

The Bulletin



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The Bulletin

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QUEENS BOULEVARD IND TURNS 70 THIS YEAR

Seventy years ago, the IND expanded rapidly. The Queens Boulevard Line was extended in stages from its original terminal at Roosevelt Avenue to Kew Gardens and Jamaica. The Brooklyn Crosstown GG route was extended from Nassau Avenue to its present terminal at Smith-9th Street.

The Queens Boulevard IND was extended to Union Turnpike on December 31, 1936. Mayor LaGuardia drove the first train from Roosevelt Avenue. Long before the scheduled opening, passengers who wanted to pay the first fare waited at Union Turnpike. At 7 AM, turnstiles at both ends of the station were opened simultaneously and the contestants raced to the stairway. The platform men ruled that the race ended in a tie, but nobody rode the first train, which departed from Union Turnpike at 6:59 AM. This train was only half full at Roosevelt Avenue and the morning rush hour trains were not crowded. The evening rush was not busy because people went home early or stayed in Manhattan for the New Year's Eve celebration.

Between 7 and 10 AM January 4, 1937, the first weekday after New Year's, there were a few standees among the 10,105 passengers riding this extension. The busiest station was Union Turnpike, where 2,596 fares were recorded, and the second busiest was 71st (Continental) Avenue, where 1,836 nickels were collected.

E trains made local stops between Union Turnpike and Church Avenue and GG shuttles operated between Queens Plaza and Nassau Avenue.

Fifty years later, December 30, 1986, a celebration was held at the 71st (Continental) Avenue station. At 2 PM, several public officials gathered on the platform, where David

Gunn, NYCT's President, accepted a plaque marking the anniversary from Felix Cuervo, the head of the Native New Yorkers Historical Association.

On April 24, 1937, the IND was extended again from Union Turnpike to 169th Street. Power was turned on and the first test train ran on April 10, 1937. This extension cost \$14 million.

Officials rode the first train, which departed from Parsons Boulevard at noon April 24, 1937. Mayor LaGuardia was at the controls for a minute or two. After the trial run, the Mayor cut the ribbon across one of the entrances at Parsons Boulevard. At 1 PM, passengers were allowed to ride the new extension. The officials attended a luncheon at the Hotel Franklin, after which the Mayor witnessed a parade at Jamaica Vocational High School. This parade showed the development of Queens.

Traffic on the new extension increased rapidly. Passenger traffic statistics for the stations between Queens Plaza and Union Turnpike are as follows:

DATE	PASSENGERS
April 19, 1937	77,439
May 3, 1937	109,666
May 24, 1937	110,417

During rush hours, E trains operated between 169th Street and Church Avenue and made express stops between 71st (Continental) Avenue and Queens Plaza. Hours of operations were as follows:

Leave 169th Street: 6:25-9:32 AM and 3:07-6:12 PM

Leave Church Avenue: 7:29-10:36 AM and

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Next Trip: LIRR Arch Street Shop and West Side Yard — September 15

NEW YORK & STAMFORD RAILWAY COMPANY (Continued from June, 2007 Issue) by Bernard Linder

In previous issues, we published all the available information about this forgotten trolley line. In this concluding installment, we will describe the transition from trolley to bus operation.

FARE ZONES

In 1919, main line cars operated from Mechanic Street, New Rochelle to Stamford, a 26.37-mile line of which 10 miles were in New York State. New five-cent zones were as follows:

ZONE	LIMITS
1	Mechanic Street to Dean Place, Larchmont
2	West line of Larchmont to Harrison-Rye line
3	Mamaroneck-Rye line to Rye-Port Chester line
4	Rye-Port Chester line to state line

We have no record of the fares charged in Connecticut.

Just before abandonment, trolley zones were:

ZONE	FARE	FROM	TO
1	5¢	Mechanic Street	Dean Place
2	7¢	Dean Place	North of Larchmont Gardens station
3	7¢	South of Larchmont Gardens station	North of Mamaroneck station
4	7¢	Mamaroneck station	South of Rye station
5	7¢	South of Rye station	State line
6	7¢	Port Chester	Greenwich
7	7¢	Greenwich	Cos Cob
8	7¢	Cos Cob	Stamford

Overlapping zones except 1/2, 4/5

When buses started operating, ten-cent overlapping zones were:

ZONE	FROM	TO
2	Dean Place	North of Harrison station
3	South of Harrison station	State line
4	Port Chester	Greenwich
5	Greenwich	Stamford

ROUTES BEFORE ABANDONMENT

On August 17, 1927, the company received permission to abandon the main line. This route is slightly different from the route shown on the track plans in the February, 2007 *Bulletin*:

From Dean Place via Boston Road, Chatsworth Ave-

nue, Palmer Avenue, Fenimore Road, private right-of-way, Elm Place, Purchase Street, Boston Road, Cross Street, Palisade Road, Meadow Street, Midland Avenue, South Street, Grace Church Street, South Main Street, North Main Street, and Mill Avenue to the state line. We have no record of the route in Connecticut.

On May 26, 1927, the company received permission to abandon the Rye Beach Line, whose route is also slightly different from the track plan:

From Rye station via Elm Place, Purchase Street, Palisade Road, Meadow Street, Forest Avenue, and Beck Avenue to Rye Beach.

The Larchmont Manor Line operated from the Larchmont station via Chatsworth Avenue, Boston Road, Larchmont Avenue, and Cedar Avenue to the terminal.

The Port Chester car barn, which was capable of housing 60 trolley cars, was converted to a bus garage where the 57 29-passenger Macks delivered in 1927 and 1928 must have been stored.

BUSES REPLACE THE TROLLEY CARS

On February 23, 1927, the County Transportation Company received a Certificate of Convenience and Necessity (CCN) for the following Port Chester local routes, which are slightly different from the trolley routes: From Liberty Square via North Main Street, Putnam Avenue, King Street, North Regent Street, Irving Avenue, Breckinridge Avenue, Fairview Avenue, Monroe Place, and Westchester Avenue to Liberty Square and reverse. From Liberty Square via Westchester Avenue, South Regent Street, Boston Road, and South Main Street to Liberty Square and reverse.

