

The Bulletin



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The Bulletin

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MTA'S DOOMSDAY BUDGET

For many months, local news stories have told of transit fares and tolls going up on MTA facilities. The news media had been describing a "Doomsday Budget", and one such budget was adopted at the March 25, monthly MTA board meeting by a vote of 12-1. Board member Norman Seabrook, who is a "Governor's appointee," was the only member who voted against the fare hikes, saying that board members still "have some time" to find an alternative.

Fingers were pointed at the failure of Albany, specifically the Assembly and Senate and even Governor Paterson, to come to an agreement about providing additional funding to the transit agency. Until March 25, Albany, collectively, did not approve any of the recommendations of the Ravitch Commission, which called for tolling the presently free East River bridges or instituting a payroll tax in the 12-county MTA region. Albany also did not come up with any of its own ideas for providing a permanent solution to the funding dilemma, which occurs regularly. The shortfall of revenues can be attributed to the recession as well as the reduction in the amount of real estate taxes that are being collected. The first Capital Program in 1982 contained funding from the State and City of New York, but that has dwindled to zero in the later programs, and the program is now funded largely by bonds. MTA developed the new fares based on a determination of achieving an overall 23% increase in revenues to close a \$1.2 billion deficit. Meanwhile, there were hopes that Albany would come up with a solution and that there would be a last minute reprieve that fares would go up less than expected.

In the following weeks, there were daily

news reports that Albany was working on some sort of bailout plan, but as of publication time, nothing happened.

This table compares the existing fares with the new fares that are scheduled to go into effect on May 31.

SUBWAY/SIR/LOCAL BUSES*	CURRENT	NEW
Single ride	\$2.00	\$2.50
MetroCard with bonus (15% on \$7 or more purchase)	\$1.74	\$2.17
Unlimited MetroCard – 1 Day	\$7.50	\$9.50
Unlimited MetroCard – 7 Days	\$25.00	\$31.00
Unlimited MetroCard – 30 Days	\$81.00	\$103.00

*MTA NYC Bus, MTA Bus, and Bee Line buses. For MTA Long Island Bus (MSBA) riders, fares would rise by 75%, from \$2 for a single ride to \$3.50. LI Bus would also stop accepting unlimited ride MetroCards and would raise the minimum age to receive discounted fares to 65, from the current 60.

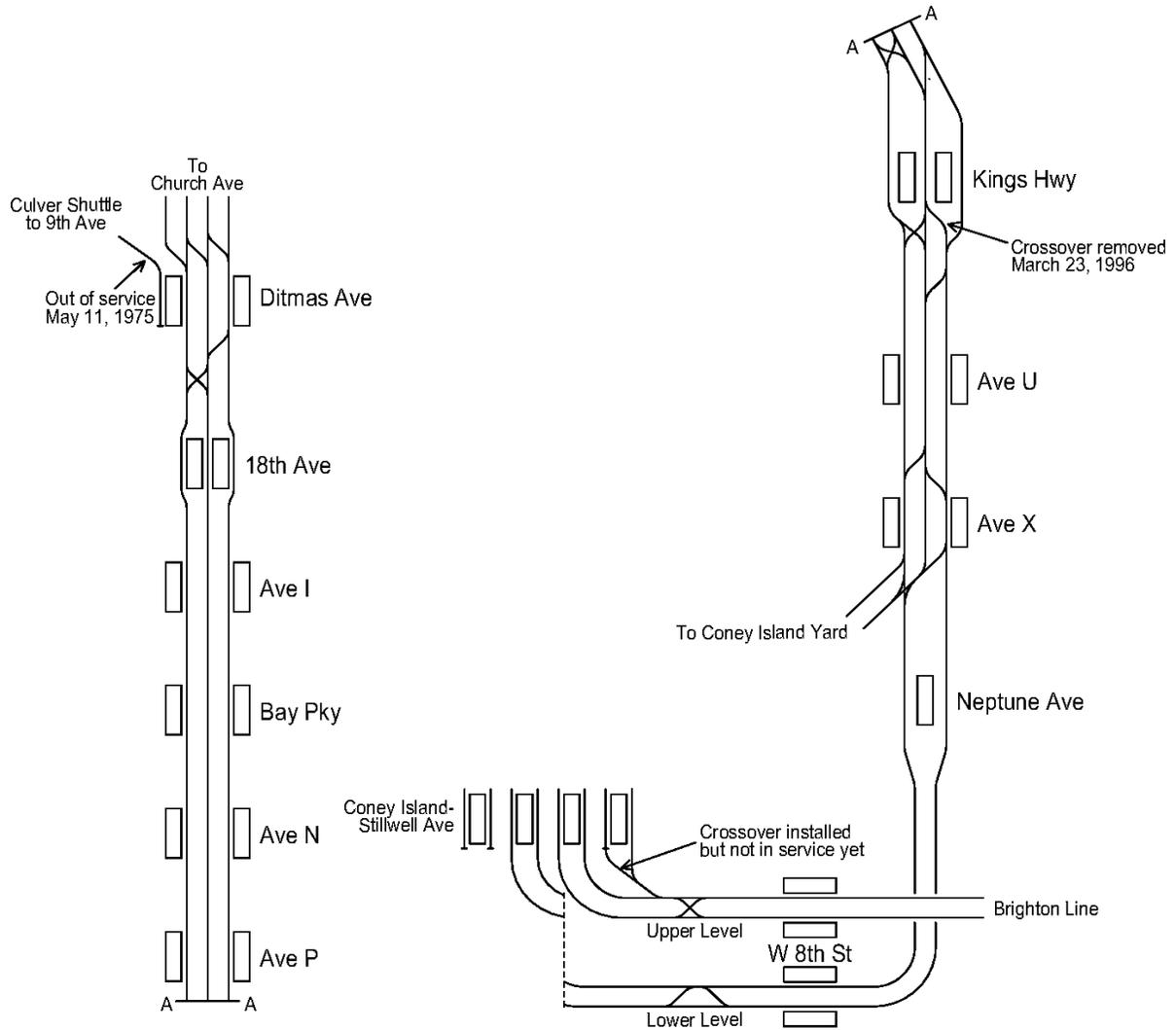
These are the service cuts that were proposed in December, 2008. For NYC Transit, there will be the elimination of the **W** and **Z** along with other service cuts. Gone would be the Skip-Stop service that was provided by the **J** and **Z**, forcing **J** to make all stops. Replacing **W** to Astoria would be **Q** (weekdays only). Current plans for the Second Avenue Subway call for **Q** to operate there. During rush hours **M**, which operates to Bay Parkway, would be turned at Broad Street. **G** would be terminated at Court Square at all times. **N** service would operate via the Manhattan Bridge and via local on Broadway at all times. At present, **N** replaces **R** during the overnight hours. Passengers would have to use **A** and transfer at Canal Street or Atlantic Avenue. The Staten Island Railway Baseball Specials would also

(Continued on page 7)

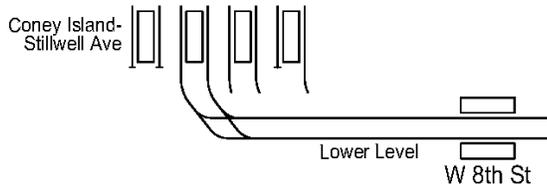
NEXT TRIP: METRO-NORTH PORT JERVIS EXCURSION, JUNE 13

CULVER ELEVATED TRACK PLAN

Culver Line
1954 to Present



Lower level layout until December 12-13, 1970



Drawing: B. Linder
Layout: J. Erlitz

HOUSTON STREET AND SMITH STREET SUBWAYS

by Bernard Linder

OPENING DATES

March 20, 1933	Trains started operating from Jay Street to Bergen Street
October 7, 1933	Extended to Church Avenue
January 1, 1936	Trains started operating from W. 4 th Street to East Broadway
April 9, 1936	Extended to Jay Street
October 30, 1954	Extended from Church Avenue to Coney Island

