

The Bulletin



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The Bulletin

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In This Issue:
 Fifth Avenue-New Rochelle Line—History and Track Plan ...Page 2

NEW YORK RAILWAYS CARS QUIT 70 YEARS AGO

New York Railways, which operated most of the Manhattan street car lines, converted to bus 70 years ago. The company operated a fleet of old cars, most of which were built at the turn of the 20th century.

New York Railways, which was in receivership since 1919, became solvent again six years later. New York Railways Corporation became the successor to the bankrupt company on May 1, 1925. A year later, August 25, 1926, Fifth Avenue Coach Company, whose goal was the conversion of all rail operations to bus, bought the common stock of the company. Unfortunately, the city officials were determined to get rid of all street cars and Fifth Avenue was willing to supply the cash for purchasing the buses.

In 1925, there were no available buses large enough to transport the passengers riding the Manhattan street cars. Meanwhile, the company overhauled rail operations, rebuilt several cars to cross-seat convertibles, and even rebuilt an open car to a closed streamliner.

By 1934, Yellow Coach was able to build a bus with the size and seating capacity to replace the street cars. On February 1, 1935, the 40-passenger Yellow Coaches replaced the street cars on Fourth and Madison Avenues, an extremely busy line. The company was pleased with their performance and motorized its street car lines in rapid succession:

DATE	LINE(S)
November 12, 1935	Eighth Avenue Ninth and Amsterdam Avenues
February 12, 1936	Broadway-Seventh Avenue Columbus and Lenox Avenues
March 6, 1936	Seventh Avenue Eighth Street Crosstown

DATE	LINE(S)
March 12, 1936	Sixth Avenue
March 25, 1936	Lexington Avenue Lexington and Lenox Avenues
April 1, 1936	34 th Street Crosstown 116 th Street Crosstown
April 8, 1936	23 rd Street Crosstown
April 20, 1936	14 th Street Crosstown
June 8, 1936	86 th Street Crosstown

The company made a down payment of ten percent on 486 buses, which cost \$5,256,968:

NUMBER OF BUSES	SEATING CAPACITY	APPROXIMATE UNIT PRICE
201	40	\$13,000
60	36	\$10,000
225	32	\$8,900

Although the company received its Certificate of Convenience and Necessity and permission to abandon its lines on January 22, 1936, there was one obstacle to motorization. A committee of holders of New York Railways preferred stock appealed to the United States Circuit Court of Appeals that the reorganization plan was unfair and discriminatory. Until the suit was cleared up, the company operated a franchise car on each line at a cost of \$1,500 to \$2,000 a day. Because Green Bus Lines was operating buses on 86th Street, the street cars kept running there to preserve the franchise rights. After more than a year of litigation, the judge signed final orders on June 3, 1936. Two days later, the Transit Commission author-

(Continued on page 3)

FIFTH AVENUE-NEW ROCHELLE LINE by Bernard Linder

Owners:

TRACKS ON FIFTH AVENUE FROM NORTH AVENUE TO WEEKS PLACE

About 1901	Interurban Street Railway Company
February 10, 1904	New York City Railway Company
May 1, 1912	New York, Westchester & Connecticut Traction Company
July 13, 1912	Third Avenue Railway Company

TRACKS ON NORTH AVENUE

About 1901	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

BUSES

March 15, 1931	Westchester Electric Railroad Company
November 15, 1936	Westchester Street Transportation Company
December 17, 1956	Fifth Avenue Coach Lines, Incorporated
December 12, 1969	Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty'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
About mid-1982	Liberty Coaches, Club Transportation, and Westchester Street were merged to form Liberty Lines Transit, Incorporated

Route:

STREET CARS

August, 1900	The company started building the line on Fifth Avenue. We do not know when the cars began running as far as Weeks Place
May 30, 1913	Extended to the east end of City Park. This portion was owned by Westchester Electric
April 29, 1916	Rerouted via Bridge Street, Railroad Place, and Mechanic Street
November 3, 1919	Cars were operated by one man
March 15, 1931	Buses replaced street cars

BUSES

March 15, 1931	Route F buses started operating over the same route as the street cars
August 1, 1939	Extended to the city line
November 22 to November 28, 1940	Extended to Myrtle Boulevard and Madison Avenue, Larchmont
May 23, 1943	Buses started operating on the Larchmont Woods branch to Forest and Woodlawn Avenues. Buses were still running in April, 1957. We do not know when service was discontinued
February 10, 1952	Extended to Main Street and Centre Avenue
About 1973	Renumbered to Route 48
*September 18, 1974 timetable	Through-routed with Route 44/Hudson Park. Buses operated from the Larchmont station via Myrtle Boulevard, Madison Avenue, Fifth Avenue, North Avenue, Huguenot Street, Lawton Street, Main Street (Pelham Road, Centre Avenue, and Main Street in the opposite direction), Franklin Avenue, and Hudson Park Road to Hudson Park. On Saturday the buses were through-routed with Route 56/Webster Avenue
*April 24, 1978 timetable	Saturday buses were not through-routed with Route 56
*We do not know when service began or when it was discontinued	
September 4, 1979	Route 48 was merged into Routes 7 and 61. Route 7 was extended to Hudson Park. Route 61 buses, which formerly ran on Boston Road and Chatsworth Avenue, were rerouted to North Avenue, Fifth Avenue, and Chatsworth Avenue

Three companies operated buses in New Rochelle for brief periods, after which they were quickly forgotten:

(Continued on page 3)

Fifth Avenue-New Rochelle Line

(Continued from page 2)

NEW ROCHELLE AUTOBUS COMPANY

This company was probably the first company operating buses in New Rochelle. The New Rochelle Association was awarded a franchise in July, 1915 and William B. Gray received a Certificate of Convenience and Necessity on October 22, 1915 for four bus lines that would operate on the same street or a short distance from the trolley. Because the newspaper article omitted several streets, we cannot give a complete route description. The company was required to charge a five-cent fare and to operate buses on a 20-minute headway without transfers. All buses started near the railroad station and operated a short distance on Main Street before turning on the following streets:

- #1: Echo Avenue (three blocks east of the L trolley on Franklin Avenue)
- #2: Stephenson Boulevard (territory not served by the trolley)
- #4: Pintard, Liberty, and Weyman Avenues (two blocks east and west of the J trolley)
- #6: Brookside Place and Halyon Road (two blocks north of the Fifth Avenue trolley)

As soon as the buses started running in February, 1916, Westchester Electric obtained an injunction because the franchise was advertised 3 instead of 14

times. The injunction was denied.

The company needed 10-12 buses and a 10-cent fare, but operated only 4 buses on 2 routes at a 5-cent fare. It needed \$20,000, but nobody wanted to invest. The last bus met the 12:27 AM train on April 14, 1916.

The four buses cost \$80 a day, but receipts from 800 passengers were only \$40 a day. After losing \$10,000, service was suspended.

HUGUENOT TRANSPORTATION COMPANY

Third Avenue Railway's records indicate that Huguenot's buses ran from June 28, 1932 to October 9, 1933 from the New Rochelle station to Glen Island on this 2.5-mile line.

The New Rochelle Chamber of Commerce bulletin dated September 10, 1932 states that Kings Coach Company, which was owned by the Holmes brothers, were backers and sponsors of the Suburban Bus Company. Kings Coach agreed to pay \$50,000 and to owe \$21,925. Huguenot Transportation bought three Macks — two reconditioned and one new. Buses started operating on July 31, 1932. The bulletin concluded that the Glen Island Line could not be operated at a profit.

