 1:20 AM Grand Central Terminal/North White Plains
 - #1500 (#6500) – 1:12 AM Grand Central Terminal/New Haven (formerly 12:22 AM)
 - #1302 (#6302) – 1:15 AM Grand Central Terminal/Stamford
 - #1501 (#6501) – 12:01 AM New Haven/Grand Central Terminal
 - #1701 (#6701) – 12:37 AM New Canaan/Stamford
- Other changes: former trains #900 (#9974)/#600 (#9674) (10:30 PM Wassaic/Southeast and 11:12 PM Southeast/Grand Central Terminal) were replaced by #902 (#9976)/#602 (#9676) (11:25 PM Wassaic and 12:12 Southeast); #1300 (#6300) – 12:25 AM Grand Central Terminal/Stamford (formerly 12:43 AM), #1502 (#6502) 1:50 AM Grand Central Terminal/New Haven (formerly 1:30 AM), #1597 (#6573) – 11:09 PM New Haven/Grand Central Terminal (formerly 11:18 PM), and #1301 (#6301) 12:25 AM Stamford/Grand Central Terminal (formerly 12:23 AM).

Since Labor Day, the post-Hurricane Katrina effect of higher gasoline prices has coaxed commuters onto the Haverstraw-Ossining Ferry. *The Rockland Journal News* reported that weekly ridership on this line, which

WEEK ENDING	2005	2004
August 28	1,865	1,744
September 3 (4 days)	1,772	1,312
September 10	1,869	1,540
September 17	2,851	1,746
September 24	2,459	1,985

connects to the Hudson Line, has increased as follows:

Metro-North has gotten approval to issue a request for proposals (RFP) in lieu of competitive bidding to select a railcar manufacturer to design, fabricate, and deliver up to 11 new or newly rebuilt Switching and Shuttle Locomotives with HEP. These units would begin to replace the currently overage fleets of similar units. CDOT would pay for six and MNR and CDOT would pay for the remaining five.

Member Josh Weis reported the following observations at the end of September. Track #3, just north of CD (CP-35): (North) 1122, 8299, 8298, 8211, 8210, 87???, 87???, 1175. Then, further north, in the East Yard, north of the old Croton-on-Hudson Station (later Croton North) were: (North) 11???, 87???, 87???, 8294, 8295, 8244, 8245, 1124. The first group of these cars was to be picked up by Train #749 earlier in the week, but ac-

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

count of the job being laid-in one day, they never made the move. Both sets were to move (in different trains) the following week. Apparently the reason there is now a set at Tarrytown (near OW) is that all the space they had for them in Croton is currently . There is apparently another similar set at North White Plains. All cars carry stencils of the initials "FICX".

With a long period of inactivity having passed, West Haven Chamber of Commerce members held a meeting in late August with some of their elected state officials to see what is holding up the making a decision about the proposed West Haven rail station. According to *The New Haven Register*, this idea has been around for a decade. It resurfaced in 2001, when the Central Regional Council of Governments recommended that a station be built in West Haven. There is additional interest due to the high cost of gasoline. In an effort to streamline the process, the group will begin an effort to influence state legislators, lobbying Gov. Jodi M. Rell, enhancing the public's awareness and forming alliances with the region's chambers of commerce. Thanks to member David A. Cohen for sending this report.

A rumor that has been floating around for a short time is that there are plans for a Metro-North takeover of Shore Line East operations, possibly this coming spring. More details when they become available.

MTA Metro-North Railroad (West)

New timetables were due to go into effect on October 30.

Connecticut Department of Transportation

First Selectman Robert Koskelowski, who represents Seymour and other towns along the Waterbury Branch, has requested that this branch receive more late-night service, similar to what is now being offered on the New Haven Line. According to *The New Haven Register*, Mr. Koskelowski has written letters to Metro-North and plans on seeking the assistance of other elected officials. In addition, he would like earlier morning service, because the first train out of Seymour is at 7:08 AM (Train #1935/1535) Waterbury – 6:49 AM) and arrives at Grand Central Terminal at 9:15 AM. At the end of the day, Train #1586, which departs from Grand Central Terminal at 9:07 PM (and connects at Bridgeport with Train #1986), leaves too early for theatergoers or others who would like to spend a night out in New York City. Thanks again to David A. Cohen for this report.

New timetables were due to go into effect on October 31.

MTA Long Island Rail Road

The week-long rains that affected the metropolitan region during early October caused some delays. On

October 14, high water in the Oceanside area caused a temporary suspension of the Long Beach Branch. Bus service was provided between Lynbrook and Long Beach.

General Order No. 203 is scheduled to go into effect as of 12:01 AM November 14. Details of the changes will appear in the December *Bulletin*.

NJ Transit

NJ Transit reported that for the fiscal year that ended on June 30, it was carrying an average 800,000 passenger trips per day, a 5 percent increase over FY 2004. That number includes 37,000 new customers. Light rail services, as well as New York-bound train and bus services, earned most of the new riders. HBLR saw 6,000 new passenger trips over last fiscal year – a 32.4 percent increase, bringing the average weekday ridership up to 21,050, while River Line ridership was up 28.7 percent to an average of 6,100 weekday trips or 1,750 new trips. New York-bound commuter services also saw an increase. Nearly 140,000 trips were recorded into New York Penn, up nearly two percent from the last fiscal year. Among rail riders, demand for Northeast Corridor services grew more than three times that of any other rail line, with 4,450 new daily trips. The Main/Bergen and Pascack Valley Lines, which benefit from the Secaucus Transfer options, increased by more than eight percent. Sometime in June, Secaucus Junction had a record day of 10,650 trips and now averages more than 10,300 commuter trips on weekdays. More than 18,000 daily bus customer trips were added last year, with more than half of the bus increase – 12,850 customer trips were on New York-bound commuter bus lines. Passenger trips to the Port Authority Bus Terminal were up by 8.4 percent with 163,700 trips.

