

The Bulletin



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The Bulletin

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BRIGHTON LINE CENTENNIAL

The Brighton embankment south of Glenwood Road is 100 years old. Until this embankment was built, trains ran on the surface. In July, the Brighton Line will be 129 years old. It has been in continuous operation longer than any part of the New York City subway system except the Culver Line, which is three years older.

Our sources for this article were a newspaper clipping furnished by member Robert Wasche, the Edward B. Watson/Arthur J. Lonto collection, and the reports of the Brooklyn Grade Crossing Commission dated 1918.

Because Brooklyn was being built up rapidly at the turn of the 20th century, operation of steam and electric trains on the surface was becoming dangerous. To correct this condition, the Legislature created the Brooklyn Grade Crossing Commission on May 9, 1913. This commission planned the grade crossing elimination on the Brighton Line and the Long Island Rail Road's Manhattan Beach and Bay Ridge Divisions.

Construction of the west concrete wall began on December 29, 1905. The excavation of the depressed roadbed began at Glenwood Road and followed the construction of the wall, the excavation comprising one-third of the cut. Work was completed in October, 1906. Traffic was maintained along the east side of the right-of-way until the west wall and excavation were completed. Tracks were laid in the new excavation and trains operated there while the east wall and the excavation of the remainder of the cut was completed. After the west wall was completed, construction of the east wall was begun at Church Avenue. As the work progressed, it was followed by the excavation of the re-

maining portion of the cut. The east wall was completed in August, 1907.

The contractor brought a large steam shovel to Church Avenue. It was able to remove 1,500 cubic yards a day from the four-track-wide cut. To complete the work by May 1, 1907, it was only necessary to remove 987 cubic yards a day.

The engineers calculated that the earth removed from the cut could be used to build the embankment as far south as Avenue O. The earth excavated from the Long Island Rail Road's Bay Ridge Division Grade Crossing Elimination project was used to construct the embankment between Avenue O and Sheepshead Bay.

To speed up the building of the embankment, Brighton trains were rerouted on March 5, 1906 to the Long Island Rail Road's Manhattan Beach tracks south of Avenue H. Trolley wire was installed to supply power to the Brighton trains. At Avenue H, the Long Island Rail Road originally crossed above the Brighton Line, as shown on the photos in the March, 2007 *Bulletin*. To install the connection, the Brighton tracks were raised to the same elevation as the Long Island Rail Road's tracks. There was a grade crossing at Avenue H and joint operation south of this point while the embankment was under construction.

Before building the embankment, abutments were constructed at each intersecting avenue, after which loaded gondolas dumped the earth excavated from the cut. Temporary wooden bridges crossing each avenue carried the dump train tracks. When the fill was nearly completed, the wooden bridges were replaced with steel girder

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Next Trip: NJ Transit Meadowlands Shop, June 24 (SUNDAY)

NEW YORK & STAMFORD RAILWAY COMPANY CONSTRUCTION HISTORY (CONTINUED) by Bernard Linder

The following incomplete construction history — compiled from newspaper articles and Public Service Commission reports, is a continuation of the data published in the May, 2007 *Bulletin*. The date listed is the date of the article.

In 1895, Harrison refused permission because several land owners objected to the trolley passing through their property. The company filed certificates of extension from the terminal on Westchester Avenue at the Rye-Port Chester line via a private right-of-way to White Plains.

- May 14, 1902 Citizens of Port Chester have been fighting the company, which is extending its trolley system in Port Chester. One resident obtained an injunction to prevent the company from laying tracks between his house and his stable
- March 15, 1903 The company applied for a franchise for a private right-of-way in New Rochelle, adjacent to Union Railway's line. For two years, the company has been negotiating with the Union Railway, a Third Avenue subsidiary, for trackage rights in New Rochelle
- May 1, 1903 The Board of Railroad Commissions held a hearing on a plan to extend the line from Larchmont to New Rochelle and to carry through passengers for five cents. At that time, passengers had to change cars and pay an additional nickel. The New Haven Railroad was behind this plan
- February 15, 1905 **Street Railway Review:** Larchmont Horse Railway's original equipment was two horses and car 1, which was stored as a relic in the company's barn.
The line was double-tracked from the Port Chester Power House to Rye Beach and about half of its length in Larchmont.
The company built a dance pavilion and bandstand in Rye. Passengers were admitted free
- April 1, 1909 Public Service Commission: Millbrook Holding Company owned the company's stock. The New Haven Railroad was allowed to buy all New York & Port Chester and New York, Westchester & Boston stock owned by the Millbrook Company
- June 24, 1909 The Public Service Commission approved a second track on Halstead Avenue from the Harrison-Rye line to the Harrison-Mamaroneck line
- December 23, 1909 Public Service Commission: Agreement of consolidation of the New York & Port Chester and the New York, Westchester & Boston had to be filed with PSC on this date
- September 30, 1910 Public Service Commission: The company requested permission to build turnouts in Mamaroneck on Railroad Avenue and at Palmer Avenue. Because the company had authority under the franchise, PSC did not have to decide
- October 6, 1910 The Public Service Commission approved the application of the New York & Stamford and Westchester Electric (a Third Avenue subsidiary) for through service to New Rochelle
- March 16, 1911 Public Service Commission: The company was allowed to build turnouts to maintain a 10-minute headway in the summer. It was required to build turnouts in Mamaroneck and wherever necessary before July 1, 1911
- August 8, 1912 Public Service Commission: The company was allowed to install a second track on Palmer Avenue from the west line of Mamaroneck to Fenimore Road. One track was in place on Palmer Avenue, Mamaroneck Avenue, and Railroad Avenue. The other track could be installed via Fenimore Road, private right-of-way, Mamaroneck Avenue, and Railroad Avenue or Halstead Avenue, then two tracks on Railroad Avenue or Halstead Avenue to the east line of the village
- November 20, 1914 Larchmont residents objected to the company charging ten cents between Lawton Street, New Rochelle and Larchmont. The company replied that it had an agreement with Westchester Electric to operate in New Rochelle. If the fare were reduced, New York & Stamford would terminate its cars at the New Rochelle-Larchmont line and passengers would have to pay an additional five cents on another car. PSC denied the request until the agreement was renegotiated
- November 10, 1926 PSC authorized abandoning tracks on Palmer Avenue between Fenimore Road and

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New York & Stamford Railway Construction History

(Continued from page 2)

Mamaroneck Avenue. Previous operation — double track on Palmer Avenue north of Fenimore Road. Northbound: single track on Palmer Avenue, west on Mamaroneck Avenue to the intersection of the other line of the railway from Fenimore north. Southbound: double track, Mamaroneck Avenue, and Fenimore Road to Palmer Avenue, where double track began. Proposed route — cars would operate in both directions on single track and a switch would be installed north of Mamaroneck Avenue where double track began

FINANCIAL STATEMENTS AND PASSENGER STATISTICS

The company operated at a loss in 1919, 1920, 1922, 1923, and 1924, but made a profit of \$14,744 in 1921.

In 1926, trolley fares fell off by 2,000,000, resulting in a decrease in revenue of 25-30%. The Rye Beach Line reported a loss of \$13,427.89 for the entire year and a \$3,367.11 deficit for December, 1926. The Larchmont Manor Line reported a loss of \$10,081.23 for the entire year and a \$1,383.58 deficit for December, 1926.