ROUTE AND SECTION NUMBERS

ROUTE 103

SECTION

1	Sixth Avenue north of Houston Street to Houston and Elizabeth Streets
2	Houston and Elizabeth Streets to Essex and Broome Streets
3	Essex and Broome Streets to Rutgers and Madison Streets
4	Rutgers and Madison Streets to Jay and Plymouth Streets

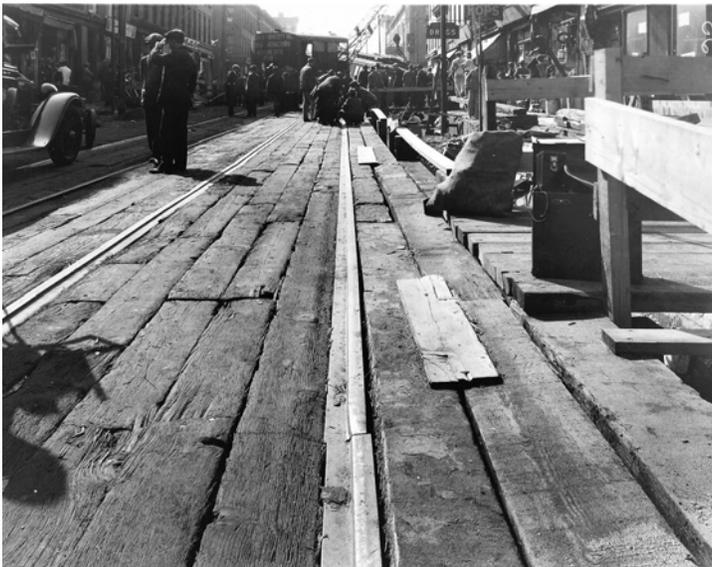
ROUTE 109

1	Jay Street—Nassau Street to Willoughby Street
2	Jay and Willoughby Streets to Smith and Baltic Streets
2A	Smith and Baltic Streets to private property on Smith Street and Fourth Place
3	Private property, Smith Street and Fourth Place to Fourth Avenue and Tenth Street
4	Private property, Fourth Avenue and Tenth Street to Ninth Street and Prospect Park West
5A	Private property, Ninth Street and Prospect Park West to private property at Ninth Avenue and Windsor Place (local tracks), also to Prospect Park SW and Eleventh Avenue via Prospect Park (express tracks)
5B	Ninth Avenue and Windsor Place to Prospect Avenue and Terrace Place (local tracks), also from Prospect Park, north of Prospect Park SW to west of Eleventh Avenue (express tracks)
6	Prospect Avenue and Terrace Place to E. 3 rd Street, north of Caton Avenue
7	E. 3 rd Street north of Caton Avenue to Gravesend (McDonald) Avenue and Avenue C

ROUTE 109 AND 49

1	McDonald Avenue—Cortelyou Road to Ditmas Avenue
	ROUTE 49—GRAVESEND AVENUE ELEVATED LINE
1	Gravesend Avenue—37th Street to Bay Parkway
2	Gravesend Avenue and Shell Road—22 nd Avenue to Avenue X
3	Shell Road—Avenue X to south of Van Sicklen Street

In 1935, the name was changed from Gravesend Avenue to McDonald Avenue



A BMT trolley fell into the excavation for the Smith Street Subway.

Bernard Linder collection

BROOKLYN TROLLEY DEPOTS



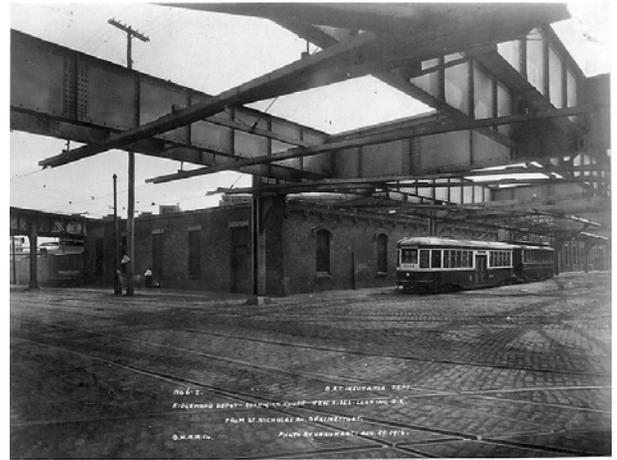
Ridgewood Depot, Gates Avenue and Palmetto Street, August 29, 1916. This depot was closed on May 4, 1917 and the cars were transferred to Fresh Pond Depot.
Bernard Linder collection



Ridgewood Club House, Myrtle Avenue and Palmetto Street, probably in 1909.
Bernard Linder collection



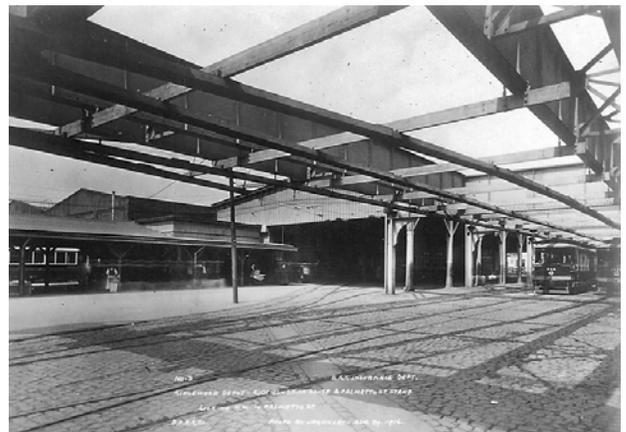
Ridgewood Depot, Myrtle Avenue house on Wyckoff Avenue, looking east, August 29, 1916.
Bernard Linder collection



Ridgewood Depot, Bushwick house looking southeast from St. Nicholas Avenue and Palmetto Street, August 29, 1916.
Bernard Linder collection



Ridgewood Depot, Bushwick Avenue house, looking north on Myrtle Avenue, August 29, 1916. El structure was out of service.
Bernard Linder collection



Ridgewood Depot, Palmetto Street looking northwest, April 29, 1916.
Bernard Linder collection

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Brooklyn Trolley Depots

(Continued from page 4)



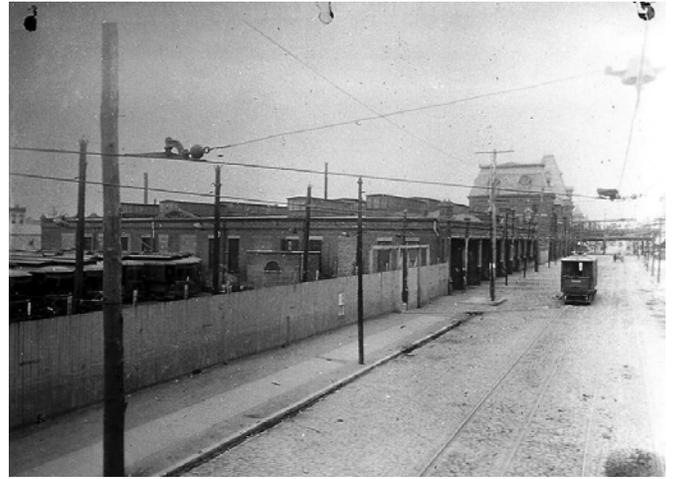
Bushwick Depot, Myrtle Avenue and Palmetto Street, circa 1910.
Bernard Linder collection



Gates Avenue and Palmetto Street circa 1910.
Bernard Linder collection



Myrtle Depot, west side of Wyckoff Avenue near Myrtle Avenue, probably in 1909.
Bernard Linder collection



Myrtle Depot circa 1910.
Bernard Linder collection



Vicinity of Myrtle and Wyckoff Avenues, circa 1910.
Bernard Linder collection



52nd Street west of First Avenue, looking west, site of 52nd Street Rail Bending Room, June 30, 1952.
Bernard Linder collection

THE BUSY PARK ROW TERMINAL

by Henry Raudenbush

TRANSIT TERMINAL CROSSROADS

The pictures below show a remarkable combination of transit terminals, involving three rapid transit systems and three street railway systems, with four systems of traction, at the intersection of the Brooklyn Bridge and Park Row, Manhattan, opposite City Hall, as of about 1905. City Hall is north of the trainshed and the headquarters of the *New York World* newspaper is south of the trainshed.