The Pascack Valley Line was given the honor of testing the first PL-42AC to enter service. Digital photos of 4020 approaching Secaucus Junction appeared on the Internet during the third week of September. I noticed a "PL42" car marker slightly north of the usual car stop markers at the Montvale station.

When the next issue of timetables goes into effect, there will be a few enhancements. Customers who were questioned indicated that they found them easier to read. They also liked the colors, creative designs, horizontal shading, and colors. However, suggestions that were offered were:

- Increase emphasis on the "last train"
- Place surcharge information in a more prominent location
- Clarify the zone information
- Foldout design should give frequent riders weekday train times more easily

New timetables went into effect on October 30, co-

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Commuter and Transit Notes

(Continued from page 9)

incident with the return to Standard Time. Of significant note is that the four remaining *Clockers* are now being operated by NJ Transit, and these trains no longer begin their runs in Philadelphia. Inserting these trains required some adjustments to the existing trains. These four trains have added Hamilton as a stop. (Please also see the Amtrak section, below.) Service has also been added to what is called the "middle-zone" of the Northeast Corridor—Jersey Avenue, New Brunswick, Edison, Metuchen, and Metropark. There are approximately 20,000 boardings per day, and is the heaviest segment of this Corridor. The average headway between trains during the peak period has been reduced from 20 minutes to 12 minutes at Edison, Metuchen, and Metropark and from 17 minutes to 12 minutes at New Brunswick. At Jersey Avenue, where customers currently have departures spaced an average of 30 minutes apart, the new schedule will offer departures at 22-minute intervals. Each of these middle-zone stations have seen a net increase in the number of trains—three more trains at Jersey Avenue, five more trains at New Brunswick, and four more trains at Edison, Metuchen, and Metropark. Again this year, four "Holiday Express" trains are being operated in each direction on the Northeast Corridor. The Morris & Essex will also have four "Holiday Express" trains in each direction into NY Penn.

On the Montclair-Boonton Line, there is a new train, #6200, which departs Montclair State University Station at 4:57 AM, making stops at Walnut Street, Bay Street, Bloomfield, and Newark Broad Street before arriving in New York at 5:40 AM. Hoboken-bound customers may connect at Newark Broad Street to Train #602, arriving in Hoboken at 5:43 AM. To accommodate this new train, current Trains #6200 (5:31 AM MSU/NYP) and #6202 (6:08 AM MSU/NYP) have been renumbered #6202 and #6204. Trains #294 (7:58 AM MSU/Hoboken) and #1002 (7:21 AM Denville/Hoboken) have been combined to make better use of equipment. Operating as #1002 on its existing time, it has added Watchung Avenue and Bay Street, stops formerly made by Train #294.

NJ Transit also announced that there would be additional weekend service at the Plauderville station on the Bergen County Line. At press time, the new timetables were not available, and if there are any other significant changes, they will be reported in the next column.

The Princeton Packet reported that as NJ Transit considers a bus rapid transit (BRT) system along the Route 1 Corridor, the future of the "Dinky" may be in question. This line would be parallel to Route 1 from I-295 in Lawrence to New Brunswick. NJ Transit spokesman Dan Stessel told **The Princeton Packet** that "Princeton Borough presents a particular problem: What

to do with the 'Dinky'?" There are several options that are being considered:

- Eliminate the "Dinky" (Princeton Branch) and replace it with BRT
- Upgrade the "Dinky" to a double track, allowing more trips within an hour, and not include BRT
- Set up BRT to run parallel to the "Dinky" - as a single train in its current configuration or upgrade to double track

Mr. Stessel said NJ Transit hopes to complete the BRT alternatives analysis study later this year. The next step will be to present a draft environmental impact statement.

Metropolitan Area

Studies have been underway for several years by the NYS Thruway Authority, NYSDOT, and Metro-North to determine the fate of the soon-to-be fifty-year-old Tappan Zee Bridge. The actual date will be December 15, which, when it was constructed, was expected to be its lifespan. Built to handle 100,000 daily crossings, that number is normally 135,000 and on peak days, 165,000. On September 29, hundreds of proposals, which had been whittled down to fifteen, were finally reduced to six and presented to the public. At this time, there is no "preferred" option. Construction of a new bridge would not happen overnight, and could take up to ten years. Securing the funding is another "bridge" that must be crossed. Motorists who were interviewed for the article which appeared in **The Rockland Journal News** generally supported one of the rail options. A summary of the proposals is provided in the table below.

PROPOSAL	DETAILS	COST
Keep existing bridge	Maintain existing bridge of 7 lanes (one is reversible in peak direction)	\$500-\$700 million
Improve existing bridge	Improve existing bridge and add park-and-ride lots, priority lanes for buses and protection against earthquake damage	\$2-\$2.5 billion
Build a new, wider bridge with bus service	Eight lanes for mixed traffic, shoulder lanes for breakdowns, and two HOV lanes with a higher toll. Rapid bus service between Suffern and Port Chester with Metro-North connections at Tarrytown, White Plains and Port Chester	\$5-\$6.5 billion
Wider bridge with commuter rail and a one-seat ride to Manhattan	Rail service from Suffern to Port Chester, two tracks on bridge. Connections to new stations at Tarrytown and Port Chester. Connection to Harlem Line at White Plains	\$11.5 - \$14.5 billion
Wider bridge with commuter rail and Light Rail connection	Two tracks for commuter rail between Suffern and Tarrytown. Connection at new Tarrytown station. Light rail from Tarrytown to Port Chester	\$10 - \$12.5 billion
Wider bridge with rail and bus service	Rail service from Suffern to a new Tarrytown station, at which there would be a rapid bus connection to White Plains and Port Chester	\$9 - \$11.5 billion