For the first six months of 1927, revenue decreased 10-15% and paving obligations for the next 18 months

were \$100,000 to \$150,000. The company's January, 1927 deficit was \$601.44. The Stamford-Larchmont Line carried 622,202 passengers while the Larchmont Manor Line transported 28,624 riders.

The company was in poor financial condition and it was obvious that the trolley could not keep running much longer.

When buses were substituted in 1927, riding between Port Chester and Stamford increased 25-30% and Larchmont Manor traffic more than doubled, probably because the small buses ran more frequently.

INVENTORY OF ROLLING STOCK

TYPE OF CAR	1900-1	1901-2	1902-3	TYPE OF CAR	1905
Box Car	6	12	12	17-Bench Open D.T. (A)	10
				Open S.T.	20
				Closed S.T.	12
Open Car	14	20	18	Parlor	1
				Wrecker	1
Service Car	—	1	2	Construction Car	1
				Sprinkler	1
Snow Plow	1	2	2	Snow Plow	3
				Gravel	3

(A) Seating capacity: 102

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A PENNSYLVANIA POSTCARD

Member Frank Pfuhler has located a number of interesting postcards from the Internet web sites of public libraries, state-city historical sites, postcard collectors, postcard sellers, etc. Some of the sites have several thousand postcards listed. He wrote that he must have viewed as many, and surprisingly continues to find more. Frank has assembled groups of trolley or train

cards by city, and e-mailed them to a group of interested persons on his e-mail list.

Included in one of these selections was this postcard of the Ben Franklin Bridge, which spans the Delaware River, connecting the cities of Philadelphia and Camden.

(Continued on page 4)

New York & Stamford Railway Construction History

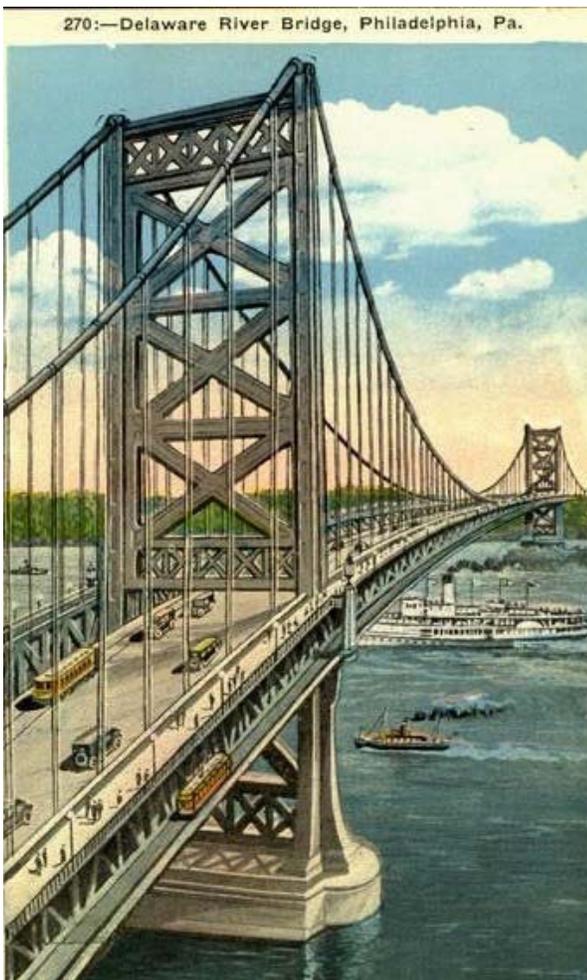
(Continued from page 3)

TYPE OF CAR	SEATING CAPACITY	1915 1916 1917	1918	1920	1921	1922 1923 1924	1926	1927
Open Motor	71+	39	39	39	—	—	—	—
	56+	—	—	—	39	39	15	8
	36-55	7	7	2	1	1	1	—
Closed Motor	25	1	—	—	—	—	—	—
	26-35	7	7	9	2	1	1	—
	36-55	24	26	20	20	20	20	20
One-Man Closed Motor (B)	N/A	—	—	—	7	7	7	7
Non-Revenue Motor	—	11	N/A	6	7	7	7	3
Snow Plow Motor	—	—	—	3	3	3	3	3
Parlor	—	—	1	—	—	—	—	—

(B) Birney cars 201-207, built by Bradley in 1920

A Pennsylvania Postcard

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This elicited a number of comments, including this one from long-time ERA member Henry Raudenbush. “And of course, as most of us know, the trolleys in any case were not to have run on the outboard track as shown; this was always intended to be for heavy rail trains (which eventually came, but not until 1936). Today PATCO trains operate over it. A space was left for the trolley tracks just inside the stiffening truss, along the outer edge of the roadway. This remained vacant until some time in the 1950s, when the roadway was widened over this space. Platforms for a station stop for the trolleys were provided (and still exist) at the Philadelphia tower of the bridge, with a mezzanine below the tracks, and provision for elevators to street level and an entrance from a (never-built) station of the Frankford “L.” Space was provided under the Philadelphia plaza of the bridge for a 5-track loop terminal for the trolleys, and this space also still exists. The entrance doors to the concourse of this terminal can be seen on the 6th Street side of the plaza.

“The bridge approach blocked 5th Street, with the bridge roadway just above the original street level, and the space for trolley and rapid transit tracks one level below the original street. An underpass was provided for 5th Street, but the underpass was built only one level down (what in Germany would be called level -1), thus it cut through the unused trackways of the bridge approach. When the bridge “High Speed Line” was finally built in 1936, a new 5th Street underpass at the -2 level was built. A portion of the first underpass, complete with paving and streetcar rails still exists in the space between the two PATCO tracks.

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LAST MANHATTAN STREET CARS RAN 60 YEARS AGO

On June 29, 1947, the last three lines running wholly in Manhattan, Kingsbridge, 125th Street Crosstown, and Broadway-145th Street, were discontinued. Less than two months later, the last piece of underground conduit in Manhattan (for the 149th Street Crosstown Line,

which ran partially on conduit and partially on overhead trolley) was removed from service.

Below are some photographs depicting street car operation in Manhattan.



The Third Avenue "L" at E. 66th Street on October 6, 1946, showing the 65th Street Car House.
Bernard Linder photograph



65th Street Car House, October 6, 1946.
Bernard Linder photograph



Amsterdam Car House at Amsterdam Avenue and W. 129th Street,
July 28, 1946.
Bernard Linder photograph



Another view of Amsterdam Car House, taken the same day.
Bernard Linder photograph



54th Street and Tenth Avenue Car House, October 6, 1946.
Bernard Linder photograph



Harlem Car House, E. 129th Street and Third Avenue, October 6, 1946.
Bernard Linder photograph

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Last Manhattan Street Cars Ran 60 Years Ago

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Car 135 works the Kingsbridge Line at Dyckman Street and Broadway on May 31, 1941.
Bernard Linder photograph



Car 618 pulls car 584 to the E. 129th Street-Third Avenue Car House's 130th Street barn for painting on June 19, 1938.
Bernard Linder collection



Car 146 outside Amsterdam Car House.
Bernard Linder collection



Car 33, seen here in 1940, is an ex-cable car that is now at the Shore Line Trolley Museum.
Bernard Linder collection



Car 624 outside Amsterdam Car House.
Bernard Linder collection



Car 697 at Amsterdam Avenue and W. 155th Street in May, 1939.
Bernard Linder collection

Commuter and Transit Notes

No. 223
by Randy Glucksman

Metropolitan Transportation Authority

On May 7, Peter S. Kalikow announced that he would step down from his position as chairman, a job he has held since March 14, 2001. *The New York Times* classified his tenure as “six eventful and turbulent years.” The newspaper explained that this was because of a bitter 60-hour transit strike, a bookkeeping scandal (the MTA was accused of keeping two sets of “books”) and the first major expansion of the city’s subway system in decades, the Second Avenue Subway. The effective date of his resignation, which was not available at publication time, was to be when Governor Spitzer appointed his successor.