On May 26, 1937, County Transportation received a CCN for the following Larchmont and Mamaroneck local lines: Four buses operated from Magnolia Avenue via Grove Avenue, Cedar Avenue, Larchmont Avenue, Rockingstone Avenue, Forest Avenue, Weaver Street, Harmon Drive, Waverly Avenue, Fenimore Road, Hoyt Street, and Mamaroneck Avenue to the station. Three buses operated from the north line of Larchmont via Chatsworth Avenue, Boston Road, Mamaroneck Avenue, Myrtle Avenue, Depot Place, Jefferson Street, Halstead Avenue, Melbourne Avenue, Brook Street, and Barry Avenue to the east line of Mamaroneck.

We have no record of the route of the main line or the Rye Beach Line.

Following is an incomplete list of ownership and route changes:

PORT CHESTER LOCAL LINES

County Transportation Company operated several

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New York & Stamford Railway Company

(Continued from page 2)

local lines in addition to the main line, which was sold to the West Fordham Transportation Corporation on January 1, 1958. County's name was changed to County Bus Lines at an unknown date. In August, 1973, County Bus Lines operated routes 74, 75, 76, and 77 in Port Chester and Rye. The company's name was changed to Port Chester Rye Transit, Incorporated at an unknown date. At the present time, the latter operates Route 76 in Port Chester and Rye.

MAIN LINE

Fordham Transit Company, Incorporated originally operated free buses to the subway from apartment houses on Andrews Avenue and Loring Place in the Bronx. On April 30, 1943, this company was ordered to discontinue this service to conserve gasoline during World War II. On December 28, 1944, the company received permission to run buses from Fordham Road and Valentine Avenue to Rye Beach during the spring and summer. Buses started operating between Fordham Road and Mamaroneck on July 19, 1948.

The company went bankrupt in 1957 and reorganized as the West Fordham Transportation Corporation. It was merged with Bus Associates on December 12, 1969. The latter was merged again to form Liberty Lines Transit, Incorporated about mid-1982. At the present time, Liberty operates the buses on this route.

On January 1, 1958, West Fordham took over County's main route, New Rochelle to Port Chester and Stamford, and expanded operation. Timetables show the following:

DATE	ROUTE
July 8, 1965	Fordham Road and Valentine Avenue to the World's Fair
June 29, 1964 and July 8, 1965	Port Chester to Pelham Bay Park station and the World's Fair
September 12 and November 28, 1966	Stamford Square to Pelham Bay Park station and the George Washington Bridge Bus Station



We do not know when service began or ended on the above extensions.

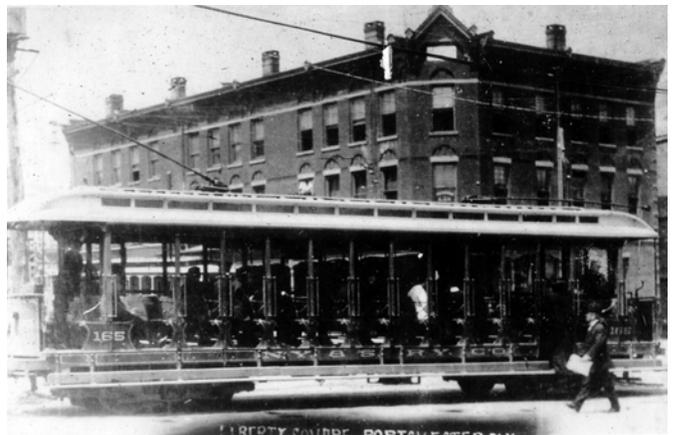
Route changes are as follows:

- September 6, 1977 Most buses were turned at Port Chester. A bus made only one round trip between Fordham Road and Stamford in each rush hour
- September 4, 1979 Buses were rerouted from Boston Road to North Avenue and Fifth Avenue between North Avenue and Chatsworth Avenue
- September 4, 1984 Discontinued Stamford service
Connecticut Transit operates buses between Port Chester and Stamford.

LARCHMONT MANOR LINE

We do not know when County ceased operating this route. Beechmont Bus Service, Incorporated was the operator in 1973. Route 71 was sold to the Hartsdale Bus Company in 1986 and Hartsdale sold it to Liberty Lines Transit, Incorporated in 1999. At the present time, Liberty operates this route.

The Bee Line system is operated by private carriers under the direction of the Westchester County Department of Transportation, which supervises their operation. The county owns the buses and funds the service, but the buses are operated by private companies on a contractual basis.



New York & Stamford open car at Liberty Square, Port Chester.
Stephen L. Meyers collection

Port Chester Street Railway, predecessor to New York & Stamford.
Stephen L. Meyers collection

Queens Boulevard IND Turns 70 This Year

(Continued from page 1)

4:11-7:16 PM

EE locals made all stops between 169th Street and Church Avenue at other times. GG local service was extended to 71st (Continental) Avenue during rush hours, but was still turned at Queens Plaza at other times.

When the Brooklyn Crosstown Line, which cost \$35 million, was opened on July 1, 1937, GG trains operated between 71st (Continental) Avenue and Smith-9th Street at all times. E trains, operating between 169th Street and Church Avenue, made express stops between 71st (Continental) Avenue and Queens Plaza at

all times.

On July 1, 1937, there was a ceremony at noon at the Hoyt-Schermerhorn Street station. Regular GG service began at 1 PM after Mayor LaGuardia cut a ribbon at this station. The special train proceeded to Queens Plaza, where the Mayor posed in a Motorman's suit. The special train returned to Hoyt-Schermerhorn Street. Another ceremony was held above ground, after which the guests attended a luncheon at the Hotel Grenada.

In less than five years, the IND expanded rapidly and became a competitor to the IRT and BMT lines. In the year ending June 30, 1938, 349,767,433 fares were collected from passengers riding the R-1s, R-4s, and R-6s (cars 100-1399).

The World's Fair station was open from 11 AM April 30, 1939 to 6 AM November 1, 1939 and from May 11, 1940 to October 27, 1940. It is believed that GG service was extended to this station at all times when the station was open. Effective May 11, 1940, Saturday and Sunday E service was also extended with E trains leaving the World's Fair from 8:24 PM to 1:29 AM. Similar service was probably operated during the 1939 season. Weekday evening E service was canceled a week after it started, May 8, 1939.