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

A real estate developer in New City (Rockland County), New York has submitted plans for the redevelopment of a shopping center which lost its two major tenants many years ago. If all approvals are granted, the former Erie (New Jersey & New York Railroad) New City station (built in 1875) would be relocated from its present site inside the Vanderbilt Lumber Company to what is known as the Bradlees Shopping Center. New City was the end of the branch of the same name, and the tracks connected with the Nanuet train station, which is still in use. Years ago, when I needed some lumber, I purchased some of it from Vanderbilt just so that I could get a good look at the building. A timetable dated April 24, 1938, shows "Motor Service" on the New City Branch. The September 29, 1940 edition no longer shows this service. No, the motor service was not provided by buses, but rather by "Doodlebugs," gas-electric cars, which were the predecessors of the RDCs.

This year's annual meeting of the New Jersey Association of Railroad Passengers took place on October 8, and was held on the Cape May Seashore Line. Two events were commemorated: the 25th anniversary of NJ-ARP and also the first time that a passenger train stopped at the Richland, New Jersey station in more than 70 years. Fortunately, there was a tent in which the ceremonies took place, because it was raining quite heavily as the remains of what had been Tropical Storm Tammy passed through the region. One of the speakers mentioned that it had been precisely 70 years and 10 days since the Pennsylvania Reading Seashore Lines trains stopped calling at Richland. Our train was comprised of M-410 (one of the original PRSL RDCs) and 37 (originally NY Central 37 – Lounge). The motive power was GP-9 7000 (originally PRR).

After the ceremonies were concluded, NJ Transit Executive Director George Warrington, who also spoke, boarded the train and addressed the NJ-ARP Meeting attendees. He told us that in 1979, there were 474 trains operated each day, and with the new timetables that would be in effect at the end of October, that number would be 720. The maximum number of trains that can operate through the North River Tunnels into NY Penn Station is 23 trains per hour (TPH), and when the THE Tunnel project is completed, that would rise to 50-55 TPH. Ridership is also up across the board (details appear above). Mr. Warrington also reminded the audience that funding future capital improvements by increasing the gasoline tax was crucial, as the TTF will be bankrupt next year without additional revenues. He then fielded questions on subjects including the Lackawanna Cut-off, Pascack Valley Sidings, and increased running times for today's trains compared to years ago. After he

de-trained, we rode to Tuckahoe, where a delicious lunch was served at The Station House restaurant, and the business meeting was held. When those activities were concluded, we re-boarded the train and rode to Woodbine. Although the track is "in" to Cape May Court House, where the excursion trains operate, there is this 10-mile section where passenger trains are not permitted to operate. Tony Macrie, the operator of the Cape May Seashore Lines, made a pitch to all that they need to urge their elected officials to allocate the funding so that rail service can truly be restored to this part of New Jersey. At Woodbine, there was evidence of two new sidings which are under construction for new freight customers, and we learned that Mr. Macrie has been speaking with the owner of a lumber yard who would also like rail service when he establishes a new location in this area. After changing ends, we returned north, past Richland Village to Pancoast. Enroute, a brief stop was made to see the remains of the abutment which at one time carried the Pennsylvania Railroad-owned and high-speed, third rail, West Jersey & Seashore Railroad.

Fall Foliage Tours were scheduled for October 15, 22, and 29 and November 5 and 12, between Richland and Tuckahoe. The "Santa Express" was scheduled for November 19 and 26 and December 3, 10, and 17, also between Richland and Tuckahoe. These trips are independent of the weekend service that operates between Cape May Court House and Cape May City, which runs through December 18 this year.

Amtrak

A milestone was reached when the full schedule of eight *Acela* weekday round-trips was resumed on the Boston-New York route on September 26. NY-Washington, D.C. service remains at 14 weekday round-trips. Weekend service was also increased over the following weekends to its pre-April 15 schedules. *Acela* service had been suspended between April 15 and July 11, while the brake discs were redesigned and remanufactured after cracks were discovered in the rotors' spokes.

Amtrak and NJ Transit services on the Northeast Corridor were suspended for more than four hours on Saturday, September 24, due to damaged catenary in Rahway, New Jersey. The incident occurred at 4:50 AM, when a maintenance crew using a crane accidentally dropped a beam on the overhead wires. **The New York Times** reported that 13 Amtrak trains were affected. No mention was made of delays to NJ Transit trains. NJ Transit advised its passengers to seek other means of transportation, and rail tickets were honored on buses. Many of those who were inconvenienced were headed for the anti-Iraq War protest rally in Washington, D.C. One of the groups, Take Back the Future, reported that

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

it had paid Amtrak \$9,000 two months ago to charter its own 84-seat car, so instead, the group held a mini-rally in Penn Station.

Two weeks after rescinding a major fare increase, Amtrak modified its proposal by limited those increases to 5-7 percent, for an average of \$4. This was done to cover rising fuel costs. A round trip *Acela* ticket between New York and Washington, D.C. is now \$336, an increase of \$22. Commuters are not being let off the hook, because the present 70 percent discount for unlimited monthly and 10-trip tickets is being reduced to 60 percent, so that the prices were increased between \$150-200 last month. An equal increase is planned for next February, where the discount would be reduced to 50 percent. In defending this approach, an Amtrak spokesman said that even after these two increases, a monthly ticket would cost half as much as 18 round trips per month. Approximately 2,000 monthly passes are sold along the Northeast Corridor.