MTA Metro-North Railroad (East)

Wire damage near Greenwich caused most of Metro-North’s 40,000 New Haven Line riders to be late for work on Wednesday, April 25. One train was reported as being over 2½ hours late. This disruption affected the three branches as well. Metro-North explained that at 5:25 AM, a pantograph somehow lost its shoe (the railroad does not know how), and then damaged the wire and its components as it traveled along the tracks. At a curve in the road, just west of Cos Cob, the damaged pantograph was ripped off the train and fell onto an adjacent track. The pantograph had hit a span wire, a stronger wire that separates catenary wires as they round a bend. The train that lost its pantograph was able to shut power to the car with the missing pantograph and limp into Grand Central Terminal 81 minutes late. Employees worked throughout the day to make repairs, finally completing all of the work by 3:50 PM. 80 New Haven trains were late, plus 20 were cancelled or combined.

Member Bob Underwood wrote that to alleviate congestion further west, the two Shore Line East trains that normally operate to Stamford were cancelled at New Haven. Also, Metro-North Trains #1533 and 1535 were combined, as were #1537 and 1539.

Bob also told me that the extended Shore Line East trains (#1633, 1637, 1640 and 1644) that operate to Stamford are now composed of four cars: three Mafersa (ex-VRE) coaches and one Bombardier cab car.

A special timetable was issued for the 30th Annual Five Boro Bike Tour®. The content is the same as the one that was issued last year.

Bus service was provided for a four-week period between Waterbury and Bridgeport beginning Monday, May 14, in order to do track work. The following trains are affected:

Weekdays

Trains #1916 and 1926 – 10:32 AM and 1:32 PM

Bridgeport to Waterbury

Trains #1963 and 1975 – 12:20 PM and 3:13 PM
Waterbury to Bridgeport

Weekends

Trains #6910 and 6926 – 9:34 AM and 1:32 PM
Bridgeport to Waterbury

Trains #6929 and 6945 – 11:22 AM and 3:18 PM
Waterbury to Bridgeport

Recently I learned some details on how often Metro-North’s rail fleet is inspected. I had always known about the 30-Day, 92-Day and 184-Day cycles, but did you know that there are also 60-Day, 368-Day, 1,104-Day, 1,476-Day, 1,840-Day, 6-Year, 9-Year, 12-Year, and 16-Year maintenance events? These are performed at six equipment maintenance facilities, yards and Grand Central Terminal.

There is also a long-range plan to procure new equipment and retire old equipment. Here is the current status of that plan:

YEAR	CONTRACT	DELIVERY	RETIREMENT
2010	M-2		16
2011	M-2		100
2012	M-2		104
2013	M-2		20
2014	M-1		30
	M-3		52
	M-8	24	
	M-9	115	
2015	M-3		88
	M-8	80	
	M-9	115	
2016	M-8	80	
2017	M-8	80	
2018	M-8	80	
2019	M-4		54
	M-6		48
	M-8	78	
	M-10	120	
2020	M-10	20	
2021	Shoreliner		50
2022	Shoreliner		10

At present, the car fleet is comprised as follows:

CONTRACT	NUMBER
M-1	30
M-2	241
M-3	140
M-4	54
M-6	48
M-7	336
Shoreliner	211
<i>Total</i>	<i>1,060</i>

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

The locomotive fleet is made up of 11 FL-9s, 31 P-32s (dual-mode), and 6 P-40s (leased from Amtrak). Metro-North plans to purchase 6 new locomotives in 2015 and 14 in 2023.

Is there competition for Metro-North? On May 1, NY Waterway Taxi initiated ferry service between Yonkers, the World Financial Center, and Pier 11 (Wall Street). Initially there are four AM (5:50-9:30 AM) and four PM (4:30-7:30 PM) trips in each direction. One-way fares are \$12, and 40 trips are \$400. Running time is scheduled at 45 minutes, plus an additional 7 minutes for those destined to Pier 11. There are 100 seats on the top deck and 49 inside the cabin of the bright yellow boats. There are some passenger amenities, including flat-screen TVs. *The Rockland Journal News* reported that on the first day of scheduled service, there was only one passenger aboard the first ferry and three on the second ferry departing from Yonkers. Ridership did increase on the later trips. Later that week, as I was riding a Hudson Line train of M-7s, we paced one of those ferries as the train approached the Riverdale station.

The same company plans to begin service from Haverstraw in Rockland County to Manhattan on August 1. Two trips (5:45 and 7:05 AM) will originate in Haverstraw and will stop in Yonkers. Running time has been put at 90 minutes. There will be two evening return trips. By comparison, a passenger who rides the 5:53 AM ferry from Haverstraw to Ossining and changes to a Metro-North express would arrive at Grand Central Terminal at 7:06 AM (73 minutes and 3 modes of transportation). You must then add the running time by subway to lower Manhattan.

There is some good news for passengers who lose items on Metro-North property. As of May, filing reports of lost property and searching to determine whether the item has been located can be done on-line. To do this, one must go to Metro-North's web site and follow the prompts: Travel/Lost & Found"/Submit Inquiry. Calling the 1-800-METRO-INFO number is also an option for those who do not use computers.

Connecticut Department of Transportation

One set of Shore Line East equipment has been regularly assigned to Waterbury Branch Trains #1926 (1:32 PM Bridgeport)/1975 (3:13 PM Waterbury), according to Bob Underwood. The SLE equipment that at one time departed from New Haven at 2:25 PM for Stamford now leaves at 12:45 PM as deadhead Train #1121 to Bridgeport, where it turns for the aforementioned trains. Upon return to Bridgeport it continues to Stamford, where it turns for SLE/MNR train #1644 for its scheduled 5:11 PM trip to Old Saybrook. The equipment for SLE Train #1640 continues to depart from New Haven at 3:25 PM as non-revenue Train #1169.

Bob also reported that the seven ex-Metro-North SPVs that had been stored in the East Bridgeport Yards have been moved to a siding adjacent to Track 4. This track is located west of the yards and where "Central Tower" was located. CDOT purchased these cars in the summer of 1996 and never placed them into service.

One Connecticut State Senator is sponsoring legislation that would permit seniors over the age of 65 to ride free on trains and buses during off-peak hours. AARP announced it they did not ask for this and that it preferred that the funds be used to support an existing program. One state, Pennsylvania, has had such a program since 1973. Off-peak senior rides are funded through the state's lottery. If the bill is passed, the State of Connecticut would have to make up any shortfall in revenue to Metro-North. Connecticut's share is 65% of the cost of the operation of the New Haven Line. Jim Cameron, chairman of the Connecticut Rail Commuter Council called the proposal a "feel-good bill on a false premise" that the rail system has any capacity to give away. Seniors already get a 50% discount, and an analysis that was done earlier this year put the cost of the program at \$9.7 million a year if there would be no significant increase in overall ridership. The analysts factored in 1 million free rides on off-peak trains and 2 million on buses.

