

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## The Bulletin

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## BRIGHTON LINE STATION REHABILITATION

The current edition of *Eye on the Future* on MTA's website lists proposed contracts for rehabilitating several Brighton Line (BQ) stations that will be 100 years old this summer. Because MTA's 2005-09 capital program is over budget, MTA officials must decide whether this work will be performed.

**NEWKIRK AVENUE**—Work includes removing the existing leaking slab that serves as the public plaza at street level and the roof of the station at platform level and constructing a new deck/subway roof slab with a waterproof membrane and paving. The station control house, canopies, and station platform stairs will be repaired. An exit-only stairway with exit wheels and gates will be constructed at the southbound platform.

**KINGS HIGHWAY**—NYC Transit would like to rehabilitate this station and provide it with full ADA accessibility. Because the three mezzanines were rehabilitated in 1987, only limited work will be performed there.

Work includes the following:

- Convert Fare Control Area B23 to non-staffed and install high entry/exit turnstiles and vending machines
- Provide and install closed circuit television equipment
- Reconstruct the station platforms and resurface 35 feet of platform to bring it level with subway car door sills
- Adjust the gap between the platform edge and subway car door sills to ADA standard
- Provide and install tactile platform edge warning strips
- Provide and install two ADA elevators
- Provide and install ADA toilets and "way-finding" signage

- Provide new floor finishes at fare control areas
- Provide an ADA ramp at the sidewalk

*Various Brighton Stations*— NYC Transit would like to rehabilitate the Avenue H, Avenue J, Avenue M, Avenue U, and Neck Road stations. Because these stations are similar, work at each station includes the following:

- Provide and install new platform and station lighting
- Reconstruct platform area – floor, piers, foundation, windscreen, and canopy
- Relocate, reconfigure, or eliminate mezzanine-to-platform stairs, and rehabilitate exit-only stairs
- Reorganize, reallocate, and upgrade existing NYC Transit rooms and facilities throughout the station

Additional work will be performed at the stations listed below:

**AVENUE H**—Restore the landmark station control house. Provide a new unstaffed control area on the southbound platform.

**AVENUE J**—Construct a new unstaffed control area and a station platform entrance/exit.

**AVENUE M**—Construct and configure the mezzanine fare control area. Construct a new unstaffed control area and provide a new platform entrance and exit. Construct a new electrical distribution room and upgrade power.

**AVENUE U**—Reconstruct and reconfigure the mezzanine fare control area.

**NECK ROAD**—Construct and configure a new mezzanine fare control area. Construct a new electrical distribution room and upgrade station power.

*(Continued on page 6)*

**Next Trip: 207<sup>th</sup> Street Shop Tour, April 21**

## NEW YORK & STAMFORD RAILWAY COMPANY by Bernard Linder

Owners:

### STREET CARS

February 7, 1888	Larchmont Horse Railway Company received charter
July 14, 1896	Port Chester Street Railroad Company was incorporated and received charter
August, 1901	Port Chester Street Railroad and Larchmont Horse Railway consolidated to form the New York & Stamford Railway Company. The new company took over the Greenwich Tramway
January 1, 1905	Consolidated Railway Company bought New York & Stamford

Route:

### STREET CARS

December 1, 1896	Company received franchise from Port Chester
January, 1898	Company received franchise for line to Rye Beach and Mamaroneck
July 12, 1898	Cars started operating on the main line from Mill Avenue to Purdy and Purchase Streets, on Westchester Avenue, and on the Rye Beach Line. Five cars were available, but only three were running
June 23, 1899	Franchise from Village of Mamaroneck
April 11, 1900	Received franchise from Harrison
June 10, 1900	Extended to Harrison line
June 10, 1901	Began electric operation from Harrison to Mamaroneck Depot
About 1901	Extended to Larchmont-New Rochelle line
August 14, 1901	At 11:30 AM, service was extended via the tracks of the Greenwich Tramway over the new Hawthorne Bridge a half mile into Connecticut. The company's president, other officials, and 40 guests were on the car. About the same time, cars started running from Byram River to Byram Shore Road in East Port Chester, Connecticut
September, 1901	Extended via Greenwich to Soldier's Monument and down "Put's Hill" to Cos Cob
About 1903	Extended to Riverside
About 1904	Extended to Bacon Hill
About 1905	Extended to Stamford
November 7, 1910	Extended to New Haven station, New Rochelle. Cars operated on Third Avenue Railway's tracks in New Rochelle and exchanged free transfers with intersecting Third Avenue lines
March 2, 1911	Company awarded franchise to build line on North and South Regent Street
December 30, 1926	Company received permission to abandon Westchester Avenue and Regent Street Lines. The April 28, 1927 Public Service Commission report revealed that buses were being operated in Port Chester
June 12, 1927	Buses replaced street cars between Port Chester and Stamford
August 27, 1927	Buses replaced street cars in Westchester County

### LARCHMONT MANOR LINE

April 11, 1872	Larchmont Manor Company was formed to erect buildings. A horse railroad was built to connect the property with the railroad. We do not know when the horse cars started running
February 7, 1888	Larchmont Horse Railway Company received its charter. The company had three cars and six horses. Cars ran on a half-hour headway from 7 AM to 7 PM between Larchmont station and Grove Avenue
February 10, 1900	Received franchise from Larchmont
1901	Began electric operation
May 26, 1927	Received permission to abandon trolley and Certificate of Convenience and Necessity for buses