Northeast Corridor service between New York and Boston was suspended for the second time in less than two months when a truck carrying home heating oil exploded following a crash on the Bruckner Expressway in the Bronx. This incident occurred at about 2 PM October 4, at a location where the highway crosses the line to the Hell Gate Bridge. Service was suspended due to the damage which occurred to the catenary, and was not restored until later in the day. Of late, Amtrak has not had a lot of luck on this portion of the Northeast Corridor due to two recent accidents. The first took place on August 23 when a CSX freight train derailed in Oak Point Yard (please see the October *Bulletin* for details). On September 29, an automobile was struck by *Acela* Train #2153 (6:20 AM Boston/Washington, D.C.) in Waterford, Connecticut, killing the 62-year old driver and her grandson. A granddaughter, who was also in the car, was removed to a local hospital in critical condition. Investigators were trying to ascertain how the vehicle managed to be on the grade crossing, which was equipped with the latest in hi-tech devices, a quad gate that cost \$1 million to install. Service was restored about 2 PM.

Rail service was restored to New Orleans on October 9, when the *Crescent* departed at 7:20 AM en route to New York. At 1:45 PM, the *City of New Orleans* departed for Chicago. Their southbound counterparts arrived from Chicago and New York later that afternoon and evening. Service had been suspended since August 28, due to Hurricane Katrina, and as this is written (mid-October), there was no word on when the three-times-a-week *Sunset Limited* would be restored to cities east of San Antonio.

On October 15, the week-long rains in Connecticut

caused Amtrak to temporarily cancel service from New Haven to Providence and Boston because of water on the tracks near Providence. Service between New Haven and Springfield, Massachusetts was also canceled because of high water north of New Haven.

Amtrak discontinued operation of its *Clockers* as of Friday, October 28. Over the years this service had been steadily reduced, the most recent eliminations taking place in April, when the equipment was needed to replace the *Acelas*, which were removed from service due to mechanical problems. With the end of this service, also ended is the privilege to ride Amtrak trains to holders of monthly or weekly passes. Checking my timetable collection, the first reference, called "Note A," which permits this practice appeared in the April 29, 1984 edition. "Note A" read: "National Railroad Passenger Corporation (Amtrak) train. NJ Transit 10 trip and Senior Citizens/Handicapped Tickets Not Valid." Over the ensuing years, this policy was modified several times to accept one-way tickets subject to a step-up charge, and then to not allow the use of these tickets at all. Any notable timetable changes will be reported in the next column, once I get a chance to see the timetables, which were to go into effect on October 30.

Museums

Last month, I visited the Museum of Modern Art which has returned to its permanent location on E. 53rd Street following a major renovation. Besides the many art works which were viewed, there was an exhibit on the High Line, the former New York Central elevated rail line, that stretches from south of W. 34th Street to Gansevoort Street. The High Line was slated for demolition as of December, 2002, but in March, 2004, it was given a reprieve and will be preserved for re-use. This exhibit was prepared by the projects' design team and focuses on the first phase, Gansevoort Street to W. 15th Street, which will be a prototype for the rest of the structure. For details, please visit www.thehighline.org.

The renovation of ex-Cleveland Railways center entrance car 1227 (Kuhlman Car Company, 1914) at the Seashore Trolley Museum is in the final stages of completion. This car, which had been stored under cover for 17 years, operated under its own power for the first time on June 3. It was one of 36 that Shaker Heights Rapid Transit purchased from Cleveland Railways. ***The Seashore Trolley Museum Dispatch*** reported that when this car arrived at SHRT (in 1925-26), it cost \$1,315. In 1940, \$2,862 was spent to renovate each car – removing the distinctive Scullin ventilators, re-canvassing the roof, and other spruce-up work. The museum estimates that when all is said and done, its restoration will have cost \$150,000!

If you ever wanted to take photos of Fairmont & Clarksburg 250 while it was at Branford, you have missed that opportunity. On August 11, this car left Con-

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necticut for its new home at the Pennsylvania Trolley Museum in Washington, Pennsylvania. 250 was constructed by the Jewett Car Company in 1913, as a traditional wooden interurban with a modest freight compartment and two large sliding doors which made it a combine. Branford acquired the car in January, 1948, and it had been stored in the largely inaccessible Barn 4. Because the car fell outside of the museum's primary region, it was donated to the Pennsylvania Trolley Museum. This was a logical choice because it ran just 65 miles from PTM's location. Other cars that were transferred were United Railway & Electric Company (Baltimore Transit Company) 3715/6028 and Washington Railway & Electric (Capital Transit) 650/884, which departed for their new homes at the Baltimore Streetcar Museum and National Capital Trolley Museum in 1997 and 2003, respectively. Thanks to the **Shore Line Trolley Museum Tripper** for this report.

Brooklyn transit fans have something to smile about. **The Tripper** reported that a milestone occurred during August when BRT convertible 1349 was operated under its own power for the first time in "decades." This came about through the efforts of several museum members, including New York Division member Jeff Hakner, who built two new battery trays and reconditioned 24 B2H cells to provide the low-voltage source for the control system. 1349 was built in 1905 by the Cincinnati Car Company and is one of only three of the original cars extant. Sister car 1362 is also at Branford, while 1365 is at the Museum of Transportation in St. Louis, Missouri.