MTA Long Island Rail Road

The New York Mets/Shea Stadium timetable for the period of April 9-May 20 was available during the latter part of April. As I passed through Penn Station on May 17, I glanced at the LIRR timetable racks and saw a (first-ever?) Mets-Yankees Series at Shea Stadium timetable for the weekend of May 18-20. It was printed on glossy paper. For the Spring Meet at Belmont Park, timetables were issued for the periods May 2-20 and May 21-July 22. On the cover of the latter is a note advising that a special timetable would be issued for the Belmont Stakes, to be held on June 9.

A special timetable was issued for the weekend of May 19 and 20 for the Oyster Bay Branch to enable a switch replacement project at Locust Valley. All train service originated and terminated at Locust Valley. Vans operated between Locust Valley and Oyster Bay.

New timetables under General Order No. 401 went into effect at 12:01 AM, May 21 and will remain in effect through September 9. Each cover has a note explaining the new services and/or the construction work that will take place on the branch.

The April edition of *Keeping Track* reported some of the changes include improved morning and evening service at several stations. Trains #2064 and 172 (below) were classified as being underutilized. These trains listed below have added the following stops:

- Train #301 departs 2 minutes earlier from Great Neck at 7:06 AM – Little Neck and Douglaston
- Train #303 departs 4 minutes earlier from Great

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Commuter and Transit Notes

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Neck – Auburndale

- Train #1621 departs 1 minute earlier from Huntington at 6:48 AM – Hicksville
- Train #1633 (8:55 AM Huntington) has added Merillon Ave and New Hyde Park
- Train #1005 departs 2 minutes earlier from Massapequa Park at 6:26 AM – Lynbrook
- Train #2817 departs 1 minute earlier from Far Rockaway at 7:19 AM – Locust Manor
- Train #2064 now departs from NY Penn at 5:01 PM instead of Flatbush Avenue
- Train #2862 (4:32 PM Flatbush Ave) added Nostrand Avenue, Locust Manor, and Laurelton
- Train #2716 (6:17 PM Jamaica) added Islip, Great River, and Oakdale
- Train #172 (7:30 PM NY Penn) added Massapequa, Massapequa Park, Amityville, Copiague, and Lindenhurst
- New Train #2098 departs from NY Penn at 10:45 PM stopping at Woodside, Jamaica, Hicksville, Bethpage, Farmingdale, and then all stops to Ronkonkoma
- Other changes: Additional cars were added to Train #807 (5:35 AM Long Beach/Penn Station), Train #1627 (7:28 AM Cold Spring Harbor/Penn Station), Train #425 (8:08 AM Port Washington/Penn Station), and Train #2872 (6:03 PM Penn Station/Far Rockaway)

Track Work

- On the Port Washington Branch, six overnight weekend trains had their schedules adjusted up to six minutes due to a track work program between Shea Stadium and Great Neck
- Switch replacement will take place over several weekends at Queens Village, and will affect the Hempstead Branch. Time adjustments were made, and there will be some weekends where buses will replace the trains. East of Ronkonkoma there will be track work between Riverhead and Greenport. Buses will replace two (one eastbound and one westbound) midday weekday trains between Mattituck and Greenport
- A track work program between Hicksville and Syosset requires that four midday weekday trains have their schedules adjusted up to five minutes
- On the Babylon Branch, there will also be track work in a few areas. Between Rockville Centre and Freeport, midday westbound Babylon trains are adjusted up to four minutes earlier. Eastbound midday trains are adjusted up to five minutes later. Another track program between Amityville and Babylon will take place on weekday overnights, where two westbound trains will be adjusted three minutes earlier and five westbound trains will be

adjusted 12 minutes earlier. And on weekend overnights, one westbound Babylon train will be adjusted three minutes earlier and one eastbound train six minutes later

LIRR reported that like Metro-North, its reverse peak ridership has been increasing. According to a report in *The New York Times*, between 1998 and 2006, the number of such riders went up by 72% (7,350 to 12,917). Nassau and Suffolk Counties differ from Westchester and Fairfield Counties in that they have smaller hubs. The latter have major job centers such as White Plains and Stamford. Also hindering the ability to provide more off-peak eastbound service are the single-track section between Great Neck and Port Washington and the lack of a third track on the Main Line between Floral Park and Hicksville. Between 6:30 and 8 AM, both tracks between Queens Village and Hicksville are used for westbound trains. The LIRR would like to construct a third track between these locations, but has met with resistance from local residents.

NJ Transit

First, here is some leftover business from last month: the Bound Brook station (Raritan Valley Line) was reopened on Wednesday morning, May 2. The station became inaccessible due to flooding associated with the Nor'easter that hit the metropolitan area beginning April 13.

Here are some details of the fare increase that was approved in April and went into effect on June 1. Based on testimony and written statements, the Board of Directors approved a fare increase that averaged 9.6%, although for most rail, trolley, and bus riders the increase is 9.9%. In addition, the Board promised a review of airport access issues and has formed a group that will also include the Port Authority of New York & New Jersey, MTA, and the City of Newark. Some of the issues that will be discussed include access to the airport, bus and rail ticketing, and pricing, including from New York Penn Station. Local bus, Newark Light Rail, and River Line fares went up 8% from \$1.25 to \$1.35. Monthly fares, which have been unchanged since 2002, went up the full 9.9%, as did HBLRT fares, which went from \$1.75 to \$1.90.

On June 1, the morning peak period began one half-hour later, at 7 AM. Previously trains arriving at their final terminal between 6:30 and 9:30 AM were considered peak hour. This change provides riders with the option of using discounted off-peak round-trip tickets on 16 additional trains and encourages travel on earlier morning trains when more capacity is available. One-way rail tickets purchased for transfer between the Hoboken Division and Newark Division rail lines "via Seacucus" are valid for use on Newark Light Rail at no additional cost, enabling customers to ride the trolley between Newark's Broad Street and Penn Stations on a single ticket. Children are no longer required to pay the

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Commuter and Transit Notes

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NIA Rail Station access fee.

Something new, the position of Customer Advocate, has been created. This individual reports directly to the Executive Director, to identify customer service improvements across all modes.

Because fares on the New York portions of the Bergen/Main, Port Jervis, and Pascack Valley Lines will not be going up, the amount of subsidy that Metro-North will be paying to NJ Transit will increase. *The Journal News* reported these amounts, known as hold-down fees, will increase from \$60,000 to \$600,000. As an aside, my monthly NY Penn ticket went up \$2 for the Secaucus to NY Penn part of my commute. Port Jervis Line riders will see their monthly tickets rise by \$5.

Below is table showing all of NJ Transit's fare increases since 1980:

YEAR	PERCENTAGE
1980	11.0
1981	22.0
1982	17.5
1983	9.0
1986	10.6
1988	9.0
1989	12.5
1990	9.0
2002	10.0
2005	11.5
2007	9.6

In the past, I have written about the inequity in the fare that is charged to Newark International Airport from New York and from Newark. The NIA station opened for service on October 21, 2001. In the table below you will see how the surcharge on New Yorkers has increased. The "not-so-secret" way to travel to NIA from New York City and save money is to purchase a ticket to Elizabeth, which under the new fare structure costs \$5.00 plus the \$5.50 fee to ride the monorail. Under this plan, New York City riders save \$4.50.