QUEEN CITY BUS COMPANY

Buses started running May 27, 1950. The destination sign read, KINGS HIGHWAY-PALMER AVENUE. The 1951 Public Service Commission report stated that the company was out of business.

(Continued on page 4)

New York Railways Cars Quit 70 Years Ago

(Continued from page 1)

ized abandonment of all the street car lines. On June 8, 1936, the last street cars operated on 86th Street.

The salvage value of the scrap metal from Manhattan's street cars was \$50-\$60 per ton. The cars could not be sold because they were wired for underground

conduit. They were burned in vacant lots in the Bronx, after which the trucks, motors, and metal parts were lifted onto trailer trucks and usually taken to Jersey City, where axles, wheels, motor casings, and bearings were separated. Then ten-ton cranes, sledge hammers, acetylene torches, and ponderous metal cutters reduced the metal to fit the furnace.



Convertible 535 and open car 4014 on Park Avenue at E. 33rd Street (Murray Hill Tunnel), September 19, 1934.
Bernard Linder collection



A stepless storage battery car.
Bernard Linder collection

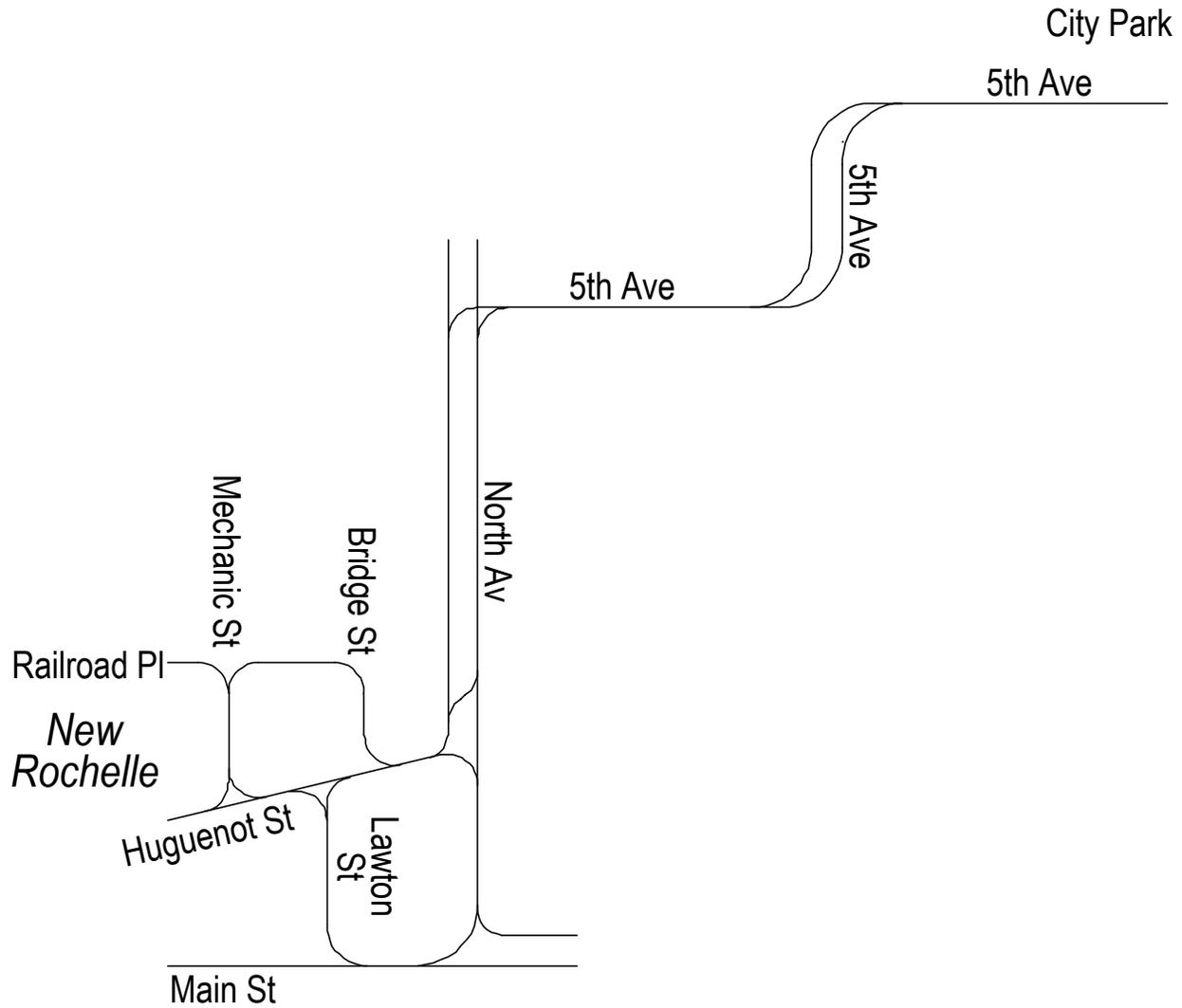
(Continued on page 5)

Fifth Avenue-New Rochelle Line

(Continued from page 3)

Fifth Avenue - New Rochelle

1929



Data: B. Linder
Drawing: J. Erlitz

New York Railways Cars Quit 70 Years Ago

(Continued from page 3)



The interior of the lower floor of a double-deck car in 1913.

Bernard Linder collection



The interior of the upper floor of a double-deck car.

Bernard Linder collection



A double-deck "Broadway Battleship."

Bernard Linder collection



A New York Railways repair crew at work on the Broadway Line at State Street and Battery Park, December, 1934.

Bernard Linder collection



New York Railways on Delancey Street, June 30, 1919.

Bernard Linder collection



New York Railways 7000, a stepless storage battery car.

Bernard Linder collection

(Continued on page 16)

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

The new timetables under General Order No. 402 are dated April 2 and will remain in effect through September 30. Here are some specifics about the new trains that were described in the April *Bulletin*. The word NEW appears atop the column for the specified train.

HUDSON		HARLEM		NEW HAVEN	
802	4:15 AM Poughkeepsie	606	4:54 AM South-east	1303	5:16 AM New Haven
702	5:17 AM Croton-Harmon	504	5:45 AM N. White Plains	1569	2:33 PM New Haven
703	5:45 AM to Croton-Harmon	300	12:03 AM N. White Plains	1279	6:17 PM Harrison
483	7:56 PM to Croton-Harmon	547	3:20 PM to North White Plains	1532	1:33 PM to New Haven
785	8:32 PM to Croton-Harmon	551	3:55 PM to North White Plains	1380	7:34 PM to Stamford
		381	7:28 PM to Crestwood	1304	1:53 AM to Stamford
		689	9:22 PM to Southeast	6304	1:53 AM to Stamford
		9600 Sat/Sun	4:17 AM South-east		
		9624 ¹	10:40 AM South-east		
		9628 ¹	11:40 AM South-east		
		9674 Sat/Sun	12:03 AM North White Plains		
		9645 ¹	4:21 PM to Southeast		
		9657 ¹	7:21 AM to Southeast		

¹Operates on Saturdays and July 3.

With these new trains, the time between the last and first train on each line has been reduced further. Last fall, when Metro-North added late night service, at that time there was a 30-minute difference between the time that the last train on the system arrived at its terminal — 4:00 AM — and the time the first train departed — 4:30 AM. This has been reduced to fifteen minutes, as can be seen in the table below.