On October 15, the 6 inches of rain that fell in 24 hours caused severe flooding at the Connecticut Trolley Museum at Warehouse Point, Connecticut. Photos of the damage could be seen at <http://www.trolleyuseum.us/>. The next day, volunteers were working to make repairs and attempt to restore some service.

By next Memorial Day, work is expected to be completed on an 1,800-foot extension that will serve Lackawanna County Stadium, where the Scranton/Wilkes-Barre Red Barons play their baseball games. (This team is an affiliate of the Philadelphia Phillies.) The County of Lackawanna is funding this project which will cost nearly \$950,000, and will see construction of a new maintenance building and a passenger platform at the stadium.

Before the end of August, the track project at the Minnesota Streetcar Museum's Como-Lake Harriet Line (July **Bulletin**) had been completed. The \$500,000, TEA-21-funded project, took two weeks longer than projected. The work included a complete rebuilding of the line's track structure. New rails, ballast and pressure treated ties were installed. In addition, the street cross-

ing at W. 42nd Street, adjacent to Lake Harriet, was completely rebuilt. Details and the history of the museum can be found at http://www.trolleyride.org/CHSL_Main/TEA_21_Overview.html. Thanks to member Karl Groh for this report.

Miscellaneous

Member George Chiasson sent an article from the **Altamont Press** reporting that in a worst case scenario, if Kawasaki did not receive another order for cars, it currently has enough work to last through the year 2010 for its 220 employees at the North Lincoln, Nebraska plant. However, there are plans to increase the size of this facility and hire an additional 500 employees to make this site the premier production factory for its North American market. Presently, the Lincoln plant is delivering 33 bi-levels to MBTA and at least 240 subway cars for NYC Transit. Kawasaki and Alstom are working on a \$1.2 billion contract for subway cars for NYC Transit. The 340 PA-5s for PATH would likely be constructed here. Consumer products (personal watercraft, motorcycles, all-terrain vehicles, industrial robots and parts) are also produced at this plant by 1,400 workers. Kawasaki still operates a plant in Yonkers, New York.

Other Transit Systems**Boston, Massachusetts**

Commuters who park at Gloucester (Newburyport/Rockport Line) now have 100 additional spaces to choose from. A ceremony, with MBTA and elected officials on hand, was held on September 19. The station also received improved pedestrian and vehicular access, enhanced lighting, station signage, fencing, drainage, and landscaping. There is also a right-of-way pedestrian crosswalk with a Train Approach Warning System (TAWS). This system is train-activated, consisting of strobe lights, horn, and an LED sign interface designed to warn pedestrian traffic and awaiting cars of approaching trains. Parking costs \$2 per day. The total cost of the improvement project was \$3.4 million.

Because of Salem's connection with Halloween and its proximity to Boston, MBTA traditionally operates additional rail service at that time of the year, and this year there was no exception. Because Halloween occurred on a Sunday, the extra service on the Newburyport/Rockport Line was provided throughout Halloween weekend, Saturday, October 29 and Sunday, October 30, 2005. Regular fares were charged.

Trolley service, which was projected to return to Lechmere by early fall, did not operate through mid-October. However, MBTA spokesman Joe Pesaturo announced that "construction activity has all but ceased," and that the remaining work involved upgrading the signal system. Subway Operations and Signal Department personnel were working in order to resume this service by the weekend of November 12-13. Thanks to member Todd Glickman for these reports and for sending copies

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of the Fall Rapid Transit and Green Line Bus Shuttle timetables which went into effect as of September 3. The Silver Line Waterfront timetable went into effect on August 20. All are brown in color.

Lindenwold, New Jersey

PATCO received a \$51 million grant from the Federal Transit Administration which will be used to upgrade some of its 121-car fleet, more than half of which dates from 1969. \$50 million was secured by New Jersey Senators John Corzine and Frank Lautenberg; the remaining \$1 million from Senator Arlen Specter of Pennsylvania. Plans call for the cars to be stripped down to their stainless steel shells and rebuilt. The article in the **Courier-Post** showed the original green and yellow seating would be replaced by a blue and grey scheme. To re-do the entire fleet could cost between \$160 and \$180 million. New Jersey Transportation Commissioner Jack Lettiere was quoted as saying, "I didn't notice too many 1969 vehicles in the parking lot here, so why should we expect our commuters to ride in train cars that old?"

Philadelphia, Pennsylvania

Several years ago, SEPTA implemented a new program to maintain, repair, replace, or rehabilitate its escalators. The new models feature 30 safety devices and can carry greater loads and withstand harsh weather conditions. Recently, escalators that had gone through the program were completed at 2nd Street (Market Street Line) and at Oregon (Broad Street Line). Previously, 14 escalators were replaced at various stations including Cecil B. Moore, City Hall, Erie, Juniper, Olney, Margaret-Orthodox, Snyder, Spring Garden, and 30th Street. Work continues on a new elevator at Oregon which introduces rack and pinion elevators to the transit industry. It was expected to be in service by this time. Thanks to member David W. Safford for this report from **metro**.

In early September, SEPTA reported that ridership had increased by about 10,000 trips, and that this was attributable to the increasing cost of gasoline. SEPTA carried over 214 million passengers during FY 2005, the highest ridership in 13 years. Each day, approximately 738,000 individual riders are carried.

Washington, D.C. area

Effective October 11, riders using Free Ride Certificates must once again validate them prior to boarding Virginia Railway Express trains. Last October, there had been some problems with the validating machines due to the more sensitive magnetic strip on the back of the FRCs. Now, with the older, incompatible FRCs out of circulation, there has been a return to the validating policy.