A World's Fair train laid up on the middle track south of the World's Fair station, looking south.
Bernard Linder collection



South of the World's Fair station, looking south.
Bernard Linder collection



Another view looking south, with a GG train approaching the station.
Bernard Linder collection



Looking north toward the World's Fair station.
Bernard Linder collection



Another view looking north toward the World's Fair station.
Bernard Linder collection

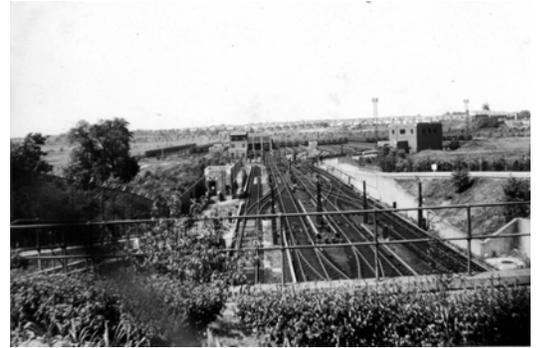
(Continued on page 4)

Queens Boulevard IND Turns 70 This Year

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A "through-the-fence" shot of Jamaica Yard on June 9, 1946.
Bernard Linder photograph



Jamaica Yard, June 9, 1946.
Bernard Linder photograph



R-9 1709 in Jamaica Yard.
Bernard Linder collection



An E train at 50th Street carrying Roosevelt Avenue signs.
Bernard Linder collection



Air-conditioned R-38s 4142/3 in Jamaica Yard.
Bernard Linder photograph



A GG train displaying unusual readings.
Bernard Linder collection



Slant R-40s 4373/2 (before renumbering) in Jamaica Yard.
Bernard Linder photograph

THE ROUTE 15 COINCIDENCE

by Joseph M. Canfield

Ever since streetcar lines began operating, numbers, letters, colors, or simply their names have been used to identify the lines. It is interesting to note how many systems around the world have used the number 15 to identify a line which was of some importance to their system.

Muni's T/Third Street Line, which opened on week-ends only on January 13, 2007, and full-time on April 7,

2007, was originally Line 15 in Market Street Railway Company days. Another line that recently re-opened was SEPTA's 15/Girard Avenue Line.

The list below is not exhaustive, but these I know from either riding or from various source material. There may be others of systems abandoned or some systems still running. But, the coincidence is most interesting.

NORTH AMERICA

City	Line Name
Baltimore, MD	15/Gay Street-Belair Road
Milwaukee, WI	15/Oakland-Delaware
Montreal, PQ	15/Ste. Catherine
New York City (TARS)	15/59 th Street (from the transfers)
Philadelphia, PA	15/Girard Avenue
Pittsburgh, PA	15/Bellevue
Reading, PA	15/Temple
St. Louis, MO	15/Hodiamont
San Francisco, CA	15/Third Street

FOREIGN

City	Line Name
Antwerp, Belgium	15/Mortsel
Charleroi, Belgium (STIC)	15/Chatelnieu (Pl. Wilson)
Krakow, Poland	15/Cichy Kacik-Pleszow
Lisbon, Portugal	15/Belem
Milan, Italy	15/Milano-Ciniseello Balsame (Campo dei Fiori)
Turin, Italy	15/Via Brissogne-Piazza-coriolano

Editor's note: Although it was not displayed on the trolley bus route B61. cars, Brooklyn also had a route #15 — Crosstown. Today it is

SUBDIVISION "B" CAR ASSIGNMENTS

On or about July 23, 2007, 34 Coney Island-overhauled R-42s (from the 4900-4949 group) were transferred from Coney Island Shop to 207th Street Shop for **A** service. However, the violent thunderstorms that disrupted morning rush hour service on every subway line on August 8 flooded the Queens Boulevard Line. Because there was no room in Jamaica Yard, six trains were laid up on the express tracks between

Queens Plaza and Roosevelt Avenue. These trains, probably R-32s and R-46s, were caught in the flood and were badly damaged. Diesel engines towed them to the shop. To relieve the Queens car shortage, 20 of these R-42s were transferred to Jamaica Shop. These cars are 4916/7, 4920-3, 4928-33, 4936-9, 4942/3, and 4926/4879. Thanks to Bob Ko and member Raymond R. Berger for the news on the transfer to Jamaica.

Commuter and Transit Notes

No. 226
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

During July, MTA announced that it would hold public hearings to raise train/subway/bus fares and bridge/tunnel tolls sometime early next year. No specifics were mentioned. Fares have been unchanged since May 1, 2003. *The New York Times*, in a July 26 editorial, put the blame on former Governor George Pataki, who, in cooperation with then-Mayor Rudolph Giuliani, diverted billions of dollars in taxes that should have gone to mass transit to other purposes. MTA Executive Director Eliot Sander had said that he favors small regularly scheduled fare increases every two years to help keep up with inflation. Years ago, Jeffrey Warsh, then-Executive Director of NJ Transit, also favored this idea.

Also during July, MTA announced its service objectives for 2008. Below are some of what has been proposed for Metro-North and the Long Island Rail Road.

METRO-NORTH

SERVICE INITIATIVES:

- Hudson Line: On weekends, additional express service will be provided, with three new round-trip trains on Saturdays and two on Sundays
- Harlem Line: The frequency of peak-period service to customers traveling from the Hartsdale through Scarsdale stations will be improved. Also a Wassaic shuttle train will be added. In the off-peak, a new round-trip train serving the Upper Harlem will be provided
- New Haven Line: A new off-peak round trip express train will be added on the inner New Haven Line
- Pascack Valley: For the first time, off-peak and weekend service will be added to the line's schedule. (This was reported in the August *Bulletin*)
- To improve the efficiency of its on-board ticket sales, the railroad will purchase hand-held devices including wireless printers to issue clearly printed receipts. (I had seen one of these being used in June, 2006.) In addition to calculating all fares, the application allows Conductors to download daily sales information to improve fare collection data and eliminate manual calculations and data entry. This information will help Metro-North to better forecast ridership and revenue. Metro-North is also spearheading the region-wide effort to create a one-ticket ride for anyone who uses more than one of the commuter railroads in the tri-state area

ROLLING STOCK INITIATIVES:

- The purchase of 342 M-8 cars advances as the review of final design mock-ups takes place during the first half of 2008. During the latter part of 2008, first article inspection of components — including

environmental testing — will be made, paving the way for the start of the full production of components. Delivery is expected in 2009

- Overhaul of 140 M-3s will continue through 2008 and be completed in early 2009
- Remanufacture of 104 end-door coaches for east-of-Hudson service to be completed in 2008
- Remanufacture of 31 dual-modes continues through 2008, to be completed in 2012
- The 240-car M-2 fleet Critical System Replacement (CSR) and Component Replacement programs continue through 2008
- Delivery of 11 new diesel locomotives for branch line service/work trains concludes in early 2008
- Seven rebuilt F-40 locomotives will be put into service west-of-Hudson, with six to eight more to be rebuilt in the coming years