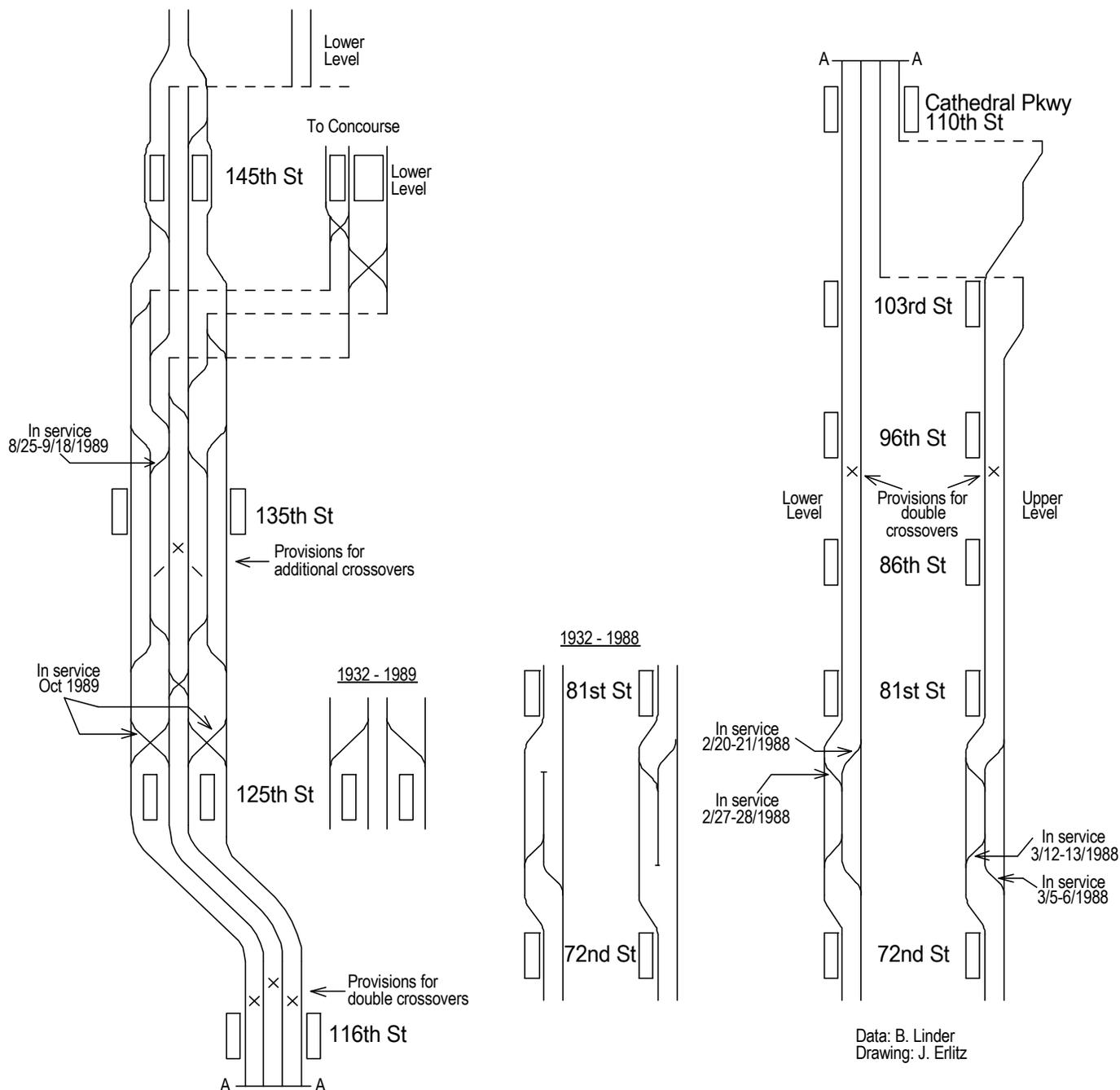
# EIGHTH AVENUE SUBWAY TRACK PLAN

Member Jeffrey Erlitz has updated the second Eighth Avenue Subway track plan that appeared on page 3 of the December, 2006 issue, to include the locations where crossovers were allowed for but never installed.

## Eighth Avenue Line

145th-72nd Street

1932 - Present



Data: B. Linder  
Drawing: J. Erlitz

## PROPOSED FLUSHING LINE EXTENSION

In the previous issue, we reported that \$2 billion in bonds were sold to finance a 1.1-mile extension of the Flushing Line under W. 41<sup>st</sup> Street and Eleventh Avenue to a terminal at 34<sup>th</sup> Street. Double crossovers are to be installed north and south of the island platform. Two layup tracks, extending to W. 25<sup>th</sup> Street, are to provide space for three 11-car trains on each track.

A station at Tenth Avenue was originally planned, but was later dropped. Instead, a space is to be provided for an island platform. A January 22 newspaper article reveals that several elected officials and community groups are holding meetings demanding that MTA build the station promptly.

It is difficult to build another subway in Manhattan because there are so many subsurface structures. To clear these obstacles, these deep tunnels are to be built below the following:

- Lower level 42<sup>nd</sup> Street-Eighth Avenue station
- Port Authority Bus Terminal
- Lincoln Tunnel approach
- Amtrak North River tunnels
- Amtrak North Access tunnels

Each tube is to have the same circular cross section as the river tunnels and the center lines of the tracks are to be approximately 45 feet apart. Except for the stations, the tunnels are to go downhill from Times Square to 34<sup>th</sup> Street. This new terminal is to be more than 100 feet below the sidewalk, 52 feet lower than the Tenth Avenue station shell, and 97 feet lower than the Times Square station.

Because there are two separate tubes, cross-passages will be located at W. 25<sup>th</sup> Street, W. 28<sup>th</sup> Street, W. 30<sup>th</sup> Street, between W. 38<sup>th</sup> and 39<sup>th</sup> Streets, and the curve between W. 40<sup>th</sup> and 41<sup>st</sup> Streets.

Construction is scheduled to start in December, 2007. It should be completed in 2012.

Trains running on the existing and proposed underground portions of the Flushing Line encounter several steep grades, as shown in the following table:

FROM	TO	PER CENT GRADE	DISTANCE (FEET)
<b>PROPOSED</b>			
W. 37 <sup>th</sup> Street	Tenth Avenue	+3.0	1,650
Tenth Avenue	Times Square	+3.75	1,141
<b>EXISTING</b>			
Times Square	Fifth Avenue	+3.0	990
Fifth Avenue	Stationing 22+95	-4.15	750
Stationing 22+95	Stationing 26+35	-3.8	340
Stationing 26+35	Grand Central	-4.5	314
Grand Central	First Avenue	-3.0	2,274
First Avenue	Stationing 88+94	+1.3 to +1.9	2,248
Stationing 88+94	Vernon-Jackson Avenue	+4.5	1,305

Because of the steep grades listed above, the original cars, which were equipped with 120-horsepower motors, were all motor cars. They were designated Steinways. Gears had 61 teeth and pinions had 16 teeth, a reduction of 3.81.

Low-Vs, which operated on Manhattan's main lines, were equipped with 195 or 200 HP motors. Ten-car trains were composed of seven motors and three trailers. Low-V motors 4771-4783, which were transferred to Queens in 1937, were probably operated in one ten-car train. Three cars were spares. When the World's Fair cars arrived in 1939, these cars were returned to the main line.

From 1942 to 1949, 22 Low-V motors and three trailers were assigned to Queens. The eight-car trains were probably composed of seven motors and one trailer.

With four 115 HP motors on each car, the R-62As operated on 7 have more motive power than their predecessors.



An IRT train on the Flushing Line, August 17, 1935.  
Bernard Linder collection

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**Proposed Flushing Line Extension**

*(Continued from page 4)*



**BMT Q-Type cars on the Flushing Line, March, 1939.**  
Bernard Linder collection



**R-12 and/or R-14 cars at 52<sup>nd</sup> Street, July 22, 1950.**  
Bernard Linder photograph



**R-15 5965 in Corona Yard, November 21, 1958.**  
Bernard Linder photograph



**R-12s, R-14s, R-15s, and work equipment in Corona Yard.**  
Bernard Linder collection



**R-36s 9748/9 on the Flushing Line.**  
Several cars were delivered carrying state names for the 1964-5 World's Fair.  
Bernard Linder collection

**Brighton Line Station Rehabilitation**

*(Continued from page 1)*

**Eye on the Future** also had information about the following projects on other lines:

REPAIR CHAMBERS STREET STATION, NASSAU STREET LINE (1 M Z)—NYC Transit would like to repair street and station stairs, corroded steel beams, columns, and

knee braces. Work includes sealing cracks on overhead ceiling and walls, and eliminating water leaks.

PAINT ELEVATED STRUCTURE, FLUSHING LINE (7)—The contractor must strip and paint the elevated structure from Junction Boulevard to the portal west of Main Street and the Corona Yard leads. Work includes removing all loose lead-based paint, applying three coats of alkylid paint, and disposing of hazardous waste.



Temporary tracks during construction of platform extensions at Newkirk Avenue, looking south from the Foster Avenue Bridge on October 14, 1964. Note the train of brand-new R-32 cars.

Bernard Linder photograph



Looking north from the Newkirk Avenue station.

Bernard Linder collection



An early view of the substation near the Avenue H station.

Bernard Linder collection



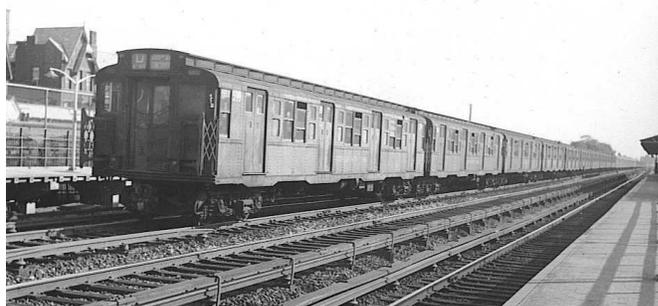
The Brighton Line crosses below the LIRR Bay Ridge Branch near Avenue H. The line now crosses above the LIRR.

Bernard Linder collection



Avenue M station, looking north.

Bernard Linder collection



Avenue U station, looking south on October 21, 1968.

