

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 49, No. 9

September, 2006

The Bulletin

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

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

Editorial Staff:
Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksmann
Contributing Editor:
Jeffrey Erlitz

Production Manager:
David Ross

©2006 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
Pelham Park & City Island Railway Company — History
...Page 2

NYC TRANSIT IS CONSERVING ENERGY

The April, 2006 issue of NYC Transit's **At Your Service** newsletter explains how this agency is doing everything possible to conserve energy and protect the area's environment.

The new millennium trains — R-142, R-142A, R-143, and R-160, —are equipped with alternating current propulsion and regenerative braking that returns power to the third rail for reuse. There is a 10 percent energy saving compared with the older cars. The R-160s will save additional energy by limiting the power drawn by the cars when accelerating. NYC Transit saves 15 percent in energy by reducing the maximum speed of all trains from 55 to 50 miles per hour. The old cars were equipped with d.c. motors, whose brushes generated carbon dust. The new a.c. motors do not have brushes. The new cars also have lightweight ring-damped wheels, which reduce noise. The cars' roof-mounted heating/ventilating/air-conditioning units are solid state and climate-controlled, reducing energy consumption and using less refrigerant.

NYC Transit's electric bill is \$194 million a year for 2.2 billion kilowatt hours. The Office of Energy Management has participated in the New York Power Authority's High Efficiency Lighting Program since 1992. This program saves nearly \$3.5 million per year. In 1999, Capital Program Management achieved certification by the International Organization for Standardization to its ISO 14001 Environmental Management System — the first United States public agency to reach this goal.

By placing 1,400 solar panels on the roof of the Gun Hill Bus Depot, energy consumption was reduced 10-15 percent. A huge solar

panel canopy spans the rehabilitated Stillwell Avenue subway station.

Certification under ISO 14001 helped NYC Transit's acceptance in 2003 to the International Association of Public Transport's Charter on Sustainable Development. In 2004, the Roosevelt Avenue subway station and Corona Maintenance Shop were honored in New York City's first Green Building Design competition. Examples of sustainable design are:

- Reducing electrical demand with light-dimming systems and motion detectors or generating electrical energy from renewable sources such as solar panels, fuel cells, and wind
- Combining natural lighting with skylights and high-performance glazing, and improving thermal performance
- Saving water with low-use fixtures and systems that recycle water or use storm water.

The Division of Materiel's Asset Recovery Team received recognition for its programs to minimize waste and recycle used materials. Since 1996, Asset Recovery has recycled more than 41,000 tons of paper, saving the equivalent of 15.6 million gallons of oil. Last year, NYC Transit recycled more than 90,000 pounds of batteries by boiling down the electrolytic fluid and crystallizing it to make sodium sulfate for detergents, fertilizers, and cosmetics.

Because 7.1 million people ride the subway or buses each day, there are an estimated 700,000 cars kept out of Manhattan's central business district and 400 million fewer pounds of soot, carbon monoxide, and other pollutants released annually into the air.

PELHAM PARK & CITY ISLAND RAILWAY COMPANY by Bernard Linder

We published the history of the Pelham Park & City Island Railway Company and its predecessors in the August, 1995 *Bulletin*. There was a great deal of information about the horse cars and the monorail, but hardly any information about the battery cars. Recently, member Steve Meyers sent us a copy of a September 14, 1914 *Electric Railway Journal* article which described the operation of the battery cars. When we checked our records, we found the following additional information that was not published in the original article.

Our readers have often wondered why the Interborough Rapid Transit Company was interested in buying this unimportant horse car line. Historian Wallace B. Katz, who wrote the chapter, "The New York Rapid Transit Decision of 1900: Economy, Society, Politics," in *Historic American Engineering Record*, furnishes a clear explanation. August Belmont did not want to become involved in the construction of the IRT. But the surety companies compelled him to form a construction company. Unless the law was altered, the only company that could take over the lease from John B. McDonald was a railroad corporation previously chartered for operation in the city. To obtain a charter, Belmont found two little street railways, Pelham Park and City Island, which could be bought for a song. He purchased stock through intermediaries and kept the transaction secret from many directors and stockholders of the construction company. By December, 1901, Belmont acquired 95 percent of the stock of the two companies for only \$272,000. The purchase of this obscure company enabled Belmont to form an operating company, the Interborough Rapid Transit Company, over which he had complete control, and to eliminate McDonald's interest in Contract One.

The company's history, published in the August, 1995 *Bulletin*, describes the changes in ownership, the bankruptcy, and the reorganization.

On July 9, 1914, the Third Avenue Railway Company took control. The company modernized the line immediately, replacing the antiquated horse cars with state-of-the-art battery cars. In seventeen working days, one and one-half miles of new track were laid, a waiting station was built at Pelham Park Boulevard, and a temporary charging station was erected at Orchard Beach. Power for charging was supplied by the Westchester Lighting Company, a predecessor of Con Edison, at 220 volts from its two-phase line adjacent to the station. Mercury arc rectifiers converted the a.c. to d.c. at 130 to 160 volts for charging the batteries. A two-phase motor and a 200-ampere generator were installed as a reserve power supply to be used in an emergency. A 10x24-foot galvanized iron building was erected to house the charging apparatus, and a siding was in-

stalled to accommodate the twelve cars. Because the cars had Peacock brakes and were heated by coal stoves located on the trucks, maintenance and repair work could be performed on this open siding without pit facilities.

Boats transported twelve battery cars from Manhattan to City Island. On August 18, 1914, the last horse car operated at 12:15 PM and the first battery car, carrying a party of officials and guests, followed at 12:30 PM. The cars were operated by men from the old horse car line and maintained an average speed of nine miles per hour. The line was well-patronized, carrying more than 6,200 passengers a day.

The following cars were assigned to this line:

1916	1917-8	1919
1159	1148	1148
1162	1176	1176
1164		
1180	1211	
1181	1221	
1185	1237	1237
1189	1244	1244
1190	1245	1245
1193		
1197	1248	
1206	1253	
1207	1263	1263
1215	1265	
1229	1276	
1235		
1240		

Following is a roster of the battery cars:

CAR NUMBERS	BUILDER	YEAR BUILT
1126-1151	Third Avenue Shops	1910
1152-1201	Brill	1911
1202-1280	Brill	1913

The number of cars assigned to this line reached a maximum of 16 in 1916. But the number of cars was reduced after buses started running on September 4, 1916 from City Island to the IRT at Tremont Avenue and Boston Road and to Pelham Parkway and White Plains Road. Because the battery cars, which terminated at the Bartow station of the New York, New Haven & Hart-

(Continued on page 3)

Pelham Park & City Island Railway Company

(Continued from page 2)

ford Railroad, could not complete with the buses, which furnished a one-seat ride to the IRT, traffic diminished

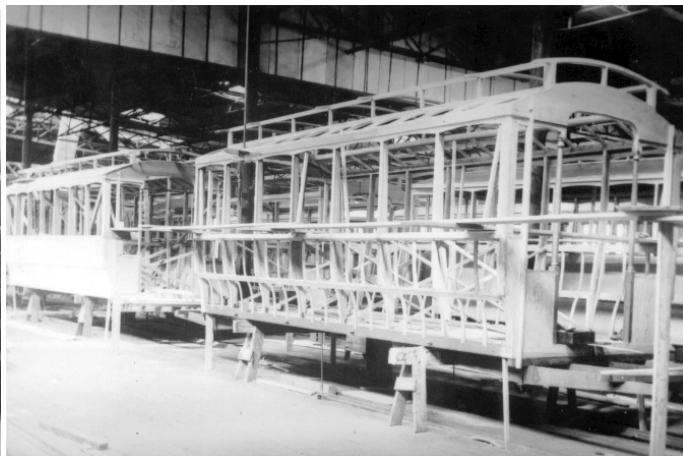
and the cars ceased operating on August 9, 1919.