STATION INVESTMENTS:

- The Hudson Line Stations Improvement Project Phase II will see inbound platforms at Irvington, Hastings-on-Hudson, and Dobbs Ferry finished in 2008, completing improvement work at those stations. At that time reconstruction of the platforms and overpasses at Philips Manor, Scarborough, and Ossining will commence, starting with the inbound platforms
- Yankee Stadium station construction continues through 2008, with an April 2009 opening
- The railroad will increase maintenance of the new ADA improvements on the New Haven Line
- Elevator door replacement will begin at Harlem Line and Hudson Line stations

SHOPS AND YARDS INVESTMENTS:

- As part of Phase III of Harmon Shop and Yard Rehabilitation, construction of the Coach and Locomotive shops will continue through 2008 for completion in 2009
- Construction of the new Highbridge Yard Train Wash is set for completion in 2008. This will enable the railroad to continue with its 60-day car cleaning cycle, supporting the initiative to improve the customer environment
- A new Rail Impact Detection System will be purchased to measure the impact of a wheel to the rail. The railroad will use the impact detector to quickly identify and categorize damage to train wheels, which happens frequently during slippery rail season in the fall. Equipment will be removed from service based on severity of the measured wheel damage for correction. This allows the railroad to manage defects as they occur to improve

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Commuter and Transit Notes

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equipment availability and reduce the number of "flats" in service

- Increased staff will be provided for the new New Haven Line Running Repair Shop

INFRASTRUCTURE INVESTMENTS:

- The replacement of ties and rail as well as interlocking/switches throughout the territory and the upgrading of aging power and signal systems with the latest technology will help enable increased service
- A major signal study that will help Metro-North design and start construction on a new signal system on all three lines in both New York and Connecticut will continue in 2008
- In 2008, construction will start on a new Operations Control Center (OCC), which includes the replacement of all control hardware and upgrades to the software providing the present OCC with state-of-the-art rail traffic technology
- In support of the East Side Access Project, new signal equipment will be installed on the lower level of Grand Central Terminal to accommodate track configuration changes
- As part of the Shell At-Grade Project, 2008 will see the completion of the third and final interlocking at CP 216 in New Rochelle
- Design and construction for signal improvements along the Danbury Branch. Construction will begin in Spring, 2008, with completion expected by mid-2010
- Construction on up to ten new substations to increase capacity and service on the Upper Harlem is scheduled to commence in 2008
- The railroad will purchase a pantograph monitoring system to monitor/measure the interaction of pantograph shoes and the catenary wire
- The railroad will install 35,000-40,000 wood ties, surface 200 miles of track, install 45 turnouts, and replace 3-5 miles of rail, in addition to installing 25,000 new concrete ties
- West-of-Hudson, the rehabilitation of the Woodbury and Moodna Viaducts will commence in 2008. Installation of 13.25 miles of new continuous welded rail and 61,000 wood ties will continue through 2008, for completion in 2009.
- Signal upgrades will begin west-of-Hudson with the replacement of two old interlockings on the Port Jervis Line with solid state equipment

LONG ISLAND RAIL ROAD

SERVICE INITIATIVES:

- In an initiative started in mid-2007 and continuing into 2008 the LIRR has added the following service enhancements:

AM:

Additional service opportunity and more seats at Lynbrook on the Babylon Branch

Added stops for the Hicksville and Merillon Avenue stations on the Port Jefferson Branch

Added stops at the Little Neck, Douglaston and Auburndale stations on the Port Washington Branch

Additional service opportunity at the Locust Manor and Nostrand Avenue stations on the Far Rockaway Branch

PM:

Rescheduled an underused evening rush train from Flatbush Avenue to Ronkonkoma to instead originate from Penn Station

Additional stops at Massapequa, Massapequa Park, Amityville, Copiague, and Lindenhurst on the Babylon Branch

Additional stops at Islip, Great River, and Oakdale on the Montauk Branch

Additional stops at Nostrand Avenue, Locust Manor, and Laurelton on the Far Rockaway Branch.

Evening/Weekend:

Added late evening service on the Port Jefferson Branch, serving New Hyde Park through Huntington

Added summer weekend Freeport Express Service on the Babylon Branch, providing connections to both Jones Beach buses at Freeport and Montauk trains

Added service to Shea Stadium, supplementing the limited parking available at the stadium while the new stadium is under construction

- LIRR is expanding the use of credit and debit cards for the purchase of tickets to include station ticket office windows by late summer of this year. This convenient payment feature was previously available only through the ticket selling machines at stations. LIRR is also installing 15 credit/debit-only ticket selling machines at high-volume stations to supplement the ticket machines already in service
- MTA's 2008 financial plan would allow LIRR to launch a Life Cycle Maintenance program for the interior car body amenities and components in both the electric train cars and diesel coaches

CAPITAL IMPROVEMENTS:

- In 2008, several capital improvements are scheduled to be completed, offering customers new or greatly improved amenities at stations. Station rehabilitation projects are expected to be completed at Valley Stream and Broadway. Additionally, the platform level waiting room at the Freeport station will undergo renovation and the pedestrian underpass at the Bay Shore station will be replaced with a new pedestrian overpass
- Design work for the rehabilitation of the East Hampton station will be completed in 2008. Also in

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Commuter and Transit Notes

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2008, design work will be done for LIRR's elevator/escalator replacement program. This will allow for replacement of two elevators at the Great Neck station, and three escalators at the Merrick, Bellmore, and Massapequa Park stations

MTA METRO-NORTH RAILROAD (EAST)

Metro-North has awarded a contract to design the 10 new Upper Harlem Line substations that were reported above.

MTA METRO-NORTH RAILROAD (WEST)

Repair work to some of the timbers on the 3,201 foot-long, riveted, open deck girder bridge known as the Moodna Viaduct caused a partial suspension of rail service over the weekend of August 4-5. The Moodna Viaduct was opened for rail traffic in 1909, and carries one track of the Port Jervis Line across Moodna Creek, Route 94, and Otterkill Road. This structure is located next to the Salisbury Mills station in Orange County. There was no train service between 7:24 AM Saturday and 5:06 AM Monday west of Harriman. Trains did operate between Hoboken and Harriman, where passengers transferred buses to reach stations between Harriman and Port Jervis.