The large trainshed is the Park Row terminal of the Brooklyn Bridge, used by shuttle trains that ran only across the bridge, plus elevated trains of the Brooklyn Rapid Transit Company's Myrtle Avenue, Lexington Avenue, Fulton Street, Brighton, Fifth Avenue-Bay Ridge, Fifth Avenue-Culver, and Fifth Avenue-West End Lines. Bridge shuttles began running in 1883, and were operated by cable until 1908. The Brooklyn el lines began in 1885, but did not run across the bridge until 1898, after they were electrified using a third rail. Until a number of subway lines were built under the river, the traffic grew almost without limit. In October, 1913, the Department of Bridges counted 980 elevated trains, 3,676 cars in each direction over the bridge, 594 cars between 7 and 9 AM.

Underneath the Bridge el terminal were a series of loops used by 17 Brooklyn streetcar lines. On the same date in 1913, 3,861 streetcars crossed the bridge in each direction. The Brooklyn cars used trolley wire, as they did not go out onto Manhattan streets.

North of the trainshed is the City Hall terminal of the Manhattan Railway's Third Avenue elevated line, which had been built in 1878 and electrified in 1902. Like the Brooklyn el, the Manhattan el used a third rail.

Below the el terminal is an entrance kiosk to the Brooklyn Bridge station of the Interborough Rapid Transit Company's subway line, built in 1904. Four years later, the line was extended to Brooklyn through the Joralemon Street Tunnel, the first underwater rail tunnel in New York to be put into service. Today, the Brooklyn Bridge station is on the Lexington Avenue Line, services **4**, **5**, and **6**.

The New York Railways and Third Avenue Railway system ran streetcars on Park Row. The Third Avenue tracks had been operated originally with horse cars, and between 1893 and 1899 by cable cars, but by this time both companies were using electric cars that drew power from contact rails in an underground conduit. Trolley wires were not permitted on the streets in this area of Manhattan.

LATER DEVELOPMENTS

The transit facilities here developed even further. In the angle between the Third Avenue El and the bridge terminal, a four-track subway station was opened in

1913 for Brooklyn Rapid Transit trains that entered Manhattan over the Williamsburg and Manhattan Bridges. This was the Chambers Street station, and a 22-story Municipal Building was built above it. On the date of the annual traffic survey, 285 el trains terminated in this station. Initially, service was operated with wooden el cars, but in 1915, the Public Service Commission banned wood cars from subways. However, BRT/BMT continued running wooden cars across the Williamsburg Bridge in rush hours until 1927. In 1915, a connection was built from this station to the Brooklyn Bridge el tracks, but was never used. Later the *World* cut a doorway through from its basement and used the space to warehouse paper. It added some narrow-gauge tracks in there for moving the heavy rolls of paper.

Even the Long Island Rail Road served this location. LIRR and BRT ran a summer-only joint service to Rockaway Beach; in 1908, this was extended over the Williamsburg Bridge into Essex Street, Manhattan, the first LIRR entry to Manhattan. In 1913, these trains were extended to Chambers Street. From 1915 to the end of this service in 1917, it was run with LIRR MP-41 MU cars.

In 1915, the Manhattan Railway added an upper level to the City Hall el station so that trains from the Second Avenue El could also reach that point. The station was cut back a short distance.

In 1931, BMT (BRT was reorganized in 1923 as BMT) was extended southward from the Chambers Street station, under the bridge approach and down narrow Nassau Street, behind the *World* Building, to Broad and Wall Streets and on to a connection with the Montague Street Tunnel back to Brooklyn.

DOWNHILL

Extension of many subway lines under the East River took much traffic away from the Brooklyn Bridge, and the hostility of the City administration to traditional transit systems led to the destruction of many of these facilities.

In 1935-6, New York Railways converted all its streetcar lines to bus. Third Avenue Railway continued to run cars along Park Row here until 1947, when all its Manhattan car lines were motorized.

In 1940, the City took over the IRT and BMT rapid transit systems, and several of the elevated lines that terminated here, including Manhattan's Second Avenue and Brooklyn's Fulton Street and Fifth Avenue Lines, were closed. The upper level of the City Hall el station remained unused.

In 1944, el trains were removed from the Brooklyn

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Transit Terminal Crossroads

(Continued from page 6)

Bridge and this huge terminal and an even larger one on the Brooklyn end of the bridge were torn down for scrap.

In 1950, the Brooklyn streetcar lines were removed from the bridge and their Park Row loops. No substitute buses were provided; transfers to the subway were issued instead.

Nearly four years later, the City Hall Branch of the Third Avenue El was also closed down.

Kiosks at entrances to the 1904 subway stations were removed in the 1950s. Since then, no fixed transit facilities are visible from City Hall.

Almost all of the buildings visible in the picture looking south have been torn down. At this location there is now a large highway interchange for traffic to and from the bridge.



BMT Park Row station, looking south, before the exit platforms were removed.

Bernard Linder collection



BMT Park Row station, looking north.

Bernard Linder collection

MTA's Doomsday Budget

(Continued from page 1)

be ended.

Between the hours of 2 and 5 AM, headways would be increased from 20 to 30 minutes. Weekend headways on Subdivision "B" would be extended from 8 to 10 minutes, affecting **A D E F G J M N Q R** on Saturdays and **E F G N Q R** on Sundays. NYCT says that Subdivision "A" headways were similarly increased in 2003.

Local bus service will also be scaled back and 21 routes are to be eliminated, 5 of which duplicate subway lines. One such route is B39, which operates over the Williamsburg Bridge. Overnight service on 25 of what are described as low performing routes would end (including many crosstown routes in Manhattan) but continue on 71 others. On the overnights, a low performing route is described as one that, according to *MetroCard* data, did not carry a minimum of 15-20 passengers per hour. A number of routes would have their hours of operation reduced. Duplicative, circuitous or underutilized route segments would be restructured. As an example, Route M104 (originally Third Avenue Railway Route B) would terminate at Times Square seven days a week instead of continuing to its present terminus at E. 42nd Street & First Avenue. Several express routes would also be eliminated and others adjusted.

June 1 is the date Long Island Rail Road and Metro-North riders will see their fares go up by 25-30%. The on-board differential for purchasing a ticket on a train would be up to \$6.50 additional to the fare if purchased prior to boarding, and UniTickets for connecting buses and ferries would also be increased.

LIRR would eliminate weekend service on the West Hempstead Branch, and cancel or reduce some other trains. Maintenance cycles would be extended on trains and cleanup and graffiti removal would be scaled back at stations.

A peak hour one-way ticket from Jamaica to Penn Station would cost \$9.25, an increase of \$2. Here are some examples of monthly fares.