DATE	NY PENN-NIA	% INCREASE	NEWARK PENN-NIA	DIFFERENCE
October 21, 2001	\$11.15	n/a	\$6.65	\$4.50
April 1, 2002	\$11.55	3.6 %	\$6.80	\$4.75
July 1, 2005	\$14.00	4.76 %	\$7.50	\$6.50
June 1, 2007	\$15.00	7.2 %	\$7.75	\$7.25

Two days after I submitted my May column to our Production Manager David Ross, where I wrote that I had not seen any multi-level cars for quite a while, what do you think my connecting train from Secaucus to NY Penn was composed of on April 23? The answer is multi-level cars. Our usual equipment on this run had always been Arrow IIIs. We had the same consist the next day as well, although it had been turned. After those two days, the Arrows returned. Seven MLVs replaced 10 Arrows.

Construction began on the rehabilitation of the Metropark station on April 23. When it opened on November 11, 1971, it was placed there as a suburban stop for *Metroliners*. The station was also New Jersey's first "park and ride" station, and it became a model of a "regional interceptor," a station located near a major highway, providing adequate parking and convenient train options for rail travelers. Today, Metropark is NJ Transit's busiest outlying (non-terminal) station serving four million passenger trips each year—14,200 NJ Transit and 1,000 Amtrak customers each weekday. The project is to be completed in 2010. Details were published in the January, 2007 *Bulletin*.

On April 21, NJ Transit made a slight change to the track assignments at the lower level of Secaucus during the PM. This information appears in the table below:

TRACK	PREVIOUS TO APRIL 21, 2007	CURRENT
E (4)	Bergen & Main Lines Hoboken-bound	Main Line Outbound
F (2)	Main Line Outbound	Bergen and Main Lines Hoboken-bound
G (1)	Bergen Line Outbound	Bergen Line Outbound
H (3)	Bergen & Pascack Valley Lines Outbound	Pascack Valley Outbound

Member Bob Kingman reported that the multi-level cars continue to pass through Albany. His latest observations (on May 6) were 7512 and 7513.

At its April meeting, the Board of Directors awarded several contracts. There was one for the final engineering of the Passaic-Bergen Rail project. This line would provide rail service to nine stations along eight miles between Hawthorne and Hackensack, via New York, Susquehanna & Western Railway trackage. Some of the other communities that would be served include Paterson, Elmwood Park, Saddle River, Rochelle Park, and Maywood. In the future service could be extended to Pompton Lakes. Also a part of this project is a connection to NJ Transit's Main Line. It is proposed that construction would begin next year, with service operating by 2010. DMUs would be used.

Also approved was a contract for a draft environmental impact (analysis) statement (DEIS) for the Northern Branch. This line would continue from HBLRT's Tonelle Avenue terminus. By approving this study, it seems that NJ Transit has made a sea change, after having heard the testimonies of many, including several New York Division members, who believed that the Northern Branch should be served by LRVs. *The (Bergen) Record* reported that the study is supposed to consider light rail at the same level of detail as the DMU proposal.

When the Gladstone Branch was re-electrified from 3000 VDC to 25Kv AC in the 1980s, to reduce the cost of the project, wooden catenary poles were installed. Now, after 25 years, a contract has been awarded that

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will install 143 steel catenary poles at a cost of \$11.992 million.

The North Jersey Transportation Planning Authority's (NJTPA) Project Prioritization Committee approved a recommendation supporting Governor Corzine's plan to exchange traditional highway dollars to fund the transit project that will double commuter rail capacity. The purpose of this is to "flex" an additional \$1 billion to the T.H.E. Tunnel project. This additional funding would begin in 2008 and continue over 10 years, including \$50 million in 2008 and 2009, \$75 million in 2010 and 2011, and \$100 million in 2012 and 2013, then \$150 million in years 2014–2016 and \$100 million in 2017.

According to *Railway Age*, NJ Transit and Montreal's AMT (Agence Métropolitaine de Transport) have released a request for proposals (RFP) for a joint procurement of dual-mode diesel/AC electric locomotives. Initially 30–35 would be ordered, but there would be options that could bring the total to 70. The locomotives would be capable of speeds up to 125 mph in single or multiple-unit locomotive consists. RFP responses are due at NJ Transit by July 20, 2007, and a pre-proposal conference was scheduled for May 31. Each transit agency will be awarding separate contracts.

There is lots of construction activity going on at the lower end of the Pascack Valley Line between Pascack Junction and Wood-Ridge. To the east of the Main Track, a second track has been built of concrete ties. As of mid-May, the beginnings of the tracks that will lead to the Meadowlands were evident. A signal hut with the name "PLANK" has been placed before the Wood-Ridge station. Farther up the line, between Anderson Street and North Hackensack, there are signal huts for East Cole and West Cole. The Pond Siding between Pearl River and Nanuet went into service last year.

Because of the hospitalization of Governor Jon S. Corzine, it was the acting Governor, Richard Cody, who signed the legislation passed by New Jersey's Senate and Assembly that allows the Port Authority to lease Stewart Airport. The state can also build a new regional airport within the next 25 years. It was hinted that it could be sited at Atlantic City.

To me, a retired transit employee, it is always heartwarming when a transit agency head is also a commuter. When I worked at NYCT, it was a known fact that when David Gunn was our President, he rode the subways. I encountered him several times aboard subway trains. Member Joe Canfield sent an article from *The Philadelphia Inquirer* which reported that NJ Transit's new Executive Director commutes to work via rail from his residence in Philadelphia. In fact, Richard Sarles has been a commuter for most of the last 40 years.

Port Authority Trans-Hudson Corporation

PATH issued timetables as of April 22. There were no changes from the October 29, 2006 schedules.

As of May 13, under an agreement between the states of New York and New Jersey, up to 40 National Guard troops began patrolling PATH's 13 stations. The cost of the program, which will also be partly funded by the Port Authority, is \$200,000 per month. This mimics a program that uses the National Guard and has been in place for several years at NY Penn Station and Grand Central Terminal.

Metropolitan Area

One of the major news stories on Earth Day, which was celebrated on Sunday, April 22, was New York City Mayor Michael Bloomberg's proposal to implement a congestion charge of \$8 per day per vehicle. This idea has been proposed many times in recent years. An estimated \$500 million could be generated each year. Affected would be vehicles that enter Manhattan below 86th Street weekdays between 6 AM and 6 PM. As could be expected, there was support and derision for this idea. For drivers within Manhattan, the fee would be \$4, and trucks would be charged \$21. There would be no charge for driving on either the West Side Highway or FDR/East River Drive, or for moving cars due to alternate side parking. Taxis, and presumably other vehicles used for transportation, would be exempt. Cars and trucks coming from New Jersey via the Holland and Lincoln Tunnels and George Washington Bridge would get a credit for their toll against the congestion fee. For example, if the congestion fee is \$8, then cars paying the typical current maximum toll of \$6 would only pay an additional \$2 (according to the *Star-Ledger*). I am not aware of any similar type of off-set proposed for those paying tolls for the Queens Midtown or Brooklyn-Battery Tunnels.

The Mayor's "Plan for 2030" contains 127 projects in these categories: Land, Water, Air Quality Transportation, Energy, and Climate Change. One idea calls for investments of \$200 million per year from both the city and state to create a financing authority that would assure completion of major projects such as the Second Avenue Subway. Before this could be a reality, both the New York City Council and New York State Legislature must approve the plan. An investment of \$225 million would be required to purchase and install traffic recording equipment. Payment would be via EZ-Pass, much like the payment of tolls on bridges and tunnels. Mayor Bloomberg also said that there must be improved public transportation in neighborhoods which are currently underserved. There would also be a surcharge averaging \$2.50 per month on electrical power. Cities that already have congestion price charges include London and Singapore.