The Haverstraw-New York City via Yonkers ferry service (June, 2007 *Bulletin*) which was to begin on August 1, was postponed until September.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Enroute to the July Division meeting, I saw ex-VRE (Mafersa) 1730 plus one other car for which I could not get the number, at Kawasaki's Yonkers plant.

Member Bob Underwood wrote that construction of a new high-level platform on (both sides) is well under way at the Madison station. The current stop is east of the former New Haven station, while the new one is west of that location.

MTA LONG ISLAND RAIL ROAD

Most LIRR riders probably do not think at all about the vegetation that grows along the right-of-way. This includes overgrown trees, shrubs, and bushes, which sometimes interfere with the reliability of train service, especially during storms and during autumn. Beginning in July, LIRR representatives visited neighborhoods adjacent to its lines in order to identify areas which meet the aforementioned criteria. A licensed contractor was hired to perform this removal work. The railroad was also amenable to replacing trees with those that are "track-friendly," at no cost to the property owner.

NJ TRANSIT

FYI for August featured a story on the new W. 31st Street & Seventh Avenue entrance for Penn Station New York, which is under construction. Besides improved customer access, there will be train information displays, a PA system, modern lighting, heating, air-conditioning, and directional signs. By the end of Au-

gust, it was expected that a deck would be in place to protect customers and the existing infrastructure and operations below from the construction-related work. After that, work will begin to build the entrance with a tent structure erected over the site. The project is due to be completed by the end of 2008.

PORT AUTHORITY TRANS-HUDSON CORPORATION

Because of an overnight fire on what was described as a work train, some early morning commuters had to seek alternate travel plans. The incident occurred at 2:30 AM on July 25, just west of the Hackensack Bridge, and caused a suspension of PATH service between Newark and Journal Square. Initially, a shuttle train operated between Harrison and Newark where passengers were permitted to ride NJ Transit trains, which was cross-honoring their tickets. This is rare, because it usually works the other way – NJ Transit commuters with tickets riding free on PATH. There were also reports of bus service to Journal Square. At 6 AM, Channel 4's helicopter flying over the scene showed residues of the foam which was used to extinguish the fire. On the 6:08 AM traffic report, WCBS-880's Tom Kaminski (in a helicopter) reported that there was a single-track operation. None of the three employees who were aboard the train were injured. Normal service was resumed after engineers inspected the bridge at around 6:30 AM.

PATH has issued flyers describing its *SmartLink*[™] card. There is an initial charge of \$5, and then the card can be loaded with any amount of dollar value with either cash or ATM/debit or credit card. The cardholder is also entitled to the same discounts as other PATH riders.

METROPOLITAN AREA

On July 26, the New York State Legislature approved a new 17-member commission that would be tasked with the goal of reducing traffic congestion and pollution in New York City. The votes were: Senate, 39-19 and Assembly, 122-16. Governor Eliot Spitzer signed this legislation, which was actively supported by Mayor Michael Bloomberg for his congestion pricing scheme, which has been detailed in the June, July, and August *Bulletins*.

The commission has until next January 31 to approve a plan and present a detailed report and the Legislature has until March 31, 2008 to consider it. This law was contingent upon the federal government offering millions of dollars in funds to pay for mass transit improvements, which it did on August 14.

August 8 will be known as the day that a tornado with accompanying winds of more than 110 mph struck Brooklyn. On the same day, a brief but heavy rainstorm also paralyzed much of the subway system. I was very lucky, because I arrived in Manhattan on NJ Transit, just ahead of this violent weather. Many of my co-workers were not as lucky as I was, and some arrived up to two

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

hours later.

All of the commuter operators in the metropolitan area reported systemwide delays. The Long Island's Port Washington Branch was knocked out due to flooding at Bayside. Service was suspended for a time on Metro-North due to flooding in the Bronx. Limited service was restored on the Hudson Line, but the Harlem and New Haven Lines were out for much of the morning. NJ Transit reported that there was no service on the Montclair-Boonton Line. Other lines that were affected by high water that caused signal or equipment failures were the Raritan Valley, Northeast Corridor, Gladstone, and Morristown Lines. Unaffected was the Atlantic City Line. There was no PATH service between Journal Square, Hoboken and 33rd Street. By 8:30 AM, service was restored. By late morning, all of these services were operating.

AMTRAK

On July 9, Amtrak introduced two new express *Acelas*, which provide one-stop service (at Philadelphia) between New York and Washington, D.C. and have a reduced running time. Train #2105 departs from NY Penn at 6:50 AM and Philadelphia at 7:55 AM, arriving in Washington at 9:25 AM, for a total running time of 2:35. The return trip, Train #2120, departs Washington at 3:55 AM, Philadelphia at 5:23 PM, arriving in NY Penn at 6:30 PM. Other *Acelas* making regular *Acela* stops are scheduled within 5-10 minutes of these trains.

Cascades Service (Eugene, Oregon to Seattle, Washington) was suspended for the first weekend in August following an inspection that found cracks in the suspension system. There was no replacement service. On Monday, August 6, with the arrival of replacement Amtrak rolling stock, limited service returned. One week later, normal service using replacement equipment was resumed. However, passengers were alerted that the usual *Cascades* features and amenities would not be available. Thanks to Bob Hansen for this report.

A fifth *Downeaster* trip has been added as of August 17. This very popular service, which began running on December 15, 2001, has seen almost unprecedented ridership growth. The schedules were designed for getting Mainers to Boston. Prior to August 17, Bostonians who rode a weekday train to Portland had only 3½ hours to spend in Portland before catching the train back to Boston. With the new schedule, they will be able to spend more than 8½ hours on weekdays, arriving in Portland at 11:30 AM and departing at 8:10 PM. On weekends, they will arrive an hour later and depart at the same time. The new schedule also restores an 11:20 PM departure from Boston, which would benefit Red Sox fans who attend night games and others staying late in Boston. Annual operating costs for these added trips have been estimated at \$1 million, with

revenues estimated at \$800,000.

MUSEUMS

Two trolleys that formerly operated in the state of New Jersey have been acquired by the Shore Line (Branford) Trolley Museum. The first is Atlantic City Transportation Company 250. It was constructed by Brill in 1917 to transport workers to the Hog Island Shipyard in southwest Philadelphia. After WW I ended, it was sold to the Ocean Electric Railway, where it saw use in the Rockaways. This was an unusual operation because it used both overhead wire and third rail running in the streets and on shared trackage with LIRR. In 1928, the car was sold to the Atlantic City & Shore, which operated both the Shore Fast Line interurban and local Atlantic City trolley service. It ran until the end of service on December 28, 1955. By then the Atlantic City Transportation Company was the operator of the service. Everett White then purchased the car for the newly founded Trolley Museum of New York. (*Editor's Note:* It was 1965 when I first saw this car and the rest of the collection, which was stored in a parking lot next to the St. George Ferry Terminal in Staten Island.) After moving to several locations in the metropolitan area, it arrived at the museum's new home in Kingston, NY. 250 was donated to Branford and eventually will be worked on after being moved to an off-site location.