LIRR	CURRENT	NEW
Penn Station/Flatbush Avenue, Brooklyn/Long Island City/ Hunterspoint Avenue to:		
Zone 3 Jamaica	\$160	\$204
Zone 4 Far Rockaway/Lynbrook/West Hempstead/Hempstead/Mineola/Port Washington	\$185	\$235
Zone 9 Babylon/Deer Park/Northport	\$248	\$315
Zone 14 Montauk/Greenport	\$356	\$452

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TOUR OF HILLSIDE AND MORRIS PARK MAINTENANCE FACILITIES by Marc Glucksman (Photographs by the author)

The New York Division's trip on March 28 to tour two of the Long Island Rail Road's (LIRR) shops was another resounding success, attended by almost one hundred people. The day began at Jamaica Station, where the group boarded a Ronkonkoma-bound train and went one stop to the "Hillside Facility" station, which is on the Main Line. Our guide brought us through the building, showing how LIRR's M-3s and M-7s are disassembled for routine maintenance and their systems are individually rebuilt or replaced. One of the buildings was formerly a department store called Gertz's until LIRR purchased it in the 1970s. It also serves as LIRR's training facility. I recently took LIRR's Emergency Response class for EMS providers there.

Morris Park Shops, on the Atlantic Branch, is where most of the maintenance is performed on the engine fleet. Boland's Landing, the employee stop, has a small wooden platform for each track. The functioning engine roundtable was demonstrated by placing SW-1001 100 on the platform. The yard contained an assortment of all of LIRR's motive power, ranging from the diminutive 25-ton GEs (397 and 398) to the medium-sized SW-1001s (102 and 104) designated as protect/rescue engines, to the significantly larger DE- and DM-30ACs. It was a wonderful opportunity to see the inner workings of America's busiest commuter railroad. Thanks again to Sid Keyles, who works tirelessly to coordinate so many of our New York Division trips.



LIRR SW-1001 100 rotates on the engine turntable in Morris Park.



In a scene that could only be viewed in a yard, M-7s 7648-7647 move as a pair in front of Hillside Shops.



M-3 9792 sits atop the inspection pit inside Hillside, one of the few remaining with a blue side stripe.



M-7 7641 leads a Flatbush Avenue-bound train making a stop at Boland's Landing. A pair of M-1s is visible to the left next to a line of diesels.

Commuter and Transit Notes

No. 246
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

"Heiress skips MTA meetings" was the headline in the April 12 edition of *The Journal News*. The accompanying photo showed MTA Board member Nancy Shevell with former Beatle Paul McCartney at a movie premiere in London. According to the article, she has been seen in many places other than at MTA Board meetings. The Associated Press reviewed the MTA meeting minutes and found that since January, 2008, she had missed four full Board meetings, more than any other voting member, and attended one Finance Committee meeting; she has 26 absences total. She also skipped the MTA committee meeting which approved the "Doomsday Budget." Her father, Myron P. Shevell, is currently Vice-Chairman of the NJ Transit Board of Directors and owner of New England Motor Freight, Incorporated, a trucking company, and she serves as an executive at the firm. Ms. Shevell was appointed to the MTA Board by former Governor George Pataki, who was a close friend of her former husband, attorney Bruce Blakeman. Commented Gene Russianoff, staff lawyer of the Straphangers Campaign: "If members can't show up for meetings, they should resign." Ms. Shevell did attend the fare increase hearing held in Rockland County on February 2, but she arrived after nearly all of the speakers had made their presentations.

MTA METRO-NORTH RAILROAD (EAST)

By the time you are reading this, the April 5-May 2 timetables will have been replaced. Just so that you have not missed anything, they were issued for several reasons. The first of three phases of the 2009 Concrete Tie Replacement Program will have been completed on the Upper Hudson Line. Phase I affected riders boarding at stations from Poughkeepsie to Cortlandt. Train #805 (6:41 Grand Central Terminal/Poughkeepsie) was terminated at Peekskill and passengers were bused to Poughkeepsie. For the duration of this work, which runs through July, Train #878 (5:01 PM Poughkeepsie/Grand Central Terminal), an express will not operate. Passengers have other trains at 4:33 PM and 5:33 PM.

On the New Haven Line, minor adjustments were made to some reverse-peak trains to improve reliability and address scheduling conflicts. In addition, Waterbury riders who ride Train #1574 will depart Grand Central Terminal at 6:52 PM rather than at 7:05 PM, and their connection departs from Bridgeport 8 minutes earlier at 8:11 PM. Three more trains will be stopping at the State Street New Haven station: Train #1555 (10:57 AM New Haven), Train #1514 (8:34 AM Grand Central Terminal) and Train #1518 (10:07 AM Grand Central Terminal). Danbury riders have one additional minute of running time added to account for bridge repairs near South

Norwalk. There were no Harlem Line changes.

Beginning May 3, Phase II brings the work area from Beacon to Poughkeepsie. According to *Mileposts*, in the PM peak, Train #847 (4:45 PM Grand Central Terminal/Poughkeepsie) will be terminated at Beacon. Passengers for New Hamburg and Poughkeepsie will be accommodated on Train #849 (5:09 PM Grand Central Terminal/Poughkeepsie), an 11-minute wait. There are also to be minor time adjustments to some Lower Hudson Line trains.

The pedestrian overpass at the Yankee Stadium station opened on Monday, April 6. The station will open as planned, on May 23, not May 22 as was previously reported. Tickets to the Yankees-E. 153rd Street station, as it will be called, went on sale Friday, May 1 at ticket offices and Ticket Vending Machines, and through WebTicket.

While doing some research in previous *Bulletins*, I came across this news item, which was written by member Gary Grahl in the October, 1975 issue. "The MTA is planning to construct a new station on the ex-New York Central Hudson Line at Yankee Stadium. When this new station is complete and in service, the nearby Melrose Station on the Harlem Line will be abandoned. Melrose is the only Bronx station that did not receive full concrete high-level platforms in last winter's rebuilding program." Let's see, that was over 33 years ago!

A special timetable was issued for the TD Bank Five Boro Bike Tour[®], which was held on May 3. The content is the same as in previous years.

The Tarrytown station (Hudson Line) is about to undergo a long-needed renovation at a cost of \$1.7 million. The 4,000-square-foot pink granite building has red sandstone trim and was built with an oval design. It was designed by the firm of Shepley, Rutan & Coolidge for the New York Central Railroad and opened in 1890. Some of the work to be done includes the sidewalk in front of the building, which will be widened, narrowing the street from 24 feet, 9 inches to 21 feet, 9 inches. The additional three feet of sidewalk will allow the roof overhang to be extended to its original dimensions. The overhang on the eastern façade had been truncated to accommodate the height of buses at the curb. The railroad is working closely with the Village of Tarrytown, which recently received a \$105,000 grant to conduct a traffic study in the station area, which may lead to a new configuration of taxi stands, bus stops, customer dropoff area, and handicapped parking. The wider sidewalk will be outfitted with bollards to protect pedestrians from street traffic. Work in the street also will include new storm water drainage and repaving. All of the wooden

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

doors and windows will be replaced. The wooden canopy supports, which currently are supplemented with metal poles, will be rebuilt and replaced. All the masonry will be re-pointed. Completion is projected for this fall and will not affect train service. The building will be open for use throughout the project, although from time to time access will be either through the front or back door when work is done on the opposite façade.

Enroute to Newark Penn Station at the end of March, I noticed that there were still two ex-Metro-North SPVs remaining from the seven that were sighted near Hudson Tower on October 1, 2008 (November **Bulletin**).

With the contract due to expire on March 31, 2009, last July Metro-North issued an RFP for a company to manage its parking lots. LAZ Parking won the RFP and has assumed management of the thirty-four MTA Metro-North-owned parking facilities in New York State. This firm replaced Allright Parking, which held this contract for many years.