LINE	LAST TRAIN	FIRST TRAIN	MINUTES
Hudson	3:57 AM	4:15 AM	18
Harlem	3:37 AM	4:30 AM	53
New Haven	3:44 AM	4:12 AM	28

Do you want to buy an ACMU? If you thought that they were all going to be scrapped, you were wrong. My son, Marc, found an advertisement on the Internet by the San Diego & Midwestern Railway Partners (Rent-a-Train.com) that read as follows: "Commuter cars available NOW for hurricane relief." There is one image of

an ex-Metro-North ACMU, one of two ex-Metra gallery cars, and one showing a number of ex-SOO Line cabooses. There are also some former Santa Fe/Amtrak Superliner cars. The ad says that there are 130 of these cars available for lease or purchase at \$20,000 each.

A Metro-North station for Yankee Stadium was an idea that was endorsed by Governor George Pataki and Mayor Michael Bloomberg on April 4. For many years there has been a proposal for such a station, and they have asked MTA to develop and present a plan for approval at the agency's April 26 meeting. Although \$5 million is available for design work, no additional monies have been identified for construction, which would be in the neighborhood of \$30-\$40 million. The Governor's office described the Yankee Stadium Multimodal Transportation Center as consisting of two island platforms capable of accommodating 10-car trains, and an overhead mezzanine. If the MTA wanted to divert some of capital funds from a project, it would need the approval of the state's Capital Program Review Board. But which project(s) could be impacted? East Side Access, Second Ave. Subway, Flushing Line Extension to 11th Avenue?

Meanwhile, Metro-North reported that it continually updates its operating plan for this station, which now calls for service before and after each game as follows: Two shuttles between Grand Central Terminal and Yankee Stadium, and four trains serving the New Haven Line, plus two each on the Hudson and Harlem Lines. Trains from the latter two lines would reach the station via the Mott Haven wye. Regular Hudson Line trains would also stop there during stadium events. During the two-day transit strike in December, the railroad carried more than 18,000 riders from a temporary station at this location.

The former west-of-Hudson Bombardier Comet IIs will be overhauled by Bombardier, and the seats will be replaced with refurbished M-1 seats to match the east-of-Hudson fleet where they will see service.

MTA Metro-North Railroad (West)

New schedules went into effect on April 23. *The Rockland Journal News* reported that running times were reduced slightly on the Pascack Valley and Port Jervis Lines, but that for some who transfer at Secaucus, some of that time could be added back due to longer connecting train times. Port Jervis Line riders are receiving the benefits of the completion of track work between Harriman and Port Jervis which required slow speed orders.

Connecticut Department of Transportation

The New York Times of March 15 had an article on

(Continued on page 7)

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

Governor Rell's commuter rail proposal for the Springfield-New Haven route. There would be intermediate stations at: Enfield, Windsor Locks, Hartford, Newington, Berlin, Meriden, Wallingford, and North Haven. All but Enfield, Newington, Wallingford, and North Haven are presently served by Amtrak. The Governor's plan calls for half-hourly service each way during peak hours. Depending on which version is selected, the cost could range from \$162-600 million. Dollars could be saved by the use of overhauled cars, rather than purchasing new ones, and not building a new maintenance facility. Annual operating costs would be about \$8.5 million. Ridership on the 62-mile-long line has been estimated at 2,428 by the year 2025. There is also a proposal for a \$300 million busway between New Britain and Hartford.

State transportation officials have decided to build stations in both West Haven and Orange. However, with that said, according to CDOT, "there are no plans to purchase property at both locations at this time." Possible station sites are adjacent to Connecticut Turnpike Exits 41 and 42.

During 2005, Shore Line East carried 423,470 passengers, a 4.45 per cent increase over 2004's 405,436. In the last two months of 2005, ridership was up 22 and 10 per cent, respectively. Higher gasoline prices helped to contribute to this result, as did the upgrading of stations in Branford, Guilford, and Clinton, where parking was improved. But, there were also calls for reverse peak and weekend service. Thanks to member David A. Cohen for sending these reports from *The New Haven Register*.

On March 30, WCBS Newsradio-880 reported that commuters could view and comment on proposed bar car configurations for the M-8 cars at Stamford.

Kawasaki Rail Car in Yonkers has won a \$12 million contract to rehabilitate the Virginia Railway Express cars that were purchased almost two years ago. Work could begin this spring.

MTA Long Island Rail Road

On the Ides of March (the 15th), I decided to go through the Long Island concourse to reach my NJ Transit train. As I approached the LIRR ticket windows, I saw that the "Next Trains To ___ Station" signs were not working. It turned out that they were being changed over from the "flip-type" to digital signs. A subsequent visit three weeks later found that the job had been completed, and all but one of the train signs on the west wall had been changed over to digital.

Special eastbound timetables for weekend concrete tie replacement were issued. This work was done at Forest Hills (March 24-27), Woodside (April 28-May 1), and Kew Gardens (May 19-22). Member Ron Yee told me that on Saturday night, April 1, 2006, at around

10:30 PM, passengers on eastbound trains had to be in the head car to disembark at Woodside. This was because there were double bridge plates at that station, as well as (probably) at Forest Hills and Kew Gardens, due to track work affecting both tracks used for regular off-peak eastbound movements. He was able to take a few photos without any problems.

A Shea Stadium timetable was issued for the period April 3-June 4.

Last year, the Long Island Rail Road carried 80.2 million passengers, an increase of 1.2% over 2004.

With the goal of improving the safety of rail riders, the Long Island has donated some of its retired passenger cars to the United States Department of Transportation Test Center in Pueblo, Colorado. They were used in a test where they were deliberately crashed into another train (Silverliner 1s), which had previously operated for the Pennsylvania Railroad and SEPTA, at a speed of 30 MPH. The results will be analyzed to determine whether or not the cars buckled, or locked together to prevent a derailment. If I am successful in obtaining the car numbers, they will be published in a future column. Thanks to member Joe Gagne for the report.

NJ Transit

High winds in the metropolitan area on March 14 caused a tree to fall onto the catenary and affected *Midtown Direct* trains on the Montclair-Boonton Line. Service was out for a good portion of the day. NJ Transit advised its riders to go to Hoboken via PATH, which was honoring its tickets, from 33rd Street. The diesel services to Montclair and the Morris & Essex Lines were operating. In addition, NJT's web site reported that it was providing eastbound bus service from Montclair State University to Newark Broad Street, where connections could be made to other *Midtown Direct* trains. Riders could also use DeCamp and designated NJ Transit buses, which were honoring rail tickets. One of our more adventuresome and experienced members opted for this routing: NJ Transit to Newark Penn Station, Newark City Subway to Bloomfield Avenue, and NJ Transit bus. Normal service was operated for the morning of March 15.

At 6:30 AM April 5, a trespasser was struck and killed near the Hamilton station by Train #3916 (6:20 AM Trenton/New York Penn), a train that I have occasionally ridden from Secaucus. Needless to say, the ensuing police investigation wrecked the commute for thousands of commuters. NJ Transit reported that service was restored on three of the four tracks by 7:30 AM, but traffic reports and the transit agency's web site were giving delays of 30-60 minutes.

An early April visit to Hoboken found that since my last visit, the solid trains of Comet 1b (ex-Arrow 1s) had been broken up and were intermixed with Comet 1s.