In connection with this proposal, *The Star-Ledger* reported that Mayor Bloomberg has agreed to fund nearly half (\$3.5 billion) of the projected \$7.2 billion cost

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

of the T.H.E Rail Tunnel under his 25-year transportation improvement plan. According to a high-ranking transportation official familiar with the arrangement, it would be done with proceeds from the congestion charge. This project already had \$2 billion in commitments from the Port Authority plus \$500 million from the State of New Jersey. So, this funding from the city of New York would be a major boost to the project, absent any federal contributions, which have not yet been made. (Please see the news item regarding "flex" funds for this project under the **NJ Transit** section.)

Miscellaneous

In last month's *Bulletin*, there was an interesting article about TARS by member Karl Groh. I received an email from member Allen Morrison in which he wrote that the heritage tramway in Santos, Brazil, had recently acquired a Huffliner. Allen wrote: "It will be reconditioned and re-gauged – to 1350 mm (53 $\frac{1}{8}$ ") – for operation on the new line in Santos. It's ironic that the most ambitious tourist tramway in South America has that weird gauge and has to rebuild the trucks of every car that it acquires!" The car was numbered 1799 when it ran in São Paulo, but so far I have not been able to determine its number in New York (the cars were not renumbered in sequence). I saw that car in that park 25 years ago. Considering that it's never been sheltered it's in amazing shape. Ran 10 years in New York, 20 years in São Paulo, sat in the park another 39! There are other 'Huffs' around Brazil, some in even better condition, but this was the only one for sale."

In 2006, Americans relied more on public transit by taking 10.1 billion trips. The American Public Transportation Association reported that use of public transit is up by 30% since 1995. If compared to domestic airline trips, public transit trips outnumbered the former by 15 to one. Here are the rankings by mode: Light Rail, +5.6%; Heavy Rail, +4.1%; and Commuter Rail, +3.2%.

Other Transit Systems*Boston, Massachusetts*

As was reported last month, MBTA issued new timetables effective April 30. Member Todd Glickman, who sent copies, wrote that schedules for the branches that have no schedule changes have not (at least as of now) been reprinted, and the old ones dated January 1, 2007 remain in effect. There is a brand new schedule this time around — summarizing all trains between South Station and Back Bay. It reminds me of the "City Terminal Zone" schedule that has been published by LIRR for many years. New timetables were issued for all lines. The day after I received them, Todd emailed that on May 1, MBTA posted a notice on its web site that the Fitchburg schedule would be reprinted due to a "printing error." Todd wrote that the error was that some station times were off by a few minutes on one or two trains.

Commuter Rail riders have been promised that the air conditioning will be working this summer. Contract operator MBCR is spending more than \$1 million, including \$360,000 for training of personnel. Last year there were reports that many of the cars were dangerously hot. *The Boston Globe* reported that there are several reasons behind MBCR's effort. The first is service; the consortium's five-year, \$1.07 billion contract expires in June, 2008, and it would like a renewal. In addition, new rules by the Environmental Protection Agency require that any coach leaking Freon be taken into the shop for repairs. The new rules also require the recycling of old Freon and a testing of the system to make sure the leaks were repaired. That means more time in the shop, and less time on the rails, and the commuter line cannot afford either, especially with the Greenbush service starting service later this year.

Continuing on the topic of the Greenbush Line, Todd sent this report: "The MBTA is pleased to announce that construction of the Greenbush Line is nearing completion. In preparation for the start of service in the fall, the MBTA will operate the first test train over the line on Saturday, May 19, 2007 at restricted speed to check clearances. Following rail grinding in late May, test trains will begin operating on a regular basis. By mid-July, we expect to be operating a large number of test trains as we test the railroad signal system and qualify train crews. Please be aware that test trains may operate at any time, days and evenings, seven days a week, and will not operate on a set schedule. Train horns will be sounded at grade crossings as the grade crossing warning systems are not yet operational and the quiet zone is not yet in place. Horns will also be sounded as required for warning workers on the track. Railroad flagmen will stop roadway traffic at grade crossings during train operations until the warning systems are tested and placed into operation."

Todd's trip to work on May 15 started out in a rather unusual way, as you will read. "I had an interesting ride on the MBTA CR this morning. I was on the 6:58 AM inbound short-turn from Anderson/Woburn, on the Lowell line. It should be noted that inbound CR trains are run from control cabs, with the diesel pushing. Just before departure time, the Conductor announced: 'Good morning, ladies and gentlemen. I regret to inform you that we have a minor mechanical problem with the train. We'll be departing on time, but the Engineer will be running the train from the engine in the rear. I will be in the front calling the signals and watching for obstacles. Railroad rules require that we travel at only 30 mph. When we arrive in Winchester [the next stop, usually 9 minutes], we hope that the problem will be resolved and the Engineer will be able to change ends so that we can resume inbound at track speed.'

"Sure enough, that's what happened. I'm trying to find out what would have caused this; perhaps some electri-

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cal signal malfunction between the engine and control cab? At any rate, the Engineer came 'up front' at Winchester, and we proceeded in normally. What's notable about this event is the openness of the Conductor's announcement -- usually they say nothing at all about delays."

How ironic is it that after I had written the **From The History Files** for this month, I would receive a report from Todd that MBTA will spend \$1.1 million to air-condition the 10 PCCs that are assigned to the Mattapan-Ashmont Line? The 2.55-mile line is presently shut down for refurbishment, but is expected to be back in November. However, this work will not take place until next winter. The PCCs are the only cars in the "T"'s 2,340-vehicle fleet that are not air-conditioned.

Philadelphia, Pennsylvania

The **Philadelphia Inquirer** reported that SEPTA has exercised an option to purchase an additional 16 Silverliner Vs from United Transit Systems at a cost of almost \$30 million. This brings the total Silverliner V order to 120 cars priced at \$274 million. Four of the additional cars will be funded by the Delaware Transportation Corporation, which contracts with SEPTA for regional rail service. UTS is a consortium of Sojitz Corporation of America and Rotem, a South Korean company. Delivery of the new cars will permit SEPTA to retire 73 Silverliner IIs, which were built by the Budd Company in 1963, and St. Louis Car Co.-built Silverliner IIIs (1967). SEPTA reports the need for additional cars is made necessary by a 3.5% growth in ridership. Daily ridership now exceeds 110,000. Thanks to members Lee Winson and Joe Canfield for this report.

SEPTA was to issue new Regional Rail Schedules as of May 6. Member David Safford wrote that as of the evening of May 3, there was no sign of them. (Nonetheless, the new schedules did go into effect.) Wrote David: "This was a tad worrisome as a Conductor had earlier in the week warned us that there would be a number of significant changes. Apparently they were having printing problems — only the R5 table is printed in the usual format, the rest being issued as photocopied sheets, and that not until the day they were effective." I received the actual schedules from David as well as member Gregory Campolo for both ends of the R3, R5, and R6, as well as the photocopies for R1 and both R2s. For the record, the R6/Cynwyd went into effect on May 7.