MTA METRO-NORTH RAILROAD (WEST)

It was not an April Fool's joke, but on April 1, NY Water Taxi announced that effective May 1, it would no longer operate the Haverstraw-Yonkers portion of its ferry service to the World Financial Center and Pier 11 due to low ridership. *The Journal News* reported that on a typical day the 10-21 passengers boarding in Haverstraw were joined by 32-67 riders at Yonkers. The highest ridership occurred last summer, when the service attracted 85 daily riders who paid fares of either \$12 (one-way), \$104 (10-trips) or \$360 (40-trips). In comparison, Metro-North charges \$251 for a monthly ticket, which is broken down as follows: \$221 for Metro-North and \$30 for UniTicket. The Yonkers portion had operated for a while before being extended to Haverstraw on September 4, 2007.

Metro-North issued its Port Jervis & Pascack Valley Line timetable effective April 19, coinciding with NJ

note peak trains. In the former editions, the gray-shading covered all of the New Jersey stations.

The March-April edition of **MilepostsWest** reported about the service coming this fall to the Meadowlands Sports Complex. Details can be found at <http://www.mta.info/mta/sports/meadowlands.html>. Being a Pascack Valley Line rider, I was interested to see how I could ride this trackage, and it turns out that holders of commuter tickets to Secaucus Junction must purchase a \$5 "ticket extension" from Secaucus Junction to the Meadowlands station. Presumably this is a round-trip ticket. Hoboken to the Meadowlands will cost \$5.75 for a round-trip ticket. NJ Transit will operate trains every 10 minutes from Hoboken to the Meadowlands during these events. At publication time, the dates for these games had not been published.

For east-of-Hudson riders, regular Metro-North off-peak fares apply for one-way and round trips. Metro-North commuter tickets to Grand Central Terminal will be honored to New York Penn, and the additional fare from Penn Station to the Meadowlands station is \$4 one-way and \$7.75 roundtrip. What is really exciting is that although Amtrak makes this run many times a day, this is a first for public commuter agencies that a train will travel into three states: Connecticut, New York, and New Jersey. Also required is Amtrak's cooperation as it owns a portion of the Northeast Corridor, over which these trains will operate, specifically Shell Junction through Secaucus Junction to Washington, D.C.

A Metro-North timetable dated "3/09," with the logos for CDOT and NJ Transit, was available on the Internet in April and showed three round-trips to the Meadowlands Sports Complex, stopping only at Milford, Bridgeport, Fairfield, and South Norwalk before arriving at Stamford. After Stamford, there are stops at Greenwich, Rye, Larchmont, New York Penn, and Secaucus Junction.

Below is a summary of the schedule. The return trips will only discharge passengers.

TO MEADOWLANDS	#3117 AM	#3619 AM	#3623 AM	TO NEW HAVEN	#3646 PM	#3648 PM	#3652 PM
New Haven (Depart)	-	9:05	10:05	Meadowlands (Depart)	4:15	5:05	6:20
Stamford (Depart)	8:59	9:59	10:59	Secaucus Junction (Arrive)	4:25	5:15	6:30
NY Penn (Arrive)	10:02	11:02	12:02	Secaucus Junction (Depart)	4:39	5:26	6:40
NY Penn (Depart)	10:14	11:14	12:14	New York Penn (Arrive)	4:51	5:40	6:52
Secaucus Junction (Arrive)	10:23	11:23	12:23	New York Penn (Depart)	5:23	5:53	7:09
Secaucus Junction (Depart)	10:35	11:35	12:35	Stamford (Depart)	6:18	6:48	8:15
Meadowlands (Arrive)	10:45	11:45	12:45	New Haven (Arrive)	7:11	7:41	9:09

Transit's timetable change. On the Port Jervis Line, minor time adjustments were made to one AM and one PM train. Pascack Valley Line Express Train #1606 now departs one minute earlier to make its connection at Secaucus. With this edition, Metro-North made some graphic changes to match the east-of-Hudson timetables. This includes the adding the actual PATH and ferry connection times, and the use of gray-shading to de-

MTA LONG ISLAND RAIL ROAD

The following special timetables were issued during March.

- March 21 – Ronkonkoma Branch, Sperry rail testing between Bethpage and Farmingdale
- March 25-26 – Port Jefferson Branch, Sperry rail testing between Huntington and Port Jefferson

(Continued on page 11)

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

- March 29 – Port Washington, Mets-Willets Point for a college exhibition college baseball game between St. John's University and Georgetown. One extra eastbound from New York Penn at 12:04 PM and one westbound train from Great Neck at 11:59 AM was added to the schedule. Please note that this was one day prior to the Mets' first game at Citi Field. So in the future, if ever asked about the first baseball game to take place at Citi Field, it did not involve the New York Mets! For the record, the first time that the Mets played at Citi Field, it was an exhibition game vs. the Red Sox on Friday, April 3. The regular season home opener took place on Monday April 13 vs. San Diego, which resulted in a Mets loss
- April 3-May 17 – Mets-Willets Point 2009 home games
- April 4 and 18 – West Hempstead Branch, track work
- April 13 – West Hempstead, Sperry rail testing
- April 14, 15, and 17 – Montauk, Sperry rail testing

When the March 2-29 timetables were issued, I wondered if this was the shortest duration for the LIRR, and so I asked member Larry Kiss to research his files. He found that the September 27, 1971 timetables only lasted until October 5, 1971. The October 5, 1971 issue does not say "revised." I do not know why this happened. Also in the early 1980s there were several short periods of about 30 days between schedule changes.

A complete set of the timetables was issued for the period March 30-May 17. They feature LIRR's 175th Anniversary logo.

Member Glenn Rowe sent a digital image of LIRR caboose 60, resplendent in orange paint and "Dashing Dan" logos, which was sitting on Track 2 outside of MTA New York City Transit's 207th Street Main Shop. When I asked for some additional information, Glenn wrote that 60 will be going to the New York Transit Museum to be displayed for a year in celebration of LIRR's 175th anniversary.

Also in celebration of the 175th anniversary, the New York Transit Museum has a special exhibition, which began on April 14 and will run through September 13, entitled, "The Route of the Dashing Commuter: The Long Island Rail Road at 175." The exhibition examines the transition of Long Island from a farming community to a suburb, with some of the Northeast's most beautiful beaches and easy access to jobs in New York's hub. Using vintage photographs, maps, illustrations, and objects on loan from the Museum's and private collections, the exhibit presents the story of the railroad and how it continues to contribute to the development of Long Island. In addition to the historical aspects of the Rail

Road, the exhibition looks at the current East Side Access tunnel construction project, which will bring LIRR riders into Grand Central Terminal.

As I passed through LIRR's 34th Street entrance on April 14, I noticed that there was an "O" gauge train set that had M-7 cars. It was not operating at that moment, but I saw it operating a few days later.

NJ TRANSIT

New timetables were issued for all lines except for Atlantic City effective April 19. While I was picking up copies at Secaucus Junction, a Customer Service Representative who was refilling the stacks on the table asked me not to take too many because NJT is not printing as many now. Because of Amtrak's project to replace 22 miles of ties on (inner) Tracks 2 and 3 between Newark and New Brunswick, all lines are affected due to train connections. One of those tracks will be taken out of service for several months, causing all NJ Transit and Amtrak trains to share the remaining tracks. This will result in slightly longer trip times for some Northeast Corridor and North Jersey Coast Line riders. This is expected to continue through November. "Getaway" service will operate on May 22 (Friday before Memorial Day), July 2 (day before Independence Day), and September 4 (Friday before Labor Day). Here are some of the changes:

BERGEN / MAIN: Due to midday track work, schedules adjusted

MONTCLAIR-BOONTON: Additional service to Great Notch. Please see news item below for details. During the summer, there will be midday track work that will require bussing between Montclair State University and Dover. Train #6280, formerly the 11:04 PM MSU, now departs 10 minutes later and could operate up to 15 minutes late due to track work between New York Penn and Secaucus

MORRIS & ESSEX: A number of weekday and weekend midday trains have been adjusted to reflect increased ridership at some stations

NORTHEAST CORRIDOR: Many AM peak trains have been adjusted by 1-6 minutes and afternoon/evening peak trains, by 1-3 minutes

NORTH JERSEY COAST: Several trains were adjusted to account for increased ridership and track work between Rahway and New York Penn. The final departure from Long Branch is now at 2:58 AM; under the previous schedules, this was only for weekdays and on weekends it was at 1:58 AM. Monmouth Park Race Track service begins May 9

PASCACK VALLEY: The signs at the North Hackensack station haven changed to read "New Bridge Landing at River Edge." For details, please refer to the March **Bulletin**. Midday Trains #1651/1652 operate 5-20 minutes later due to midday track work. Metro-North fare information has been removed with a note to see a Metro-

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North timetable or the Internet due to the uncertainties of what fares will be in effect down the road

RARITAN VALLEY: All trains have been adjusted due to completion of bridge repairs near the Plainfield station. There have also been re-timings to some weekday trains to improve operations.