New Jersey's depleted Transportation Trust Fund received additional funding in late March. *The Star-*

(Continued on page 8)

Commuter and Transit Notes

(Continued from page 7)

Ledger reported that Governor Corzine, who was reluctant to raise the state's gas tax, devised a program that replenished the fund for at least five more years by restructuring \$1.8 billion of the fund's existing debt, borrowing another \$6.4 billion, and boosting payments into the fund by about \$90 million a year. Transit advocates criticized this approach, especially because train and bus users have been subjected to several fare increases in the past few years, and drivers, although they have had to pay higher charges for gasoline, have not had the state tax on that gas increased at all. Some of NJ Transit's funding for FY 2007 will be allocated as follows:

- \$1.31 billion to replace 230 Arrow IIIs and rehabilitate 148 Comet IIIs and Comet IVs
- Repairs to at least 70 bridges, including the rehabilitation of the Newark Drawbridge, which is more than 100 years old
- Improvements to 16 rail stations, including the completion of the Trenton station and renovations and upgrades at Metropark, Edison, Newark, and New York Penn stations
- Design and construction funding for more than 4,300 parking spaces at area train stations, including Wayne (1,100), Edison (700), and South Amboy (600)
- Unspecified funding for T.H.E. (ARC) Tunnel

New timetables were issued effective April 23; however, information on changes was not available at press time.

On March 15, the catenary wires over the Newark City Subway extension between Newark Penn Station and Broad Street were energized for the first time. As the agency has done with all recent light rail extensions, notifications were made to the public. NJ Transit reported that this extension would open this summer (see Bruce Russell's article in the April issue).

For three weekends beginning March 28, Newark City Subway service between Branch Brook Park and Penn Station was replaced by buses in order for construction work associated with the Broad Street extension to take place. Trolleys continued to serve the portion between Grove Street and Branch Brook Park.

The Staten Island Advance reported that Staten Island's Borough President, James Molinaro, and the Staten Island Chamber of Commerce will sue the Metropolitan Transportation Authority for refusing to run buses over the Bayonne Bridge to provide a transit link to HBLRT. NJ-ARP reported this fact in its Hotline (<http://www.nj-arp.org/hot547.html>), and also that Staten Island residents already make up a decent percentage of the ridership on the Bayonne Line. MTA New York City Transit express buses travel closed-door through New

Jersey before entering the Lincoln Tunnel. BP Molinaro pointed out that the states of New York and New Jersey are already serving each others' state.

Port Authority Trans-Hudson Corporation

As of April 9, in order to accommodate long-term construction at the World Trade Center site, PATH has changed its weekend service by eliminating the Hoboken/World Trade Center Line. The service pattern on weekends is the same as during weeknights: Newark/World Trade Center, and the around the world service, Journal Square/Hoboken/33rd Street. Weekend service between Hoboken and World Trade Center was only restored when trains returned to the World Trade Center on November 23, 2003. A new Timetable, Map, and Guide was issued.

PATH has issued a Parking Guide, which provides information on the availability and cost of parking at its seven New Jersey stations. There are plenty of maps included.

Last year PATH carried 60.7 million passengers, or an average of slightly more than 215,000 each weekday.

Many transit agencies, including NYC Transit and Metro-North, have train simulators that are used to instruct their operating crews. Kawasaki, the successful bidder on the PA-5 contract, has awarded a contract to Orthstar Inc. to build, test, and maintain a train simulator for PATH. Thanks to **Progressive Railroading** for the news.

Museums

The Shore Line (Branford) Trolley Museum has announced that the 2006 Guest Operator/Rapid Transit weekends will be on the third weekend of each month, May through September.

Other Transit Systems**Boston, Massachusetts**

Just how much should the governor of a state know about its major city's transit system? According to an article in **The Boston Globe**, Governor Mitt Romney recently appeared before a crowd of local and state politicians, developers, reporters, and staff in Chelsea to discuss smart growth. He referred to the proposed extension of the Green Line; Romney said the line would be extended to Malden and Melrose. Actually, the \$559 million plans call for the Green Line to be extended to Somerville and West Medford. Last year, when questioned about the cost of a ride on MBTA, he responded "a buck" instead of \$1.25, and he was criticized for being out of touch.

With a June 30 deadline approaching, MBTA has been negotiating new contracts with 29 of its 30 unions. **The Boston Globe** reported that the discussions are likely to center on the "T"'s generous retirement plans, including free healthcare benefits. This comes at a time when the transit agency, like others, is trying to cut costs, and it also plans to raise fares in January, 2007 for the second time in three years. The MBTA is also bracing for a

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

flood of retirements, as one-third of its 6,200 employees would become eligible to retire in the next five years. Combined with the unions' traditional unwillingness to give back hard-won benefits, observers, and former "T" officials say the probability of a transit strike in Boston is now higher than ever. General Manager Daniel A. Grauskas has said he hopes to avoid a work stoppage.

\$310 million will be spent over the next five years to make MBTA one of the most accessible systems in the nation. This has come about as the result of a class action lawsuit over the transit agency's lack of accessibility. Under the agreement, elevators and escalators will be upgraded, the purchase of low-floor buses will be speeded up, and unreliable mobile wheelchair lifts on subway and trolley platforms will be replaced. Also, a new \$23 million public address system will be installed and MBTA employees will be trained with the help of disabled riders. A new position of assistant general manager for accessibility will be created. This individual will answer directly to the general manager.

If you like the sounds of the Solari boards as they change, be aware that MBTA is planning to replace the one at South Station with an electronic one, which will offer more information, be visible from farther away, and be more reliable. But don't despair — it will be just as noisy. Since passengers have become so used to looking up to see arrivals and changes when they hear the ticking, the "T" plans to keep the old sound in the new board. The new system, which will cost \$2.4 million, will also add similar boards and new monitors to North Station and Back Bay. Smaller monitors on platforms at all three stations will also list all stops to be made by each train, so passengers can tell the difference between an express and a local train and avoid confusion. Eventually, "T" officials said, the boards will be able to count down the minutes or even seconds before a train pulls into a station by using global positioning system technology on the trains. The old (1980s) board at South Station has broken down twice a day on average in recent months, which means that each train's departure or arrival has to be announced on the PA system. Flip-board technology debuted as the world's first railway information display system in Liege, Belgium, in 1956 and at the Vienna Airport in 1959. For the time being, Amtrak's Solari board will remain.

Of late, whenever the Bureau of Printing and Engraving issues new currency, transit agencies struggle to keep the software in their ticket vending machines up to date to accept them. Recently I wrote about my experiences with SEPTA's machines at Trenton, and now it has been reported that Boston's *Charlie Ticket* machines do not accept the new ten dollar bills. MBTA officials were working on a software fix. Thanks to member Todd Glickman for sending these news items from **The Bos-**

ton Globe and the spring timetables for Rapid Transit and the Silver Line Waterfront, which went into effect on March 25.

The five ex-NJ Transit Comet Is (April **Bulletin**) arrived in Boston during the evening of March 16. Thanks to member George Chiasson for the report.

