

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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NINETEENTH CENTURY RAPID TRANSIT

In 1863, the world's first subway opened in London. When New Yorkers heard about this big event, they also demanded rapid transit that was more adequate than ferries, horse-drawn omnibuses, horse cars, and commuter railroads. At that time, New York suffered from overcrowded and unhealthy slums adjacent to business centers. Its new suburbs were located east and west of the rivers in Brooklyn and New Jersey, and there were miles of undeveloped land in the northern part of Manhattan where a few farmers and squatters lived.

In 1866, the New York State Senate appointed a committee of five members—Senators Andrews, Low, and Cornell, New York City's Mayor Hoffman, and Alfred Craven, the Engineer of the Croton Board—who were ordered to submit plans for a rapid transit system. The committee preferred a subway, but they could not solve the problem of removing the smoke generated by the steam engines. Instead, they recommended a cable-powered elevated railway, which was built on Greenwich Street and Ninth Avenue. Trains started running between Dey Street and 29th Street on February 14, 1870.

In 1875, Manhattan was very crowded. With a million people living south of 59th Street and a half million crammed into the area south of 14th Street, New Yorkers certainly needed rapid transit. Construction of Manhattan's elevated lines proceeded rapidly and trains started running on the following lines:

DATE	LINE	FROM	TO
June 5, 1878	Sixth Avenue	Rector Street	58 th Street
August 26, 1878	Third Avenue	South Ferry	Grand Central
March 1, 1880	Second Avenue	South Ferry	65 th Street

All lines were extended during the next decade. A complete record of these extensions was published in *Electric Railroads #25*, dated December, 1956. These elevated railways were a stopgap solution that provided temporary relief. Within ten years, they were inadequate, having created more traffic than they could handle.

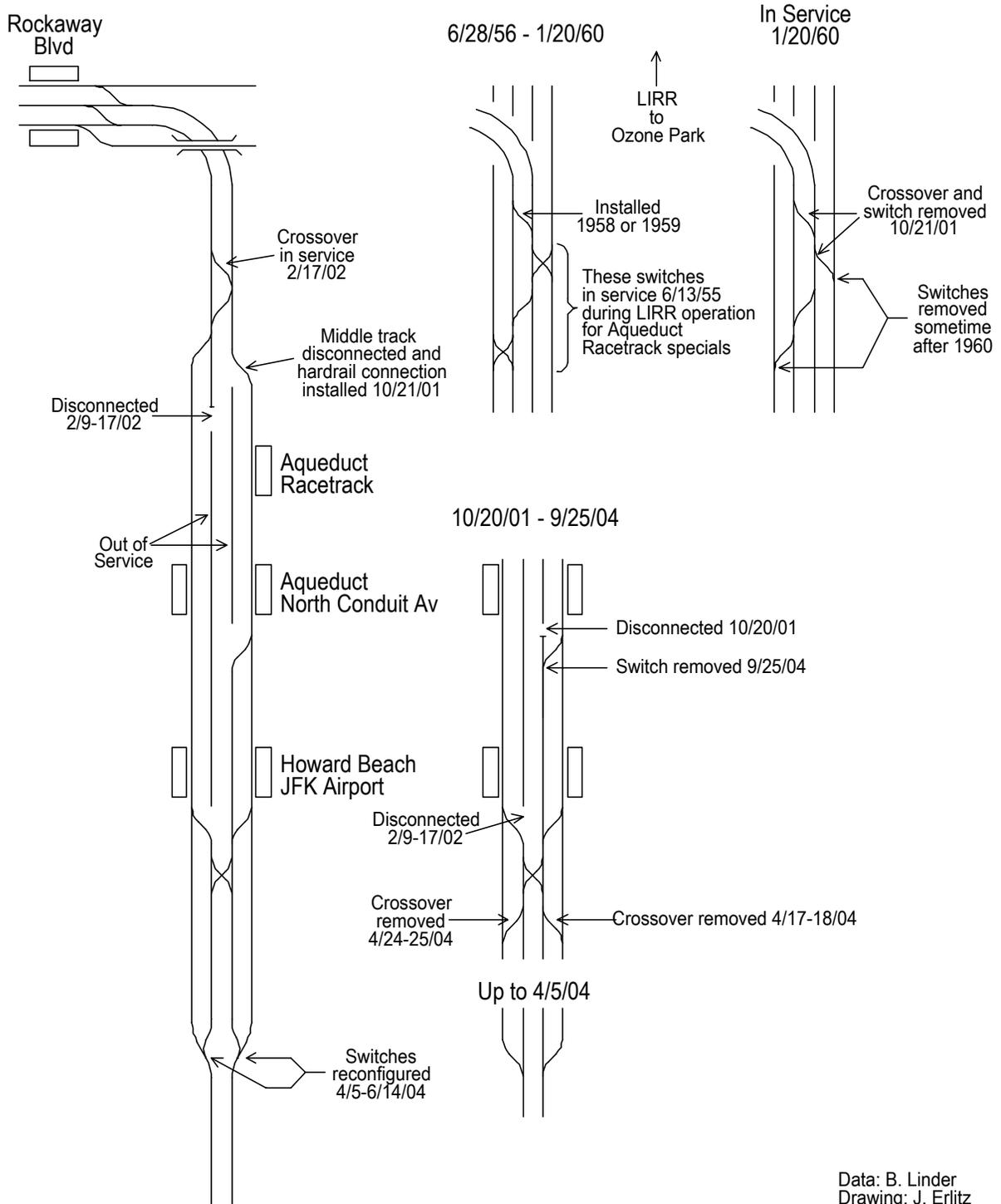
Fares were originally set at ten cents between the Battery and 59th Street, and 15 cents on the East Side, and 17 cents on the West Side between the Battery and the Harlem River. Half-price fares were in effect during rush hours. A ride on the elevated lines was too expensive for the tenement dwellers of the Lower East Side, whose salaries ranged from \$8 to \$17 a week.

Riding increased rapidly; the "L" carried over 115 million passengers in 1886. Effective June 1, 1886, the company reduced the fare to five cents on the Second Avenue Ninth Avenue "L"s, which ran through poor neighborhoods. Because the bulk of traffic occurred during rush hours, the company did not expect to lose much money by reducing