Note: We are publishing pictures of Manhattan's battery cars because pictures of City Island cars are extremely rare.



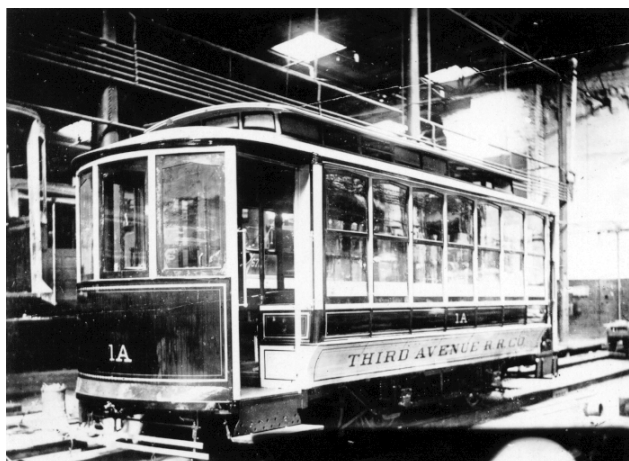
Eighth and St. Nicholas Avenues at W. 122nd Street, October 19, 1915. The structure is being reinforced for addition of a center express track. A 110th Street battery car is in the background.

Bernard Linder collection



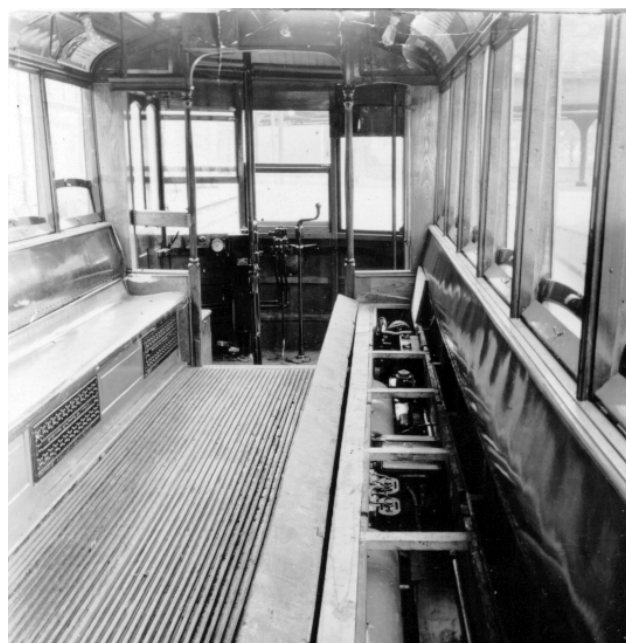
Two Third Avenue battery cars from the 1126-1151 series under construction at 65th Street Shop in 1910.

Bernard Linder collection



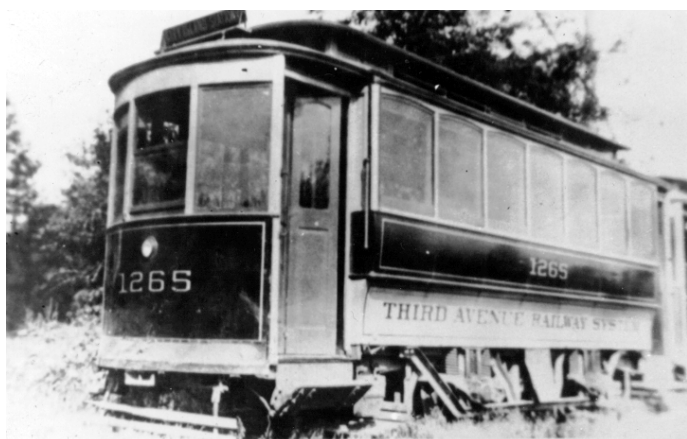
This Third Avenue battery car was converted from a horse car in 1910.

Bernard Linder collection



An interior shot of Third Avenue battery car 1263, showing the battery compartment.

Bernard Linder collection



Car 1265 was assigned to City Island, but we are not sure where this picture was taken.

Bernard Linder collection

(Continued on page 14)

TECH TALK

By Jeffrey Erlitz

The Kawasaki R-160 pilot train went into revenue testing service on August 17 on **N**. It was to be followed on August 25 by the Alstom R-160 pilot train, also on **N**.

The modernization of the Concourse Line signals was completed over the weekend of July 22-23 when the remainder of 205th Street Interlocking was placed in service. The first part of the interlocking was completed over the previous weekend, July 15-16. This is supposed to be the last fixed-block signal system installed on the subway.

On the Brighton Line, southbound local track A1 was removed from service from Brighton Beach to Ocean Parkway starting on July 29 and is to continue until December 22. This is to allow RWKS Transit to perform viaduct repairs under contract C-34767. Southbound **B** trains will have to relay on northbound express track A4 only during this time since southbound **C** trains are being diverted to express track A3.

Northbound and southbound **2** and **5** trains are bypassing the Nereid Avenue station from August 7 to November 13 to permit Judlau Construction to perform station and mezzanine renovations under contract C-34574. During this time period, **5** trains will operate to 241st Street instead of Nereid Avenue. A fare-free subway shuttle bus will operate between 233rd Street and Nereid Avenue during rush hours and overnight periods only. The Bx41 is also free to passengers boarding southbound at 241st Street or northbound at 233rd Street.

The southbound platform at Livonia Avenue on the 14th Street-Canarsie Line is closed from August 5 to September 15 to allow M.A. Angeliades to continue the station rehabilitation work there. This is being done under contract A-35950.

On the Jamaica Line, the reconstruction of the Van Siclen Avenue station under contract C-33233 was extended one week from August 7 to August 11. Cleveland Street is the next station on this segment of the Jamaica Line to be rehabilitated and will be closed from August 13 to December 18.

Over on the Long Island Rail Road, M-7s continue to arrive. A beneficial use milestone was reached in June when the railroad conditionally accepted the last of the 352 Option 2 cars. Cars as high as 7725 are now in service and as of July 25, the railroad's multiple-unit fleet was as follows:

CLASS	NUMBER IN SERVICE
M-1	138
M-3	172
M-7	698

The reconfiguration of Port Washington Yard was also completed in June. This involved the realignment of Tracks 1-3, which lengthened their capacities from 10 to 12 cars each.

A contract to design shop modifications was awarded to Gannett Fleming Engineers and Architects for \$1.5 million on June 23. Modifications will be made to Hillside, West Side, Morris Park, and Richmond Hill Shops to implement the railroad's Life Cycle Maintenance Program.

The last two of 24 Phase I contracts are now substantially complete at Flatbush Avenue-Atlantic Terminal. These two included the installation of the fire alarm, telephone, closed circuit television, public address systems and Solari signs, and the stainless steel platform kiosks.

A small contract was to have been awarded in July to QEI, Incorporated for hardware and software upgrades to Divide interlocking in Hicksville. QEI, formerly known as Quindar Electronics, supplied push-button control panels to Queens and Nassau Towers that were placed in service in November, 1976 to control Bellerose Interlocking. QEI replaced the original US&S Traffic Control Center control panel from the 1964 grade crossing elimination project when the Main Line to Ronkonkoma was resingalled in 1987 in conjunction with the electrification project.