Philadelphia, Pennsylvania

On March 31, SEPTA awarded a \$244 million contract for the 104 Silverliner V cars to Rotem Corporation, the same South Korean firm that won the bid last time. The cars will be assembled in a building located at the Philadelphia Naval Shipyard that has been unused since the 1980s. Rotem was given a \$5 million loan that will be used to upgrade the building to enable the SEPTA order and one for 87 bi-level cars for Metrolink to be built (please see Los Angeles below). Member Lee Winson wrote that "the trains will have ten fewer seats to give more aisle room and provide some 2+2 seating (there will still be mostly 3+2) seating. In contrast to the Silverliner design now in use, where doors are at the car ends, it appears from a newspaper sketch that these cars will have doors within the car body. How this will work at low platforms I don't know, but the vast majority of commuter stations around Philadelphia are low-platform. The existing fleet was designed with the idea that a crewmember would watch a pair of doors as passengers boarded an alighted. Many Philadelphia platforms aren't in the best of shape; some have a wooden board to give some elevation since the track is raised above the platform level. There should be concern about greater potential for accidents."

Recently I was checking SEPTA's Regional Rail timetables, and found that they still operate a number of "name" trains, as you will see in the table below. Years ago, lots of railroads operated such trains, including the Long Island Rail Road – its final one was *The Cannonball*. The last reference that I found for that train, which operated from Hunterspoint Avenue to Montauk on Fridays between Memorial Day and Labor Day, and select other days, was in the timetable dated May 24, 1999. During recent summers, a similar train has operated, although it is known as "Hampton Reserve." These trains (below) operate inbound in the morning and outbound in the evening.

NAME	LINE
Neshaminy Limited	R3/West Trenton
Great Valley Flyer	R5/Thorndale/Paoli
North Penn Limited	R5/Doylestown
The Schuylkill Flyer	R6/Norristown

The Delaware Valley Rail Passenger, which is published by the Delaware Valley Association of Rail Passengers, reported that SEPTA's on-time performance (OTP) for 2005 dropped when compared to 2004. Because of the non-commuter rail SEPTA strike in Novem-

(Continued on page 10)

Commuter and Transit Notes*(Continued from page 9)*

ber, OTP declined from 89.3% (2004) to 87.7%. Compare this with Metro-North's 97.5% and the Long Island Rail Road's 92.2%. Through November, NJ Transit reported 94.1%; MBTA 92.5% (through mid-year), and Metrolink (Los Angeles), 95%.

DVARP also reported that a contract valued at \$35.7 million was awarded to New Flyer Corporation for 38 trackless trolleys, which will be used to re-equip North Philadelphia Routes 59, 66, and 75. There is an option for 23 additional vehicles that could be used to restore service to Routes 29 and 79 in South Philadelphia. The pilot coach is scheduled to be delivered next March, and the production vehicles between October, 2007 and March, 2008.

Member David W. Safford recently wrote that "the end to the seemingly interminable construction at Suburban Station is in sight. The Sheetrock ceilings are going up in what is surely the final phase of the project. Mechanical, electrical (except for final phase lighting, and that is installed, but not energized), communications, and sprinkler systems are in place, all elevators in operation, stair enclosures 100%, electronic departure signs all functional, tickets booths in use, etc., etc. There are a number of end-of-job details still to come, as with every construction project, but I suspect by June the average user won't know that it is 100%."

Last fall friends of ours visited the former Glen Echo Amusement Park outside of Washington, D.C. and brought me a booklet that had a photo of ex-SEPTA PCC 2732. This park is now under the control of the National Park Service.

Washington, D.C. area

Metrorail will be extended to Dulles Airport and into Loudoun County, Virginia. This project will be done in two phases. The first phase, 11.6 miles, will begin at the Orange Line's East Falls Church station and continue through Tysons Corner to Wiehle Avenue in Reston. There will be 5 new stations. Phase 2 picks up at Wiehle Avenue and extends 11.5 miles and 6 stations to Washington's Dulles International Airport and Route 772 in eastern Loudoun County. It is anticipated that construction could get underway later this year, with completion in 2011 for Phase 1 and 2015 for Phase 2.

Tampa, Florida

As a result of a meeting, the first between the HARTline and Historic Streetcar boards in the three-year history of the 2.3-mile TECO Line Streetcar System, a private operator will not be sought at this time. How the deficits will be funded remained unsolved as of late February. Thanks to member Karl Groh for this report.

South Florida

Tri-Rail's new schedules went into effect on March 27, as planned. Thanks to member Charles Treuholt for sending a copy. According to **The Palm Beach Post**,

the addition of 10 extra daily trains and 20-minute rush hour service has increased Tri-Rail's average ridership more than 15 per cent during the first week.

Chicago, Illinois

The Chicago Transit Authority issued a new bus and rail map in January. On its cover is a front-end view of Morrison-Knudsen built 3417. Thanks to Todd Glickman for sending copies.

Beginning this summer, CTA will test a new type of farecard as part of a pilot program designed to promote the use of CTA buses and trains to the millions of convention attendees who visit Chicago each year. A ten-day test will take place at this summer's 2006 Gay Games, which are expected to have an attendance in the thousands. The Convention Pass pilot program will be implemented in conjunction with Chicago Games Incorporated (CGI), the group responsible for bringing the event to Chicago. A Gay Games C-Pass will be provided to all registered participants of the games. The cards will have no value assigned to them and will be encoded with a fixed start and end date, July 14-23. CGI will pay CTA \$150,000 up front for the cards and provide a database that identifies demographic information for each individual recipient. Following the games, CTA staff will analyze C-Pass usage to calculate the market value of all rides taken. The market value of a ride is the regular full fare that would be paid for a comparable ride by a member of the general public during the period of validity. If the market value of the rides taken exceeds \$150,000, CGI will pay CTA the difference. Thanks to Bob Hansen for this report.

According to an Internet posting that was found by member Bob Kingman, as of March 21, all 26 Nippon-Sharyo Highliners have been delivered.

Member Pete Donner updated a news item that appeared in the April **Bulletin**, when he wrote, "Although I live nearly 200 miles west of Chicago, the signal from all news radio station WBBM is clearly heard. Last night (March 30) a news story caught my interest. CTA held a contest to pick a color for the new West Side rail line and Pink was selected. In July, the Douglas branch of the Blue Line is being rerouted to the Loop via the Paulina branch and the Lake Street Line. During weekday peak periods, some Douglas trains would continue to serve the Dearborn subway and continue out the North-west line to O'Hare."

Chesterton, Indiana

NICTD issued a new timetable as of February 1. Thanks to member Jim Beeler for sending copies.

New Orleans, Louisiana

On March 22, the borrowed Boston substation was operating, and a photo that was in a forwarded email showed a 900-series St. Charles car running on North Carrollton. Full service began on April 2, as the Canal Street Line was extended to run its full pre-Katrina route, along Canal Street to the Cemeteries, and along

(Continued on page 11)

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

North Carrollton to the Museum of Art. The 42/Canal bus will continue in service. And if you needed another reason, beyond the St. Charles cars operating on Canal Street, for the first time in more than 40 years, the system is fare-free, at least through June 30.

There is more good news from member Frank Pfuher. The 35 Perley Thomas cars will run on Canal Street and the Riverfront Line. While they are absent from their normal haunt, St. Charles, workers are repairing the infrastructure. At the same time, the Canal and Riverfront cars are going to Carrollton for restoration of everything except the trucks, which are going to Brookville in Pennsylvania. St. Charles service is expected to resume by the Fall of 2007.

Cinders reported that in February, SEPTA donated 20 of its retired Neoplan buses to New Orleans RTA to help restore service. NORTA lost 220 of its buses in the aftermath of Hurricane Katrina. SEPTA employees also contributed 90 boxes of personal and household items for delivery to displaced RTA employees.