Larry Linder photograph

# Commuter and Transit Notes

No. 220

by Randy Glucksman

## MTA Metro-North Railroad (East)

In the January edition of *Mileposts*, Metro-North proudly reported that the on-time performance for 2006 was 97.8%. Line details were not available at publication time. This exceeded the previous record of 97.5%, which was set in 2005. Ridership also set a new record of approximately 77 million. The 104 additional trains that were added each week helped carry these additional riders.

Annually, from 2001 through 2006, Metro-North has replaced its Fall-Winter timetables in mid-January. This is done to remove the extra Christmas, New Year's, and Martin Luther King holiday trains that were operated. As of January 29, when I was at Grand Central Terminal, I could not find any new timetables. However, I did find them on February 16, the day of the Division's monthly meeting. They carry a "Revised January 16, 2007" date, and will remain in effect through the end of this month. Some additional trains have been scheduled for St. Patrick's Day, March 17, which occurs on a Saturday.

As I drove over the Tappan Zee Bridge on Sunday, February 4 to visit my mom, I noticed that due to the frigid weather some ice was beginning to form in the Hudson River. But, most of the river was still ice-free. As I glanced through February 6 edition of *The Journal News* I was surprised to see that service on the Ossining-Haverstraw Ferry had been suspended due to ice on the Ossining side. This suspension caught Rockland Transportation officials off-guard. Commuters were forced to drive to the Palisades Center Mall in West Nyack, where they could board the Tappan ZEEexpress, which would deliver them to Tarrytown and the Hudson Line. NY Waterway employees had checked the river the previous evening and felt assured that the ferries could operate. After the first boat of the day, the 5:53 AM departure from Haverstraw, was delayed 10 minutes, a decision was made to cancel service because ice clogs the ferry's engine-cooling system. On February 7, the Newburgh-Beacon ferry was also suspended due to ice conditions in the Hudson River. Bus service was provided throughout the rest of the service suspension, which was still in effect at the time of publication. Metro-North and NY Waterway issued special *FerryRail-link* timetables with a subtitle "Winter Contingency Bus Schedule to Tarrytown Station and Winter Contingency Schedule to Beacon Train Station." When I compared these to the regular schedules, I noted that several minutes have been added to the trip time. Last year there were no suspensions of ferry service due to ice. Both schedules were on the Internet.

The much-anticipated new prototype armrests were installed in M-7 cars 4000/1, which made their first trip

in passenger service on the Hudson Line during the evening of January 31. According to press reports, they are very different than the ones they will probably replace, in that they have a slippery feel and are shorter, causing some passengers to remark that they should be referred to as "elbow rests." Neither of the reporters for *The New York Times* and *Journal News* had difficulty identifying passengers whose clothing had been damaged by the original armrests. And there were a few passengers who had not suffered damages to their clothing who felt that those who ripped their clothing were klutzes or irresponsible and that the armrests should not be replaced. If the test cars are successful, here's how much it would cost to replace the entire fleet: Metro-North's 336 cars have 14,616 arm rests at about \$5,000 per car; the Long Island Rail Road owns 836 M-7s, and its cost would be \$4.1 million.

Member Thomas Lipinski emailed a report concerning the derailment of a Metro-North train at 8:46 AM Wednesday, February 7. The train that was involved was #1331, which departed from Stamford at 7:42 AM. It was operating at approximately 5 mph on Track 19. An investigation found that the third car and first truck of the fourth car derailed over a switch. *The New York Times* reported that hundreds of passengers were aboard this train and were stranded for about an hour.

3,500 of Metro-North's workers who are members of eight unions have been without a new contract since expiration of the previous one in December, 2003. On January 19, a three-member Presidential Emergency Board report recommended that both sides agree to settlement terms established in June, with one exception that would sweeten the deal for the unions. The board recommended current employees contribute nothing toward their health-care costs, while new employees be asked to pay 1.56 percent of their first 40 hours of weekly gross wages. The railroad had wanted all employees to contribute 1.5 percent of gross wages. Both the union and management must submit comments/speak to the National Mediation Board. If an agreement still cannot be reached, the 240-day clock will run out on August 4, and at that time a strike could take place. Metro-North's unions want parity with LIRR workers, who have had historically higher pay and some better benefits for the same jobs. Instead, the unions were offered terms that would make their workers fall farther behind.

Metro-North is one of the agencies involved with the Tappan Zee Bridge Study. The others are the New York State Department of Transportation and the New York State Thruway Authority. In mid-February, they issued a

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**Commuter and Transit Notes**

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report with their proposals. A summary will be published in the April *Bulletin*.

**MTA Metro-North Railroad (West)**

The Port Jervis and Pascack Valley Line timetable was re-issued as of January 14, to coincide with NJ Transit's new timetables.

**Connecticut Department of Transportation**

Member Bob Underwood reported that deliveries of rebuilt ex-VRE cars are continuing. As of mid-January he had seen 1732, 1734, 1736, 1738, and 1740. Help is requested in determining the original numbers.

Bob also reported that on December 21, 2006, Gov. M. Jodi Rell attended a ceremony to open a new \$33 million repair shop in New Haven. Taking a swipe at former governor John Rowland, Jim Cameron, Chairman of the Connecticut Rail Commuters Council, told *The Yale Daily News* that "the shop should have been built years ago, but the General Assembly and Gov. Rowland ignored the pressing need to upgrade the state's rail infrastructure during the 1990s, and now Connecticut is playing catch-up."

*The New Haven Register* reported that CDOT released its report on rail service, which calls for weekend service from east of New Haven, in late January. However, this may not take place until 2008. Also proposed is round-trip service during rush hours, but this will certainly be delayed due to a need to have two platforms at each station, and Branford, Madison, Guilford and Westbrook do not yet have them. CDOT's report projects an increased cost of \$8.93 million for the weekend service, plus one midday and one late evening train, for a total of 47 new trips per week.

A second phase would add 156 trips per week to New London at a cost of \$23.56 million. There is an obstacle – several movable bridges over the Connecticut River, Niantic Bay, and New London. (*Editor's Note – the article did not explain what the obstacle is, but it very likely the need for them to be overhauled.*) Finally, phase three would have weekday round-trip service at a cost of \$201.4 million. Included in this phase is funding for 32 M-8s and parking. This would not occur until 2012. Thanks to members David A. Cohen and Bob Underwood for this report.

**MTA Long Island Rail Road**

*Keeping Track* for January, 2007 reported that during the month of December, 2006, on-time performance was 94.8%, its best ever. By branch, the highest at 97.4% was Far Rockaway, and on the other end of the scale were Babylon and Port Jefferson at a still respectable 93.2%.

I received a report that as of late January, 12 M-1s were still available for service. I am attempting to get the numbers of those cars. According to my source, it was doubtful that there would be an official "Last Run."

The end of a work week was made several hours longer as the start of a weekend became shorter for 30,000 commuters on Friday evening, February 2. At about 6:30 PM, a train Engineer reported wires across the tracks east of the Valley Stream station. This caused an immediate suspension of all service through the area and affected trains on the Babylon, Far Rockaway, West Hempstead, and Long Beach Branches. Because there were reports of commuters who evacuated from trains getting on the tracks, power was kept off longer than would otherwise have been necessary. Service was finally restored at 10 PM. The Long Island Power Authority reported that it was unclear what caused the wires to fall down, but it was determined that the wires were not "live."

Do you think that M-7 car 7147 is fickle? In last month's *Bulletin*, member Ron Yee reported that he had seen this car operating with 7118. A few days after I completed that column, member Russ Avvocato emailed that he had seen 7147 mated to 7280.