US&S was to be awarded a \$2.6 million contract to design and furnish a microprocessor-based control system for the new Wood Interlocking, which is being installed to provide operational flexibility during the reconstruction of Harold Interlocking as part of the East Side Access project. This interlocking will be fairly small with two crossovers on the Port Washington Branch and one on the Main Line.

LIRR would like to extend the period of time for which one-way and round-trip tickets are valid from three months to six months. It's believed that longer validity periods encourage the use of mass transit and may very well reduce the number of ticket refunds for unused tickets.

The LIRR is planning adjustments starting September 18 to support Fall construction activities. These include:

- Single-track operation weekday middays between Amityville and Babylon for repair work to the direct fixation type of track in use on this segment
- Single-track operation weekday middays between East New York and Dunton Interlockings for switch renewals in Dunton Interlocking (west of Jamaica)
- Service changes previously implemented to sup-

(Continued on page 13)

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Last month I reported that the current New Haven Line timetable (April 2-September 30) was reissued with a July 5 date. A July 31 visit found a similar edition for the Hudson Line wherein all references to the operation of pre-holiday and holiday trains prior to and including July 4 have been removed.

A celebration of the 100th anniversary of the first electric train to run on third rail power from Grand Central to the Bronx will be held on Saturday, September 30. Metro-North will commemorate this important event with a day-long excursion filled with presentations, tours, a train ride, and visits to electrical substations old and new, as well as tours of other rail facilities, many of which have never been visited by the general public. Tickets cost \$60 and can be purchased via the Internet, or from Group Sales. The day will begin in the Lower Level of Grand Central Terminal with a presentation that will include an overview of the day's agenda followed by highlights of the original New York Central Railroad Electrification of 1906. Also included is a ride on the Hudson Line, including the rare opportunity to ride the non-revenue Mott Haven Wye, a section of track that connects the Hudson and Harlem Lines. Metro-North usually stores one of its GP-30 locomotives there for emergency use. Some additional details about this anniversary may be found in **From the History Files** at the end of this column.

Member Bob Underwood wrote that Track 4 east of Devon was returned to service during the second week of August, now that the deck work has been completed at High and River Streets in Milford. The new Track 4 platform is still being worked on, but will open very soon over its entire length.

On August 16, a groundbreaking ceremony was held at the site of the new Yankee Stadium. When it opens in 2009, there is to be a Metro-North station nearby. \$45 million has been allocated for construction of the station. Details can be found in the May and June **Bulletins**.

MTA Metro-North Railroad (West)

Because NJ Transit issued new timetables on August 13, the Port Jervis/Pascack Valley Line timetable was also re-issued. Please see the NJ Transit section below for details.

Connecticut Department of Transportation

CDOT, on July 25, awarded Kawasaki a \$522 million contract to build 210 M-8s. The first cars are expected to go into service during 2009, replacing the M-2s, the oldest of which were built in 1973. There is also an option to build 170 additional cars. Good news for the state of Connecticut and Metro-North is that the bid was

under the estimate and over \$100 million lower than Bombardier's. The contract must still be approved by MTA, something that is certain. By contract CDOT will fund 65% of the cost of the cars. Connecticut's Bond Commission planned to meet on August 18 to approve the \$459 million initial funding.

Buses returned to the Waterbury Branch on August 12, so that the switches at the Devon Bridge, which is the connecting point to the New Haven Line, can be replaced. The only train that will operate is #1935, which departs from Waterbury at 6:49 AM. Trains are scheduled to return on October 7. Thanks to Bob Underwood for the article from **The Connecticut Post**.

The preliminary report concerning the 23.6-mile Danbury Branch has been released, and electrification of the line looks promising. CDOT released results from the first phase of a study aimed at exploring the options for providing faster rail service on the Danbury Branch. According to Ridgefield State Representative John Frey, a \$1 million allocation for the second phase of that study was included in a bill signed in June by Governor M. Jodi Rell, which is aimed at improving the state's transportation network over the next 10 years. The study is really a "cost-benefit analysis" of proposed improvements to the Danbury Branch, said Mr. Frey. He added that "reliability and speed" are the biggest concerns facing any improvement plan. If this takes place, the project would be completed before the end of this decade. Danbury had been electrified until August, 1955, when the wires were removed due to a hurricane and flooding.

The study came up with five improvements that will be examined.

- Electrifying all or a southern section of the branch
- Improving parking and access to stations
- Revising track alignment for increased speed
- Adding passing sidings to the single-track line
- Extending the Danbury Branch to New Milford using diesel locomotives

In addition to the electrification study, \$45 million has been included in the Governor's 2006 budget recommendation for improvements to all three Metro-North branch lines in Connecticut. For further details, you can visit the study's web site: danburybranchstudy.com. Thanks to member Bill Zucker for sending this report.

MTA Long Island Rail Road

When the Long Island Rail Road issued its timetables for the period July 24-September 17, there was also one for the Shea Stadium service; however, the end date for that one is September 25, which is the last

(Continued on page 6)

Commuter and Transit Notes

(Continued from page 5)

home game of the regular season. Also reissued was **The Hamptons and Montauk**, on glossy paper. Its end date is September 4.

The Montauk Branch and City and Terminal Zone timetables were both reissued, with "Reprinted 7/06" on the cover.

As LIRR promised, the Orient Point Service brochure that was described in the August **Bulletin** was reissued for the period July 1-September 10.

On August 2, while I was enroute to NJ Transit's portion of NY Penn, I glanced at the timetable rack in front of the ticket office and found copies of the U.S. Open timetable that would be in effect between August 28 and September 10. A note on the cover informs riders that it includes service for Arthur Ashe's Kids' Day on Saturday August 26 and for the following day, the rain date, should that be necessary.

Also on August 2, over one month early, the Fall Meet Timetable for Belmont Park (September 8-October 22) was available.

On August 9, Long Island Rail Road President James Dermody announced that he will be retiring as of September 1. Mr. Dermody began his career with the Long Island as a ticket clerk in 1948, and worked his way through the ranks. He has served as its President (the 37th) since March, 2003. His successor was not immediately named. **Newsday** quoted MTA Executive Director Katherine Lapp, who said, "no one knows the Long Island Rail Road better than he does, and his encyclopedic knowledge of every mile of every track will be missed."

The Babylon Branch was shut down for several hours during the evening of August 14, due to a power failure. According to **The New York Times**, a tarpaulin fell from a water tower in Freeport that was being painted and struck some high-tension power lines. The loosening of the tarp was attributed to a large brush fire in the area.

NJ Transit

What was probably supposed to be a secret is a secret no longer. In early June, I overheard two NJ Transit crewmembers talking about the test run of the new multi-level car, and that it had struck a number of signals as it was entering Penn Station. About a week later, one of our members sent me a news report confirming the story. At the July Division meeting, member Howard Mann gave me a copy of this story from the next day's **New York Times**. When I saw the paper the following morning, it also included a file photo of the car taken when it was on display in Newark last September 14.

Amtrak spokesman Clifford Black confirmed the story to the **Times** and said that the incident occurred on June 8, as the train was entering Track 5 at Penn Station. The train was operating at low speed and there

were no injuries. In answer to the question, is the car too large, Helene V. Gagnon, a senior director of communications for the manufacturer, Bombardier, said, "the bottom line is that Bombardier's new rail cars were within the clearance envelope allowed by Amtrak." She also stated that Amtrak had notified her that "an estimated 25 signals had recently been installed by a new company, and that the new signals hang lower from the ceilings than those they replaced." Clifford Black responded that Amtrak "did not know for sure if the signals were installed incorrectly, but they certainly did not conform to the profile." NJ Transit spokesman Dan Stessel said the train suffered only "minor cosmetic damages."