Dallas and Ft. Worth, Texas

Thanks to Pete Donner, who sent copies of Trinity Railway Express' January 9, 2006 and DARTs October 3, 2005 timetables. On the cover of the DART timetable, there is a note that there is new weekend service. When I looked at the map, one can justly say that DART has a light rail system which is comprised of 35 stations, 45 miles, and 95 LRVs. Pete also wrote, "The McKinney Avenue Transit Authority does not produce a public schedule. At the various car stops are Guide-A-Rides maintained by DART showing the trolley as route 825 (the website has schedule information). You probably know that DART provides financial assistance and no fares are collected, although donations are accepted. During my quick trip to Dallas, I ventured over to Fort Worth to see what was left of the Tandy Center Subway. Radio Shack (apparently no longer part of Tandy Corporation) built a new office complex on the bluffs overlooking the former Tandy Center parking lot. The parking area from the subway portal to the Henderson Street Bridge was torn up and converted to wetlands. No trace of the portal remains. West of the Henderson Bridge remains as it was with track, the former carhouse, and at least one station remaining. Access to the lot was blocked so I couldn't drive through. The former Tandy Center complex was turned into an outlet mall, however on the Saturday afternoon that I drove past, the building was dark and there were no signs of activity."

Houston, Texas

METRO, the MTA of Harris County, has begun preliminary work on the University Line, which would extend from the University of Houston's main campus to the Galleria area. This spring, METRO will also began con-

ducting an alternatives analysis, developing an environmental impact statement, preparing New Starts documentation and conducting preliminary engineering. Construction on the corridor is expected to begin in 2008 and with service operating in 2012.

Denver, Colorado

RTD's nearly 1,750 bus drivers, light rail operators, and mechanics walked off the job at 2 AM, April 3, when 55% of the members voted down management's final offer. This was the city's first transit strike since January, 1982, which lasted one month. There was limited bus service on routes that are contracted out. Light rail service did not operate. Four days into the strike, a tentative agreement was announced; however, service did not return until the Monday following approval by 82% union members and RTD's Board.

Salt Lake City, Utah

In early March, the Utah Transit Authority announced that its new commuter service would be known as "FrontRunner." I wonder if it got the idea from Albuquerque's Road Runner. In any event, the first line of the proposed 120-mile system between Salt Lake City and Pleasant View in Weber County is scheduled to open in early 2008. On its web site (<http://www.rideuta.com/calendarAndNews/commuterRail/>) you can see videos that explain the project. There are scenes of what appear to be MPI diesel-electric locomotives pulling trains comprised of gallery cars and a Bombardier cab. In fact, UTA did acquire 30 gallery trailers from Metra at nominal cost (\$1 each) and has an order with Bombardier for 12 cab cars.

San Francisco, California

Look at who is the latest city to be considering imposing a "congestion charge." San Francisco's County Transportation Authority will soon receive \$1.04 million from the Federal Highway Administration, to which will be added \$260,000 in local funding, to study how to implement a program similar to London's three-year-old system of charging a flat fee to drive downtown during business hours. Supervisor Jake McGoldrick, who has been a frequent visitor to the United Kingdom, learned that this program reduced downtown traffic congestion by about 30 per cent and vehicle emissions by about 12 per cent. In London, drivers pay the equivalent of \$14 per day for the privilege of driving into the central part of the city. It has also put about \$350 million into government coffers since it was implemented. Locally, transit officials hope a program could achieve similar goals of providing money for Muni, clearing roads for Muni buses and trains, and cutting air pollution.

Los Angeles, California

Rotem Corporation won a \$176 million contract from Metrolink to construct 87 commuter cars. Previous supplier Bombardier and Kawasaki submitted unsuccessful bids. Thirty-three of the cars are to be cab cars, and all this order incorporates new crash energy management

(Continued on page 12)

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

technology that is designed to reduce casualties and damage in the event of a collision. This comes as a result of the horrific crash that occurred in January, 2005 between a Metrolink train and an SUV that was deliberately abandoned on the tracks (March, 2005 **Bulletin**). Ten commuters and one Conductor died. According to Rotem's press release, the "centerpiece of CEMT is a push-back coupler which is less rigid than a conventional coupling and designed to absorb energy in a collision, similar to the energy-absorbing buffers now being tested on various European railways. The cars will also have a 'controlled crush space' built of a honeycomb-like material to absorb and deflect collision forces. Within the seating area, a new table design is intended to reduce the risk of injury to passengers thrown about in the event of a sudden stop. The cab cars will also have built-in shock absorbers and all seats will be rear-facing (Ed. Note – I never choose a rear-facing seat), which has been proven to reduce casualties in an accident. Metrolink also plans to retrofit its existing fleet with the new couplers and tables, and to convert its present cab cars to trailers once the new stock arrives." The first trailer is due to be delivered in December, 2008, and the first cab car in February, 2009.

The Southern California Regional Rail Commission also voted to exercise the first two of four options, adding a further 20 cab cars worth \$35.6 million, although these will not be purchased until funding is available. The other two options provide for 10 cab cars and 14 trailers to be ordered on behalf of South Florida Regional Transportation Authority, for use on Tri-Rail. Rotem also won the contract to build 14 DMUs for the Triangle Transit Authority project between Raleigh and Durham, North Carolina, but that project has been placed on hold due to the suspension of federal funding.

Stockton, California

A little more than five years after initiating commuter service between Stockton and San Jose, Altamont Commuter Express launched its fourth daily train as of April 24. It departs from Stockton at 9:30 AM, and from San Jose at 2:10 PM. The operation of this train will provide travel options to those who do not need to be in San Jose earlier in the day, and also to those who need to return home before the evening rush hour.

Brazil and Argentina

Because my uncle (my aunt passed away a few years ago) lives in Rio de Janeiro, we do not get to see each other very often. He has visited us in New York four times, and to "even the score," my wife and I flew south in mid-March. From the time we left New York in winter until our return nearly two weeks later in spring, we experienced all four seasons, because we arrived in South America in summer and left in autumn.

In each of my three previous visits, I have gone to the Pão de Açúcar (Sugar Loaf) and Corcovado (Christ Statue), each time introducing the newest visitor, first my wife and son (Marc), then my daughter, and this time my sister-in-law. Aside from hiking (and we did see some hikers), the traditional way is to ride the two cable cars to reach the top of the Sugar Loaf. The original equipment operated from January 13, 1913, until the current larger cars went into service on October 29, 1972. In 1913, it was only the third aerial tramway in the world. One of the original cars is on display.

On all previous visits to Corcovado my uncle drove us. However, this time it was part of our tour, and we got to ride the Swiss-built electrically powered cog trains. There are several intermediate stops en route to the top. Something new: since 2001, there are escalators for those who prefer or are unable to negotiate the 250 steps. When the line opened in 1901, it was the first electric railway in Brazil.

Years ago, Rio de Janeiro had an extensive trolley, or "bonde," system, as the locals refer to them, because folklore says that they were financed by the sale of bonds. The most famous is the one to Santa Teresa, which departs from downtown Rio and crosses the Arcos (arches) da Lapa. In 1967, these open cars were painted blue and silver, and, in later years, yellow. Unfortunately the line was not running due to a two-month-long strike. Member Allen Morrison told me that the system has an almost unique 1100mm gauge. Braunschweig, Germany is the only other system with this gauge. The cars still retain their original 1896 Peckham trucks, which were made in the New York metropolitan area, although the bodies were renovated in the 1950s.