NJ Transit spokesman Dan Stessel told *The New York Times* that ridership dropped during January and February for the first time in five years, and in the last three months of 2008 ridership, although still growing, grew at the slowest rate since 2004. Mr. Stessel said that there were no plans for service reductions; the transit agency "adjusts its timetables every six months but that is not tied to the economic crisis."

According to *The Asbury Park Press*, Governor Corzine's FY2010 budget would cut \$62 million or 17% from NJ Transit's budget. This could result in a fare increase, something that has not occurred since June 1, 2007.

Member Sid Keyles emailed that he and wife Irene took advantage of the nice weather on March 18 and rode a train to Suffolk County. He wrote that "while waiting for our train this morning at Ramsey Route 17 Station, a train going in the other direction contained Comet I cars. So there is at least one train of Comet Is still around. But the bigger surprise awaited as our train passed through Ridgewood Station on the middle track. Loading passengers on the Hoboken-bound track was a train of 6 bi-level cars! I wonder whether bi-levels will now regularly grace the Hoboken trains or whether this was an oddball situation. Time will tell."

Member Bob Kingman found a posting on Railroad.net reporting that the last day of service for the Comet Is, was Friday March 27. The following consist W-4114-5745-5713-5738-5744-5737-5711-5114-E operated on Train #1169 (5:45 PM Hoboken/Suffern). The Comet Is, which were just called "Comets," entered service in June, 1971.

On March 19, Sid forwarded an article from Northjersey.com reporting that NJ Transit had assigned multi-level cars to the Main-Bergen lines for the benefit of riders who sometimes squeeze into packed, standing-room-only Hoboken-bound trains. By assigning these cars, up to 40 more seats per car can be added on five separate trips between Waldwick and Hoboken. Rail ridership on NJ Transit increased by 4.7% last year, while Main-Bergen Lines ridership rose 7.1% in fiscal 2008. While there were no plans to assign these cars to the Pascack Valley Line, the needs of day-to-day operations may dictate otherwise.

I received emails about additional sightings at Ho-Ho-Kus on March 24, and also observed this train at Se-caucus Junction in the following days and weeks.

On March 23, Bob Kingman observed the following

multi-level cars in Kenwood Yard: 7630-7631 and 7506 and 7514 (second trip) and on March 31, 7038, 7503, and 7504.

Member Barry Zuckerman works near the Great Notch station and he mentioned that a change took place approximately 6 months ago in that the electric trains coming out of the yard in the AM rush hour to start their runs at Montclair State University used to sit at the Great Notch station (not taking passengers) while waiting to enter the MSU Station. Now the trains wait in the yard until they are cleared into the MSU station.

Several days later, on March 30, NJ Transit issued a press release that effective with the timetable change on April 19, four additional (Hoboken) trains will stop at MSU, #1050 and 1052 at 5:46 AM and 7:19 AM and #1003 and 1085 at 4:18 PM and 7:41 PM. NJ Transit and community leaders hope to encourage 75 average weekday riders by the end of six months, and 100 over the year of the trial. Last September hearings were held to close this station. With these trains, MSU will have seven, three inbound and four outbound. The existing trains are #1006 at 8:15 AM, #1009 at 5:52 PM, and #1081 at 6:23 PM. A table was published in the October, 2008 *Bulletin* that showed the service levels at Great Notch since 1939.

While on the subject of the Montclair-Boonton Line, an article in *The Montclair Times* reported that weekend service would not begin until 2010 at the earliest. The reasons cited were the completion of two projects: Renovations of a Bloomfield Avenue bridge, which spans the line between Pine Street in Montclair and the Glen Ridge border, and Amtrak's Life Safety Project, which closes one of the two North River tunnels into New York Penn Station each weekend for maintenance and repairs.

Member Tom McAnaney commented on the report that appeared in the March *Bulletin* in which I described the ACES train as running electric between New York and Shore Interlocking in Philadelphia, and diesel between Shore and Atlantic City. "That is true for the northbound (AC to NY) run, but the southbound is more complicated. Southbound, the diesel is in front leaving New York, and acts as a cab car for the electric, which is pushing. Somebody rides in the electric to Newark, whose only job seems to be to bring down the pantograph the second the train stops, climb out onto the platform, give the Conductor the OK, and stay behind as the diesel pulls the train out of the station. So it's diesel under the wires to Philly. Then, when the train reverses direction at Shore, the electric, now in front, becomes a cab car and the diesel pushes. I was excited to see this operating pattern; it would seem to mean that running trains into Manhattan from, say Scranton, would not have to wait for a dual mode locomotive that could run off Amtrak's catenary. In fact, the Trainman I spoke with (I rode NY-AC on day two of operation) said that in

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his opinion there was really no need for such a locomotive, that this push-pull arrangement worked just fine. I was told about this diesel-push operation while riding the train, and found the idea so novel that I wanted see for myself. So I went to Rahway to observe the train and the pan was clearly in the down position. Just to be thorough, I went back another day and observed a northbound, and indeed the electric was pulling.”

Member Tom Scheffer also decided to try out ACES and reported that it was very nice, but lightly patronized. “The consist was 7236, 7233, 7232, 7229 (unused). We left 2 minutes late (9:18 AM), and lost two more minutes at Newark. Arrival at Frankford Junction was at 10:41 AM, and we left at 11:06 AM. Arrived AC 12:13 PM, 4 minutes late. There were about 50 passengers on board — about 6 First Class in my car, about 18 in another. Nice service — menu pricing somewhat high but not horrible; tea was \$2.50 and a roll was same; they don't take cash. AirTran Airways doesn't either; similar credit-card machine. Bus connection to casinos much upgraded than NJT — NJT uses a Jitney van for their ‘train connection shuttle,’ ACES uses a fancy Setra Academy contracted coach. Our bus had 12 for Borgata, where I had lunch. I got bored and took a Jitney for \$2.25 back to the Convention Center to get ahead of the crowd. About 100 for Philadelphia at 2:46 PM. Took NJT to Lindenwold (2 late); even made the 3:45 PM to Camden on PATCO, but PATCO wouldn't let me out! Apparently I bent my ticket a tiny bit and the machine read it as invalid — had to call security to get out at Broadway. River Line to Trenton was perfect, as was the Corridor 5:30 PM train. They checked tickets twice on the River Line, once at Camden Walter Rand and the other time at Cass Street Trenton. Just made the 5:30 PM at Trenton (8 minute connection.) Overall, a nice day despite the weather (windy, rainy, nasty and about 40 degrees).”