At about 4:45 PM on Tuesday, July 25, as I approached the Seventh Avenue entrance to NY Penn Station, it seemed odd that there were more people exiting the station than entering it. My suspicions were correct; there were no NJ Transit or Amtrak trains operating. The departure board showed all trains within about 30 minutes as "DELAYED." A customer service agent told me that the Portal Draw (between Newark and Secaucus) had failed to close properly. I joined a long march of commuters to PATH's 33rd Street station. Unlike my previous trips via this routing, this time there was a huge mob attempting to pass through the handicapped gate, the only one that was being used. Eventually I reached the platform and boarded a train to Hoboken, and made the train after the one I normally ride.

As the train departed from Hoboken, I was looking to see how many of the "Sliders" were still there, and it appeared that the number was sufficiently small that they all fit on one track. However, on the adjacent tracks there were a number of GP40-FH2s, in the 4100- and 4200-series. My initial thoughts were that they were being retired due to the arrival of PL-42s, but I later learned that they will all be retained. Incidentally, I have been tracking the PL-42s, and the majority are in service. As of this writing, mid-August, I had not seen 6 of the 33.

Another trip on PATH: On August 15, I was seated aboard Train #6253, awaiting its 3:50 PM departure from NY Penn, when the conductor announced that due to police activity all westbound service out of the station was being held. We were told to "make other arrangements" and to see the customer service office on the upper level, because "they are the people who are paid to handle complaints!" Unlike my last adventure via PATH, this time, because it was still before the rush hour, I was able to enter the station without any delay. It turns out that a "substance" was found on the tracks near Secaucus Junction. After an investigation it was determined to be hydraulic fluid which leaked from a barrel that fell off of a work train. Service was resumed at 4:36 PM, and at 6 PM NJ Transit was still reporting about half-hour delays.

(Continued on page 7)

Commuter and Transit Notes

(Continued from page 6)

With the July 17 opening of the extension of the New York City Subway, now called Newark Light Rail, I checked NJ Transit's website to see what rail system expansion projects were active. I found that among the "missing" are the Newark-Elizabeth Rail Link, Union County Light Rail, and reactivation of the New York Susquehanna & Western, New York Central West Shore, and ErieNorthern Branch. What I did find were:

- T.H.E. Tunnel (ARC)
- Monmouth-Ocean-Middlesex (M-O-M) Line
- West Trenton Line
- Lackawanna Cut-off
- Meadowlands Station

At the August Board meeting, the Directors awarded an \$82.5 million contract to begin the preliminary engineering for the T.H.E. Tunnel project. Work to be done includes the determination of tunneling techniques, construction staging, property acquisition needs, utility relocation requirements, and other logistical considerations. This phase should take about 18 months. Building any construction project has many phases, and approvals are required from a whole host of governmental agencies. NJ Transit's current plans call for "having shovels in the ground" by 2009. This is a quick summary of what usually takes place.

- DEIS – Draft Environmental Impact Analysis
- FEIS – Final Environmental Impact Analysis
- PE – Preliminary Engineering (30%/50% Submittals)
- FE – Final Engineering (70%/100% Submittals)
- Construction starts

Other Board actions were the approval of a \$1.5 billion operating budget and a \$1.3 billion Capital Program for FY 2007, and the good news for riders is that fares will not be increased. There is an allocation for the replacement of the Arrow IIIs, but unfortunately it is not known whether the replacements will be EMUs or more push-pull cars with electric engines. I have several people seeking this information and will report it as soon as I get the answer.

Three new timetables were issued effective August 13, and the story for all of them is cutbacks of service. What I found strange about the Service Advisories is that the text does not come out and say up front that the trains have been eliminated, but rather that Train #XXX will add stops formerly served by Train #YYY. On the Morris & Essex Line, Train #300 (6:09 AM Summit/Hoboken) has been discontinued – its stops are being covered by Train #606, which now departs from Dover four minutes earlier, at 5:26 AM. Two evening Hoboken/Summit trains #339 and #669, 6:09 PM and 8:15 PM, have also been discontinued. Their stops are being covered by Train #653 (6:01 PM Hoboken/Dover) and Train

#1011 (7:51 PM Hoboken/Lake Hopatcong) with a connection at Newark Broad Street to Train #6667 (8:02 PM NY Penn/Dover) or Train #673 (8:58 PM Hoboken/Dover). Montclair-Boonton Train #280 (11:11 PM Montclair State University/Hoboken), which was the last inbound train of the day, no longer operates. Train #6278, which departs at 10:13 PM for NY Penn, now has that distinction. Also gone are three Hoboken/MSU trains: #247 (3:29 PM), #281 (6:32 PM), and #295 (9:45 PM). Stops have been added to Trains #1003, #1055 and #1061.

Weekends, train service operates every two hours to Hoboken. The hourly service to NY Penn was unchanged. Gladstone passengers still have hourly service, but every other train turns at Summit. Passengers who board at the Mountain and Highland Avenue stations have a train every two hours instead of hourly, as was the case with the previous schedules.

The August 13 Morris & Essex timetable was reissued with a "Revised August 2006" date. The reason for this requires some knowledge of Excel, Lotus, or a similar program. It seems that one "cell" was removed from the "Departing From" line of the eastbound schedule, and the entire line moved left. "MD" denotes a *Midtown Direct* train.

Main Line Train #1102, which began its run in Suffern, and stopped at Ramsey/Route 17, Clifton, Secaucus, and Hoboken, has also been discontinued. According to **The Rockland Journal News**, only 90 people rode this train. Port Jervis Line Train #44 and Train #54 have added the Ramsey/Route 17 stop to their runs, as have #1100 and #1202. The biggest losers in terms of inconvenience are the passengers who boarded at Clifton. They now must travel on trains that arrive at that station, either 38 minutes earlier or 38 minutes later. The new joint agreement between Metro-North and NJ Transit allows for the stopping of two additional trains at Ramsey/Route 17. There were some other minor changes.

Train service was replaced by buses during middays on the single-track Gladstone Branch beginning on July 17 and continuing through mid-August. The work was done between Stirling and Gladstone.

The week of July 31 was one of the hottest in recent memory, with Wednesday and Thursday (August 2 and 3) being the worst. Commuters entering NY Penn were pleasantly surprised and greeted by teams of NJ Transit employees who were deployed to hand out small bottles of ice-cold water. What a nice gesture. 😊

After security officials in the United Kingdom announced that they had thwarted the dastardly plans of terrorists to bring down a number of United States-bound airliners, the alert level in our country was raised. NJ Transit issued a security reminder, on (what else?) yellow stock, that the alert level had been raised to "yellow." It details the actions that passengers should

(Continued on page 8)

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

take to be aware, and the telephone number to call, 1-888-TIPS-NJT, if they see anything suspicious.

It was ten years ago, on September 8, 1996, that weekend *Midtown Direct* service began. Three months ago, June 10, marked the tenth anniversary of weekday *Midtown Direct* service.

A crash involving HBLRT LRV 2048 and NJ Transit MCI 7930 took place at about 6:45 PM, nearly at the end of the evening rush hour on August 11. The accident took place at 19th Street and Harbor Boulevard. Eyewitnesses reported that upon impact, a woman was thrown from the bus. She and the train and bus operators were the most seriously injured. Twelve others were taken to nearby hospitals. Investigators had not determined the cause of the crash, but witnesses reported that the bus had gone through a red traffic light. Service was suspended until 7:30 AM the following morning. Several days later, NJ Transit announced that the (part-time) bus operator had been suspended without pay after he was cited by NJ Transit Police with failing to obey a traffic signal and making an illegal turn.