Fare evaders can now be banned for up to five years

from riding VRE trains. This happened to one individual recently who had been caught doing this five times. VRE also banned a rider for one year who was caught using counterfeit tickets. Many of those who are suspected of cheating the system have been reported by email. The person making the report is met on the train by an undercover person and asked to point out the suspected miscreant, who is then spoken to privately.

Minor changes were made to VRE schedules, which went into effect on October 31.

South Florida

Karl Groh sent a copy of the traditional Tri-Rail train schedules in book form. Like their smaller counterparts (September **Bulletin**), they carry the June 6, 2005 date.

There is lots of news from South Florida this month. **The Miami Herald** reported that in June, Miami's commissioners approved a plan to return streetcars to that city's streets. Planners and consultants are now looking at ways of financing the \$132 million cost of the first phase, which would extend between Downtown and the Design District. Eight cars would be required for this service. Supporters would like to see this line in operation by late 2008 or early 2009.

Karl also reported that after the first double-deck Colorado Railcar arrived on Tri-Rail's Hialeah facility, it was discovered that its 16-foot height exceeded the maintenance shop doors. Those doors have since been adjusted.

Member Neil Carlson sent a report from **The Palm Beach Post** that Florida's DOT will fund a \$6 million study to extend Tri-Rail service north through Jupiter and into Martin and St. Lucie Counties using Florida East Coast Railway trackage. This is being done because of the development that has taken place in the 29 cities along the corridor. When Tri-Rail was being formed, the State of Florida wanted to use FEC tracks but was turned down, so 71 miles of the CSX line that parallels I-95 were purchased instead. Although today the FEC only handles freight, it was this line that was built by Henry Flagler more than a century ago to carry passenger trains, which ended in the 1970s. One South Florida RTA member was quoted as saying, "the word on the street is that two other parties are interested in buying the FEC line." Estimates have put the cost at \$500 million to \$1 billion.

Chicago, Illinois

The September edition of Metra's **On the Bi-level** asked the question: Why do Union Pacific train lines follow the English system of running inbound trains on the left and outbound on the right? The following answer was provided: "No one is certain, but a plausible argument is that the lines were first built with single track and stations were placed along the same side in on-line communities. When double-tracking became necessary, the new track was added on the side away

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from existing stations (makes sense). Due to the nature of commuter railroading, there is a much greater need for a sheltered waiting room in the morning than at any other time, so a system of having Chicago-bound trains operate on the track closest to existing stations was put in place. There were no real advantages to changing to the more common right-handed operation, and the expense of moving stations and signals was not thought justified. Thus, the continuing left-handed operation."

An inbound Metra train, in push mode, derailed at a switch near 47th and Federal Streets on Chicago's South Side on Saturday, September 17. Initial reports gave the casualty count as 1 fatality and 83 injured (17 were classified as serious or critical), but later another passenger died in a hospital. These were Metra's first fatalities. The train involved #504, a Rock Island District train, which had left Joliet at 7:24 AM bound for La Salle Street Station with 189 passengers and 4 crew members on board. Investigators later reported that according to the train's electronic data recorders or "black boxes," the speed at the time of the incident was 69 mph and the speed limit for the area was 10 mph. Ironically there had been a similar derailment in this same area in 2003, involving the same locomotive, MP36PH-3S 409. Service was resumed several hours later. Thanks to Bob Hansen for sending the initial report, which was supplemented by Internet news sources.

New Orleans, Louisiana

NORTA restored bus service on four routes on October 1, and one of those lines was 12/St. Charles. According to *The Times-Picayune*, the 1923 Perley Thomas St. Charles cars survived Hurricane Katrina, but the infrastructure needs to be checked, because mud and debris still cover much of the tracks and many of the poles holding the electric line poles were damaged. However, as was previously reported, all 24 streetcars of the year-old Canal Street line were flooded and their running gear is inoperable. One car was shipped to Pennsylvania during the second week of October for damage assessment. Now, here is where it really gets interesting. At the urging of Mayor Ray Nagin, NORTA is considering using a number of the undamaged St. Charles streetcars on the Riverfront streetcar line. Although the Riverfront track appears to be undamaged, six of the seven Riverfront cars are inoperable. Those cars were stored with the Canal Street Line cars at the A. Philip Randolph facility.

Minneapolis, Minnesota

During August, Hiawatha LRT ridership hit a new record, when 838,500 riders were carried. Weekday ridership jumped from 476,800 (August, 2004) to 691,000. The 2004 numbers do not take into account the extension last December from Ft. Snelling to the Mall of

America. This year, the five southern stations, Lindbergh (Main Terminal) to the MOA, accounted for 35 percent of the total. Neil Carlson, who sent this report from the Minneapolis *StarTribune*, wrote that there was a slight schedule adjustment effective September 10. He had not completely looked over the new schedule, but Metro Transit's quote is "Weekday rush-hour schedule times will be adjusted to better match demand." One definitely positive change is the late night trips that depart from the Mall of America now all go to downtown Minneapolis. The previous schedule had trains ending at the Franklin Avenue station (just before the yard and barn). This forced people to get off in the middle of nowhere, late at night, in a dicey neighborhood with no bus service to complete their journey. The other major change is that trains are no longer used to provide service between the two airport terminals during late-night hours. The airport shuttle bus has been put back into operation between 11 PM and 6:30 AM. (A train had been kept in service between the two airport stations during the overnight hours that the rest of the line was shut down.)

St. Louis, Missouri

My sister-in-law gave me an article from *The St. Louis Post-Dispatch*, which reported that when the Forest Park extension opens in 2006 or 2007, St. Louisans will begin to call their lines, because there will be two, by color. The existing line from Lambert Field to Shiloh-Scott AFB will be the Red Line, and the 8.2-mile line to Shrewsbury will be the Green Line. The reporter found these designations on a bus stop advertisement.