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ROCKAWAY LINE

Rockaway Line
North Portion
1956 - Present



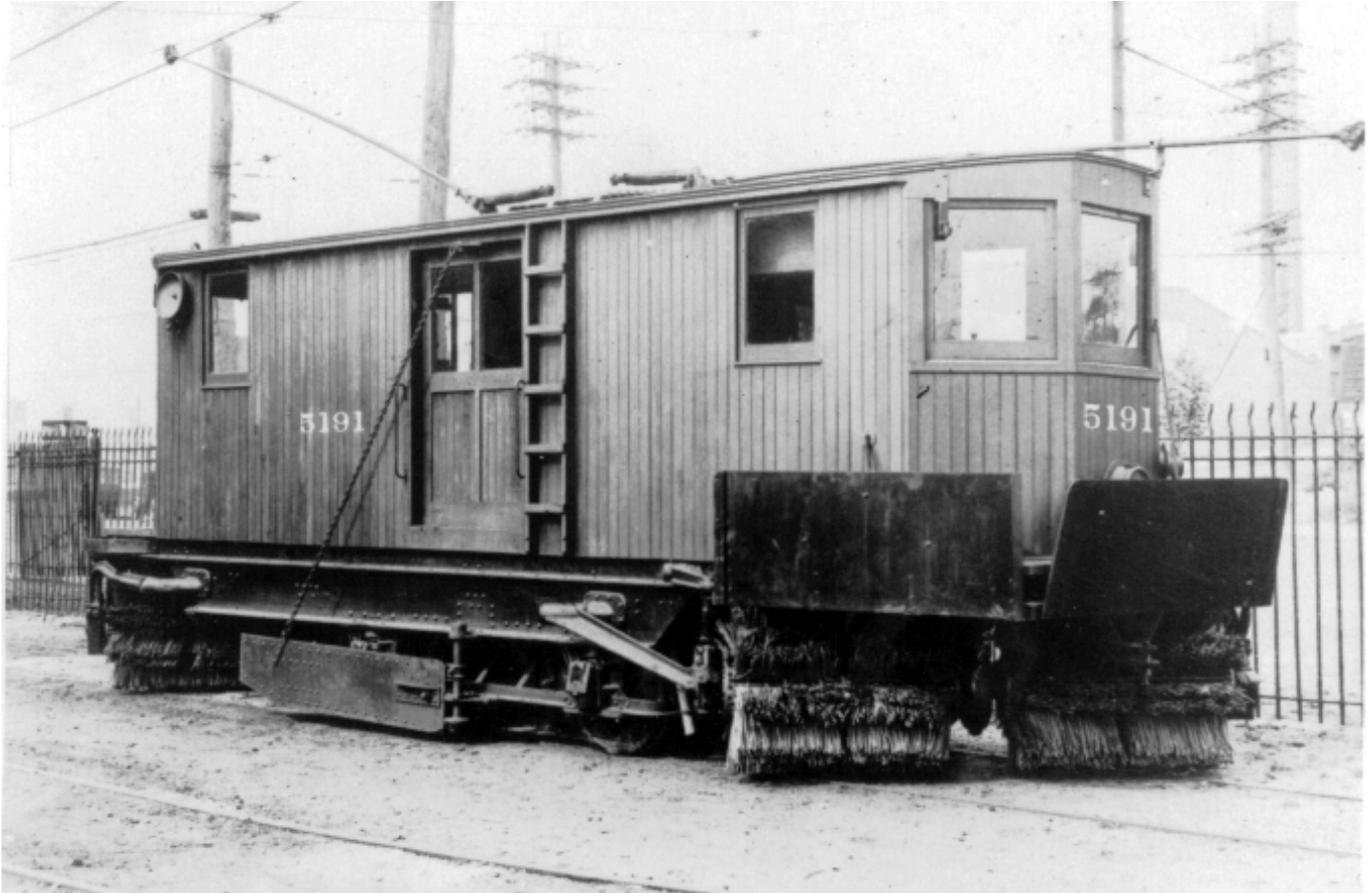
Data: B. Linder
Drawing: J. Erlitz

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MYSTERY PHOTOGRAPH

While looking through our files for photographs for our "Nostalgia Corner" series (see page 15), we ran across the photograph below. We initially thought the photograph was of a Newark City Subway work car, but we

have reason to believe it is from a different system. If anybody knows, please contact us using the information on the front page of this issue.



Bernard Linder collection

Nineteenth Century Rapid Transit

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the fare. On the first day of the five-cent fare, Second Avenue riding was 15,000 above average and there were 8,000 additional passengers on Ninth Avenue.

The fare on the Third Avenue "L" was reduced to a nickel on October 1, 1886. The fare was reduced to five cents on all lines effective November 1, 1886. The company revealed that the five-cent fare was a success. On the first week of November, 1886, there were 3,134,806 passengers paying five cents. On the first week of November, 1885, there were 2,048,951 passengers paying

five cents or more.

In 1890, there were 1.5 million people crammed into Manhattan south of 125th Street and the population was increasing rapidly. Elevated trains were so overcrowded that there was no room for another passenger. To furnish adequate rapid transit, the engineers planned a four-track subway, which was described in the October, 2004 issue of *Electric Railroads/The Bulletin*.

Our source for a portion of this article is *Historic American Engineering Record*, which is in the public domain. Historian Wallace B. Katz wrote the chapter whose title is *The New York Rapid Transit Decision of 1900: Economy, Society, Politics*.

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

April was the best month ever for Metro-North, as the on-time-performance of its trains reached 99%. At the end of April, OTP for the first four months was 98.2%, and if this trend continues the railroad should have no problem attaining the goal, which is 97.5% for this year. In March, OTP was 98.9%. It can't get much better than that.

The current New Haven Line timetable (April 2-September 30) was reissued with a July 5 date. It appears that all references to the operation of pre-holiday and holiday trains, which are now a part of history, have been removed.

Metro-North issued the 2006 edition of "**Weekend Rail/Bus Service to the Berkshires.**" Operating since 1999, this year it runs between June 23 and September 4. When it first started, the Upper Harlem Line ran as far as Dover Plains, and passengers boarded buses, which made stops at Millerton, Copake, and Hillsdale, New York and Great Barrington, Massachusetts. In 2000, rail service was extended to Wassaic. This area was formerly served by New York Central/Penn-Central trains until March 19, 1972.

Looking to the future, Metro-North is already planning additional service to the upper Hudson Line. The railroad reported that between 1984 and 2005 the number of passengers riding upper Hudson Line trains rose 225%, and in the last 15 years, that number is 85%. The railroad has kept pace by adding a significant number of trains, and will add more trains as demand warrants. Another line that has seen a huge ridership increase is the upper Harlem. Railroad spokesman Dan Brucker reported that while the Dover Plains/Wassaic segment of the Harlem Line showed a huge spike in passenger-use percentages, the actual numbers attributed to it pales in comparison to the upper Hudson Line. In 2005 Dover Plains/Wassaic handled 527,000 annual riders, up from 141,000 in 1990, while the upper Hudson Line boasted 4,462,000 passengers in 2005, up from 2,413,000 in 1990. Thanks to member Bill Zucker for sending this report from *The Poughkeepsie Journal*.

En route to the June Division meeting, member Bob Underwood stopped off at Mamaroneck to observe Metro-North's additional train service (details were reported in the June *Bulletin*) to the U.S. Open, which was being held at the nearby Winged Foot Golf Course. He told me that he saw a Shore Line East train composed of ex-SPVs and one of the Danbury trainsets. When Metro-North publishes the ridership statistics from this event, they will appear in this column.

Heavy rains of as much as 6 inches that fell on June 6

knocked out service on the Waterbury Branch, where there had been a lot of flood damage and cave-ins. Bob Underwood wrote that Train #1948 was stopped between Naugatuck and Waterbury at about 6:45 PM due to mud, debris, and water over the tracks. In addition, the train could not return to Naugatuck because of large boulders that had rolled down onto the tracks after it had passed the station. Buses were called, but some passengers became impatient and walked home. Bob heard these reports on two New Haven and Hartford television stations, but nothing appeared in print, at least in *The New Haven Register*. Initial reports had service suspended until the end of that week, but later it was reported that service would not resume until June 17 or 18. There was no mention of this service disruption on Metro-North's website. Full service was restored on Monday, June 19.

The New Haven Register published some artist's drawings of the station that has been proposed for West Haven. A press conference was held on June 19, with a number of elected officials in attendance, including West Haven Mayor John M. Picard and U.S. Representative Rosa L. DeLauro, who announced that she expected \$1.2 million in federal funds would be allocated for this project. The South Central Regional Council of Governments has endorsed the construction of new stations in West Haven and Orange. Current plans call for construction to commence in 2008, with completion by 2010. Thanks to Member David A. Cohen for this report.

By now, all 336 M-7s should be in service, because at the end of May, all but ten had been accepted for service. The next project is the M-8, and railroad officials were meeting with proposed builders.

The 24 west-of-Hudson Comet IIs have arrived at Bombardier for refurbishment. Pilot cars are scheduled for completion in the second quarter of 2007. Once these cars are placed into service, Metro-North will begin sending its oldest Shoreliner coaches for similar treatment.