The River Line got a new timetable, its sixth, on May 29, but the first time that I saw it was in mid-July. When I checked the line's website for details (www.riverline.com), I found that there was a press release reporting that through Labor Day, customers had a guaranteed bus connection between the 36th Street station (Camden) and the Pennsauken/Route 73 Park & Ride. In August, this was extended to September 30. This free service provides additional parking options for customers returning from Camden between 10 PM and midnight, when River LINE trains operate only as far as the 36th Street station. The service was designed for Camden Waterfront concertgoers, baseball fans, and second-shift workers. When I handed out a few copies at the July Division meeting, member Gregory Campolo mentioned that his copies were printed in black, while mine were blue. A few days later, I stopped at the customer service Office in NY Penn, and it had black schedules. A quick check found no differences.

Port Authority of New York & New Jersey

The Port Authority's Board of Directors approved \$2 billion in funding that will go towards the estimated \$6 billion cost (\$7.2 billion adjusted for inflation) of NJ Transit's T.H.E. Tunnel project. NJ Transit will have \$1 billion this year, and another \$1 billion included in the PA's 10-year capital plan. Construction is not set to get underway until 2009, with completion in 2016. At about the same time it was announced that federal approval was imminent, and with that, additional funding, although the amount was unspecified. Over the years, the feds have kicked in \$22 million for planning of this project.

Museums

Member Frank Pfuhler forwarded a report that the Electric City Trolley in Scranton, Pennsylvania extended its line to the Lackawanna County Stadium at Montage Mountain. The first run took place on July 14. The Red Barons are a minor league affiliate of the Philadelphia Phillies. Further details may be found in the November, 2005 *Bulletin*.

Other Transit Systems**Boston, Massachusetts**

There was a partial ceiling collapse in the Ted Williams Tunnel (I-90 Connector), which is part of the infamous "Big Dig" construction on July 9 that took the life of a 38-year old woman. Her husband was injured. In the aftermath, Massachusetts Governor Mitt Romney took over responsibility for the tunnel and had it closed until further notice. An unintended consequence of this closure is that ridership on the MBTA commuter ferries and bus lines increased and so did service. Extra service was also added to Blue & Orange Lines, which equated to rush hour service levels between 6 AM and 6 PM. On August 8, a ramp leading to Logan Airport was opened allowing traffic into the entire Ted Williams Tunnel.

On the commuter rail side, *The Boston Globe* reported that MBCR management, in the wake of new speed restrictions and equipment breakdowns, was struggling to add additional coaches to meet demand, and the extremely high temperatures did not help matters either. The "T"'s contract with MBCR requires 333 coaches to operate out of North and South Stations during peak hours, but its officials acknowledged that they were short about 20 on July 18. On one day in July, 24 of 80 locomotives were in the shop for service or maintenance, above the maximum of 20 that the contract allows. Daily ridership is approximately 77,000.

Adding to commuters' woes, the on-time performance for commuter rail dropped from 91.8 percent in May to 89.4 percent in June, for the first time below the 90 percent required in the contract since November 2005. As of mid-July, 84 per cent of trains have been on time out of North Station, and 88 percent on time out of South Station.

As of mid-July, 30 of MBTA's 68 stations had been converted to AFC. Recent additions were Kendall and State, New England Medical Center, and Green Street on the Orange Line.

MBTA has been awarded a \$3 million grant from the Department of Homeland Security to install additional cameras in its security system. There are presently about 300 in place, and by next April, every subway station will be so equipped. *The Boston Globe* reported that a camera captured the image of a passenger falling onto subway tracks last year in time for a Dispatcher to radio the Conductor to stop the train. The cameras have also caught vandalism on tape and have

(Continued on page 9)

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

been used to settle disputes between subway staff and customers. Yes, we in New York all know that the Conductor is not the one to stop the train, but, it is in extremely rare cases that transit reporting by the media is accurate. However, when I asked member Todd Glickman why it was written that way, he replied "**The Globe** often refers to the Operator as the 'Conductor.' In Boston-ese, what you and I would call a Conductor is the 'Guard.' Only the Red and Orange Lines have Guards; the Blue Line is OPTO and the Green Line has one Operator per car, regardless of the length of the train. In Boston the only mode of transportation that has Conductors is the commuter rail. Having grown up in NYC and lived in Boston for 30+ years, I've become bilingual."

There is some good news for Red Line riders between JFK/UMass and North Quincy, because for the first time in 15 years, trains are running at 50 mph. Track problems had slowed down trains to 25 miles per hour prior to December, when the speed was boosted to 40. The boost means a 30-second savings between the two stations. Thanks to Todd for these reports.

Warwick, Rhode Island

A ceremonial groundbreaking was held on July 17, to mark the start of construction of the T.F. Green Airport station. The \$222.5 million facility, scheduled to open in 2009, will mean travelers from Boston and Providence will be able to ride MBTA trains directly to this airport. Ticket counters are approximately 1,500 feet from the station. Thanks again to Todd for this report.

Buffalo, New York

Ansaldobreda was awarded a \$32.8 million contract by the Niagara Frontier Transportation Authority to overhaul its 27 LRVs. These cars were constructed by the Tokyu Car Company in 1983-84. Work is scheduled to begin on the first four cars this fall, continuing through 2010.

Philadelphia, Pennsylvania

A brochure for the August, 2006 "L" shutdown was produced. An explanation on its cover states that this is the second extended "L" shutdown and was scheduled to last for 16 days beginning at 8 PM, Friday, August 11 and continuing through 5 AM Monday, August 28. During this time there was no "L" service at 69th Street., Millbourne, 63rd Street, 56th Street, or 52nd Street. 46th Street was the last "L" stop, and shuttle buses ran to 69th Street. Additionally, 60th Street will be closed through 2006.

New Regional Rail timetables were issued as of August 6 for the R2/Warminster, both R5s (Thorndale and Doylestown), R6/Norristown, and R8/Fox Chase. Banners across the cover announce the restoration of mid-day service between Lansdale and Doylestown and a new ticket office and waiting room at Conshohocken

(R6). They replaced editions that were variously issued between December 11, 2005 and February 6, 2006. Thanks to member David W. Safford for sending copies.

David also sent a report about the R6/Cynwyd Line and copies of the temporary schedules. Work had begun on July 5 and required that the times of several trains be adjusted by several minutes. On July 10, shuttle buses pinch-hit for the trains "The Cynwyd Line is back in service, as of August 6, and actually running on the new Keystone track once it reaches 53rd Street. All running through Zoo is now very slow due to the necessity of picking our way across and on the new track. In compensation we are receiving some rather spectacular running once we clear Overbrook. A train broke down west of 30th Street two nights ago, which tied things up as the other outbound track is now under replacement. I reached Paoli 50 minutes late. We were run west on the new express track. No one will ever confuse a commuter MU with a Pullman, but the new track did make a difference, especially at that speed! I have been given to understand that SEPTA has budgeted to start reconstructing local tracks 1 and 4 next year."