There were significant changes on R2/Wilmington/Newark, R3/West Trenton, and both ends of R5; Paoli/Thorndale & Lansdale/Doylestown. Because schedules for R7/Chestnut Hill East and Trenton, as well as R8/Chestnut Hill West & Fox Chase, were changed in early April, they remain the same. The R5 schedules have been drastically altered because of the track work and

the rails were already laid as far as Daylesford. According to David, boarding has been a trip. The train comes in on Track 3, and four husky men run a gangplank out to the train, this at Paoli only. "I believe that they are in the process of laying out temporary grade crossing fillers for next week," he wrote.

Member Bob Wright sent a lengthy email with some additional comments to what appeared in the May **Bulletin**. Here are some excerpts. "When the old Gimbels building was demolished in the early '80s the debris was left on site and paved over. A surface parking lot was placed here as a 'temporary' measure (and it's still there!). The lot had major settlement over the years because the debris was not compacted at all, and when the proposed development was considered much of the debris was finally removed, so the current parking lot doesn't have the same settlement problem. The Gimbels name could still be seen on station columns in the south side mezzanine. At 13th Street, work seems to be complete. The north side elevator actually uses a former stairway and does not drop into the paid zone, but 'lands' just to the north of the north side concourse. There is another elevator from the paid area on the westbound platform to the subway-surface level. Of course, the subway-surface cars are not ADA-accessible, so the elevator will not fully serve its purposes, as the elevators at 30th Street do (they get a lot of use, especially from able-bodied riders).

"Work on the Market Street 'L' continues. (The) Millbourne station was closed on April 20 and is already demolished. The 52nd Street station will be more or less in the same place as the current one, with temporary platforms east of the station to accommodate riders during construction. (The) 46th Street station will be closing this summer, which will make operation a little more difficult when the 'L' is shut down. At present, trains operate to 46th Street and turn there, mainly to allow Route 52 (52nd Street) buses to bring transferring passengers to that stop when 52nd Street and stations to the west are closed. Otherwise, Route 52 riders (and there are a lot of them — the 52 carries about 20,000 a day) would have to transfer to the 'L' shuttle bus at 52nd & Chestnut and then to the 'L' at (the) 40th Street station, where the shuttles connect to 'L' trains. Extending the 52 to 40th Street will put a lot of time and mileage on the ride. We shall see what the answer will be."

Washington, D.C. area

In April, the VRE Operations Board authorized the CEO to issue a request for proposals (RFP) for a new locomotive fleet. These new locomotives will likely not arrive for 18-24 months, as the RFP process is lengthy; however, for a short-term measure, several additional locomotives will be leased and in service this July. In the meantime, shop forces are taking proactive measures, including replacing items on all locomotives that have failed on a few engines in the past few weeks.

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Commuter and Transit Notes

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This was made possible with the recent passage of a transportation bill.

Charlotte, North Carolina

Member John Pappas wrote that he was fortunate to get a tour of the new Charlotte Lynx operating facility and yard on Saturday, April 28, as part of the Motor Bus Society visit to North Carolina. All 16 cars (101-116) have been delivered and are on the property undergoing burn-in testing. They are Siemens S70 Avanto 70 percent low-floor of a similar design to the Houston and San Diego cars, but with the more blunt San Diego front end. Interiors are very similar also. The shop and yard was built in connection with a new bus garage on the south side. The facility is not quite halfway out on the LRT line. One of the paint booths can be shared by bus and rail. The yard layout appears to be small with not a lot of room for future expansion. No doubt some of the future lines will get their own yards. Current plans call for service to start over the Thanksgiving weekend this year. It should be a great starter line in a fast-growing city.



John Pappas photograph

South Florida

As the end of April neared, Tri-Rail announced that its expanded schedule, planned for April 30, would be delayed by several weeks. The reason cited was the non-completion of a tie replacement project and removal of slow speed orders. Members Joe Gagne and Karl Groh sent articles from the ***South Florida Sun-Sentinel*** and ***Palm Beach Post*** reporting that the new date would be May 14. On May 15, as I was finalizing this column, I decided to check Tri-Rail's web site again and found a note that the date had been postponed until June 4.

Karl sent an article from ***The Palm Beach Post*** which reported that while the state of Florida has no intention of reducing its operating assistance to Tri-Rail, the DOT district secretary told SFRTA that the day is coming when the transit agency will no longer be able to rely on the state for financial help. This would occur once a dedicated source of funding can be put into place. The

new commuter line that has been planned for the Orlando area has been told not to expect financial help beyond seven years.

ERA member Walter Zullig sent this report from Florida. "Several weeks ago I finally rode the DMU train from Hollywood to West Palm Beach and return. The train consisted of a motor and a trailer coach 'pushed' by an F-40. Unlike the GO Transit-type coaches, the DMU cars are full-length on both levels with 2 stairways, each about ¼ from the end of the car. My first impression was good: the cars are attractive with huge windows on the upper level and rust-colored reclining seats. The downstairs level doesn't have as many seats as much of it is occupied by a large restroom and machine area. However, the riding quality was disappointing. The train really lurched running through turnouts and tended to be bouncy on tangent track with some 'up and down' motion. It was smoother in some locations but was rough in many places, even on the new track. The noise was about that of an RDC but with more noise from the air conditioning blowers. The AC worked very well. I also spotted large piles of wood ties along the way, indications of the big tie replacement job CSX is doing on the original track. The work is supposed to be done at night but has disrupted the morning service a few times.

"We had slow going around the New River interlockings and over the 'old' drawbridge and stopped to call the Dispatcher in a few locations. Arrival at WPB was about 15 minutes late. My return was on the same equipment about an hour later, this time with the locomotive in the lead. This is necessary because the trailer coach lacks a cab. The return was uneventful except that the Wackenhut guard caught a few fare evaders. An additional DMU motor and trailer car came down a few weeks ago after being displayed at Jacksonville and Orlando. Unfortunately, I'm told that one of these cars had its roof either removed or severely damaged when someone attempted to switch it into a low clearance shed at Hialeah Yard. So I suspect it will end up back at Colorado Railcar Company for a new roof."

In a subsequent email, Walter wrote that: "Tri-Rail is having the roof-damaged DMU repaired at Hialeah. Damage is estimated to be \$75,000. Supposedly the damaged DMU will be put into service at that time. Effective July 1 Herzog is out as operator. A Connex subsidiary will take over as operator and maintenance contractor and Amtrak will take over the dispatching, which will be done from Miami or Hialeah."

Chicago, Illinois

A plan to create a transit card that can be used on vehicles operated by the Chicago Transit Authority, Metra, and PACE may soon be coming to fruition. ***The Chicago Tribune*** reported that for years, these agencies have resisted this idea. The card would likely be a hybrid of Metra's monthly pass and the fare card now

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Commuter and Transit Notes*(Continued from page 14)*

used by the CTA, and should satisfy state legislators and transit watchdog groups that for years have criticized CTA and Metra officials for accentuating the differences in their operations rather than focusing on giving riders seamless transit connections and a simplified fare structure.

With the resignation of Frank Kruesi on April 18, the CTA Board appointed Ron Huberman as its new President. Mr. Huberman had been Mayor Richard M. Daley's Chief of Staff for the last two years and previously served as Executive Director of the Office of Emergency Management and Communications. Thanks to Bob Hansen for these reports.

Chesterton, Indiana

At an emergency February 23 Board meeting, the Directors approved a contract with the Sumitomo Corporation of America to purchase 14 bi-level EMUs. Each car will cost \$3.398 million. The reason for this special meeting was to approve this contract, for which the option to exercise was to expire in a few days. Reportedly, there is still an option for six more cars. Deliveries are expected to begin in December, 2008 and be complete by March, 2009.