During mid-August, two ex-Milan Peter Witt cars were rehabilitated by Gomaco and shipped to St. Louis for display on the North Lawn of the Missouri History Museum, pending the opening of the proposed Loop Trolley System. St. Louis Public Service did operate Peter Witt cars until 1952. These cars will be used on a Loop connecting two of St. Louis' MetroLink stations, attractions in Forest Park, and the restaurant, shopping, and arts and entertainment district. Since I was not familiar with this project, I "Googled", "new trolleys in St. Louis" and the first link was to <http://www.heritagetrolley.org/planStLouis1.htm>. The group, Citizens for Modern Transit, acquired them for use in the Delmar district, where Routes 05/Creve Coeur, and 10/Delmar operated until they were converted to buses on July 25, 1950 and April 19, 1964, respectively.

Seattle, Washington

Sound Transit added a fourth trip on its line between Tacoma and Seattle effective September 26. This train departs from Tacoma 25 minutes after the third, at 7:10 AM. Outbound in the evening, the new trip departs from King Street Station 25 minutes before the previously first train at 4:20 PM. The running time for each of these trips is one hour.

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Once again, *Sounder* service operates for all Seattle Seahawk games at Qwest Field. Two trips are operated from Tacoma and from Everett. Return trains depart 20 and 40 minutes after the end of the game.

On September 24, the Downtown Seattle Transit Tunnel was closed for construction to enable Link light rail cars to operate through it. This has caused 70 bus lines to be rerouted. The closure is scheduled to last for two years.

Stockton, California

In the September-October edition of **California Rail News**, which was sent by member Dennis Cavagnaro, there was an article reporting that Altamont Commuter Express was seeking a new route. It seems that its present route did not have a lot of Union Pacific freight trains when ACE began operations seven years ago last month. Now, things have changed, and frequently freight trains are operating during commutation hours, causing delays to commuters. The OTP over the summer has risen to about 80 percent from an all-time low of 41 percent in June, and many riders abandoned the train for the already busy I-580. Riders were offered 10 percent discounts last spring in an effort to entice them back to the train. The goal is to have an OTP of 95 percent. Union Pacific, owner of the trackage, projects that traffic will increase over the Altamont Pass as freight container facilities in the Port of Oakland improve.

Recently, ACE's Board of Directors authorized a \$500,000 study to seek alternate routes to get its trains from the Central Valley into the Bay Area. One route that is under consideration is the former Southern Pacific line between Tracy and Niles Junction that parallels the UP route. It was abandoned in the mid-1980s, and the track was removed. Interestingly, this route was part of the original transcontinental railroad that was built in 1870. About nine miles has had its tracks put back by the Pacific Locomotive Association for its Niles Canyon Railway tourist operation from a point east of Sunol and Niles Junction. Not surprisingly, this organization appears open to the idea of sharing its tracks, which would be a win-win situation for both parties. However, in Pleasanton, a number of homes have been constructed on part of the right-of-way. Another route in the I-80 Corridor would be more costly than the aforementioned routing.

Edmonton, Alberta, Canada

Siemens Transportation was awarded a contract to construct 26 Model SD160 LRVs on October 14. This is a follow-up order to one that was placed last December for 33 SD160s. All cars will be built in Siemens' Sacramento, California plant. Deliveries of the earlier order are scheduled to begin next fall, and of the second or-

der in May, 2008. Düwag, part of Siemens, constructed the present 37-car fleet beginning in 1977. These cars are to be needed when the 8 km (5 mile) South LRT Line opens in 2008. Thanks to member Bob Kingman for the report.

Mexico City, Mexico

Progressive Railroading reported that on August 25, Mexico's Secretary of Communications and Transport awarded a Spanish consortium consisting of car builder CAF and Inversion Concesiones Ferroviarias (ICF) a 30-year concession to build and operate the Ferrocarril Suburbano light rail system. CAF-ICF will receive \$619 million. Under the agreement, the Mexican government will pay an unspecified amount of money to refurbish the rail infrastructure, and the consortium will provide the rolling stock and stations and purchase equipment. Per the 1995 privatization of Ferrocarriles Nacionales de Mexico, CAF-ICF also receives a 25 percent stake in Ferrovalle, Mexico City's terminal railroad. TFM S.A. (Kansas City Southern) and Ferrocarril Mexicano S.A. de C.V., also own similar percentages.

The first line, 16.7 miles of the 49-mile System 1, will connect the Mexico City suburbs of Cuautitlan and Buenavista. Two terminals, five stations, and twelve road bridges will be constructed. Traveling between these cities would be done in 24 minutes. In a city that features streets with left-turn lanes that are six vehicles wide, it takes about two hours to make this trip by car. Transport officials envision a 150-mile network being developed over the next 10 years.

Jerusalem, Israel

Member David Klepper wrote: "Sunday, September 18 was public transit day in Israel, and buses were free in Jerusalem from 3 PM to midnight. Certain suburban Israeli railway lines were also free, not including the line to the Jerusalem shopping center, which does not extend into the city. I came upon an exhibition with the prototype Bombardier light rail car, which has two long body sections with a short center section, three trucks, two articulations, and the middle truck centered under the center body section. It has a silver exterior. The line was too long to inspect the inside and my camera was elsewhere. When I returned the next morning, I found everything had been removed. Apparently, some of the railway's equipment was also being displayed and was also gone. Rail vehicles were obviously trucked in; the tracks of the old line near the old station (the exhibit was right by the old railroad station) were neither capable of being used or had any evidence of recent use."