MTA Metro-North Railroad (West)

Almost a year after the previous contract expired (June 30, 2005), a new seven-year agreement between Metro-North and NJ Transit was approved at the June NJ Transit Board meeting. This agreement will reflect increases in Metro-North services and ridership since the time that the previous agreement was reached. The contract will cost Metro-North \$21,332,000 per year, and will be indexed for inflation. In addition, Metro-North will contribute \$690,000 per year for capital maintenance projects. The two railroads also reached agree-

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

ment on improving train service to the new Ramsey Route 17 station and adding service on the Port Jervis Line in the future. Metro-North will still maintain control over fares west of Suffern on the Port Jervis Line and at Pearl River, Nanuet, and Spring Valley, New York on the Pascack Valley Line. All ticket revenues that are collected by NJ Transit will continue to be credited to Metro-North. The new contract will run through June 30, 2012.

Connecticut Department of Transportation

Because Independence Day was on a Tuesday, CDOT operated a reduced schedule on Monday, July 3. There were four inbound trains from Old Saybrook, which departed at 6, 7, 7:55, and 9 AM. Return service (5 trains) departed from New Haven at 3:15, 4:27, 5:02, 6:02, and 7:02 PM. Bob Underwood wrote that one reverse-peak express was operated from Old Saybrook at 4:12 PM, because it was carrying a group. David A. Cohen also sent me copy of the schedule.

MTA Long Island Rail Road

"Jamaica Station Reconstruction Completed – and Awarded" was the lead story in the June issue of **Keeping Track**. The 90-year old station has been undergoing a renovation for several years, including the addition of the JFK *AirTrain*. Jamaica Station received the 2006 Project of the Year award from the Long Island branch of the American Society of Civil Engineers. Key to winning this award was that the Intermodal transportation center that links four services, LIRR, NYCT (E J Z) subway and bus lines, and, of course, the JFK *AirTrain*.

On a related note, just before attending the June Division meeting, I went to Flatbush Avenue to check on the progress of the rehabilitation of this station. Construction appeared to be nearing completion, and it was a vast improvement over its former condition.

Since May, LIRR has been using a hand-held bomb sniffer. The device is capable of detecting chemicals as well as explosives and drugs. Weighing in at 7 pounds, the Sabre 4000 was described by **Long Island News-day** as looking like a "Dustbuster on steroids." For security reasons, police officials would not reveal how many of these \$25,000 units they have. Batteries last about four hours.

Whenever I pass through the Long Island's portion of Penn Station, I always check the timetable racks across from the ticket windows, and many times I find brochures, etc. to write about in this column. On June 30, I found such a brochure, which was titled, **Orient Point Service, Long Island Rail Road; Express Bus; Cross Sound Ferry**. Inside are listed selected departure times from Penn station and their arrival times in Ronkonkoma. From there, passengers board buses owned by North Fork Express which make stops at the Tanger

Outlet Center (in Riverhead) and Greenport. Orient Point Ferry departure times are also listed. This schedule is in effect between July 1 and September 10, and there is a note that schedules would change on July 24.

New timetables under General Order No. 301 went into effect at 12:01 AM July 24 and will remain in effect through September 17. All lines got new schedules, to reflect the work described below:

- Track work between Amityville and Babylon will affect midday weekday and overnight weekend service on the Babylon Line
- Track tie replacement between Hicksville and Syosset and grade crossing renewal work at Woodbury Road in Syosset will affect some midday weekday Port Jefferson Branch trains
- Track tie replacement and grade crossing renewal work between East Williston and Locust Valley on the Oyster Bay Branch
- The single-track West Hempstead Branch is out of service between 9:15 AM and 3:15 PM from July 24 through August 4 for grade crossing renewal work at three crossings (Woodfield Road in Lakeview, and Hempstead Avenue and Ocean Avenue in Malverne). Buses will replace four eastbound and three westbound trains

Concrete tie replacement work between Jamaica and the East River Tunnels, which had resulted in some minor weekend train time changes, has been completed, and the 7:23 AM train from Hempstead to Flatbush Avenue, which was canceled last year was restored to the schedule, including stops at the Floral Park, Bellerose, Queens Village, and Hollis stations.

At about 2:30 AM July 6, a train headed for West Side Yard derailed west of Penn Station and fouled several tracks. Delays of up to 30 minutes were reported and approximately 50 trains were delayed. Workers removed the train later in the day; however, repairs continued through the evening rush hour, also delaying service.

"The Way It Was ..." from **The East Hampton Star**, 100 years ago, June 15, 1906: "The Long Island Railroad carried 125,000 passengers on Decoration Day. The larger part of this number was taken to the beaches and races, but there was never a larger exodus of summer residents so early in the season to the various points out on the island. The Shelter Island and Amagansett cannon ball train Tuesday afternoon, May 29, had thirteen cars filled and all the trains coming out on the Montauk Division, Wading River and Oyster Bay branches had from 8 to 12 cars, every one crowded." The Montauk and Oyster Bay Branches still provide daily service; however, the Wading River Branch, which extended four stations east of Port Jefferson, was abandoned on October 9, 1938. Thanks to member Joe Gagne for sending these two reports.

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

In July, I received several emails and inquiries about a purported "Hamptons Transportation Authority" and "subway tunnels" that were "found" throughout the Hamptons and appeared in **Dan's Papers**, a weekly newspaper for the Hamptons and Montauk. I asked former Suffolk County resident and Senior ERA member Joe Gagne what he "thought" about it, and he responded that it was a fantasy. He wrote that from time to time, the Editor, Dan Rattiner, and his staff pick an item of common interest and do real big bang-up article on it with maps and statistics. "The last one of these I saw, back about 12 or 15 years ago, was on an elaborate trolley-interurban rail system centralized in Southampton," Joe wrote. The map is a format very similar to what MTA produces.

NJ Transit

At the June Board meeting, it was announced that the Newark City Subway extension to Broad Street would open on July 17. Copies of the new timetable, which was issued in the same format as those issued for HBLRT, were available several days in advance. The service is now being marketed as NEWARK LIGHT RAIL SERVICE. Previous editions of the Newark City Subway timetables were issued in bus timetable format. For the record, the final edition of this one was June 25, 2005 (Revised January, 2006). I was privileged to ride the "VIP Train" (which used LRV 102) from Newark Penn Station to the ceremony at Broad Street. Several of the dignitaries, who would later offer remarks, were aboard, including U.S. Senators Frank Lautenberg and Robert Menendez, as well as Newark's newly-elected mayor, Cory Booker.

The ceremony began shortly after 10:30 AM, when Mayor Booker took the podium. After a few introductory remarks, a band played the National Anthem, and then Executive Director George Warrington was introduced. Speeches followed by Senators Lautenberg and Menendez, NJ Transportation Commissioner Kris Kolluri, and then several other elected officials from the state level. Some curtailed or cancelled their remarks due to the temperature, which was already in the low 90s. Two of the speakers told the assembled of their memories of riding the 21/Orange and 29/Bloomfield trolleys. Other Division members that I noted include Gregory Campolo, Harold Geissenheimer, Jack May, and Bruce Russell.

After the ceremonies had been concluded, I re-boarded car 102 (VIP Train) and got off at Penn Station so that I could return to New York. By all accounts, this car then went into revenue service after going around the loop. Jack May reported that revenue service from the Broad Street end began at 11:18 AM using car 101, which had been sitting on the tail track beyond the Broad Street station. Later in the day (evening rush

hour) there were some power problems on the section of track alongside the stadium, so one LRV ran across the diamond wrong-way on Broad Street to get to the upper end of the line. Due to the high temperatures (90s), at about 2:45 PM, HBLRT service was suspended between the Hoboken station and Port Imperial in Weehawken after overhead wires sagged. Bus service was used temporarily.

One of the NJ Transit managers I know told me that NJT received three additional cars with the last group that was delivered to HBLRT, so the highest number is now 121. And now, it is "legal" to ride around the Penn Station Loop, because all transfers occur on the out-bound platform (between Tracks 1 and 2).

A ground-breaking ceremony was held on June 12 at the site of the new Mt. Arlington station, which will be located between Lake Hopatcong and Dover. NJ Transit's press release and articles on this subject that appeared in other transit publications and newspapers did not specify exactly between which stations Mt. Arlington would be situated. This station will have a parking lot with a capacity of nearly 300 cars. It is scheduled to open in late 2007.