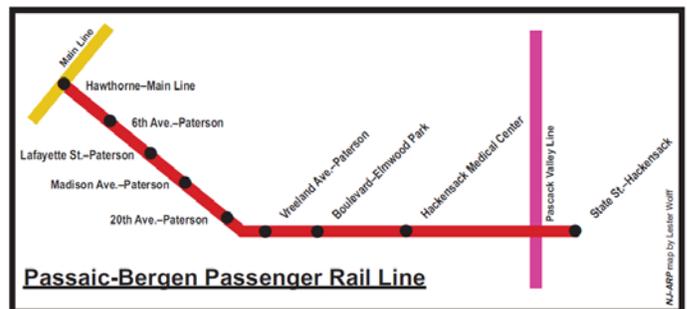
Secaucus Junction was deliberately built without parking accommodations so that drivers would not clog the nearby roads. The station opened in 2003 and the following year was attracting 5,300 weekday riders. Now the numbers are approximately 17,000 each weekday. In 2005 Exit 15X was opened off the eastern leg of the New Jersey Turnpike. But being able to park nearby may soon change. Years ago, Edison Properties, a parking lot/garage owner, paid \$15.5 million for a 7-acre warehouse site approximately 400 feet from the station.

The Bergen Record reported that this June, parking will be available at a cost of \$10 per day or \$180/month, and a monthly ticket from Secaucus to New York Penn will add \$93 to the cost, for a total of \$273. The cost of monthly tickets in the Newark Division, for roughly that amount, (not including the cost of gas, wear and tear,

etc.), is about the same as a monthly ticket from Edison (Northeast Corridor), South Amboy (North Jersey Coast), Convent and Gillette (M&E), Towaco (Montclair-Boonton) or Dunellen (Raritan Valley).

Beginning April 8, and continuing through early June, the fare gates at Secaucus Junction are being relocated. Tarps were hung to delineate the work area and I saw conduits and other piping being installed for the electrical wires. It was determined that some fare gates, because of their location, were being underutilized. In addition, the fare gates that are located at the exit/entrance to stairways and escalators were subject to back-up when there were large crowds. At those times it became necessary to turn off the escalators. So, all of the fare gates east of the rotunda will be moved to a new location just outside the rotunda (to the left of the newsstand). When the job is completed there will be 22 in the new arrangement.

The March edition of **Newsletter Plus**, which is published by the New Jersey Association of Railroad Passengers, had an article with a map showing the proposed Passaic-Bergen Line. Approved in September, 2008 by NJ Transit, the preliminary proposal utilizes an eight-mile right-of-way owned by the New York, Susquehanna & Western Railway. In order to comply with FRA regulations, very likely Diesel Multiple Units would be used. Nine stations are proposed and they would have sheltered platforms. The P-B Line would connect with the Main Line in Hawthorne, but, no station is, as of yet, in the proposal to interchange with the Pascack Valley Line or with the Hackensack Bus Transfer station. NJ-ARP is campaigning to have these oversights corrected. Thanks to NJ-ARP for allowing us to reproduce its map.



AMTRAK

On the Saturday, April 11 edition of NBC Nightly News, there was a report about high-speed rail in the United States. The context was that during the week of April 13, President Obama was set to finalize his plan to upgrade the nation's rail system and create as many as 11 high-speed corridors across the country. \$8 billion of economic stimulus money would be used as a down payment with “additional funding to come later.”

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

Bob Kingman reported the March 20 edition of *The Albany Times-Union* had a report on the sharp decline in shipping at the Port of Albany. Part of the report said that the port had received 40 car shells of an order of 272 cars for NYMTA going to Alstom. One day earlier, Bob observed 23 wrapped subway car shells in the Port.

MUSEUMS

In the February *Bulletin*, I reported that unless interest was shown by a museum or other interested party, several trolleys that have been deteriorating on the property of the Kingston Trolley Museum would be scrapped. Member Frank Pfuhrer sent a link (<http://601project.shutterfly.com/>) to a series of digital images that showed Queensborough Bridge Railway 601 being dismantled piece by piece after being a part of this museum for 52 years. Built in 1930 by the Osgood-Bradley Car Co. for the Union Street Railway in New Bedford, Massachusetts, Queensborough Bridge Railway purchased this car and six others in 1949. They provided the last trolley service in New York City (and New York State) until the route over the Queensborough Bridge was abandoned on April 7, 1957. 601 became a "parts donor" on March 27, 2009, its "official date of death." Its parts are destined for the Shore Line Trolley Museum in East Haven, Connecticut and the Electric City Trolley Museum in Scranton, Pennsylvania.

The Kingston Trolley Museum, in its April newsletter, reported that "after many delays, clean-up of the yard has begun." Besides 601 (please see above), "other cars in varying stages of decay will either be cannibalized for parts or scrapped in the near future (the Boston 'T' cars have not generated any real interest, and will most likely be scrapped very soon). This will improve the appearance of our yard and clear a line of track for active use."

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Add MBTA to the growing list of transit agencies that are struggling to keep up with their dwindling finances. According to a state document obtained by *The Boston Globe*, if the "T" does not get legislative help with its \$160 million deficit, it will end all evening (after 7 PM) and weekend commuter rail service, eliminate six Green Line stops, discontinue lightly used bus routes, and lay off 805 employees. Midday off-peak, evening, and weekend service would also be reduced by 50%. These cuts, which were outlined in an internal document, would save the agency a projected \$75 million, and combined with 25-30% fare hikes, would generate another \$85 million to close the deficit. Nearly all mass transit riders would feel the cuts: commuters racing for the last train; suburbanites attending evening and week-

end Red Sox games; low-income residents who depend on bus lines that are considered underused by the agency; South Shore and Charlestown residents who take commuter boats; disabled residents who use the "T"'s special vans; and even tourists who rely on customer service agents for directions or help with the *CharlieCard* system. Gov. Deval Patrick's plan calls for a 19-cent increase in the cost of a gallon of gas, of which 6 cents would be designated for MBTA. Without financial assistance, these service cuts would go into effect in July.

LINDENWOLD, NEW JERSEY

Thanks to member Gregory Campolo, who sent copies of PATCO's March 14 timetable, which features this logo recognizing its 40th anniversary.

**PHILADELPHIA, PENNSYLVANIA**

The SEPTA website announced proposed changes to High Speed Train Tariff #66 and Light Rail Tariff #51. The new Tariff will reflect a 5% per year increase over the charter rates effective Sept. 1, 2005, with a clause to automatically increase by 5% each year on September 1. An automatic 5% yearly increase may price charter trains and streetcars out of the reach of railfan groups. Thanks to member Lee Winson for this report.

Gregory Campolo also sent the latest SEPTA timetables. New Regional Rail timetables were issued on:

January 11: R2/Wilmington and Newark, R3/Media/Elwyn, R5/Lansdale/Doylestown, R5/Paoli/Thorndale, R6/Norristown, R7/Chestnut Hill East/Trenton, and R8/Fox Chase/Chestnut Hill West

February 8: Subway/Surface Lines 10, 11, 13, 34, 36, Route 15/Girard, Market-Frankford, and Broad Street Subway

February 9: Routes 100/Norristown, 101/Media, and 102/Sharon Hill

SEPTA has delayed bidding on its proposed "Smart Card" fare system until May. The problem appears to be that no one has come up with a scheme to resolve the system's varied and somewhat conflicting requirements, the least of which is compatibility with separately designed (or in the design process) systems for PATCO and NJ Transit. Another sticking point is the desire to have the card work on Regional Rail as well, where there is no single point of entry. And of course there is always the question of how SEPTA can pay for anything at all - it is "exploring" public/private financing schemes. Thanks to member Dave Safford for this news.

Apparently "quiet" cars are a hit. Dave and Lee both sent reports that the experiment on the R5/Lansdale/Doylestown Line was such a success that SEPTA has

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been besieged by riders on other lines demanding equal silence. Therefore, starting April 6, on all rush hour expresses of at least 3 cars, the first car has been off limits to cell phones, electronic devices without an earphone, and talking, other than "brief, quiet conversations." The task of enforcement rests on the crew, of course, who will doubtless enjoy the task of telling passengers to "shut up."