Since double-decker buses are very popular, David wrote that "about 16 years ago, (bus operator) Egged put double-decker Neoplan intercity buses on the premium Tel Aviv-Jerusalem route, and I remember how pleasantly surprised I was by their appearance. About

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Coney Island Avenue Line Quit 50 Years Ago

(Continued from page 5)



More of car 1083 in 1950, taken on the private right-of-way between Brighton Beach Avenue and Sea Breeze Avenue. Note the three types of BMT rapid transit equipment above the PCC — “Standard,” D-Type, and wooden elevated cars.
Robert J. Wasche photograph



Car 1082 on Coney Island Avenue at 18th Avenue in 1950.
Robert J. Wasche photograph



The aforementioned car 1000 has just arrived at the Coney Island terminal in 1950.
Robert J. Wasche photograph



Before the PCCs...car 2553 poses at Park Circle on May 26, 1935.
Alfred E. Seibel photograph, Edward B. Watson collection, via Robert J. Wasche

Commuter and Transit Notes

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the time I moved to Jerusalem, about 9 years ago, they were removed from service and stored because of maintenance problems. Now they have been rebuilt as open-top sight seeing buses on Route 99, circling Jerusalem, and are quite a hit in that application.”

From the History Files

For several months, I have been creating a database in Excel format to better identify dates for this portion of my column. As you can imagine, this has been a major undertaking. After I submitted the October column, a date that could have and should have been included came to my attention, not only be-



cause of its historical significance, but also because this year it also marked the 70th birthdays of two long-time members, Gary Grahl and Bill Guild. So here it is a couple of days late with belated birthday wishes. Oh, in case you are interested, you will have to ask them who is the older one!

70 Years Ago: On October 28, 1935, Toronto’s Long Branch line came into existence when the Lake Shore trolley line was split into two sections. The Long Branch ran from a temporary loop at Roncesvalles Yard and the existing loop at Long Branch.

65 Years Ago: On November 22, 1940, the Newark City Subway was extended from Broad Street to Newark Penn Station.

55 Years Ago: On November 22, 1950 (Thanksgiving)
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Around New York's Transit System

20 R-68s Transferred...

On or about September 18, R-68s 2784-2803 were transferred from Concourse Shop to Coney Island Shop. Thanks to member Bill Zucker for the report.

...24 R-32s, Too

On October 1, 2005, the following 24 R-32 cars were transferred from Pitkin Shop to 207th Street Shop: 3834/5, 3836/7, 3856/7, 3864/5, 3868/9, 3872/3, 3890/3383, 3894/5, 3896/7, 3912/3, 3928/9, and 3932/3. Member Bill Zucker adds that mixed trains of R-32s and R-38s are occasionally seen in **C** service, and a train of R-32s shows up from time to time on **W**.

Customer Seat Locking Mechanism

To prevent the unauthorized lifting and/or removal of customer seat shells on the R-32, R-38, R-40, and R-42 cars, NYC Transit is installing locking mechanisms.

To lift a seat equipped with the locking mechanism, the Train Operator or Conductor must lift the cover plate

of the locking mechanism, insert the standard cab/crew door key into the key switch, unlock the mechanism, and depress the spring-loaded latch, after which the seat can be removed. Employees who replace the seat must ensure that the mechanism is in the "lock" position. They must attempt to lift the seat to determine whether it is locked to the frame.

MTA Will Improve Security

The newspapers reported that a \$212 million contract was awarded in August, 2005. One thousand new video sensors will be installed throughout the MTA system, including Long Island Rail Road and Metro-North hubs as well as bridges and tunnels.

This equipment will set off an alarm at the Command Center if a passenger leaves an unattended package on a subway platform or enters a restricted area.

This is the largest appropriation for security since MTA approved a \$591 million security plan in 2002.

FARE BREAKS FOR MTA RIDERS

On October 18, MTA Chairman Peter Kalikow announced that he would seek approval of a plan to roll back fares on all MTA lines between Thanksgiving, November 23, 2005 and January 1, 2006. These cards would automatically expire on January 1, 2006. The fare reduction plan would cost about \$50 million. With the recent fare increases, the MTA has found itself with a cash surplus of \$700 million. This money would be allocated as follows: \$450 million to bolster pension funds, \$150 million for service and security improvements, and \$100 million for fare discounts for this year and next.

Here is how it would work:

Special 40-day MetroCards would be sold for \$76, the price of a regular 30-day unlimited MetroCard. They would have to be purchased for cash from a subway station booth, because the MVMs are not configured to

sell such tickets.

Any 30-day unlimited MetroCard that is activated during that same period would get four bonus days and any 7-day unlimited MetroCard would get one bonus day.

For the month of December, Long Island Rail Road and Metro-North monthly pass holders would each receive a free 10-trip off-peak ticket, and weekly ticket purchasers would get one off-peak ticket.

While riders and some elected officials praised MTA's plan, there were some who criticized it because the authority plans to borrow an additional \$9.3 billion for its new Capital Program. Then there is the \$2.9 billion state transportation bond act that voters will be asked to approve on November 8. In addition, MTA has projected that fares might need to be increased in the year 2007.

Commuter and Transit Notes

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Eve), what has been called the worst disaster to affect the Long Island Rail Road took place when a collision between two trains at Richmond Hill (east of Kew Gardens) killed 78 (the number varied somewhat when I checked several sources). This accident was the third collision for the year 1950, the other two occurring on February 19 in Rockville Centre, killing 29 passengers and injuring 79, and in August in Huntington, injuring

scores.

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