On January 19, *Newsday* published a special 24-page section entitled "THE LIRR GAP – THEY FAILED TO ACT." *Newsday* reported that its team of reporters spent five months investigating this problem, which came to (public) light following the death last July of an 18-year-old woman from Minneapolis. It turns out that gap incidents are among the top causes of rider injuries, and there were interviews with some of those injured passengers. *Newsday's* investigation found that the largest gap was 15" at Port Jefferson, although Syosset also had a significant gap. As has previously been reported, at some locations tracks were moved. At other stations, wooden boards are being bolted to edges of platforms. The section was filled with details about curved stations, vertical gaps, and horizontal gaps. Thanks to member Larry Kiss for sending me this report.

Since May 12, 1997, freight service on Long Island has been provided by the New York & Atlantic Railway. The company has a 25-year franchise with an option for another 20 years. The Metro Section of *The New York Times* (January 31) reported that in the intervening years, the annual total of carloads handled has risen from 9,000 to about 22,000 in 2006. The Spitzer Administration is committed to expanding freight service in an effort to remove much of the truck traffic from the already congested roadways. Another supporter of this concept is U.S. Representative Jerrold Nadler, who had obtained \$100 million in federal funds in 2005 for a study of a rail tunnel between Brooklyn and New Jersey. Across the country, 40% of goods are delivered by rail; in New York, that figure is only 2%. However, operations are limited by the size of NY&AR's yard facilities. The main yard is at Fresh Pond Junction in Glendale. Each day, its 10 crews serve 80 businesses and deliver products such as produce, lumber, asphalt, paper, plastics,

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**Commuter and Transit Notes**

(Continued from page 8)

rice, beer, onions, road salt, building materials, recyclables, chemicals, iron, and steel. The railroad operates a fleet of 13 second-hand diesel-electric locomotives, some of which are approaching 50 years of age.

New timetables were to be issued as of February 26. However, details of any changes were not available at press time.

**NJ Transit**

On January 19, NJ Transit announced that the Federal Transit Administration had approved the Draft Environmental Impact Statement for the T.H.E. Tunnel. Public hearings can now be scheduled to begin the approval of the final EIS. Upon approval, which is expected to take place next year, the states of New Jersey and New York could begin applying for federal funding. Last year, PA committed \$2 billion to New Jersey's \$500 million. The latest reports that I have seen have this project costing over \$7 billion.

At the January NJ Transit Board meeting, outgoing Executive Director George D. Warrington announced that fares would have to be increased in June, and public hearings would be held between February 28 and March 8 in Paterson, Trenton, Camden, Hoboken, Newark, Somerville, Summit, Manalapan, Atlantic City, Hackensack, Toms River, New Brunswick, and New York City. He told the board that a 10% (later decreased to 9.9%) increase is needed to offset a \$60 million gap for FY 2008. Even though ridership has been steadily increasing, there is a cost to providing this increased service because of the additional trips and equipment that are required. The last fare increase took place less than two years ago, on July 1, 2005.

At the February meeting, Executive Director Warrington detailed some of the proposed increases, which would be applied equally to monthly tickets and single-ride tickets. One rail fare that was cited was a one-way ticket from Trenton to New York Penn Station, which would increase from \$11.50 to \$12.50, while the monthly pass would go from \$320 to \$352. Local bus, subway, and light rail fares would increase by 8%, from \$1.25 to \$1.. It is also proposed that off-peak round-trip excursion rail discount levels would remain at 15% off the full fare; the access fee for children 11 and under at Newark Airport would be eliminated and the fare for travel within Newark's business district between Warren Street and Newark Penn Station would continue to be discounted by 50%.

The Chairman of the Lackawanna Coalition, a passenger advocacy group, was profoundly quoted in *The New York Times* as saying, "we are sick and tired of transit being treated like a business and the highways being treated as a giveaway."

**Progressive Railroading** reported that Gov. Corzine appointed seven-member search committee, led by for-

mer New Jersey Gov. James Florio, to conduct a national search for NJ Transit's next Executive Director.

Restoration of passenger service between Scranton and Hoboken (133 miles) via the "Lackawanna Cut-off" has passed its final environmental review, thus making it eligible for a rating by the Federal Transit Administration. This is expected to take place in May. However, the latest study has also increased the cost of construction to \$510 million. So far, only \$120 million in federal funding has been allocated. The state of Pennsylvania has committed \$40 million in matching funds, which now must be raised to \$100 million because of the higher cost of the project.

According to the NJ-ARP website, NJ Transit has pledged to provide rail service for the town of Kearny via Secaucus Junction over the Kingsland Branch. Larry Kiss told me that this former DL&W branch never had any passenger service, but was strictly for freight. The routing would branch off of the Main Line at the Kingsland station. Kearny and neighboring North Arlington lost their rail service on September 20, just days before the opening of the Montclair Connection. This proposal is very preliminary, and service to New York would not begin until completion of the T.H.E. Tunnel in the next decade.

**Port Authority of New York & New Jersey**

At its January 25, 2007 board meeting, the commissioners voted to acquire a 93-year lease of Stewart Airport in Newburgh, New York, at a cost of \$78.5 million. Stewart is 60 miles north of New York City, and presently only accessible by automobile. For almost 50 years Stewart has been proposed to be the region's fourth jetport. Plans call for expansion starting this fall. Stewart was formerly Stewart Air Base, and its 2,400 acres and 11,818 foot runway are larger than Newark Airport.

Since it was created, the charter of the Port Authority limits its operations to a 25-mile zone in all directions from the Statue of Liberty. In order for this transaction to take place, both the states of New York and New Jersey had to pass legislation permitting this to happen. I was surprised to learn that New York has had this approval on the books since 1967! What the law says is that each state may operate one airport outside of that zone. When questioned by *The New York Times*, New Jersey Senate President Richard J. Codey said that he had no problem sponsoring this enabling legislation, and that getting Gov. Corzine's approval should not be a problem. And Mr. Codey was right, because on February 8, the Senate Transportation Committee passed the enabling legislation. This bill now needs the approval of the full Senate, Assembly and Gov. Corzine's signature.

For several years beginning in March, 1970, the Metropolitan Transportation Authority was the operator of Stewart Airport. It also had been operating Republic Airport in Farmingdale since the previous March. On June

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**Commuter and Transit Notes**

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21, 1982, operation of Stewart and Republic Airports was given to NYSDOT, although the Metropolitan Airports Authority (part of MTA) continued operating them until April 1, 1983.

**Metropolitan Area**

Heathcote was a station on the New York, Westchester & Boston, and since 1971, the building was the home of an ambulance corps. An email report from **Hudson River Rail Lines** reported that due to the decrepit condition of the building and rat infestation, this 1912 building may be razed. Scarsdale Village trustees do not seem interested in preserving this historic edifice.

**Weekly Rail Review** reported that Norfolk Southern had filed to abandon approximately two miles of track in Harriman, New York. I sent an email "call for help" to several friends who might know exactly what was being abandoned, and ERA member Walter Zullig responded. Walter wrote that this is the former Erie Main Line spur that was left to serve Nepera Chemical, which I understand now is out of business.

**Amtrak**

NARP, the National Association of Railroad Passengers reported that with the next edition of the National Timetable, which goes into effect April 2, it is planned to have slightly larger pages—same size as "Amtrak Vacations" or roughly 8½" x 11", in four-color printing. Some of the other changes include:

- Show more Thruways, as space permits, especially in California.
- Eliminate the "Chicago Service at a Glance"
- Eliminate the "local public transit operator" column from the "Amtrak service locations" grid (the extreme right column). Local public transit operator information will continue to be shown in the corridor timetable pages, such as (current edition pages) for Southern California, Los Angeles International Airport, Capitol Corridor Connecting Local Services and the Cascades Connecting Local Services

**Presidents Day**

Metro-North (East) operated a Saturday schedule, while the Long Island Rail Road ran its Saturday/Sunday/Holiday schedule on Monday, February 19.