Pittsburgh, Pennsylvania

Member George Chiasson, on one of his rail adventures, stopped in Pittsburgh, and sent an interesting report on PAT, of which I have excerpted just a small portion. He had previously visited this city a number of times since his first, in 1986. Yes, he acknowledged that he was just a shade too late to see PAT's legendary, multicolored PCC fleet parade through the downtown streets of the Steel City. "At mid-2006, the rebuilt Overbrook Line has been running now for just over two years, and while still rather weak from a local ridership point of view, it has regained popularity as a through route from the outer points of the system (South Hills Village and Library) owing to its significantly faster travel time to Downtown Pittsburgh. To provide the necessary equipment both for the rebuilding of Overbrook and to expand the use of 2-car trains, PAT ordered 28 new LRVs from Spanish builder CAF several years ago, and has contracted out the upgrading and reconfiguration of its existing 55-car fleet to make all rolling stock universally compatible. When I last visited in October, 2004, several of the new cars were in operation, but as yet none of the rebuilt Duwags were on hand. This time, all new cars were reportedly in use, along with about half of the rebuilt LRVs, which have been renumbered in kind from 4100s to 4200s as they are completed. Somewhat in a vein similar to Boston, the un-rebuilt 4100s must remain in separate trains and appeared only during rush hours, while the 4200-series rebuilds and the 4300-series CAF-built cars are commonly mixed together in trains."

Washington, D.C. area

Virginia Railway Express announced on August 2, that it had exercised the option with Sumitomo to purchase

(Continued on page 10)

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

50 additional bi-level railcars, delivery of which will take place over the course of a year beginning in December of 2007. This news was reported in the June, 2006 **Bulletin**. The new cars are based on the design of the cab cars that were already ordered and will enter service in the first quarter of 2007. Each of the bi-level cars will be equipped with more spacious 2-2 seating in the lower level. Here is now the order breaks down:

- 20 coaches (without restrooms), 144 seats
- 20 coaches (with ADA accessible restrooms), 132 seats
- 10 cabs (with ADA accessible restrooms), 123 seats

Charlotte, North Carolina

Frank Pfuhler sent a report that Charlotte's 85 has been sent to Gomaco in Ida Grove, Iowa for new controllers, additional wiring, an inverter, and a crank-style emergency brake system. For those who are interested in the technical details, one of the email recipients replied to "all" and wrote that the car originally had Brill 39E maxi-traction trucks, according to in-service pictures. The Aussie trucks (non-maxi-traction) on the car now necessitated a slight "adjustment" of the platform knees for swiveling purposes.

Frank also reported that Gomaco has an order for one car shell similar to the Tampa/Little Rock/Charlotte design to be installed at a subway entrance at the University of Pennsylvania in Philadelphia; he has no idea what that is all about, but the shell is about half completed.

Orlando, Florida

Florida Governor Jeb Bush came to LYNX Central Station aboard a Colorado Rail Car train that was composed of 703 (power car) and 7001 (trailer) to announce an agreement that will start a commuter rail line in central Florida by the year 2009. The \$491 million agreement will be a partnership involving the state and CSX, owner of the tracks along the proposed route. CSX will receive \$150 million for use of the tracks and more than \$300 million from a pool of federal, state, and local money to improve infrastructure and expand capacity on its tracks throughout the state of Florida. In return, central Florida will receive access to 61 miles of CSX tracks. The proposed route will run from Deland at its northernmost point, through downtown Orlando and on to Poinciana, south of Kissimmee at the southern end. "This is a win, win, win for citizens of central Florida, for businesses of central Florida, and the people who serve both of them," Bush said. "Commuter rail will ease congestion and improve the quality of life for people both on and off the road." Thanks to members Bob Kingman, Andrew Grahl, and Dennis Zaccardi for this report.

South Florida

In June, Governor Jeb Bush vetoed legislation that would have doubled the \$2 per day fee that rental cars drivers pay, funds that would have raised about \$45 million per year. In south Florida these monies would have been allocated to South Florida RTA (Tri-Rail) for new commuter rail service in the south Florida counties of Dade, Broward, and Palm Beach. Without these funds, the proposed 16-mile Tri-Rail extension to Jupiter and additional east-west bus routes are without funding. SFRTA has repeatedly requested a dedicated source of funding. In his veto message, Bush said that this fee "amounted to taxation without representation for tourists who would end up paying." In response, SFRTA said it was "perplexed by the Governor's stand because tourists don't have a say on any tax." Central Florida lawmakers had planned to use their new revenues to build more roads. Thanks to member Karl Groh for sending this report from **The Palm Beach Post**.

No doubt you have heard the expression that begins with the words "The best laid plans...." Here is a story from Florida that gives new meaning to this proverb. When Tri-Rail ordered its DMUs, the idea was that the motor DMU would be the power for a consist that included a bi-level car. After several weeks of testing, it has been determined that the DMU motor car will not pull two trailers, and so the transit agency cannot use one of its cab cars with the DMU motor trailer and still keep on schedule. When the DMUs finally do go into revenue service it will be with a locomotive on the north end and the DMUs (1 motor, 1 trailer) headed south. Another problem that has arisen is that the DMUs' wheelchair lift is too slow and cumbersome. It does not mate with Tri-Rail's mini-high-level platform, which is located at the northernmost door. So the trailer car with its low floor will be the northernmost car, and a plank will have to be specially made for the wheelchairs because the regular ones are designed for use with the Bombardiers.

With the award of a \$1.1 million grant from the Department of Homeland Security, Tri-Rail has installed closed-circuit cameras in one trainset. Tri-Rail officials were quick to point out that the railroad had not experienced any specific terrorism threat.

For the month of June, Tri-Rail weekday ridership was up 36%, and monthly ridership was up 31.5%, over the same period last year. Several reasons have been cited for these increases, including escalating gas prices and a comprehensive marketing campaign that was launched in May after the completion of the Double Track Corridor (Segment 5) Improvement Program. Two other events that helped to contribute were "Dump the Pump" Day, the national effort to get people out of their cars and onto public transportation on June 8, as well as the Miami Heat victory parade on June 23.

CSX and the State of Florida have an agreement in

(Continued on page 11)

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

principle to turn over dispatching control of the section of trackage over which Tri-Rail trains operate. However, this would not occur until construction of the New River Bridge has been completed. That is expected to occur some time next year. Tri-Rail officials see this step as key to being able to improve the on-time performance of its trains. The double-tracking project was completed earlier this year, and a new schedule went into effect on March 27, and this has helped with the OTP. In June, the OTP was 81%, a vast improvement over the previous June's 33%. Thanks to Joe Gagne for these reports from **The South Florida Sun-Sentinel**.

St. Louis, Missouri

Either several years late, or several months early, according to the most recent published information, Metro opened its Cross County/Shrewsbury extension on August 28. This line runs between the Forest Park-DeBaliviere station and Shrewsbury-Lansdowne-I-44. There are nine new stations serving Washington University as well as the communities of University City, Clayton, Richmond Heights, Brentwood, Maplewood, and Shrewsbury. Metro also extended its hours, with later night and earlier morning service.

Minneapolis, Minnesota

Railway Age reported that *Northstar*, the state's first commuter rail project, has recently achieved several milestones. First, the Minnesota Legislature approved \$60 million in bonding authority, which was followed by Governor Tim Pawlenty signing a bill that permits the state to apply for federal matching funds. The Big Lake/Minneapolis project is estimated to cost \$307.3 million. Local governments along the 40-mile, six-station line are expected to cover 17% of the costs. Finally, the Northstar Corridor Development Authority has reached an agreement with the State of Minnesota and BNSF Railway, over whose tracks the service will operate. It is hoped that service will begin in 2009.