Of significant note, the Board approved a proposal that was sponsored by the Casino Reinvestment Development Authority (CDRA), and a consortium of Atlantic City casinos (Borgata, Caesar's, and Harrah's), to be the contract operator for a special weekend service from New York City to Atlantic City. The contract calls for 18 weekend express trains, Friday-3, Saturday-7, and Sunday-8, that will have a capacity of 1,100, between these two cities beginning in late 2007. **The New York Times** reported that the casinos will put up \$15 million to buy 8 new "double-decker" (NJ Transit calls them multi-level) cars, which will be added on to the existing contract with Bombardier. They will also pay \$4 million annually in operating costs for this three-year demonstration and also for the cost of leasing four diesel locomotives from Amtrak. Everything that I read is silent about what the motive power arrangements will be. Because the train will depart from NY Penn, it will require an electric locomotive, which cannot operate on the Atlantic City Line. So the question remains as to where the switch to the diesel will occur. Running times have been given at 2½ hours, and ticket prices have not been announced, although they will be competitive with the existing bus services.

Getaway services were operated on Friday, June 30 on the lines that typically have such service. I rode Train #1621, the first Pascack Valley Line train, which usually has three cars, but on this date had five, and they were all needed!

Special shuttle trains were operated on the Montclair-Boonton Line on July 4 between the Bay Street and Mountain Avenue stations in support of Independence Day festivities. These trains made intermediate stops at

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Commuter and Transit Notes

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the Walnut Street, Watchung Avenue, and Upper Montclair stations. This line normally does not have service on weekends and holidays, although it has been promised when the reconstruction of Newark Broad Street is completed in 2008.

As I commute on the Pascack Valley Line, it is exciting to see all of the additional trackage being installed on what for many years seemed to some to be NJ Transit's forgotten stepchild. The siding between Nanuet and Pearl River is essentially complete; however, I do not believe that the switches are powered. Due to a lawsuit involving nine of the towns between Montvale and River Edge, two planned sidings are not being constructed at this time. East of the North Hackensack station, the same holds true regarding the switches. Between Wood-Ridge and Pascack Junction, where the line joins the Bergen County Line, a tremendous amount of work is taking place. All of the new track is being laid upon concrete ties, which includes a 2.5-mile spur to the Meadowlands Sports Complex. The Port Authority is funding the \$150 million expansion, which will provide rail access to the new Giants/Jets football stadium and Xanadu, an entertainment and retail development being built on the site. Although the stadium is not scheduled to be open until the 2010 season, the spur could open in 2008. The shuttle trains, which can transport up to 7,000 people an hour before an event and up to 12,000 an hour after, will operate from Hoboken and make a stop at Secaucus Junction.

NJ Transit's rail OTP for the first four months of 2006 was also very good. It reported the following: January, 95.9%, February, 95.1%, March, 96.4%, and April, 96.7%. The goal is 95%. Bear in mind that the Northeast Corridor power shut-down occurred on May 25, and is not reflected in these statistics.

NJ-ARP is one of many groups that is questioning the "B" in HBLRT. The "B", in case you do not know, stands for Bergen County. As was first proposed, HBLRT was supposed to reach the Vince Lombardi Park & Ride Lot in Bergen County, and be extended further into Bergen County in the future. For the time being, the line ends at Tonnelle Avenue following its February 25 opening. NJ Transit is planning to replace the promised LRT line with DMUs for the extension on to the Northern Branch. On June 13, in a 5-0 vote, the Tenafly Boro Council requested that NJ Transit consider all options for restoring passenger rail service to Tenafly, especially extending the (electrified) Hudson-Bergen Light Rail line directly to Tenafly with time separation of freight service.

Port Authority Trans-Hudson Corporation

The Jersey Journal reported that in May, the City Council of Jersey City passed a resolution asking the Port Authority to construct another station in its city, which would be located in the Marion section. Marion is

only several blocks from the Journal Square PATH station, but buildings along Tonnelle Avenue prevent easy access, forcing commuters to take circuitous routes to and from the PATH station. In the near future, about 1,000 units of residential housing will be built in this largely residential area. Meetings have been held between the two government agencies, but the PA says that building a new station is not part of its long-term capital program. All may not be lost, because the developers could be asked to pay for a portion of the station.

For a two-week period beginning July 13, the United States Department of Homeland Security, in cooperation with the Port Authority Police Department, tested various types of scanners at the Exchange Place station. This testing was conducted on weekdays, but passengers were promised there would only be minimal delays. In February, testing was done at Exchange Place to measure the effectiveness of metal detectors, x-ray machines, and other scanners used in airports.

Amtrak

In the July *Bulletin*, I wrote that I was unable to spot the rescue locomotive that Amtrak has promised to provide out side of the North River Tunnels. I have since learned that although I did not see it, "it is there."

For the third time in less than a month, commuters were affected by a power failure on the Northeast Corridor. The latest occurred at about 8:05 AM, June 20. Amtrak spokesman Clifford Black told news reporters that there had been a brief power fluctuation, but by 8:33 AM, the trains were moving. News reports told of delays of up to 45 minutes. Fortunately this time, it was less severe than the one that knocked out the NEC from Washington, D.C. to New York on May 25. The other one took place during the afternoon of June 2 (July *Bulletin*).

On June 22, a meeting was held in Trenton between Senate Transportation Committee members and William Crosbie, Amtrak's senior vice president for operations. Mr. Crosbie said it may be months before the cause of the shutdown is known, but it appears to have been a "very technical" problem involving "our most modern" electrical substation. He defended the state of the system's infrastructure.

During the May 25 Amtrak power failure, diesels 51 and 52 were used to move some of SEPTA's stalled trains into stations. All told, 160 SEPTA trains were delayed an average of 26 minutes, and 49 were annulled. Power was restored by 10:30 AM. Thanks to *Cinders* for this news. There is one more item on the power failure from *The Delaware Valley Passenger*, which is published by the Delaware Valley Association of Rail Passengers. It reported in its June edition that in the Philadelphia area, the shutdown affected the former Pennsylvania Railroad portion of the system; however, thanks to sectionalization of the catenary and alternate power feeds, the ex-Reading side trains were able to

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operate into Center City. Normally, the dividing point between ex-PRR and ex-Reading power systems is north of the Center City tunnel, between the mouth of the tunnel and the Temple University station.

Metropolitan Area

Five commuter advocacy groups have joined forces to ask the City of New York to reconsider the deep-underground rail terminals that are planned for the LIRR East Side Access and T.H.E. Tunnel projects. These organizations are the New Jersey Association of Railroad Passengers, the Empire State Passengers Association, the Straphangers Campaign, the Lackawanna Coalition, and the Institute for Rational Urban Mobility in New York. The latter is headed by member George Halkalis. Their concern is driven by terrorism, and what would happen in the event of an attack, whereby as many as 8,000 passengers could be trapped in a station as much as 150 feet below street level. But as WCBS-880 reporter Peter Haskell learned when he interviewed Gene Russianoff of the Straphangers Campaign, there are also worries about the possibility of train fire and the amount of time that it would take for rescue workers to reach the scene. *The New York Times* reported that on May 2, a letter was sent to senior police, fire, and emergency management officials in New York City. Being unsatisfied with the response, the groups decided to make their letter public.