NJ Transit operated a weekend/major holiday schedule with some additional trains to and from New York, as it has done in previous years. On the Gladstone Branch, pairs of inbound and outbound trains that normally terminate at Newark Broad Street were extended to Hoboken. The exceptions were the Montclair-Boonton and Pascack Valley Lines. On the Montclair-Boonton, there were three trains in each direction from Lake Hopatcong to Hoboken and also from Montclair

State University to NY Penn. The Pascack Valley Line had three inbound and four outbound trains.

**Museums**

The Shore Line Trolley Museum (Branford) has announced its tentative calendar for this year. Members Day will take place on April 28. Guest Operator/Rapid Transit Weekends will occur on May 19/20, June 16/17, July 21/22, August 18/19, and September 15/16.

**Miscellaneous**

**Railway Age** publishes an annual passenger car review and outlook for North American cities. The backlog of undelivered cars increased for the second consecutive year as can be seen in the table below. Details of car deliveries appear below the table.

YEAR	DELIVERIES	BACKLOG
2001	1,935	3,921
2002	1,653	2,946
2003	1,286	3,973
2004	1,257	3,301
2005	1,212	2,749
2006	1,702	3,002
2007	N/A	3,746

Commuter/Intercity cars:

New: GO Transit, 12; LIRR, 236; MBTA, 9; Metra, 18 EMU; Metro-North (East), 58; NJ Transit, 9 MLV; VRE, 4 Overhauled: Amtrak, 259; Caltrans, 22; CDOT, 10; Ontario Northland, 9

Rapid transit cars:

New: MARTA, 30; Mexico City, 126; NYC Transit, 74 R-160; WMATA, 50

Overhauled: MD MTA, 100; BARTD, 435; WMATA, 70

LRVs:

New: MBTA, 41; Calgary, 3; Charlotte, 10; Denver RTD, 19; LACMTA, 1; NJ Transit, 25; UTA (Salt Lake City), 10; Seattle Link, 2; Valley Metro (Phoenix), 1

Overhauled: GRCTA, 6 and PAT, 23

PCCs:

Overhauled: SF Muni, 7

Vintage Trolleys:

CATA (Little Rock), 2

DMU:

SFRTA/Tri-Rail, 20 and NCTD (Oceanside), 12

Miscellaneous:

Galveston Island Trolley, 2 diesel-electric cars and Anacostia Streetcar in Washington, D.C., 3 Inekon streetcars

Work on new and overhauled cars continues for: MRCOG (Albuquerque), MARTA, MBTA, Capital Metro (Austin), Calgary, Caltrans, Charlotte, CTA, GRCTA, CDOT, DART, Denver RTD, Edmonton, LACMTA, MTA MD, Miami-Dade, Minneapolis, Monterrey, Metro-North, NYC Transit, PATH, PAT, Portland, SF Muni, UTA, Trinity Railway Express, TransLink (Vancouver), Valley Metro (Phoenix), VRE, and WMATA.

Orders for new or rebuilt cars are likely to develop this

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

year for: ACE, AMT, Amtrak, MBTA, Denver RTD, Metro Houston, Metro-Dade, Minneapolis, Monterrey, Metro (Montreal), NICTD, NJ Transit, NYC Transit, SF Muni, SFRTA/Tri-Rail, UTA (Salt Lake City), Metrolink (SCRRA), and Stockton RTD.

**Scheduled for 2007**

The year has just begun and already there is one project that will not be completed this year, due to an editing error. The MBTA extension to T.F. Green Airport was not a project for 2007, but rather 2009. Member Todd Glickman wrote that construction began last July.

However, since publication of the January *Bulletin*, some other projects have come to my attention. There is to be another extension of the Portland (Oregon) City Streetcar this August. Construction began only last August. This 0.6-mile extension connects at SW Moody and Gibbs, follows SW Moody south to SW Lowell, then heads east on SW Lowell to SW Bond. The route continues north on SW Bond to SW Moody & Gibbs. When this Lowell extension is completed, the Portland Streetcar system will provide an 8-mile loop, 4 miles in each direction from Northwest Portland and Legacy Good Samaritan Hospital through the Pearl District and West End of downtown to Portland State University continuing to RiverPlace and South Waterfront. Studies are underway on two other extensions: Eastside and Lake Oswego.

In Calgary, the C-Train Northeast Line will extend from Whitehorn to the McKnight-Westwinds station at 36<sup>th</sup> Street N.E./Westwinds Drive N.E. That is scheduled for September. Angels Flight in Los Angeles will reopen this year. Details can be found in the Los Angeles section below.

**Other Transit Systems***Boston, Massachusetts*

On the first real winter day, with temperatures hovering at about 10 degrees, MBTA found out that the heaters for the new fare boxes must be turned on while the bus is warming up. *The Boston Globe* reported that the fare boxes did not function for as little as 10 minutes to as much as 1½ hours. As a result, many riders were carried without paying, although the majority of bus riders have monthly passes. Bus operators must now turn on the fare boxes at the same time that they turn the ignition. Under federal law, buses cannot idle more than five minutes before starting their routes. In addition, overnight workers periodically turn on the fare boxes and the buses on bitterly cold nights.

Would you believe that there is a limit to the number of quarters, dimes, and nickels that you can insert into one of MBTA's vending machines at one time? The answer is 19. You also cannot feed the automated dispenser more than 14 pieces of paper money at once -- in \$1s, \$5s, \$10s, or \$20s. According to Lydia Rivera, a

spokeswoman for MBTA, these numbers are all that each machine's bin can temporarily hold before a transaction is completed and the money goes into a vault.

A milestone was marked on February 6, when MBTA and state officials drove ceremonial golden spikes at Braintree to mark the completion of construction on the "T"'s 13<sup>th</sup> line, the 17.7-mile-long Greenbush commuter rail line. Now, testing and training can begin. This press release reported that this would take place this summer, but other information indicates that it will be in September. Thanks to Todd Glickman for these reports from

***The Boston Globe.***

Member Bob Wright wanted readers to know that he took issue with the statement "...Boston is one of the only cities - if not the only city - where a commuter rail monthly pass includes unlimited access to the subway and bus systems," in the January *Bulletin*. "It's certainly not the only one, as my SEPTA *Trailpass* allows me to ride the City Transit Division in its entirety and the Suburban Transit Division within the first extra fare zone. In my own situation, I have a Zone 2 *Trailpass*. Additionally, I can ride systemwide on weekends and holidays." *Philadelphia, Pennsylvania*

**Cinders** reported that SEPTA has decided not to order an additional 23 trackless trolleys for Routes 29/Tasker-Morris and 79/Snyder Avenue. The Board declared that "hybrid diesel electric buses would be more cost-effective." This decision does not affect the 38 new low-floor trackless trolleys on order from Flyer for Routes 59, 66, and 75. SEPTA hired a private firm to excavate an area being cleared for the parking garage adjacent to the Norristown Transportation Center, which was formerly the site of the Pennsylvania Railroad's long-gone station. Many 19<sup>th</sup> Century artifacts were recovered, such as stoneware, glass bottles, and a porcelain doll, as well as Native American relics thought to be at least 7,000 years old. Readers will remember that construction workers building the new South Ferry station in Lower Manhattan uncovered the remnants of a stone wall several years ago. SEPTA has leased its Chester Creek (former PRR) Branch between Wawa and Upland to Delaware County which will enlist a non-profit group to convert the property into a hiking-biking trail. The 6.7-mile branch has not had rail service since 1971, when it was heavily damaged by a flood. The R3/Elwyn Line, which presently ends at Elwyn, is to be extended to Wawa.

SEPTA has announced a new promotion where holders of its commutation passes may receive discounts at various area attractions. It is called "Pass Perks." (SEPTA's weekly/monthly passes are good on both transit and commuter rail). The program is described at [www.septapassperks.org](http://www.septapassperks.org). This program is similar to promotions that other transit agencies offer, such as NJ Transit's River Line.