The second car is ex-Public Service Railways 5245, a double-ended, double-truck snow plow, which was built in the company's own Plank Road Shops in 1921. This 34-ton work car spent its entire life in the Newark area and was based at the Roseville Car House until 1952, when it was sent to the Newark City Subway, which became the last remaining streetcar line on the once vast system. It was hidden in a tunnel and never really used due to concerns of its weight on an overpass at Orange Street and its being unable to negotiate the Franklin Avenue Loop. After being almost forgotten for half a century, the car was "discovered" during the construction of the Broad Street Extension to the Newark City Subway. 5245 was first stored in the former shop at Newark Penn Station, and then removed to the maintenance facility in Bloomfield.

In late 2006, Branford was contacted by the Friends of the New Jersey Transportation Heritage Center, who work closely with NJ Transit to preserve the Garden State's transport history, and asked to take 5245. On June 26, 2007, the car was transported to Branford. Once there, it was inspected and found to be in remarkably good condition, largely due to the years spent out of the weather. Since its arrival the plow has been cleaned out and lubricated and its lettering and numbers have been traced. Thanks to the *Trippler* for this news.

MISCELLANEOUS

Railway Age reported that on July 27, New York Governor Eliot Spitzer signed legislation to restrict the

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manufacture, sale, and use of creosote in New York State. Creosote is used in various industrial applications to preserve wood and prevent insect infestation, including railroad ties. Back in 1995, the U.S. Environmental Protection Agency classified creosote as a probable human carcinogen. EPA also classifies it as a hazardous waste. This bill provides for the phasing out of the manufacture, sale, and use of creosote in New York after January 1, 2008, and after January 1, 2010 for existing marinas and other facilities used for the berthing, mooring, and storage of vessels. The bill exempts products containing creosote that are in use as of the phase-out date.

There is an update to the news item that appeared in the August **Bulletin** concerning Warren Buffet. *Railway Age* reported that Berkshire Hathaway Incorporated has increased its stake in Burlington Northern Santa Fe Corp. to 11.5 percent, or about 40.6 million shares. Berkshire purchased 1.62 million shares of BNSF between August 3 and August 7, BNSF said in a filing with the Securities and Exchange Commission. Berkshire Hathaway had held roughly 39 million shares, or an 11 percent stake, prior to the most recent purchase.

INDUSTRY

A relatively unknown company has received \$4 million in federal funds to build a prototype streetcar that would be used in Portland and become a national model for streetcar projects nationwide. How Oregon Iron Works Incorporated became the recipient of this project was the subject of a lengthy article that began on the front page of **The Oregonian** of June 25, 2007. For those who are interested in the intrigues of politics, lobbying, etc., there is plenty on this subject, which I will not report, except that two foreign-owned railcar manufacturers, Inekon and Siemens questioned government officials about the exclusion of foreign-owned bidders. But in the end, Siemens remained silent due to Tri-Met having purchased LRVs from that firm. Gomaco and Brookville, American producers of such cars, were also excluded. Thanks to member Everett Fox for this news.

OTHER TRANSIT SYSTEMS*MANCHESTER, NEW HAMPSHIRE*

Another state has created an authority to administer rail operations. This time it is New Hampshire, where on July 30, Governor John Lynch signed the enabling legislation that creates the New Hampshire Rail Transit Authority. Its mission is to oversee the return of passenger rail service between Lowell, Massachusetts and Nashua and Manchester. Other locations within the state, such as Manchester-Boston Regional Airport, may also be considered. At this time, there is neither a timetable nor any funding for the authority. Thanks to **Railway Age** for this report.

BOSTON, MASSACHUSETTS

There is some good news for rail photographers following a surprising reversal in policy under which MBTA now allows photography at its stations and trains without a permit. This change came in response to numerous complaints from students, train buffs, and tourists. For many years, Transit Police and "T" employees have been told to stop anyone from taking photos or video on MBTA property, citing safety concerns following 9/11. Despite the fact there was no written policy, tourists and other people who wanted to take photos were forced to wait two days for a permit. Members of the media needed permission from the "T" press office or else they would be tossed out of a station.

In mid-July, Transit Police finalized a policy that will allow people to shoot photos or video on MBTA property as long as they are willing to produce identification when asked by an officer or employee, and allow their information to be logged into the police system. Photographers will also need to state the purpose for taking the photos or be asked to leave, and journalists need to present a valid media pass. "It was the realization that nowadays everybody has a camera and it would be hard to regulate," Transit Deputy Chief Paul MacMillan told **Metro**. "We decided we should make a written policy that was more user-friendly to amateur photographers who would like to take pictures of the MBTA." MacMillan said they are keeping a record of the people who take photos to see if the person pops up at another station or "T" property in a suspicious pattern.

Todd reported the following facts, the source of many of which can be found at the excellent NETransit Inventory Web Site, <http://members.aol.com/rtspcc/roster/MBTAroster.html>, that includes data on all MBTA subway, bus, trackless, and commuter rail fleets:

After nine years, MBTA now has all 85 of the Type 8 trolleys in service (except one, 3854, which is awaiting car body damage repair). The agreement with Breda reached a few years ago was that the remaining 15 shells would be made available to the "T" for parts. However, last month an updated agreement was reached that Breda would complete ten of these shells to be operational cars. So 3885-3894 will become operational trolleys later this year. 3895-3899 will be shells available for parts (one has already been used to repair 3807). Type 7s 3712-3719 are the only ones yet to be modified to operate with Type 8s, and they should be completed in the next few months.

Type 7 3667 was repainted in June in new version of a dark green paint scheme. 3678 and 3679 (under repair) are expected to be the next repainted cars. All 3600s, both those in original factory green and those repainted gray, are expected to be painted in this new scheme as part of the Type 7 overhaul program, which is expected to start in 2008.