The Staten Island Advance, a strong proponent of a bus connection from the Island to a HBLRT station in Bayonne, reported that it now has Senator Charles Schumer in its court. Senator Schumer was commended for a letter that he sent to MTA Chairman Peter Kalikow urging him to explore all possibilities to make this connection a reality. NJ-ARP filled in some of the details. On Friday, June 16, NY1 News' Web site reported Schumer envisions LRT for the northern and western reaches of Staten Island, complete with a reference to the existing HBLRT services in New Jersey. The North Shore rail link would run from Arlington to the St. George ferry terminal. Officials estimate anywhere between 11,000 to 15,000 riders would use the North Shore Line. The West Shore Line would link the Hudson-Bergen station in New Jersey to a new park & ride in Staten Island's Bloomfield section, and stretch all the way to the Staten Island Mall. MTA's position has been that by law, it cannot drop off passengers in another state; however, *The Advance* reported on June 22 that both the New York State Assembly and the State Senate have passed legislation permitting MTA to stop its buses in New Jersey, thereby linking Staten Island residents with HBLRT. The bill was awaiting Governor Pataki's signature.

One email I received had the following comment from BusChat: MTA NYC Transit would have to create a new

route to get to Bayonne, because none of the existing Staten Island routes could be easily be modified to extend across the bridge.

Back in May, *The Trenton Times* reported that Conrail plans to abandon an unspecified length of the historic Camden & Amboy Railroad route within Washington Township, Mercer County. I searched the Internet and found the following: "The original alignment and the Trenton Branch from Pavonia Yard in Camden to Trenton is now Conrail's Bordentown Secondary. The rest of the Trenton Branch is now Amtrak's Northeast Corridor. The original line from Bordentown to Robbinsville is Conrail's Robbinsville Industrial Track. Track has been removed from Robbinsville to Hightstown; the rest of the line to South Amboy is Conrail's Hightstown Branch (south of Jamesburg) and Amboy Secondary. The Princeton Branch is still used by NJ Transit. The old alignment in Trenton is still used for freight; the old alignment from Kingston to Monmouth Junction has been removed. The Florence Branch still exists."

Museums

There will be no New Jersey Transportation Heritage Center in Phillipsburg, according to a report that was sent by member Frank Miklos. Frank wrote that a real estate developer came up with plans to "revitalize" the Town of Phillipsburg by building hundreds of townhouses on property that was designated for the museum. There were also some "political" forces at play here. Warren County still wants to have a transportation museum in the area and it has proposed a couple of sites outside of Phillipsburg for the facility. It may actually have more acreage than the original site in Phillipsburg. In June, 2003, we stopped at Phillipsburg en route to a wedding near Gettysburg, Pennsylvania. The station was bustling with all sorts of activities, and there were a fair number of tourists there as well. On the lower level, there were offices for each of the organizations that have a New Jersey transportation interest. We also saw member Bob Wasche there.

Miscellaneous

Several of the transportation trade publications recently had an article about what is called "the nation's first passenger rail emergency evacuation simulator." Pictured is a former NJ Transit Comet I ("Slider") car from the 1600- or 1700-series which is surrounded by three circular rings that can tilt the car 180 degrees, upside down. This is done in 10-degree increments in a two-minute span. Ensco, a Falls Church, Virginia-based firm, developed this device in conjunction with the Federal Railway Administration. The test was conducted at WMATA's Carmen E. Turner Maintenance and Transportation Training Center in Landover, Maryland.

On June 24, U.S. Transportation Secretary Norman Y. Mineta announced that he would step down from this position as of July 7. In his letter to the President, the 74-year-old Mineta provided no reasons for his depar-

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ture, saying only that "it is time for me to move on to other challenges." For all of his accomplishments as mayor of San Jose, California, and then as a congressman representing that area, he may well be remembered by pro-rail groups for his handling of Amtrak, for which he has been harshly criticized. He was the 14th Transportation Secretary, and also the longest-serving.

Other Transit Systems*Boston, Massachusetts*

As of mid-June, the "T" had installed automated fare collection at 27 stations, the latest being Andrew (Red Line). Prudential (Green Line) opened a few days later. State Street (Blue Line) was closed until July 1 for the installation of automated fare collection equipment. Member Todd Glickman, who sent this report from *The Boston Globe*, noted that this was the first time that the "T" closed a station for AFC installation; so far everything had been done while the trains were running.

Todd also sent a report that the Mattapan-Ashmont Line is closed for one year as of June 24, while its terminal stations are rehabilitated. The next significant milestone is the removal and reconstruction of the viaduct at the Ashmont station. Temporary bus service is replacing the trolleys. Concurrently, the six stations between Ashmont and Mattapan will undergo minor repairs.

You can add "E" to the list of lines that will be shut down this year. This will occur between September 5 and early December. Affected is the section between Brigham Circle and Heath Street, so that track repairs can be performed. This project is budgeted at \$2.3 million. Passengers will use Bus Route 39, which will have additional trips.

In June, MBTA created the first commuter coach that is almost exclusively devoted to bicycles and their riders. According to Todd, single-level, Pullman-Standard coach 219 (built 1978, re-built by Amerail 1996) was modified to accommodate 40 bicycles and 42 passengers. Normal seating for this car is 114. This coach made its debut July 2 during the "Ride to The Races" 47th Annual Fitchburg Longsjo Classic as an extra train for cyclists participating in the South Acton to Fitchburg race. The train made all stops between North Station and South Acton, then continuing express to Fitchburg. There was an evening return trip to North Station. On Saturday, July 8, the bike coach was introduced on the Gloucester Line.

Even though the labor contracts that MBTA has with its unions expired at the end of June, both sides agreed to continue working towards a new agreement.

On Independence Day, MBTA waived collection of fares, but only on subways and buses, between 10:30 PM and the end of service. MBTA General Manager Daniel A. Grabauskas was quoted in a press release as

saying: "As a public transit agency, our primary mission is to keep people moving safely and efficiently. With hundreds of thousands of celebrants leaving the Esplanade simultaneously, T stations in the immediate vicinity become inundated with large groups of people. By opening the fare gates and allowing people to move through the transit system unimpeded, we can significantly reduce overcrowding and better manage pedestrian movements." The "T" operated additional services on the Blue, Green, Orange, and Red Lines, with commuter rail trains operating on a Saturday schedule. Thanks again to Todd for these reports.

Providence, Rhode Island

A ground-breaking ceremony was held on July 17 for the new Warwick Station at T.F. Green Airport. The \$22 million station, more than ten years in planning, is expected to open in October, 2009. Thanks to Todd for sending this report from *The Warwick Beacon*.

In related news, Todd wrote that the line has been renamed from the Attleboro-Stoughton Line to the Providence-Stoughton Line, and as of July 24, the number of weekday trips between South Station and Providence was increased from 11 to 15. Nine round trips were added on Saturdays, and seven on Sundays, starting July 29. There is probably a traditional timetable, but Todd sent one in a really different style. It is all-color, printed on glossy paper, and is similar inside to those issued by Metro-North and the Long Island Rail Road.

Philadelphia, Pennsylvania

A head-on collision involving trains on the R1/Warminster Line, took place just before 3 PM on the afternoon of July 2 between the Cressmont and Roslyn stations. According to *The Philadelphia Inquirer*, the following trains were involved: #1143 (2:41 PM Warminster) and #1134 (2:05 PM Suburban Station). Fortunately, because the trains were traveling at low speeds, approximately 15 mph, there were no fatalities, but there were a number of injuries. Abington Memorial Hospital reported that it treated 17 people, nine of them for trauma injuries, but none of the injuries were life-threatening. About five people with minor injuries were treated at Holy Redeemer Hospital. Neighbors, who included nurses, volunteer firefighters, and police officers, were the first to respond to the scene, bringing icepacks. Damage to the trains was described as having occurred to the front ends, and some wheels derailed. The investigation is focusing on the Engineer of the southbound train, and the signal he/she received at the Grove South home signal (the entrance to the single track section where the collision occurred).