As of January 27, SEPTA removed the automated

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**Commuter and Transit Notes**

(Continued from page 11)

ticket machines at the Market East, Suburban Station, 30<sup>th</sup> Street, Philadelphia International Airport (Terminals A-E), and Trenton. **The Philadelphia Inquirer** reported that the machines could not accept the new dollar bills. With the exception of the Airport stations, riders who purchase tickets on board trains are subject to the \$2 service charge if the ticket windows are open. Ticket offices at 30<sup>th</sup> Street Station, Market East Station, and Suburban Station had their hours extended. On weekdays, the hours are 6 AM to 10 PM and on weekends, 8 AM to 8 PM. SEPTA spokesman Jim Whitaker said SEPTA was looking into offering computerized "smart cards" or some other technology to assist riders in buying tickets. In the December, 2005 **Bulletin**, I wrote of my own struggles with the TVM at Trenton.

For the annual Philadelphia Flower Show, which will take place March 4-11, SEPTA once again sold discounted promotional transit passes. The Bouquet Pass costs \$8 per day. There were some restrictions in that this pass was not accepted on Regional Rail on AM peak hour trains and for all travel to and from Trenton (R7 Line). Member Lee Winson, who sent this report, wanted readers to know that although the Bouquet Pass is not good to/from Trenton, it is a way to cheaply explore the SEPTA transit and commuter rail network. For example, railfans can take the Media trolley line to Media and return via the R3 train, the Norristown High Speed Line (P&W) to Norristown and return via the R6, or up to Chestnut Hill on one of the two trains and return on the other (R7 or R8). If one doesn't mind a bit of walking, one can ride the P&W to Bryn Mawr or Villanova, walk to the former PRR "Main Line" station, and take the R5 back to town.

Member Gregory Campolo was kind enough to send copies of a new R8/Fox Chase timetable on January 7.

Bob Wright corrected me on the operator of the Market Street Subway (January **Bulletin**). It should have been listed as the Philadelphia Rapid Transit Company, not the Philadelphia Transportation Company. The latter took over on January 1, 1940.

SEPTA's 2007 edition of its Philadelphia and Suburban Maps are available for sale at \$9.95, each. I may be wrong, but I cannot think of another major American transit system that charges for a map.

**Pittsburgh, Pennsylvania**

Member Mel Rosenberg wrote to me about a potentially serious transit problem in the Steel City. "On January 3, PAT announced that it expected a budget shortfall of \$75-\$80 million. Accordingly, it plans draconian service cuts that would take place on or about June 24, that would reduce its 213 routes by 124, and weekend and off-peak service on other routes. LRT service would be cut. Harmar (bus) Garage would close, and fares would increase from the base \$1.75 to either \$2.00 or

\$2.50. Old line anti-transit interests have continued bitterly to fight the North Side Trolley Subway Tunnel, and hope to stop it, despite ongoing construction. The news media are deeply anti-transit, as they publish how transit work will interfere with driving, and are a waste of taxpayer money. However, PAT has a lot of the blame. The Wabash Railroad tunnel has proven to be an albatross to PAT, which is paying toward it despite not providing any regular bus service through it.

"I learned many years ago that PAT's philosophy on financing excludes any need to improve service or increase riding, but rather to persuade government to pay whatever it costs to provide transit. As a result, the transit agency operates a bloated system whose routes often have fewer riders than a taxicab. Frequency of service is not good and I have not been able to decipher its timetables other than to learn frequency. Very many routes' frequency could at best be characterized as 'rare.' The net effect of service cuts can be staggering, however, and PAT officials gleefully predict that political pressure from people who cannot get to their jobs will force public officials to find the money. In sum, my contacts at PAT characterize it as a reversion to close the Pittsburgh Railways route outline."

**Washington, D.C. area**

After completing my column for February, the following report came from member Steve Erlitz concerning the Yellow Line expansion. "Not advertised is that the last two midday trains (2:58 PM and 3:10 PM from L'Enfant) are signed up and operate to Greenbelt and are announced as 'Yellow Line to Greenbelt,' and then go into Green Line service. This is the first time I think Metro has trains that regularly switch lines. These are listed in the automated schedules, too (the printed TTs on the web are still from 2005). I was trying to see if there were a couple in the AM from Greenbelt that would fill the gap until the first northbound could get to Fort Totten, but it looks like the first northbound is the first southbound. The second to the last Yellow also operates to Greenbelt, but the last Yellow seems to terminate at Fort Totten.

"Over the weekend of January 13-15, there was a General Order closing the Arlington Cemetery station to replace the crossover. The Yellow Line was extended to Greenbelt and the Blue Line ran to Mt. Vernon Square and the Orange Line ran from Vienna to both Largo and New Carrollton. Buses ran every five minutes from Roslyn to Pentagon, stopping at the cemetery until 8 PM. The G.O. was in effect until Monday night.

"For the first time ever, MARC did not operate on a minor holiday, Martin Luther King's Birthday. It will also not operate Presidents Day. We are hoping with the change of administrations it will go back to running a holiday schedule. It is talking about still running Columbus and Veterans days, but it wants to not run the Friday after Thanksgiving. We are hoping today's change

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**Commuter and Transit Notes**

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in administrations will fix that.”

It is hard to believe, but MARC's four AEM-7s are 20 years old and undergoing overhauls, a process that should take a year and a half.

Steve also sent copies of new MARC Penn Line timetables, which went into effect on February 12, because some trains were changed by a few minutes. A new MARC ride guide was published, and Steve wrote that it has a ton of errors; least of all, the Metro map does not show the Yellow extension even though most Metro maps on the stations and cars have been updated.

**The Examiner** reported that the National Capital Planning Commission on February 1 approved the final site and building plans for a 1.3-mile streetcar line running from the Anacostia Metro Station to Bolling Air Force Base, via South Capitol Street. The commission also approved plans for street and sidewalk reconstruction along H Street Northeast between Third and 14<sup>th</sup> Streets, a “Great Streets” project that is slated to include the installation of tracks for a future streetcar line. The commission recommended that alternative power technology be used when the cars enter the historic downtown area, as overhead wires are prohibited within the District of Columbia. D.C. abandoned its last trolleys on January 28, 1962, and had used a plough system where power was delivered through a center slot between the running rails as did the Third Avenue Railway Co. on many of its lines in Manhattan.

The first new Virginia Railway Express cab cars entered service on the Manassas Line on January 19. They have been assigned to Trains #324 and #328, (5:45 and 6:40 AM Broad Run) and Trains #331 and #333 (5 and 5:30 PM Union Station). VRE reported that these cars are replacing single-level cars. The Fredericksburg Line received its first cars the following week. They were assigned to Trains #306 and #308 (6:35 and 7:15 AM Fredericksburg) and #305 and #311 (4:05 and 6 PM Union Station). Sumitomo is building 11 cab cars under the base contract, and 50 cars under an option that was exercised last August. The breakdown of the option is 40 coaches and 10 cab cars.

#### *Nashville, Tennessee*

In order to entice more riders, RTA offered free rides during the week of January 22-26. Any person who had either a monthly or 10-ride ticket could bring someone along, who would ride for free. The current ridership averages 500 per day.

#### *South Florida*

Tri-Rail reported that 2006 was its busiest year ever, in terms of carrying passengers. The total was 3,177,573 exceeded 2005's 2.6 million by 21.2%. In 1993, the aftereffects of Hurricane Andrew brought 2.9 million riders. It is anticipated that the New River Bridge construction will be completed this spring. At that time,

service will be increased from the present 40 trains per day to between 48 and 50. Member Karl Groh told me that any cars that had been leased to other transit agencies were all returned. He has also seen 6-car train sets.