Rio de Janeiro also has a pre-metro line, which runs from Estácio to Pavuna using articulated BN-built LRVs and Mafersa subway cars. Since my last visit in 1997, Rio's Metro, which opened in stages between 1979 and 2003, was extended by two stations from Botafogo to Siquera Campos, and so we all took a ride. According to Urbanrail.net, the subway was supposed to be extended towards Ipanema this past March, but that did not occur. Six-car trains are operated, and they are configured with 1000-series "A" cars on the ends and 2000-series "B" cars in between. To serve the future stations, a fleet of smart-looking grey, air-conditioned buses manufactured by Viale are used. The bus fare of \$2.20 Reis (pronounced ray-eye) includes the Metro fare. There are approximately 2 Reis to the United States dollar. However, most of the public transportation is provided by privately operated colectivo lines and I recognized many of these company names from my previous visits. Many are now air-conditioned and employ a seated "conductor" on the full-sized buses to collect fares.

After five days in Rio, we flew to Iguaçu Falls for two days. These falls, which are shared by Brazil and Ar-

(Continued on page 13)

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

gentina, are larger than any I had ever seen, including Niagara. While I did not spot any rail transportation in the area, the Brazilian city (there is also an Argentine city with the same name, although spelled differently) has a bus line which operates buses on what I call the Curitiba model — a tubular station where passengers pay their fares and wait for the bus, which has left-hand doors. During the spring of 1992, NYC Transit experimented with this system on a special demonstration loop service in lower Manhattan.

The next stop would be Buenos Aires, a city I had not visited since 1967. We did sightseeing tours for two days in the morning, and the afternoons were free. On one of those afternoons, while my wife went shopping and visited two art museums, I headed for the nearest subway station. Buenos Aires has five subway lines (A-E), and the entire system is known as the Subte. Here too, the majority of public transportation is provided by colectivos. In the 39 years since I last visited, they have “grown up” from being small vehicles with front engines (like school buses) to the equivalent of 35- and 40-footers with various types of door configurations; 2 or 3, front entrance and center, rear exit, or both. I did see some of the smaller ones outside of the city of Buenos Aires. Several subway extensions are planned — details may be found at www.UrbanRail.net. A company known as Metrovias operates the Subte.

Since I had limited time and had previously ridden the entire Subte as it existed, I decided to ride a little bit of each line and just the Line E extension. I purchased a 2 viajes (trip) ticket at 70 centavos per ride (figure about 3 pesos for the U.S. dollar), and boarded a Line D train at Catedral for one stop to Carlos Pellegrini. At this station there is a free transfer (combinacion) to the Line B station, 9 de Julio. (A description of the equipment will appear later.) I rode to Federico Lacroze Station, terminus for the General Urquiza Railway. This was also the station where years ago I was caught by a Policia Federal officer photographing the former Key System articulateds and Pacific Electric 1100-series, cars which no longer operate. I snapped a few photos of Fiat-built EMUs, which were numbered in the 3800-series. Since I am a retired transit employee, I decided to see if my identification would provide me with permission to take photos in the station — it did not! So, I left and walked to the end of the terminal and yard complex where there is a grade crossing, and took my photos there.

The next item on my agenda was the pre-metro line. Checking my watch, I decided that it would be quicker to take a taxi from there to somewhere along that line. The taxi driver used the map that I had printed from the Internet for guidance on where I wanted to go. Even though the trip took longer than I expected, I felt that I was still ahead time-wise. The fare including tip was

only 20 pesos, less than \$7 U.S. The first outbound (double-ended) car was destined to the Centro Civico station, the shorter of the two branches, so in the interest of time, I decided to ride that car. Fares are also 70 centavos. The other branch goes to General Savio. I asked the operator to tell me how many cars were in the fleet, but he could not. Cars that I did see were: 1, 5, 9, 10, 13, 14, and 17, which were built in 1988 and contain Siemens equipment. I could not decipher the name of the manufacturer. Later, member Ray Berger told me that they were constructed by the Argentine firm of MATERFER. After a short layover we departed, however three stops along the way, the car developed propulsion problems, and everyone was discharged. The following car was right behind and we were soon on our way to Plaza de Los Virreyes, the terminal for subway Line E.

While waiting for the “E” train, I noticed a group of young adults taking photos with their cell phones, and that enforced my belief that it was permissible to take subway photos. This line was extended five times since my last visit. I rode to Independencia and transferred to Line C and then for two stations to Piedras — a transfer point for Peru (Line A). While I was waiting for the train, I noted that the enamel station sign had a resemblance to the style of the original IRT station signs, and while I would have been surprised to see that it was made by the Balto. Enamel & Novelty Co. of New York City, it was not. It was made by C.R. Dold, Offenbach, Germany. I rode to Plaza de Mayo. All stations have television monitors that display videos, etc, and also provide service information on delays for Lines A-E and the General Urquiza Railway.

Equipment: The majority of the cars that operate on Line A are from the original 1913 fleet. These cars have been formed into five-car units and assigned a letter for identification purposes. There are some “newer,” but not “new,” trainsets with similar operating characteristics that are configured into four-car sets. They did not have builder’s plates. Line B uses cars that were acquired from the Marunouchi Line in Tokyo. They have extenders that reach the platforms that are similar to what was added to the Lo-Vs that operated on some BMT lines in New York City in the 1950s. The interiors are relatively unaltered, and they retain many Japanese signs but also have electronic signs that display the next station. Lines C and D use the same (ex-Japan) equipment and have strip maps for both lines. Line C still has some of their original cars. The trains on Line E were pairs of three-car units, with a large opening between the cars interiors (similar to the new Paris subway cars), rather than having a storm door. None of the cars were air-conditioned.

It was already late afternoon, so I only had a few minutes to spend at Retiro Station. I had no problems taking photos. The service on the Mitre Line is operated by

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

TBA, and EMUs in a blue and white scheme are used. The next day, as our tour bus drove on an overpass over the yard, I saw some of the older wooden cars that I photographed in 1967 had been repainted into the TBA color scheme. Back then, they were highly varnished.

Our Sunday morning tour took us to Tigre, which is north of Buenos Aires, where we took a boat ride on a tributary of the Parana River. Afterwards, we were told we were going to ride on a tourist train. What this turned out to be was the *Tren De La Costa*, which operates 2-car trains of LRVs, built by CAF (Spain). There are 11 stations, with San Isidro at the midpoint. We rode to the southern terminal, Maipu, where the bus was waiting for us for the return trip to Buenos Aires.

If you enjoyed the Cow Parade that took place in New York City during 2000, between March and June, Buenos Aires is having a similar event in the Porto Madero section of the city. On our final day in Buenos Aires, we had dinner with cousins whom I not seen since my previous visit. It was a very enjoyable trip.

From the History Files

80 Years Ago: On May 20, 1926, the Railway Labor Act was passed. It was amended in 1934 and again in 1966. In 1936, airline employees were added. Special bargaining dispute resolution procedures applicable to publicly owned and operated rail commuter carriers were added in 1981. The RLA is administered by the National Mediation Board, an independent federal agency.