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The above will give the "T" 199 Type 7 & Type 8 trolley cars (89 1986-88 Type 7 3600s, plus 16 1997 Type 7 3700s, plus 94 1999-2007 Type 8s) with a peak requirement of 150 cars. It is speculated there should be sufficient spares to reintroduce three-car "run as directed" trains during peak hours. Three-car train service has been suspended the past few years for on going platform construction in the central subway that has shortened the available platforms. The use of three-car trains also is dependent upon the availability of crews, which is unknown at this time. Note that the "T" still uses operators in trailer cars on multiple-unit trains on the Green Line.

The "T" has 94 #5 East Boston subway cars on order from Siemens, 0700-0793. As of early August, 0702-0711 have been delivered for testing. The initial trainset should be in service before the end of 2007. These cars will allow the Blue Line to be served by six-car trains for the first time. This will be possible when the remaining stations' platforms are extended.

PHILADELPHIA, PENNSYLVANIA

The Bucks County Transportation Management Association has unveiled plans for rail service on a line that would link Quakertown with Lansdale. Stops have been proposed at Shelly, Quakertown, Perkasio, Sellersville, Telford, Souderton, Hatfield, Lansdale, and Gwynedd Square. There are several options:

- Continuing the existing SEPTA service from Lansdale using EMUs. Capital costs are estimated at \$250 million, and annual operating costs at \$14 million. About 2,500 daily riders would use this service
- Diesel service – Capital costs of \$114 million and annual operating costs of \$8.5 million, carrying about 1,700 daily riders
- Shuttle bus service with \$47 million in start-up costs and \$3 million in annual operating costs, but only attracting about 250 daily riders.

A consultant's report gave good grades to the right-of-way, but 31 grade crossings would have to be upgraded and some tie replacement and right-of-way improvements would have to be performed. None of the existing stations would be used, and shelters would have to be built. A system of on-board fare collection is envisioned. Thanks to member Joe Canfield for sending this report from the **Bucks County Herald**.

Member David W. Safford reported that the latest flap in SEPTA-land is transfers. As part of a comprehensive fare increase SEPTA tried to discontinue them, arguing that only 8% of its passengers used them, and that "most" of those would do at least as well using *TransPasses*. A number of activist groups and public officials have managed to stop this so far, arguing (quite possibly correctly) that the burden would fall on those

least able to pay. For the moment, the 60-cent transfer remains part of the fare structure. Member Lee Winson added that **The Philadelphia Inquirer** reported on August 7, that a Philadelphia court judge ordered SEPTA to keep issuing transfers for now. The Federal Transit Administration sent a letter to SEPTA requiring it to analyze whether its fare increase would "have a disproportionately high and adverse effect on minority and low-income riders" and requested that analysis within 30 days. The City asserts that SEPTA effectively raised their fares 37 percent to 80 percent for riders who use transfers instead of the 11 percent hike for riders who do not.

David also reported: "At the end of July, the Market-Frankford west end reconstruction made another leap forward, with a two-week shutdown for major structure replacement. The track structure has now been replaced from just west of 52nd Street to about halfway between 60th and 63rd Streets. The 52nd, 56th, and 60th Street stations have been rebuilt, and 46th Street and Millbourne are closed for renovation. Only 63rd Street, of the original stations, is intact and operating. I have read that the completion date has been pushed back from 2008 to 2009, but I don't see why that should be.

"Work on the Market-Frankford 8th Street station is nearly complete, and should come into port right on schedule, i.e. by the end of August. New portions have been opened piecemeal over the past several months, allowing other parts to be shut down for refurbishing. The result of this very necessary game of real estate checkers is that the 'new' station will never be really new, with most of the improvements well used by the time the last portion is opened. SEPTA will shut down the west end of the Market-Frankford 'L' again, this time for 16 days, to permit further reconstruction of the track structure. The shutdown will last from 8 PM on August 10 to 5 AM on August 27. Buses are scheduled in substitution." Member Gregory Campolo sent copies of the brochure that explained how the service would operate.

The work on Track 1 of the R5 Line was, in fact, finished, just in time to coordinate with the shutdown of Track 4. David sent a brochure reporting that the new schedules that went into effect on August 12 would remain until November, 2007. During this period outbound SEPTA service operates on Track 3, the outbound express track.

From **Cinders**: SEPTA has completed installing all of the replacement seats in its Market-Frankford M-4 cars. Route 15/Girard Avenue continues to suffer from delays due to street problems and car failures. Many of the 18 Brookville-rebuilt PCCs are out of service, and while buses are the usual replacements, there have been occasions where some Kawasaki LRVs have been used. In June, the pilot trolley coach of an order for 38 that are being built by New Flyer was delivered to Frankford Depot. This unit was undergoing tests. The

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

balance of the order is scheduled to be delivered between January and June 2008.

SEPTA issued a complete set of Regional Rail timetables with an effective date of August 12. There was one exception – R6/Cynwyd which has only weekday service, so its schedule is dated August 13. They replace editions issued between April 2 and May 7. Each timetable has a note that fare information does not appear due to the pending fare increase. Thanks to Gregory Campolo for sending copies.

WASHINGTON, D.C. AREA

Railway Age reported that MARC has awarded Bombardier Transportation a \$14 million contract to refurbish and overhaul 34 MARC IIB push-pull cars. These Sumitomo-built cars began arriving on the property in 1987. As part of this project, bike racks will be added. Work will be performed at Bombardier's plant in Kanona, New York and is expected to be completed by 2010.

Virginia Railway Express reported that another project designed to ease rail congestion in the D.C. area was completed over the weekend of August 10-12, when crews cut-in the new third track at the L'Enfant station. Had the work not been completed, VRE had a contingency plan, to operate its reduced "S" schedule; however, an email was sent out on Sunday afternoon to inform all recipients that the project had been completed and that the regular weekday schedules would operate on Monday morning. This information also appeared on VRE's website.

SOUTH FLORIDA

With the approval of Volusia County, all of the pieces are now in place to fund the construction of a 61-mile, \$615 million commuter rail system from DeLand to Kissimmee. The project will be financed through 30-year fixed guideway bonds issued through the State of Florida. The state, which initially will own and operate the system, projects trains will be ready to roll by mid-2010, with 11 stops from DeBary in Volusia County to Orlando in Orange County. Five stops will be added by 2013 in Phase 2, extending the line to the Amtrak station in DeLand in the north and to Kissimmee, in the vicinity of the region's world famous theme parks, in the south. Four

counties and the city of Orlando needed to agree to fund a total of 25% of the project costs, with some help from Winter Park and Maitland, two cities that will benefit from train stops. The State of Florida will pay an additional 25% and the federal government will cover the remaining 50%. Thanks to **Railway Age** for this report.