Effective January 26, Amtrak became responsible for dispatching Tri-Rail trains on the 72-mile corridor between Miami International Airport and Mangonia Park. CSX had formerly had this task. Amtrak will receive \$15.8 million for the length of this five-year contract. In 1988, the state of Florida purchased this corridor from CSX for \$264 million, but retained the railroad to do the dispatching. The fact that CSX was granting priority of its freight trains over Tri-Rail's passenger trains was a contributing factor to the decline in OTP in recent years.

There will be another major change this year. On June 30, the current contract with Herzog Transit Services, which has operated Tri-Rail since 1993, expires. At that time it replaced Amtrak. Instead, on July 1, a company known as Veolia Transportation will operate the service. Since I was not familiar with this company, I “Googled” the name and found out that it is connected with Connex North America, which is part of the consortium that operates MBTA's commuter rail, as well as Metrolink in Los Angeles. Veolia will also operate the *Sprinter Service* on the Escondido Line when it opens later this year. Veolia also operates a number of bus services under contract to transit agencies in North America. In 2005, Veolia acquired ATC, another transportation services provider with a long history. Thanks to member Joe Gagne for these reports from **The South Florida Sun-Sentinel**.

#### *Little Rock, Arkansas*

Finally, on February 16, after several postponements, a ribbon-cutting ceremony was held to mark the opening of the 0.9-mile River Rail extension to the President Bill Clinton Library. Prior to that date, member Frank Pfuhler had sent this link (<http://www.trainweather.com/littlerock-trolley-extension011807.html>), which has digital images of the first test car operating over the new extension on January 18.

#### *Chicago, Illinois*

Last July 11, a Blue Line train derailed near the Grand station. After months of investigation by the Chicago Transit Authority, five employees (two track inspectors, their foreman, an engineer, and a track-maintenance manager responsible for overseeing the section of track involved) have been fired. Records showed that this section of track had been inspected just days before the derailment, and that the gauge was too wide. According to CTA president Frank Kruesi, “their actions put customers and other Transit Authority workers at risk.” Thanks to Bob Hansen for this report.

#### *Chesterton, Indiana*

On January 20, the Northern Indiana Commuter District was approved for \$17.5 million in funding from the

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**Commuter and Transit Notes***(Continued from page 13)*

Northwest Indiana Regional Development Authority towards the purchase of 14 "double-decker" cars. NICTD will negotiate with Nippon Sharyo, which recently built 26 new *Highliners* for Metra Electric service. A contract could be awarded this month. These cars will be built in Japan and assembled in the U.S. They are needed to accommodate increased ridership, and could begin arriving in the second half of 2008 and be in service by early 2009.

I always thought that it was cool to have a railroad station with my (legal) name on it, but now RANDOLPH Street Station in Chicago is called "Millennium Station At Randolph." This change took place last year, because the first mention appears in the timetable dated February 1, 2006.

*Albuquerque, New Mexico*

The Mid Region Council of Governments announced in late January that it would extend its commuter rail service to Belen, its southernmost station, on February 2. This completes Phase I. Riders from Belen will ride free until April 1. Still to come are the Downtown Bernalillo, now rescheduled for the middle of this month and Rio Bravo/Airport next month. Sandia Pueblo and Isleta Pueblo are still listed as "Opening date to be determined."

*Las Vegas, Nevada*

My wife gave me an article from **Business Travel News** reporting that approval has been given by Clark County to the privately owned Las Vegas Monorail Company to extend its line to the "Strip" and McCarran International Airport. But first, the firm will have to raise the money from private sources, as no public funds will be used. It is anticipated that the 4.2-mile extension to the airport, with two stations, could open by 2011. Currently, the monorail operates between the MGM Grand Hotel & Casino and the Sahara Hotel & Casino, making nine stops for a \$5 fare.

*San Francisco, California*

Member Bob Arce sent this report about San Francisco's new T/Third Street Line. "I was in San Francisco from Wednesday, January 24 to Tuesday, January 30. On Friday, January 26, I went to 4<sup>th</sup> and King Streets—across the street from the CalTrain station—to check out the status of the new Muni Metro T/Third Street line. There were a few LRVs with crews being trained for the new 'T' service, which was to begin the next day - although only on Saturdays and Sundays until April 7 of this year, when full service will begin. I went into the Muni subway on Saturday, January 27 and took the 'T' car, which will be running from Castro to Sunnydale Avenue via the subway down Market Street to the Embarcadero and along King Street to 4<sup>th</sup> Street, where it makes a left turn onto 4<sup>th</sup> Street and then swings around and eventually gets on 3<sup>rd</sup> Street and then along Bay-

shore Boulevard to the Sunnydale Avenue terminal. The operator on the outbound car was cautious in running the car. There were few passengers on the car.

"The operator on the inbound run was a safe operator—yet he made it clear that there is a new route in town and it is 'The King of The Road.' He knew the road and took control of it. This time the car was comfortably filled—with a few standees. The cars running on Market Street and the Embarcadero also know that they are 'The King of the Road' and run accordingly. During the daytime, these cars are usually comfortably filled - also with standees. There seems to be new discussion on the Central Subway - an article in one of the local newspapers proclaimed that it was too costly and would not provide for future expansion. Tune in for the next thrilling episode!!"

Effective April 2, CalTrain will increase fares 25 cents per zone.

On the CalTrain web site, there is a PDF of a presentation entitled "Project 2025" that was made in early January, which discusses future plans. Several years ago it had been proposed that the service be converted to electric, and the plans now reveal that EMUs would be the preferred equipment rather than electric locomotives and un-powered coaches.

*Los Angeles, California*

There is some really good news for Los Angeles residents and for those who favor extension of their subway. **The Los Angeles Times** (via **Weekly Rail Review**) reported that U.S. Representative Henry Waxman (D-CA) endorsed the repeal of a law he had written in 1985 banning further subway construction in and near Los Angeles. This law was enacted after more than 20 persons were injured in a methane gas explosion that year related to subway digging. The House subsequently passed the repeal and the Senate is expected to pass it shortly. Los Angeles is looking to expand its subway line from its present western terminus at Wilshire/Western Avenue to the ocean, about 13 miles away, over the next decade or so.

The Angels Flight funicular will have another life, its third. Closed since February 8, 2001 due to a collision in which there was one fatality and seven injuries, city officials are planning to reopen the line this summer. At a January 23 news conference, officials showed off the refurbished railway and announced that they were about to begin the third phase of the railway's \$2.6-million restoration, which will include installation of a new drive system and safety improvements. They also expressed a hope that the Angels Flight might be used again for commuting. The names of the cars, Olivet and Sinai, will not be changed. When the line was opened in 1901, the fare was one cent. It operated until 1969, when it closed because the Bunker Hill neighborhood had been leveled due to a redevelopment project.

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**Commuter and Transit Notes**

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**Montreal, Quebec, Canada**

**Railway Age** reported that on January 8, there was a two-station, 9.3-mile extension of the Blainville Line to St. Jerome. Mirabel is the intermediate station. Looking back, perhaps there was a reason for me not getting to ride this line during my visit in 2002 (October, 2002 **Bulletin**) due to track work, because when I get the chance to do this again, I will have a longer ride and not have to "re-ride" trackage that I would have already covered.

**Toronto, Ontario, Canada**

The Toronto Transit Commission has issued a new token, which replaces the current 17mm versions, which date to 1954. According to the Atwood-Coffee Catalogue, which is published by the American Vecturist Association (AVA), catalogue 900A, 900B, 900F, and 900G are aluminum, while 900C, 900D, and 900E are brass. This new token, 900J, is the same size, but made of brass with an aluminum center. **The Fare Box**, which is published by AVA, reported that 20 million have been produced, and that over the past five years, counterfeiters have cost TTC an estimated C\$10 million. The current value is C\$2.75. **Fare Box** editor John Coffee told me that the Brass versions were rare in recent years. On the TTC web site were instructions concerning the old tokens, which could be used until the last day of January. Through the month of January, they could be used or exchanged for the new one. Until February 28, up to 100 tokens could be exchanged at selected subway stations. For those whose holdings exceeded 100 tokens, TTC exchanged them for new tokens at its main office above the Davisville Station, but it will only do this until the end of 2007.