40 Years Ago: On May 21, 1966, St. Louis Public Service Company abandoned streetcar service, as Route 15/Hodiamont cars made their final runs. Trolleys returned to St. Louis in the form of Metrolink on July 31, 1993, when Siemens-Duewag LRVs began running between East St. Louis, Illinois and Hanley Road, near Lambert International Airport, a distance of 15 miles. Due to the existence of an old burial ground and the need to relocate the graves, service between Hanley Road and the airport did not begin until the following June 25. In the intervening years, Metrolink has extended its route further east into Illinois to Scott Air Force Base, and the branch to Shrewsbury is supposed to open this October.

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

TECH TALK
by Jeffrey Erlitz

Tracks 31 through 33 in 38th Street Yard were removed from service on March 11 and will remain out for the rest of this year. This is to permit Maintenance of Way-Track to construct a new maintenance building. These three tracks are towards the eastern end of the yard just west of Ninth Avenue.

J and **Z** trains continued bypassing the Norwood Avenue station from March 6 to 24 to allow Ahern Painting to complete its work under contract C-33233.

The southbound platform at the Sutter Avenue station of the 14th Street-Canarsie **L** Line will remain closed from March 13 to April 7 to allow M.A. Angeliades, under contract A-35950, to complete station rehabilitation work there. The southbound platform will then be bypassed from April 15 to May 26.

Over the weekend of March 18-19, the temporary platforms were removed from over Track 3 (northbound local) from 219th Street to Nereid Avenue. Judlau Construction had been repairing the thru spans and performing other structural rehabilitation work under contract C-34574. Track M between these same locations will now be out of service for similar work until June 18. Under this same contract, Judlau will demolish and rebuild the mezzanine at the 233rd Street station on the White Plains Road **2** **5** Line. Trains will bypass this station in both directions from March 20 until June 26.

On the Broadway **1** Line, the southbound platform at 231st Street is being bypassed from March 25 through July 28. The control house and platform areas are being rehabilitated under contract A-35958.

The Van Siclen Avenue station on the Jamaica **J** **Z** Line is being bypassed from March 25 through August 6 to allow its reconstruction under contract C-33233.

Between March 20 and 23, the joint venture of Granite Halmar, Safetran Systems, and Railworks Comstock placed the new Bedford Park Master Tower in service. Only the three interlockings recently placed in service are being controlled: 161st Street, 167th Street, and Tremont Avenue.

The new Bedford Park Boulevard interlocking was placed in service over five weekends between March 25 and April 30. There was no work performed over the Easter weekend.

Back on November 28, 2005, construction began at the Bowling Green station on the Lexington Avenue **4** **5** Line to provide elevator access under contract A-36001. Citnalta Construction Corporation is the contractor for this \$14.2 million project that is currently forecast to be completed by Memorial Day weekend next year. At this same time, Citnalta is working under contract A-

(Continued on page 15)

Tech Talk

(Continued from page 14)

36042 to construct a canopy over the street stair and escalator. This project is budgeted at \$2.8 million and should wrap up at the same time as the elevator work.

Over on the Long Island Rail Road, the stair improvement project at the Bellmore and Wantagh stations reached beneficial use with the opening of three stairways at Wantagh. This project included the replacement of seven concrete stairs with aluminum stairs and railings. The station at Bellmore, along with Merrick, opened on June 28, 1975 at the completion of its grade crossing elimination project. Wantagh, together with Seaford, opened on October 22 and November 1, 1968, also at the completion of a grade crossing elimination project. Neither of these stations was particularly old.

Design work has begun for the rehabilitation of the Atlantic Avenue viaduct. A contract was awarded to Dewberry-Goodkind Inc. on February 27 for preliminary engineering. Work will include repair or replacement of structural steel members, replacement of girder bearings, addition of exterior safety walkways, protection of utilities, and site improvements. Get your unobstructed photographs now from the street before those walkways, which are on all rapid transit elevated lines, are built.

The renovation of the station building at Nassau Boulevard on the Hempstead Branch was completed March 15. Work included the renovation of the station building interior, including new restrooms, newsstand, windows, doors, HVAC, utility rooms and a new roof. Three platform shelter sheds were also replaced.

Replacement of existing platform lighting with new vintage-style lighting was completed March 30 at the Northport and Kings Park stations on the Port Jefferson Branch.

The contract for design of station rehabilitation work at Seaford on the Montauk Branch was awarded March 27 to Jacobs Civil Consultants, Incorporated. This \$0.4 million contract will include replacement of the platform, new canopies, platform-level waiting room, access stairs, new elevator and other improvements. Design work should be completed by May of next year.

On Metro-North, 306 M-7 cars were in revenue service as of March 31. Delivery of the 120 car option order is complete and delivery of the 36 option order has begun. Best and final offer proposals for the purchase of locomotives for work train and branch line passenger train service were due April 10.

Proposals were due April 27 for the procurement of M-8 cars.

And now for some Staten Island Rapid Transit news, in pictures:



(Above and below) Tower A at St. George has a new Master Control Panel, and Tottenville has a new Local Control Panel, both from Mauell. And similar to NYC Transit's more recent panels. Tottenville's replaces equipment dating from the 1980s.

Jeffrey Erlitz photograph



As part of SIR's new signal system, automatic speed control equipment is being installed on the railroad's fleet of R-44 cars. Here is a view of the cab-mounted controls.

Jeffrey Erlitz photograph

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

Around New York's Transit System

Weekend IRT Reroutes

To build the new South Ferry station, weekend trains were rerouted on nearly all IRT lines. The following schedule was in effect from 12:01 AM Saturday, March 25 to 5 AM Monday, March 27:

- ① trains operated on local tracks north of Times Square and express tracks south of Times Square. They terminated at 14th Street on southbound express Track 2. Fare-free shuttle buses operated between Chambers Street and South Ferry.
- ② and ③ trains made all local stops in Manhattan
- ④ trains made all local stops in Manhattan, terminated at Brooklyn Bridge, then operated around the City Hall loop. ④ trains also ran between New

Lots Avenue and Atlantic Avenue during midnights and early mornings (when they are normally scheduled to run to New Lots Avenue). These trains made local stops south of Franklin Avenue and ran express from Franklin Avenue to Atlantic Avenue

- ⑤ trains made express stops in Manhattan and terminated on the northbound express Track 3 at Grand Central

A similar schedule will probably be operated every weekend until the autumn of 2006.

NYC Transit's best-kept secret, the J shuttle, ran between Essex Street and Prospect Park. This train stopped at stations that are a short distance from the closed IRT stations.

New York Railways Cars Quit 70 Years Ago

(Continued from page 5)



↑ New York Railways car 240, one of the 231-280 series from 1908, with standard 045 trucks. Photo taken 1920 at W. 23rd Street Ferry Terminal. The car was sold to Third Avenue Railway in 1924.

Bernard Linder collection

→ W. 109th Street and Manhattan Avenue, June 9, 1915. Note the underground conduit.

Bernard Linder collection



CORRECTIONS

On page 5 of the March issue, in the "special notes" section, "Continental Avenue" should be "Union Turnpike." Also, on page 38 of the same issue, we stated that R-4 484 was built with a special interior. That is not

the case. The car was retrofitted with its special interior circa 1946-47, around the same time the interiors of cars 103, 733, and 744 were modified.

DEVIATIONS FROM CAR ASSIGNMENTS by Bill Zucker

DATE	LINE	TYPE OF CARS
March 17, 2006	W	Train with 8 slant R-40s and 2 R-40Ms (4536/7)