BALTIMORE, MARYLAND

MARC took delivery of the first of 26 MP36 locomotives (number 11) on April 2. Number 10 was delivered to the test center in Pueblo, Colorado. These locomotives have 3,600 hp vs. 3,000 hp that the existing fleet had as well as a larger HEP unit to provide power, both tractive effort and "hotel power," for longer trains. Number 11 is undergoing additional testing for 2-4 weeks to prepare for service.

SOUTH FLORIDA

Joe Giulietti, the Executive Director of the South Florida Regional Transportation Authority, operator of Tri-Rail, recently placed a letter on the SFRTA web site entitled "Fund or Fail," wherein he outlined the problems that the transit agency faced in obtaining the necessary funding to maintain operations. The counties that provide funds are themselves facing difficult economic times. Riders were asked to send a message of support for dedicated funding to their elected officials in Tallahassee. Thanks to member Dennis Zaccardi for this report.

Miami-Dade County placed an ad in *Mass Transit* magazine offering a lot of eight Metromover vehicles for sale. These were constructed by Bombardier, which also produced 12 new cars.

CHESTERTON, INDIANA

A new weekday schedule, which was approved by the NICTD board on March 28, and which would go into effect between the middle and end of this month, was posted on the Internet. At that time the bi-levels will likely serve on Trains #102, 203, 212, 107, 114, and 211. There would be two new trains: #211 departing Chicago at 4:10 PM and terminating in Gary and Train #114 departing 11th Street-Michigan City at 8:06 AM and arriving in Chicago at 9:42 AM, incorporating a skip-stop service. Rush hours, some minor adjustments to intermediate station departure times were made to reflect recent dwell and run time experience. The departure time for Train #12 was changed by one minute from 6:33 AM ET to 6:32 AM ET and the departure times for Trains #115 and 215 were switched to enable a skip-stop profile to help equalize passenger loads between these trains. Nine off-peak trains had their departure times changed for reasons that include avoidance of conflicts with other trains or implementation of skip-stop service to balance passenger loading.

History was made on March 30, when NICTD's new bi-levels made their first revenue run. Cars W-314-313-304-303-302-301-E were assigned to Train #116, which departed from the Carroll Avenue station in Michigan City at 10:38 AM and departed from Chicago on Train #109 at 2:35 PM. According to accounts, all went well. NICTD has received 14 of these Sumitomo-built cars and they will enter service as they pass their acceptance testing. This was not the first time that such cars operated here; many years ago some Metra bi-levels were used temporarily. Member Jim Beeler wrote that he had been aboard the Inaugural run and as the cars are too high to clear the canopy at the South Bend Airport station, they will be restricted to Michigan City-Chicago trains. NICTD also plans to run them on these two trips for a few weeks before using them on any rush hour trains.



Two pictures from the first trip of NICTD's new bilevels.
NICTD photographs

CHICAGO, ILLINOIS

I called Metra in late March to inquire when the U.S. Cellular Field station would open and was told that it

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would not take place this year.

SEATTLE, WASHINGTON

In advance of this July's planned opening, Sound Transit has increased light rail testing along the five miles of tracks through Rainier Valley in Seattle. Limited testing began last Summer along Martin Luther King Jr. Way South. During this phase, drivers, pedestrians, bicyclists and others can expect to see LRVs on the tracks between Rainier Avenue and Boeing Access Road at any time between 7 AM and 9 PM.

PORTLAND, OREGON

I asked member Mark Kavanagh for a roster of the Westside Express equipment and he sent the following: The motorized units are 1001-1003, and the trailer is 2001. I believe the builder's plates show 2008, as they all arrived in 2008. All were constructed by the now-defunct Colorado Railcar Company. When Mark rode WES on the Friday before Presidents Weekend, there were more people on the 5:39 AM from Wilsonville. The 6:03 PM from Beaverton was nearly full, including some joy-riders on that trip.

FROM THE HISTORY FILES

60 Years ago: On May 12, 1949, three 5,500 hp electric locomotives arrived in Michigan City to begin their careers working for the Chicago, South Shore & South Bend Railroad. These units were part of an order of 20 that were destined to the Soviet Union, but were not allowed to be shipped due to the Cold War. General Electric, the manufacturer, eventually was able to sell them to the Paulista Railway in Brazil, the Milwaukee Road and the South Shore, which numbered its 801-803. 802 had been preserved at the B&O Museum, which resold it to the Lakeshore Railway Historical Museum in Pennsylvania. 803 is at the Illinois Railway Museum in Union, Illinois. 801 was used as a parts source for the other two while at the South Shore. On the Milwaukee Road, these units were known as "Little Joes," named for the dictator Josef Stalin.

25 Years ago: On May 20, 1984, Miami's Metrorail began operating between Overtown and Dadeland South, 10 stations, 11 miles. Fares were \$1. In the intervening years, the line has been extended; the final extension to Palmetto opened on May 30, 2003.

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

MTA's Doomsday Plan

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METRO-NORTH (East)	CURRENT	NEW
Zone 5 Tarrytown/Chappaqua	\$221	\$281
Zone 9 Poughkeepsie/Dover Plains	\$367	\$470
Zone 14 Rye/Port Chester	\$205	\$260
METRO-NORTH (West)	CURRENT	NEW
Spring Valley/Nanuet/Pearl River to Hoboken	\$195	\$247
Spring Valley/Nanuet/Pearl River to NY Penn	\$224	\$276
Port Jervis/Hoboken	\$288	\$370
Port Jervis/NY Penn	\$344	\$426

The most expensive Metro-North monthly ticket would be for Wassaic (Zone 10) at \$478, an increase of \$106. Although Suffern is in New York, its fare is controlled by NJ Transit, so those riders will not see any increases. Current monthly fares to Hoboken and NY Penn are \$196 and \$265, respectively.

Effective July 1, Metro-North proposes to eliminate three Hudson Line trains, #487, 491, and 493, departing Grand Central Terminal for Croton-Harmon at 9:16, 9:55, and 10:55 PM, which were only added to the schedule on April 6, 2008. Also gone would be Harlem Line Trains #683 (7:57 PM Grand Central Terminal/Mt. Kisco) and #693 (10:29 PM Grand Central Terminal/Southeast). New Haven Line riders would lose Trains

#1304/6304 (1:53 AM Grand Central Terminal/Stamford), 1534 (1:34 PM Grand Central Terminal/New Haven), and 1569 (2:33 PM New Haven/Grand Central Terminal). There would be reduced train sizes for east- and west-of-Hudson trains based on higher loading standards.

On the equipment side, Metro-North would retire the 30 M-1s it retained for Yankee Stadium service and defer a portion of the M-3 interior overhaul program and the cyclical seat replacement program. The overhaul of two west-of-Hudson F-40 locomotives would be deferred until next year.

It is also proposed that Port Jervis trains make local stops in New Jersey, adding 10-20 minutes of travel time. Weekend service on the Pascack Valley Line, which began in October, 2008, could be reduced, although this is unlikely.

Bridge and Tunnel tolls will go up on July 11, with the most expensive being the Verrazano-Narrows Bridge, where the cash toll will go from \$10 to \$13! Drivers with E-Z Pass get a slight discount, so the toll would be \$10.52, up from \$8.30. Staten Island residents are entitled to take advantage of other discounted plans to further reduce the cost. Staten Island resident tokens, presently \$6.70, will go to \$8.50; Staten Island Resident E-Z Pass \$4.98 to \$6.30; and Staten Island Resident Carpool \$2.33 to \$2.95. Tolls are collected only in one direction on this bridge. The majority of the other bridges and tunnels (where tolls are collected in both directions) will be \$6.50 (cash) and \$5.26 (E-Z Pass), up from \$5.00 (cash) and \$4.15 (E-Z Pass).