Dallas, Texas

Residents of the Oak Cliff section of Dallas are dreaming for the day streetcars will return. **The Dallas Morning News** reported that during some recent road construction, streetcar tracks were uncovered. A group known as the Oak Cliff Transit Authority (www.oakcliffcta.org) has been formed to promote this idea. The group noted that Bishop Arts District, in the Oak Cliff section, has been developed and includes restaurants and shops, the city's Ice House Cultural Center, and the historic Texas Theater, which is undergoing renovation into a performance venue. A 5.6-mile line is envisioned. Prior to the start-up of DART on June 14, 1996, trolley service was operated by the Dallas Railway & Terminal Company until January 15, 1956, when the Junius Heights, Sunset, Hampton, and 2nd Street Lines were abandoned. I was surprised that there was

no mention of the McKinney Avenue Transit Authority, which is also in Dallas and started under similar circumstances. Its line is now designated as Line M, and operates fare-free. Thanks to Karl Groh for sending this report.

Seattle, Washington

Sound Transit and BNSF plan to add two additional Sounder trains between Seattle and Tacoma next September. In addition to another peak direction train, Sound Transit will add, for the first time, "reverse commute," with a morning trip from Seattle's King Street station and an afternoon return trip from the Tacoma Dome station.

San Francisco, California

No doubt you are familiar with the letter designations of SF Muni's trolley lines: F, J, K, L, M, and N. There is a new one – T/Third Street, although it will not be operating until next year. Muni's plan calls for weekend-only service to begin on January 13, with the full time service and the official opening next April 7. **The San Francisco Chronicle** reported that the project is running a year late and \$120 million over budget, but cars are operating in test service. The total cost for the project is now \$667 million. Thanks to member John Pappas for the report.

A pair of Phils, members Phil Craig and Phil Hom, forwarded this report. The first of the 11 former NJ Transit PCCs (other than 1080, which came in May, 2005) arrived at Muni on July 31. 1070 (ex-NJ Transit 14, née Twin City Rapid Transit 333) is in Public Service Coordinated Transport dark gray, with white and red trucks and a headlight dash emblem. At the same time, 1080 (Los Angeles Transit Lines, ex-NJ Transit 9, née TCRT 328) was transported back to Brookville for interior work and other Mod-2 contract changes performed on the rest of the fleet, which delayed their arrival at Muni for over a year. Andrew Grahl showed a number of slides at the July Division meeting that he took at Brookville's plant while they were awaiting final work.

Readers of this column know that I like to include first-person comments of our members who were responsible for making the decisions, etc. regarding transit service, or "were there" when an event took place. Phil Craig wrote the following about 1070. "Interestingly, 1070 was Newark 14, and was the last one to arrive at Brookville, and is the first one to come west. Newark 14 also was the last PCC car to carry passengers in revenue service on the night of August 24, 2001, when the Newark City Subway was shut down for the weekend for a 'big bang' conversion to LRV operation. It trailed Newark 6, painted in PSCT colors but (ugh!) equipped with Bochum wheels that destroyed the PCC car ride feel, which was the VIP car; Newark 14 was there for the ordinary folk. Both cars were run outbound to Franklin Avenue (now Branch Brook Park) and returned inbound in revenue service.

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

"After the festivities were over and both cars returned to Pennsylvania Station, NJT officials arranged for me to ride 14 back to Heller Parkway, where I had my rented car parked; I took video films of this last run over the motorman's shoulder and through the front windshield of 14. While I would have been happy to ride 14 all the way to Grove Street, the motorman put me off at Heller Parkway, since that was as far as the official had asked him to take me. And since I had cancelled a ticket before boarding, technically I was the last paying passenger to ride a PCC car on the Newark City Subway.

"Newark 14 was built in 1946 by the St. Louis Car Company for the Twin City Rapid Transit Company of Minneapolis and St. Paul, Minnesota and was delivered sometime between December, 1946 and January, 1947; its original TCRT number was 333. Car 14 was purchased by Public Service Coordinated Transport from TCRT in 1953 as part of a group of 30 PCC cars acquired for use on the Newark City Subway after PSCT failed to persuade the City of Newark to convert the last trolley line in New Jersey to a busway using dual-mode diesel/electric buses. It entered revenue service in Newark on January 4, 1954 and ran there for over 47 years, racking more than 54 years in passenger-carrying service for its several owners (TCRT, PSCT, Transport of New Jersey, and NJ Transit) - not bad for a streetcar originally designed for a 20-year service life."

San Diego, California

On July 26, San Diego Trolley celebrated the 25th anniversary of its opening. At the time there was just the line to San Ysidro, but over the years it has truly become an integral part of the transportation system with three lines. This event was truly a renaissance for light rail in the United States at the time, and since that date, new LRT lines have opened in cities that are fortunately too many to list here, and more are planned. However, during the midst of major streetcar abandonments, credit must also go Boston's MTA, which, on July 4, 1959, opened the Riverside Line on the New Haven Railroad's former Highland Branch.

Toronto, Ontario, Canada

Mass Transit magazine reported that Siemens Transportation Systems has been awarded a contract to supply dynamic propulsion controls and microprocessors to replace the Toronto Transportation Commission's present d.c. chopper-control traction motors. This will extend the life of 100 of the cars.

Member Bob Arce wrote that after attending the ERA Convention in Edmonton/Calgary, he flew to Toronto, and returned home via Amtrak's *Maple Leaf*, which arrived 10 minutes early at NY Penn Station. He wrote that any time he has passed through Penn Station this train was usually running late. Bob sent some interesting observations.

"The entire St. Clair Line is being serviced by buses... many buses. (Editor's Note - this was once a trolley line which was converted to trolleybus in 1976.) The street is being widened between the St. Clair/Yonge and St. Clair West/Spadina stations. Much rail is being stored in the middle of St. Clair Avenue east and west of these stations. The overhead was still in place west of the St. Clair/Spadina station.

"The recycle garbage bins in the subway are now on the mezzanine level of the stations, which has resulted in lots of newspapers being left on the trains and at track level. These papers blow around with the movement of the arriving and departing trains. Maybe they keep the bins away from track level for security reasons. Otherwise the subway is very clean as usual.

"The Sheppard Subway is running four-car trains, and the stations are not much longer than the trains. However, when I took a closer look at the Don Mills and Sheppard/Yonge Stations, I saw that they were constructed so that it would be an easy job to lengthen the platforms, and presume that the other three stations are similarly constructed. It seems to me that they should have been built for the usual six-car trains even if they don't run six-car trains at this time. Needless to say, the subway can be extended in either direction without disturbing the present set-up.

"Queen Street at rush hour is a sea of humanity, autos, and streetcars as far as the eye can see. The Queen streetcars are P.O.P. (proof of payment) - all doors open for loading. I did not see any fare inspectors."

Prague, Czech Republic

My sister-in-law visited Prague and several other European cities during July. She took a photo of the sign that was placed next to the Petrín Park funicular announcing that it would be closed from June 5 until September 1, 2006 due to reconstruction of retaining walls and bridges. Before I could ask, she told me that the other tourists also wondered why this work had to take place during the busy tourist season. My wife and I were fortunate because it was running when we were there in May (July **Bulletin**).

Japan

One of my co-workers, a PATH rider, told me that one morning he felt like sitting during his ride to work, so he passed up the first train to wait for the next one. As the passengers boarded, he noticed that the woman who was standing directly in front of him appeared to be pregnant, but he really wasn't quite sure. Nonetheless, he gave her his seat, which she happily accepted. This should not happen in Japan because Tokyo's rail companies are now providing pregnant women with pink and blue badges which say "There is a baby in my belly." **The New York Times** reported that this initiative comes as Japan scrambles for way of persuading women to have more children. Due to a declining birth-

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

rate and an aging population, the country has the world's highest proportion of elderly people.