If you ever wondered why the R8 Line is only electrified as far as Fox Chase, member David W. Safford has the answer. "This line originally ran to Newtown and was diesel-hauled. SEPTA received enough Federal money to electrify it to Fox Chase just before the tap went dry, and the rest of the line was mothballed. There

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

have been several attempts over the years to revive the line, including a really fruity idea to reroute it via Warminster, but all have run aground on the implacable opposition of the high-rent neighbors to having trains in their backyards. The usual cry was that the trains would mercilessly mow down the local children despite fences, warning signs, etc. Now they seem to be receptive to a new plan - to pave the line and run 'high-speed express buses' on the right-of-way. Presumably these would be more respectful of the local tykes. A few locals have pointed out that this hasn't worked anywhere else, but what are a few facts to a preconceived opinion?"

From **Cinders**: The Market-Frankford Line's 63rd Street station was closed for construction of a new station as of June 2. The closing should be for about a year. Two damaged Kawasaki cars, 110 and 123, will be repaired by the original manufacturer under a \$736,000 contract. They were damaged in a collision at the Bywood station on the jointly operated section of the Media and Sharon Hill Lines. Member Frank Pfuhrer forwarded a report that the cars departed for the Kawasaki facility in Yonkers on July 5 and June 28, respectively. One other car note: Norristown car 147 is out of service after striking a downed tree last winter.

SEPTA issued new timetables on June 18 for the Market-Frankford and Broad Street Lines, as well as Subway-Surface Routes 10, 11, 13, 34, and 36 and street car line 15/Girard. The following day, new timetables went into effect on former Red Arrow Routes 100, 101, and 102. The latter two have the word "Revised" above the route name. Thanks to Gregory Campolo for sending copies and also for PATCO's new timetable dated June 24.

Member Bob Wright sent clarification on the 8th Street subway station work in Philadelphia (June **Bulletin**). "Elevators are being installed at the station. Because of the layout of the station, with the actual platforms being 3-4 steps from the mezzanine area, I believe some ramps are being installed from the cashier's booths areas to the platforms. (There are some ramps on the westbound platform, in the area which was extended west from the original station to reach the Gallery's basement level in the late 70s, but the cashier booth at this location is not always open.) An elevator will be provided on the westbound side which will allow access to the common mezzanine of the Market-Frankford line, Ridge Avenue spur, and PATCO. An elevator was previously installed by PATCO at the courtyard entrance on the southeast corner of 8th & Market, along 8th Street, and this goes to the common mezzanine of the Market-Frankford Line and PATCO. Because the Market-Frankford Line's tracks bisect this mezzanine, the existing elevator can only serve the eastbound 8th Street station (PATCO has another elevator in this area which

goes from mezzanine to platform.) The new elevator will, as far as I know, not serve PATCO. Additionally, some ramp work will be needed to allow disabled patrons to access the Ridge Avenue platform, which is 3-4 steps above the mezzanine.

"Similar work is now being completed at 13th Street, with two new street-to-platform elevators (there is no mezzanine here - the Market-Frankford tracks are right below the street) and two platform-to-Juniper Street Subway-Surface station elevators (and, as we know, the Subway-Surface's Kawasaki cars are not accessible, but the next fleet will have to be)."

Pittsburgh, Pennsylvania

PAT's Board of Directors awarded a contract for the construction of twin tunnels under the Allegheny River to connect Downtown service with the North Side on July 13. The \$156.5 million contract is one of an eventual sixteen that were approved, and it went to North Shore Constructors, a joint venture of the local Trumbull Corporation and Obayashi Corporation of San Francisco. They will build the tunnels and do work on the North Side "T" station. The entire project is budgeted at \$435 million.

Washington, D.C. area

Alstom, a fairly recent arrival to the American rail car industry, announced on June 18 that there were production problems with the 6000-series cars it was delivering to WMATA. 82 of the 184 car shells have been manufactured. Of those, 24 were found to have problems with the kingpins needed to help trains round curves, and Alstom will make all needed repairs. The shells are being manufactured at an Alstom facility in Santa Perpetua, Barcelona Province, Spain, while the cars are being assembled in Hornell, New York. An on-site WMATA inspector in Spain initially detected the problem, and a more detailed investigation followed. In 2002, WMATA awarded Alstom the base contract, and in November, 2004, the option for 120 additional cars was exercised. Thanks to Bill Zucker for this report from **The Hornell Evening Tribune**.

Virginia Railway Express operated longer train consists on its first departing trains on the Friday before the 4th of July weekend to accommodate the anticipated larger ridership. Normal service ran on Monday, July 3, but there was no service on July 4.

The heavy rains and accompanying flood restrictions during June impacted VRE service. There were also several days of heat restrictions. CEO Dale Zehner sent an email to his fellow passengers (yes - he admitted that he rides the train almost every day) apologizing for the poor on-time-performance that the passengers had been experiencing.

Charlotte, North Carolina

On June 12, the first of 16 LRVs was shipped from the Siemens plant in Sacramento to Charlotte for its Lynx LRT. These cars, which are of 70% low-floor design, will

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Commuter and Transit Notes

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see service on the South LRT Line, which is scheduled to open next spring.

South Florida

By the time you are reading this, Southwestern Miami-Dade residents will know whether or not parts of Kendall and West Kendall will know if their area will have DMU service. This proposal was reported in the April, 2006 **Bulletin**. Member Bob Matten's sister, a Kendall resident, sent this news clipping from **The Miami Herald**. CSX, owner of the trackage, must still give their approval before service can begin on what has been named "The Southwest Corridor."

It is not major news anymore, but nonetheless it is always good news for transit advocates when there are reports of increased ridership. Member Karl Groh sent an article from **The South Florida Sun-Sentinel** reporting that Tri-Rail set a new record on June 23, when it carried 18,452 riders to the victory parade for the Miami Heat basketball team. The previous record of 15,921 was set on February 15, 1995. Before the end of June, monthly ridership was up 27%, and for May, it was up 16%.

New Orleans, Louisiana

Because this city's post-Hurricane Katrina economic situation has not improved and federal subsidies have ended, RTA was forced to eliminate its free fare program, which had been in effect since transit service was resumed last October. In addition, service was reduced from 28 to 24 bus routes. Unfortunately for the employees, the payroll will be reduced from 790 or so workers to about 360. Before the hurricane, there were about 1,340 employees, and although none have been fired, about 550 failed to return after the hurricane. Prior to Katrina, there were 46 bus routes. Streetcar service will continue on Canal Street, including the Carrollton Avenue spur to City Park; and along the riverfront. Restoration of service on St. Charles Avenue is still about a year away.

Cleveland, Ohio

For the first time since 1993, Cleveland will be increasing fares, in a two-step fare process; a pair of 25 cent hikes. The first one went into effect on July 1 and the next one will take place January 7, 2008, except for the Rapid. RTA officials reported that more than 90 percent of RTA customers either purchase passes or qualify for reduced fares, so the impact will not be so great. Until June 30, the one-way cash Rapid fare was \$1.50; and for buses, \$1.25 local and \$1.50 express. Senior/Disabled fares will go from 50 cents to 60 cents and then 75 cents. The \$1 All-Day Pass will go to \$1.25 in July and \$1.75 in 2008.

Chicago, Illinois

On The Bi-Level reported that two CTA fare card vending machines have been installed at Chicago Un-

ion Station near the Metra ticket windows. This should assist riders who can now purchase these cards prior to entering the CTA stations. Did you know that Metra does not accept any debit or credit cards for payment? One writer to OTBL wanted to know why, and was told that "they are working on it."

I have written many times about Metra's best travel bargain – the \$5 weekend pass. One of my co-workers told me that he visited Chicago over the July 4 weekend, and that pass was also valid on Monday and Tuesday, July 3 and 4. If you average out the four days, where else, aside from not paying anything, can you travel on such a system for only \$1.25 per day?

In the June **Bulletin**, it was reported that Bombardier was awarded a contract for 406 El cars, plus an option for 300 more. Member Andre Kristopans told me that this group will be numbered 5001-5406.