Minneapolis, Minnesota

An article in *Mass Transit* magazine reported that three new LRVs for the Hiawatha Line had been recently completed at Bombardier's facility in Sahagun, Mexico. When delivered, the fleet will total 27 model LF-70 LRVs.

Salt Lake City, Utah

The New York Times (Real Estate Section – April 22) featured an article titled, "Rail Line Drives Utah Development." Two years ago in Murray City, a suburb south of Salt Lake City, city officials got together with a local developer to turn industrial land into a neighborhood of town houses, condominiums and offices. Very soon, the 30-acre, \$140 million development known as Hamlet Homes will have 420 housing units and 200,000 square feet of retail and office space. This is just the first of several similar projects that are either under construction or being planned. The nearby Murray North TRAX station is just a 19-minute ride from the City Center station. TRAX currently carries 55,000 riders per day on its 19-mile, 23-station system and is well ahead of ridership projections.

Albuquerque, New Mexico

Rail Runner's Downtown Bernalillo station was opened on April 27. The station is located at the center of historic downtown, at Railroad Track Road, just east of Bernalillo's main street – Camino del Pueblo. There is a free parking lot that can accommodate 23 cars and is the smallest of all Rail Runner station parking lots, reflecting the fact that the station is so centrally located that many Bernalillo residents can easily walk there

from their homes.

Seattle, Washington

On May 8, tunneling was completed on the first Beacon Hill (southbound) Tunnel for Sound Transit's light 14-mile Central Light Rail Line, which is scheduled to open in 2009. This part of the project began in January, 2006, and in the interim, more than 50,000 cubic yards of earth was excavated. Sometime this month, the tunnel boring machine is to be returned to the west side of Beacon Hill to excavate a second (northbound) tunnel. The Beacon Hill station is located 160 feet underground. Service is scheduled to begin between downtown Seattle and Sea-Tac International Airport in 2009.

Oakland, California

A fuel truck that was loaded with 8,600 gallons of gasoline crashed into a guard rail, which set off an explosive fire on April 29. The heat caused the collapse of a 250-foot crucial roadway section at the intersection of I-80 and I-880, which connects Oakland and San Francisco. The closure affected eastbound traffic from I-80 to eastbound I-580 and westbound traffic from I-80 to southbound I-880, an area also known as the "MacArthur Maze." News reports told of the impact to commuting. Governor Schwarzenegger authorized the State of California to fund free train, bus, and ferry service for the following day. The California Highway Patrol reported that its investigation revealed that excessive speed was the cause of the accident, which hospitalized the driver with second-degree burns. At press time, the interchange was reported as being closed indefinitely.

Montréal, Quebec, Canada

The long-awaited 3.2-mile (5.1 km) Laval (Orange Line #2) extension opened on April 28, and with it, three stations: Cartier, de la Concorde and Montmorency. Free travel was provided on April 28-29. Full service began on April 30 with the following service plan: Weekdays, during morning and afternoon peak periods, every second train operates to the Laval stations, while the others terminate at the Henri-Bourassa station. On weekends and holidays, all trains operate to Laval. Orange Line train requirements increased from 28 to 32 trains during rush hour, and from 12 to 14 trains during off peak periods, with trains running at the same headways as previously.

Special fares were established in cooperation with the Agence Métropolitaine de transport (AMT) and the Société de transport de Laval (STL), as part of an agreement in principle recently reached by the La Société de transport de Montréal (STM), which recognized the métro as a regional infrastructure. The TRAM 3 pass serves as the basic monthly fare for all travel from Cartier, de la Concorde and Montmorency stations. The TRAM 4 to 8 passes as well as validated TRAM tickets for zones 3 to 8 are also accepted, as they already are in the STM network. For occasional users, the STM sells new, single tickets featuring a Cartier, de la Con-

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Around New York's Transit System

MTA Chairman Resigns

Peter S. Kalikow, Metropolitan Transportation Authority's Chairman, announced that he will step down as soon as Governor Spitzer appoints a successor. Kalikow became Chairman in March, 2001 and was appointed in 2006 to a new six-year term by then-Governor Pataki.

After the World Trade Center was destroyed on September 11, 2001, Kalikow was able to secure federal funds for the Fulton Street Transportation Center. Recently, he persuaded the federal government to award funds for construction of the Second Avenue Subway, East Side Access, and the Flushing Line extension. For more, see **Commuter and Transit Notes** in this issue.

NYC Transit Installs Concrete Ties

Recently, concrete ties were installed for short distances on the southbound Brighton Local track at the south end of the Avenue H station, the Avenue U station, and the Neck Road station. Concrete ties were also installed on the southbound express track south of the Sheepshead Bay station.

Transit officials must have found that their performance was satisfactory.

Member Arthur Lonto informed us that concrete ties are being installed on the southbound Sea Beach Local track between Bay Parkway and Kings Highway. Additional concrete ties are stored on the unused middle track.

A Pennsylvania Postcard

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"On the Camden end of the bridge, with the present arrangement it looks as though the trolley track would have had to cross the rapid transit track at grade to reach the street, but this was not so. At the time the

bridge was built, the plan was for the Jersey-bound rapid transit track to swing away on an "L" structure before the trolley track reached street level. The rapid transit was to make an elevated loop around downtown Camden and enter the north, Pennsylvania-bound side of the bridge in a similar way. The present subway through downtown Camden was a later plan."

Brighton Line Centennial

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bridges. Brighton trains started operating on the new embankment 100 years ago, June, 1907, but the Avenue H grade crossing was not eliminated until January 17, 1908.

Manhattan Beach Long Island Rail Road trains originally ran on the surface. They ran adjacent to the Brighton Line as far south as Chestnut Avenue, after which

they followed an irregular route, passing E. 17th Street and Kings Highway. The right-of-way was on the west side of E. 18th Street south of Avenue R. Long Island trains started operating on the embankment adjacent to the Brighton Line in 1909 and ceased operating on the surface a year later.

At the present time, the 100-year-old stations are in poor condition and will be rehabilitated if funds are available. Details were published in the March, 2007 **Bulletin**.

Commuter and Transit Notes

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corde and Montmorency designation. The regular fare (pale yellow ticket) is C\$2.75 (US \$2.47), while the reduced fare (pale lilac ticket) is C\$1.75 (US \$1.57) for students under 18 and seniors (65+).

From the History Files

100 Years Ago: In June 1907, the Erie Railroad electrified its 34-mile Rochester-Mt. Morris Division with 11kv AC, single phase. **Headlights** (August, 1949) reported that the line was single track with catenary overhead and operated using MU cars (motors and trailers). In later years the operation had the appearance of an interurban line. Electric operation ended on November 29, 1934, and the gas-electric car that replaced it met its demise with the end of passenger service on Sep-

tember 30, 1941.

50 Years Ago: On June 24, 1957, the D.C. Transit Company introduced its *Silver Sightseer*, PCC 1512, to the public. The car was air-conditioned and had interior fluorescent lighting, when similar cars did not. In **100 Years of Capital Traction – The Story of Streetcars in the Nation's Capital**, LeRoy O. King Jr. wrote that the new management team headed by O. Roy Chalk had made a number of proposals to retain streetcars, and the *Silver Sightseer* was a subtle attempt to convince the authorities of the advantages of trolleys. It did not work, and the last cars ran on January 28, 1962. Many of the cars found life in other cities, including Ft. Worth, Barcelona and Sarajevo.

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