Israel

Member David Klepper sent a report about rail service in Israel as it has been impacted by the war in Lebanon with Hezbollah. Trains from Haifa go only to the Nof HaCarmel station, the southernmost of the three Haifa stations, during the emergency. On July 31, he traveled from Ramla (in-between Jerusalem and Tel Aviv) to Haifa (in the northern part of Israel). The round-trip necessitated four train changes.

He reported that the southern end of the system was running with capacity-filled trains, and they were generally on or close to schedule. Some damage was noted near Atlit (a small town just south of Haifa). He arrived 20 minutes late in Haifa, but did not see any damaged buildings in the city. While in Haifa, he traveled to the Technion, one of the foremost science universities in the world. Since there was only the most basic bus service, the trip took substantially longer than it normally would.

While he was not able to find out about all of the Israel Railways operations, we do know generally that service north of Haifa (near Lebanon) and Rehovot to Ashkelon/Ashdod (south and east near the Gaza Strip) was suspended. Service on the main corridor from Haifa to Tel Aviv and south to Beersheva/Dimona appeared to be

running on a normal schedule.

During his trip he observed that there are now four tracks through from Tel Aviv University south to Tel Aviv Merkaz. This is the area where all of the branches make stops. (*Editor's note: Rail in Israel was on a substantial decline during my first trip in 1976, and most of the services listed herein did not even exist at the time.*) Further, David observed that the equipment in service consisted of nothing but the newest push-pull and DMU equipment. The experience was complete with a light (kosher) food service. Rail ridership is reported on the Israel Railways website as 1.8 million passengers per month at the 36 stations that are normally served.

From the History Files

100 Years Ago: On September 30, 1906, with one track in operation, the first electrically powered train ran between High Bridge and Grand Central Station, not Grand Central Terminal, which was still being built (it opened in February, 1913). Motive power for the "Special" was "S" Motor 3406. Regular MU service began in December.

30 Years Ago: On September 15, 1976, 3072 became the first rebuilt PCC to operate on the Arborway Line. While that car is no longer on the roster, MBTA does have 8 PCCs, which provide all of the service on the Mattapan-Ashmont Line. **Headlights News Journal** (October, 1976) reported that it was the pilot of what was to be a 100-car program.

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

MYSTERY PHOTOGRAPH: MYSTERY SOLVED

In the August, 2006 **Bulletin**, we published a mystery photograph of snow plow 5191 and asked our readers to identify the owner.

We received an email from John C. Strole, who explains that Hamm, on page 392 of **Trolley Lines of Public Service** (revised edition), lists cars 5100 through 5196 (which would include 5191) as trolley sweepers,

all of which were scrapped by 1949. Sweeper 5176 is shown on page 374 and looks very much like 5191.

Member Joseph F. Eid, Jr. informs us the picture of plow 5191 is Public Service Railway/CT. The photo was taken at the Newark Shops. The fence and power lines are the clue.

Tech Talk

(Continued from page 4)

- port station work at Rosedale and Broadway
- Single-track operation weekday middays between Amott Interlocking (east of Syosset) and Huntington for mechanized tie renewals
- Single-track operation weekday middays between Hicksville and Farmingdale for third rail protection board renewals
- Single-track operation weekday middays and weekend overnights between Harold and Shea

Interlockings for construction of the new Wood Interlocking between Woodside and Winfield Junction

- Single-track operation weekends between Nassau 1 (east of New Hyde Park) and Nassau 3 (west of Carle Place) Interlockings for Roslyn Road grade crossing elimination work

In addition, there will be two 24-hour weekend outages on both main tracks between Hicksville and Huntington for grade crossing renewal. These will occur on September 9 and 17.

Jeff may be contacted via email at jbe456@optonline.net.

Around New York's Transit System

R-160 Shells Unloaded at Albany

News Editor Randy Glucksman sent us a copy of an Albany newspaper article describing the delivery of the R-160 shells.

The \$1.1 billion base order is shared by Kawasaki, which will build 260 cars, and Alstom, which will construct 400 cars.

On July 14, 2006, three shells, which arrived on a ship from Brazil, were unloaded at Albany. These shells are usually unloaded at Baltimore, but they were diverted to Albany, the destination of the turbine blades on the ship. At Albany, the shells were loaded onto flatbed trucks for a trip to Hornell, which takes several hours. This plant, which employs 1,100 people, is located in Steuben County. It takes about two weeks to finish a subway car, after which it is trucked to Brooklyn for testing before entering revenue service.

Passengers Can Ride Past City Hall Station Again

The City Hall IRT station is the most ornate station on the transit system. The designers were able to obtain artistic effects by specifying timbrel vaults, which were constructed of terra-cotta tiles bonded with a string mortar and added in successive layers to form a thin structural vault of great strength. White matte-finish tiles, emphasized near the edges with green and brown tiles,

were installed. Three of the vaults had leaded glass skylights, which opened upwards to vault lights in City Hall Park.

Trains have been operating light around the City Hall Loop for several years. A bulletin dated August 3, 2006 informs us that passengers are allowed to ride around the loop. If they are lucky, they can get a fleeting glimpse of this unusual station.

No Fare Increase for a Year

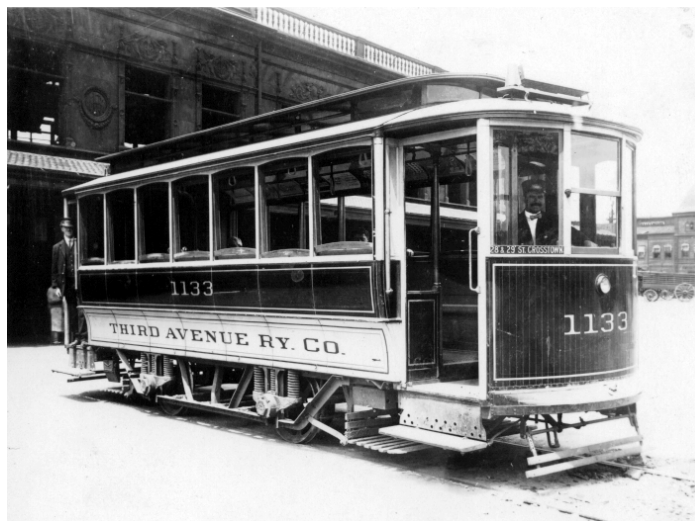
The newspapers reported that subway and bus fares will remain the same until September, 2007. Before raising fares, MTA will ask the Governor and the Legislature for more financial assistance.

Fares will not be increased because of higher-than-expected tax revenues. There was a surplus due to the economy, especially the real estate market, performing better than anticipated.

MTA forecasts a \$711 million surplus at the end of this year. But it will dwindle to \$36 million by the end of next year because of increased debt payments, rising fuel costs, and other increased expenditures. MTA predicts that there will be a deficit of nearly \$1 billion in 2008. To reduce this deficit, non-rush hour service may be curtailed and OPTO (One-Person Train Operation) may be expanded.

Pelham Park & City Island Railway Company

(Continued from page 3)



Car 1133 is seen here displaying a 28th & 29th Street Crosstown route sign.

Bernard Linder collection

CORRECTION

Member Ron Weinfeld reminded us that we omitted the following item from our Rockaway Line service history in the July, 2006 *Bulletin*.

Effective December 12, 1988,  trains ran alternating to Euclid Avenue and Rockaway Park during midday

weekdays. Starting October 26, 1992, weekday midday  trains were turned at Euclid Avenue and shuttles provided service between Broad Channel and Rockaway Park.