On June 25, the Blue Line became the Pink Line. The CTA reported that this new line would provide reduced travel times between the 54th/Cermak station in Cicero and the Loop along a new routing. Trains now make all stops from 54th/Cermak to Polk and continue north to Lake Street, stopping at the Ashland and Clinton Green Line stations, then operate clockwise around the Loop elevated, making all stops along Lake, Wabash, Van Buren, and Wells back to Lake for westbound service to 54th/Cermak. Weekday service operates per the following table.

Pink Line	54 th /Cermak to Loop	4 AM to 1:00 AM
	Loop to 54 th /Cermak	4:25 AM to 1:25 AM
Blue Line	54 th /Cermak to O'Hare	5:30 to 9:30 AM & 2:25 to 6:30 PM
	O'Hare to 54 th /Cermak	5:30 to 9:30 AM & 2:25 to 6:30 PM

In the table below are the headways:

Weekday Rush Hour	Every 7 ½ minutes
Weekday Non-rush	10-12 minutes
Saturdays	10-12 minutes
Sundays/Holidays	10-15 minutes

Blue Line riders are also benefiting from additional service. Trains on the Forest Park branch now operate approximately every 7½ minutes, instead of every 15 minutes, during weekday rush periods. During non-rush periods and weekends, trains will operate approximately every 7½-10 minutes, instead of every 15-20 minutes. Thanks to member Jim Beeler, who sent copies of the Pink Line timetable and the new CTA map.

The last (eighth) car of a Blue Line train derailed on July 11, near the Grand station. There were some temporary disruptions to Dearborn Subway service, and passengers were directed to use bus service that operates parallel to the Blue Line. Later that evening a single-track operation was in effect between the Grand and LaSalle stations, and limited service was available the following morning. Thanks to Bob Hansen for the news.

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This past January, there were three extensions to existing Metra routes, and there are still two more additions due later this year. Metra is now proposing to initiate DMU service on two new routes. One would link LaSalle Street Station and Balmoral, with nine intermediate stops. The 33-mile SouthEast Line (SES) would operate over Union Pacific/CSX trackage. SES would link approximately 20 communities in south suburban Cook and Will Counties. No dates were given for when construction or service would begin.

Also under consideration is the 55-mile Suburban Transit Access Route, or STAR Line, between Rosemont and Joliet, using 36 miles of the Elgin, Joliet & Eastern Railroad corridor. There would be 17 intermediate stops, including one at O'Hare Airport. Here again, there is a huge potential market to be served, but no starting date has been announced.

Another proposal would extend Metra service one station beyond McHenry (UP Northwest Line) to Johnsbury in eastern McHenry and western Lake County. The main portion of this line runs to Harvard, and is Metra's longest line. Standard Metra trainsets would be used.

Chesterton, Indiana

My son Marc did a road trip to the midwestern United States and brought back a South Shore timetable dated April 2, 2006, which presumably will be replaced soon, due to the information in the following paragraph.

Fares went up by 2% as of August 1, and will rise by a comparable amount on August 1, 2007. The cost of a monthly ticket between Randolph Street Station and Gary, which had been \$291.60, went to \$297.45 (\$303.40 in 2007), while in East Chicago/Hammond, it went from \$136.55 to \$139.50 (\$142.10 in 2007). As I wrote this, my curiosity was piqued with regard to the use of "cents" as opposed to fares being rounded up to the nearest dollar, so I looked at what fares the commuter operators in the New York metropolitan area were charging. It turns out that all monthly tickets sold by the LIRR, Metro-North and NJ Transit are in even dollar amounts. Apparently in mid-America, cents still have some value. I had to go back to the Erie-Lackawanna's Pascack Valley Line timetable dated February 27, 1972 to find the last time that monthly fares were not rounded to dollar amounts. By the way, the cost for a monthly ticket from the three New York stations, Pearl River, Nanuet, and Spring Valley, to Hoboken, was \$29, \$29.75, and \$31.05, respectively. Today, the ticket price from all three stations is the same - \$188 to Hoboken and \$215 to NY Penn. Metro-North lasted a bit longer, because monthly fares became whole dollar amounts with issuance of the April 29, 1984 timetables.

South Bend, Indiana

Bob Hansen sent a report from *The Chicago Tribune* that officials with the South Bend Railway are looking to

purchase and refurbish a Norfolk Southern line that runs through the city. They would use it for freight service, with an eye toward transporting fans from Chicago to Notre Dame football games. The freight deal is expected to be completed by mid-August. A Notre Dame spokesman reported that no agreement has been reached on the passenger service or a plan to have the line deliver coal to the university.

Seattle, Washington

On May 30, a ceremony was held to mark the completion of the first two stations of the Central Rail Link Line. Located in the SODO area, the Stadium and SODO stations are the first to be substantially completed out of the thirteen along the 15.6-miles between Downtown Seattle and Sea-Tac Airport. 1.3 miles of track has also been completed. Construction of the 13.9-mile alignment between downtown and Tukwila is now approximately 45 percent complete. Service is expected to begin in mid-2009.

Portland, Oregon

Tri-Met awarded Siemens an order, the fourth, for 21 LRVs valued at \$75 million. There is also an option for 3 cars. These 21 additional LRVs will join Tri-Met's fleet of SD660s and raise the total number of cars to 126. The first time around, streetcar service ended on January 25, 1958 when Portland Traction Company abandoned its entire system. On September 6, 1986, Tri-Met returned electric transit to the city with its Gresham Line. Since then, there have been several expansions, with more to come. This latest order of cars will be used on the I-205/Portland Mall Line when it opens in 2009.

Albuquerque, New Mexico

Take a look at Albuquerque, no rail transportation at all, save for Amtrak's *Southwest Chief* (Train #3/4). All of a sudden, there is *Rail Runner*, which started operating between Downtown Albuquerque and Sandoval/US 550 on July 14 (3 stations), and will be extended later this year. The other stations are set to open as follows: Bernalillo, Los Lunas, and Belen in late summer 2006, and Sandia/Pueblo, Rio Bravo/Airport, and Isleta Pueblo in late 2006.

Recently the city has hired consultants to design and engineer a light rail system along the Central Avenue Corridor. The initial line would extend four miles from Old Town to Nob Hill and is expected to be running in the late summer of 2009. Some extensions are planned. In case you were wondering when was the last time Albuquerque had trolleys, my records show the date as being January 1, 1928.

Los Angeles, California

In the June *Bulletin*, I wrote about the Gold Line Express, but did not include a starting date. Andre Kristopans has informed me that this service began on February 13, 2006, and that some of the express service was reduced by a couple of trips on April 10.

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Commuter and Transit Notes*(Continued from page 13)***San Diego, California**

A wedding in the family of close friends gave us the excuse to fly to southern California over the first week-end of July, and because we used mileage tickets, for only 10,000 additional miles, we added Hawaii. The wedding took place in Mission Viejo, which is south and east of Los Angeles, in Orange County. With one free afternoon, my wife was amenable to a 3-hour round trip drive to San Diego on California's congested I-5, just so that I could ride the missing segment of the Green Line.

This line opened on July 9, 2005, which was after my last visit in March, 2004. We parked at a shopping mall which was very close to the Mission Valley Center light rail station. (Hint: a shopping center is available for those who do not wish to railfan.) After purchasing my tickets, it was not very long until one of the new 3000-series Siemens S70 cars arrived. It was an approximately 20-minute ride to the Grossmont Transportation Center, the first stop, which is jointly served by Green and Orange Line trains. At the time of my previous visit, the line ended at Mission San Diego, and the section that I rode included four new stations: Grantville, SDSU (San Diego State University, which is underground), Alvarado Medical Center, and 70th Street. Cars were operating on 15-minute headways. In addition to the new Siemens cars, I also saw cars in the 2000-series. I did not see any of the 1000-series cars, although the last time I visited, I had heard that those cars would be assigned to the Blue (original) Line which runs to San Ysidro. I took a few digital shots at Grossmont, rode back towards Mission Valley Center, dropping back one interval to take some photos at SDSU. The ride was quick and enjoyable. Extensions are being studied.