CLEVELAND, OHIO

My son, member Marc Glucksman, was in Cleveland in August during the Yankees vs. Indians series (which the Yankees swept). As he does when visiting cities with transit systems, he searched for rail timetables. What he came home with were photocopies of the Green Line/Shaker/67AX and Blue Line/Van Aken/67X, dated June 11, 2006.

The headline in the August 12 edition of the *Sunday Plain Dealer* was entitled EUCLID CORRIDOR PROGRESS REPORT – IS IT WORTH THE HASSLE? If memory serves correctly, when first proposed, the Euclid Corridor Transportation Project was to be light rail. Now, it will be a 7-mile bus rapid transit line between Public Square in downtown Cleveland and the Stokes Rapid Transit Station at Windermere in East Cleveland. Plans call for it to be marketed as the *Silver Line* and be equipped with specially designed 62-foot articulated diesel buses with doors on both sides to take advantage of the median bus stations. As of now, the project is two-thirds complete and on schedule to open next year at a cost of \$197 million.

FROM THE HISTORY FILES

115 Years Ago: On September 21, 1892, the first electric streetcars began operating in Montreal.

50 Years Ago: On September 21, 1957, the Hudson & Manhattan Railroad (Tubes) raised fares by five cents. **Headlights** (October, 1957) reported that Newark to New York fares would remain at 40 cents; fares within New York (on Sixth Avenue) would be 15 cents, as would the fares between Jersey City and Hoboken or within either of these cities. The New York-New Jersey interstate fare (except Newark) went to 25 cents, instead of the previous 20 cents, a fare which had been unchanged since December 31, 1951. Today, the undiscounted one-way fare is \$1.50. Those who use *QuickCards* or *SmartLink* cards pay less.

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

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with this gaping hole in the floor and enjoyed the new fresh air that was coming from underneath the car at sixty miles per hour. Had this episode happened at 8:46 that morning I doubt if I would be here to tell this story.

Jerry Clark retired as a Metro-North Conductor a few years ago. Prior to that, he worked in various titles in passenger

and freight service on both sides of the Hudson River. On the New Jersey side, it was the Jersey Central and Erie Lackawanna. On the New York side, he worked for the New York Central, Penn-Central, Conrail, Amtrak, and Metro-North. For several years, Jerry was the Assistant Manager for west-of-Hudson Service, overseeing the Port Jervis and Pascack Valley Lines as a Metro-North employee, but interfacing with NJ Transit.

Around New York's Transit System

Additional Information About Steam Pipe Explosion Diversions

Member Bill Zucker supplied the following information about the July 18 steam pipe explosion near Grand Central Terminal that Randy Glucksman reported on in his August column:

- ④ trains from the Bronx terminated at 86th Street
- ④ trains from Brooklyn terminated at Brooklyn Bridge
- ⑤ trains operated via the Broadway-Seventh Avenue (②) Line
- ⑥ trains from the Bronx terminated at 59th Street

Short Trains on ①

A non-CBTC-equipped train shorter than 100 feet may only operate on ① in accordance with a General Order that explains how the CBTC bypass switch on the CBTC-equipped trains is sealed and unsealed. When this unequipped train is operated on ①, all CBTC-equipped R-143 trains operating on the main line must be in CBTC bypass mode with the CBTC bypass switch sealed in the bypass position.

When a train shorter than 100 feet is in a pocket track at a terminal, no other CBTC train is allowed to enter that track.

CBTC operation will resume as soon as this unequipped train leaves the main line.

Train Operation Through Work Areas

When Train Operators see caution lights, flags, flashing yellow lights, or orange fluorescent flags, they must immediately reduce their speed to 10 miles per hour, sound two long blasts of the train horn or whistle, and be prepared to stop within one-half the range of vision.

If their view is obstructed by a curve, they must repeat the two long blasts of the whistle at short intervals and be prepared to stop within one-half the range of vision until they see the flaggers or employees. They may resume speed when they pass the green light or flag.

Train Operators observing three yellow lights or flags must reduce speed to 10 miles per hour, sound two long blasts of the horn or whistle, then blow short blasts of the horn or whistle every 75 to 120 feet expecting to find employees on an adjacent track. They may resume speed after passing the green resume signal.

Train Operators must stop the train less than one car length from flaggers, red flags, or red lights. If the Train Operator receives a proceed signal with a yellow flag or light, he/she must expect to find another flagger before reaching the resume speed signal.

If a green flag is missing or a green light is missing or dark, the Train Operator must proceed at less than 10 miles per hour until the train reaches the next station.

Express trains may resume speed when they are opposite the next local station.

Increased Subway, Bus, and Railroad Fares

MTA's Board of Directors approved plans to raise subway, bus, and railroad fares by approximately 6.5 per cent (see Randy Glucksman's column in this issue). During the July 26 morning rush hour, Elliot G. Sander, MTA's Executive Director, handed out leaflets on the Grand Central shuttle platform. These leaflets explained why a fare increase is necessary.

The Board also approved a large order of subway cars — 620 cars — at a cost of \$686 million. Alstom will build 360 cars and Kawasaki will construct 260 cars under options to the R-160 contract.

RAIL TALES—CNJ'S 1300S by Jerry Clark

In our likes and dislikes of rail equipment, the "roundtops," which were owned by the Central Railroad of New Jersey and were also known as the 1300-series coaches (1300-1324), were on my dislike list along with the "roundtop combines," which were numbered 305-309. I actually went through a floor board of combine car 309. It was July, 1966 and one hell of a hot summer.

I was the headman (head brakeman) on Train #3305 from Jersey City Terminal (where Liberty State Park is today) to Bay Head. We were on Track #14 in the terminal waiting for the boat connection to arrive from New York and I had just put my stuff on the first flipover seat ahead of the baggage compartment and was going to open the window.

As I squeezed the two handles on the window and tried to lift it up, I went right through the floor and landed on the steel of the undercarriage. There I was standing straight and my mouth was even with the window sill. Trainman John Stewart was my only witness as he was deadheading back to Bay Head. He turned around and didn't see me at first, but then he looked down and had the strangest expression on his face. This happened at 8:35 AM and the train was due to leave at 8:45 AM, ten minutes later. I was not hurt but totally surprised at this event. I guess after years of wear and tear the old flooring just could not withstand any more pressure. The car was closed to the riding public as it was going to be closed anyhow. Well, we went to Bay Head

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