On December 21, 2006, Bombardier was awarded a contract to build 234 cars (39 6-car sets). Interestingly, these cars will be the first in North America to feature what is termed an "open gangway." This will allow riders to walk freely from one end of the train to the other. I have seen this on Paris' Metro cars, which operate on Lines 1 and 14. There will also be automated PA announcements and an "active" subway map that shows the direction of travel, informs riders which station is next, and identifies which side of the train doors will open at the station. The first cars are due to arrive in 2009, with contract completion in 2011.

I received a report that TTC is considering purchasing "off-the-shelf" low-floor streetcars to replace its aging fleet, which dates to the 1980s. In order to keep costs down, a smaller number of new cars will be purchased at first, and some of the existing 196 cars will be refurbished in order to keep them in a state of good repair. TTC officials have previously said that Skodas running in Portland, Oregon were close to meeting Toronto's requirements. Whatever TTC buys, the car will have to be modified to handle the Toronto system's steep

Bathurst Street hill, various tight turns, and wider gauge.

GO Transit's Milton Line will be getting a new station this fall. Lisgar will be located in Mississauga between Milton and Meadowvale. Since November, 2004, GO Transit has added these four new stations: East Gwillimbury (11/01/04) and Mt. Pleasant (2/07/05) both on the Georgetown Line, and Kennedy (6/02/05) and Milliken (9/06/05), both on the Stouffville Line. According to the GO Transit web site, there are currently 56 stations.

**Edmonton, Alberta, Canada**

Edmonton's LRVs are between 24 and 28 years old, and as could be expected, some of the parts are beginning to wear out. In order to extend their lives to a planned 40 years, the Edmonton Transit System will be overhauling the cars. When this work is complete each car will be painted into the new blue and silver livery.

**Rome, Italy**

Member Joe Canfield sent an article from **The Wall Street Journal** that reported on the difficulties of building a new metro line in Rome. These "difficulties" are the uncovering of archaeological sites along the way. At one location more than 17.5 million cubic feet of dirt is being removed by hand to unearth the remains of tombs and stately residences that once made up an ancient metropolis below today's modern city. Metro construction has not always been easy due to conflicts between those doing the construction and those who want to keep everything intact. However, in the 1930s, during the Mussolini era, the dictator refused to allow historic preservation to stop construction, even permitting a corner of the Colosseum to be removed. These days, Roma Metropolitane (the operators of the metro) and the archaeologists are on the same team, but there is a cost both in terms of money – it will cost a lot more, and in time – several years have been added until the line opens.

**From the History Files**

**100 Years Ago:** On March 4, 1907, Philadelphia's first elevated line opened on Market Street between 69<sup>th</sup> Street and 15<sup>th</sup> Street. In subsequent years, there would be extensions. This section was closed on October 28, 1955, and the following day, the line reopened, this time under Market Street. This line is now undergoing a major reconstruction.

**50 Years Ago:** On March 23, 1957, Erie Railroad Main Line trains were rerouted to Hoboken from the Erie's Pavonia Avenue Terminal. Two days later, they were joined by Pascack Valley Line trains. Only NYS&W and Northern Branch trains continued to operate to Pavonia Ave., but that ended on December 29, 1958.

**40 Years Ago:** On March 22, 1967, the Central Railroad of New Jersey filed for bankruptcy. CNJ became part of Conrail when it became operational on April 1, 1976.

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

## Around New York's Transit System

### Exhibit at Grand Central Shuttle Station

News Editor Randy Glucksman went through Grand Central on the evening of January 29 to view the new exhibit at the Transit Museum Store.

At the bumper blocks for Tracks 3 and 4 of the 42<sup>nd</sup> Street Shuttle, there were "furnished rooms", or, at least, partially furnished rooms, with tables, chairs, lights, etc., which were put there by a new TV show entitled **Top Design**. The show began airing on Bravo on Wednesday nights on January 31. This is probably the first time that the subway has had this type of advertising, and it was at this location through February 7.

Following that exhibit, the shuttle train on Track 1 was "wrapped" inside for Empire City Yonkers Raceway. The consist was Grand Central-1930-1918-1950-Times Square.

### New Record Subway Ride

Railfans have always tried to set a new record for the speediest ride for a single fare on the entire rapid transit system. The June, 1962 **Bulletin** reveals that our former National Secretary and New York Division Chairman, Herman Rinke, accomplished this feat in 1940 and again on December 1-2, 1958 in 24 hours 22½ minutes. During the intervening years, several people have taken this long journey. But we cannot compare the results because routes and schedules have changed.

Recently, six friends attempted to break the record of 26 hours 21 minutes 8 seconds set in 1989. They started their journey shortly after 3:30 PM December 28, 2006 and set a new record of 24 hours 54 minutes 3 seconds when they arrived at 241<sup>st</sup> Street-White Plains Road at 4:37 PM on December 29.

To obtain certification in the **Guinness World Re-**

**cords** book, the group spent 60 hours recording the following details of the trip:

- Five pages listing routes and car numbers of all 76 trains
- Ten pages showing arrival times at all 468 stations
- 94 signatures from witnesses
- DVDs and 546 digital pictures

They may have to wait four months to find out whether Guinness records their names in its book.

### NYC Transit's Financial Problems

We found several newspaper articles describing NYC Transit's finances.

A February 1 article reveals that the agency's 2005-09 capital program is running over budget. Officials cannot determine whether any projects will be postponed or scrapped. A blue ribbon panel will explore ways of lowering costs.

A February 6 newspaper article informs us that the Transportation Secretary will recommend that the proposed Second Avenue Subway receive \$200 million in federal funds in 2008 and \$1.3 billion from the federal government before work is completed in 2013. The first segment will extend from E. 63<sup>rd</sup> Street to E. 96<sup>th</sup> Street. Construction will cost \$3.9 billion, and MTA will pay the remaining two-thirds of the price.

### Money Train Discontinued

A December 31, 2006 newspaper article reminded us that the money train was probably discontinued in January, 2006. This train, whose schedule was changed frequently, was composed of two cars with lockers in one car and money in the other. The last cars were retired passenger cars built in the 1950s.

## SUBDIVISION "B" CAR ASSIGNMENT

### CARS REQUIRED FEBRUARY 18, 2007

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>A</b>	10 R-32, 110 R-38, 208 R-44	10 R-32, 110 R-38, 208 R-44	<b>M</b>	136 R-42	136 R-42
<b>B</b>	160 R-40, 90 R-40M	150 R-40, 80 R-40M	<b>N</b>	40 R-40, 104 R-68, 32 R-68A, 10 R-160A, 10 R-160B	30 R-40, 104 R-68, 24 R-68A, 10 R-160A, 10 R-160B
<b>C</b>	96 R-32, 48 R-38	88 R-32, 48 R-38	<b>O</b>	8 R-68, 136 R-68A	8 R-68, 136 R-68A
<b>D</b>	240 R-68	224 R-68	<b>R</b>	232 R-46	240 R-46
<b>E</b>	260 R-32	260 R-32	<b>V</b>	120 R-46	120 R-46
<b>F</b>	100 R-32, 280 R-46	100 R-32, 256 R-46	<b>W</b>	10 R-32, 50 R-40, 30 R-42	40 R-32, 60 R-40
<b>G</b>	40 R-46	36 R-46	<b>S</b> (Rockaway)	12 R-44	12 R-44
<b>J/Z</b>	152 R-42	152 R-42	<b>S</b> (Franklin Avenue)	4 R-68	4 R-68
<b>L</b>	24R-42, 152 R-143	24 R-42, 152 R-143			