Our visit to Hawaii was spent on Hawaii (the Big Island) and Kauai, where there is no rail transit.

Montreal, Quebec, Canada

Railway Age reported that the Government of Quebec is negotiating with Bombardier to supply 386 subway cars that would replace the original MR-63 fleet. These cars were overhauled several years ago.

Toronto, Ontario Canada

It is now too late to participate in a contest to supply a name for the newest cars that are on order, because all entries had to be in by July 21. TTC plans to order 234 new cars, which have been temporarily dubbed "THE T35A08." Deliveries are expected to commence in 2009, and will replace 88 H-4 and 136 H-5 cars, which were constructed by Hawker-Siddeley between 1974 and 1979. Thus, the remainder of the fleet would consist of the H-6 (1986-89) and T-1 (1995-2001) classes.

Ottawa, Ontario, Canada

On July 12, the Ottawa City Council awarded a contract to construct the north-south light rail line to the Siemens-PCL-Dufferin consortium. Engineering design

was to start immediately, with some construction this fall. Opening day is in March, 2010. The last time that trolleys operated in Ottawa was April 30, 1959. Starting at a station at the University of Ottawa in downtown, the line will extend west through downtown, south on the alignment now used by the O-Train, continue beyond there, turn west through the new suburb of Riverside South, and then cross the river into the suburb of Barrhaven. The cars will be the Siemens S70, similar to Houston's. Thanks to member Bob Kingman for this report.

Beijing, China

China began operating the world's highest railway on July 1. Costing \$4.2 billion, the line connects the capital, Beijing, with Tibet, a distance of 2,500 miles. The line crosses mountain passes up to 16,640 feet high (656 feet higher than the Peruvian Railway), and the trip requires 48 hours. Its specially designed equipment has double-paned windows to protect against high-altitude ultraviolet radiation and outlets for oxygen masks for passengers who have difficulty breathing in the thin air. I first thought that the line was electrified, but checking several web sites on the Internet, the few photos that I found did not show any catenary. Nonetheless, this project has been described as an engineering marvel.

Manila, The Philippines

Todd Glickman commented about the news item (July **Bulletin**) about Rio de Janeiro becoming only the third major subway operator to establish "women-only" cars. "Granted it's LRT, but Manila has this policy as well on its lines. He sent a photo to prove it, which shows a guard in a white shirt who makes sure that only women go to the head-end of the platform, for it is the first car of the two- or three-car trains that are for women only. Bad news for male rail fans!

From the History Files

155 Years Ago: On August 2, 1851, the Staten Island Railway, a predecessor to today's Staten Island Railway, was organized. Between 1899 and 1971, the railroad was operated as a subsidiary company of the Baltimore and Ohio Railroad. When the passenger service was taken over by MTA it was called the Staten Island Rapid Transit Operating Authority; however, when many of MTA's subsidiaries were renamed in 1993, SIRT became SIR again.

60 Years Ago: On August 4, 1946, Tampa Electric Company trolleys ceased operating. The streets of Tampa remained without streetcar service until the TECO Line began running on a 2.3-mile route between the Southern Transportation Plaza and Ybor City on October 19, 2002. In the intervening years, the fleet has grown to eight double-truck "Birney"-style cars, which were built by Gomaco. Last year, an open car, nicknamed *The Breezer*, was acquired. One original Tampa car, 163, is also on the property.

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

NOSTALGIA CORNER

This month, we continue our look at the Newark City Subway (see Commuter & Transit Notes in this issue for the line's new name).



Line car 5221, built by Russell Manufacturing Company in 1912, at Franklin Avenue.
Bernard Linder collection



A PCC car rounds the loop at Franklin Avenue on August 30, 1980.
Larry Linder photograph



A rear shot of PCC 14 at Franklin Avenue on August 30, 1980.
Larry Linder photograph



PCC 11 on an ERA fantrip.
Bernard Linder collection

We thought we would throw in a couple of Larry Linder photos of NYCT R-33 9075, which is on static display outside Queens Borough Hall.



Around New York's Transit System

Increased Lexington Avenue 5 Service

On May 28, 2006, new schedules went into effect on most subway lines. Southbound weekday 5 Lexington Avenue service was increased from about 3:30-5:15 PM at Bowling Green. Under the previous schedule, there were nine 5 trains that operated light from E. 180th Street to Bowling Green. Under the new schedule, there are four trains carrying passengers from E. 180th Street to Bowling Green. Additional Brooklyn service is provided by five 5 trains operating from E. 180th Street or Dyre Avenue to Utica Avenue.

Because of increased running time, an additional train is operated on 2 in the AM and PM rush and on 7 in the AM rush (see the July issue for the car assignment).

Two early morning rush hour 1 trains that formerly started at Rockaway Parkway are put-ins making the first stop at E. 105th Street. Three evening rush hour N trains that formerly discharged passengers at Kings Highway and were laid up now run to Coney Island.

Vandals Disrupt Staten Island Railway Service

At about 3:40 AM June 27, 2006, thieves disrupted service when they stole copper bonds adjacent to the track rails near the Bay Terrace station. Until the bonds were replaced, trains operated from Tottenville to Great Kills and from Oakwood Heights to St. George. Buses provided service between Great Kills and Oakwood Heights. Normal service was resumed at about 11 AM the same day.

Storm Delays Subway Service

A severe rainstorm, which dumped an inch of rain in a half hour over parts of the city during the morning of July 5, disrupted service on several subway lines. A and C service was suspended from 10:20 to 11:30 AM between Broadway Junction and Jay Street because of flooding. F service was discontinued for two hours between 179th Street and 71st Avenue because of high water at 169th Street. Service was suspended on a portion of L from 10:30 to 11:30 AM when the Wilson Avenue station was flooded.

Unauthorized Stops Between Stations

Crews must not stop trains between stations to pick up or drop off employees. Train stops between stations must be authorized by the Control Center Desk Superintendent, except at the following locations, which are

equipped with special platforms:

- First Avenue, Flushing Line
- 111th Street, Track 2 (next to the tower), Flushing Line
- Stillwell Avenue Yard, Tracks D1 and D2, West End Line and E1 and E2, Sea Beach Line
- Beach Channel Bridge, Rockaway Line
- North Channel Bridge, Rockaway Line
- Hammels Wye Tower, Rockaway Line

Discharging Trains at Terminals

When a train is approaching the terminal, the Conductor must announce that the train is approaching the last stop and that all passengers must leave because the train will be cleaned. This announcement must be repeated when the train stops at the terminal. Conductors will close the doors after passengers have detrained. Then they must key open the crew emergency doors at both Conductors' operating positions and a door nearest the platform entrance. Crews must be on the train two minutes before the scheduled departure time. When starting lights are displayed, Conductors must open all doors.

Changing Operating Positions on Trains with Transverse Cabs

Before a train arrives at the terminal (except South Ferry, Bowling Green, and Brooklyn Bridge) and at the preceding two stations, the Conductor will announce that there will be a slight delay opening the doors at the terminal. On cars with the door enable feature, the Conductor will de-zone, vacate, and lock the cab. Then the Conductor will enter the adjacent cab, establish the new operating position, and open the doors. On cars without the door enable feature, the Conductor will open doors at the terminal station. When all passengers have left the train, the Conductor will close the doors, de-zone, and key open crew doors at both operating positions and a door nearest the platform entrance. The next Conductor will establish the new operating position.

Another Theme Train on 42nd Street Shuttle

Another theme train of R-62A cars was operating on the 42nd Street Shuttle in July. This one, on Track 3, promoted the Bronx Zoo on the interior. The consist was Grand Central-1920-1937-1922-1951-Times Square. All of the other promotional trains have operated on Track 1.

DEVIATIONS FROM CAR ASSIGNMENTS by Bill Zucker

DATE	ROUTE	TYPE OF CARS
July 3, 2006	C	Slant R-40