

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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

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

Production Manager:
David Ross

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HUFFLINERS OUT OF SERVICE 60 YEARS AGO

Until buses replaced them on December 15, 1946, the Huffliners were always operated on Broadway, Third Avenue's second busiest line. (Third and Amsterdam Avenues was the busiest.) Cars 551-625, the only center-exit cars ever operated by the company, were nicknamed "Huffliners" in honor of Slaughter W. Huff, who had been Third Avenue's President since 1918 and who was in favor of trolley cars.

Broadway was the first line to receive the rebuilt cars. On November 26, 1934, car 131 was placed in service, and on December 20, 1935, 83 rebuilt 100-series cars were operating on Broadway.

Cars 316-320, 360-390, and several other 300s appeared on Broadway when they were new. They were soon transferred to the Bronx and Yonkers.

Unfortunately, we have no record of the date the Huffliners were placed in service. However, we observed the Broadway Line at least once a week and we recorded the dates we first saw each car, as follows:

Steel car 601	November 13, 1936
Steel cars 602-625	September 23, 1937- January 31, 1938
Aluminum cars 552-600	December 3, 1937-June 30, 1938

Company records reveal that 24 center-exit cars were running on November 29, 1937.

Built in 1936, aluminum car 551 was the odd car. The center doors were opposite each other like the Peter Witt cars operated by other companies. Center doors were staggered on the other Huffliners. It was the only Huffliner that was equipped with a trolley pole

for testing in Mount Vernon's Garden Avenue Yard. The pole was removed when the car was placed in service on the Broadway Line, probably in 1939.

The Huffliners were always operated on the busy Broadway Line until buses replaced them on December 15, 1946. Because there were not enough Huffliners to provide full rush hour service, a few 100-series cars always appeared on the Broadway Line. We have no record of the maximum number of cars required. However, we counted 68 cars operating on a 1½-minute headway between 3 and 4 PM in August, 1939, and 44 cars running on a 2½-minute headway on a Sunday afternoon in May, 1946.

Most of the Huffliners were placed in storage when buses replaced them. We observed a few of these cars operating on the Broadway-Amsterdam Avenue-125th Street Line until buses replaced them on June 29, 1947. Aluminum cars 551-600 were apparently scrapped and steel cars 601-625 were sold to Brazil, where they continued operating for several years. When they were finally taken out of service, they were not scrapped, but were displayed in public parks. Fortunately, the Brazilian government decided to preserve these unusual center-exit cars that transported thousands of passengers through New York's Great White Way for only a decade.

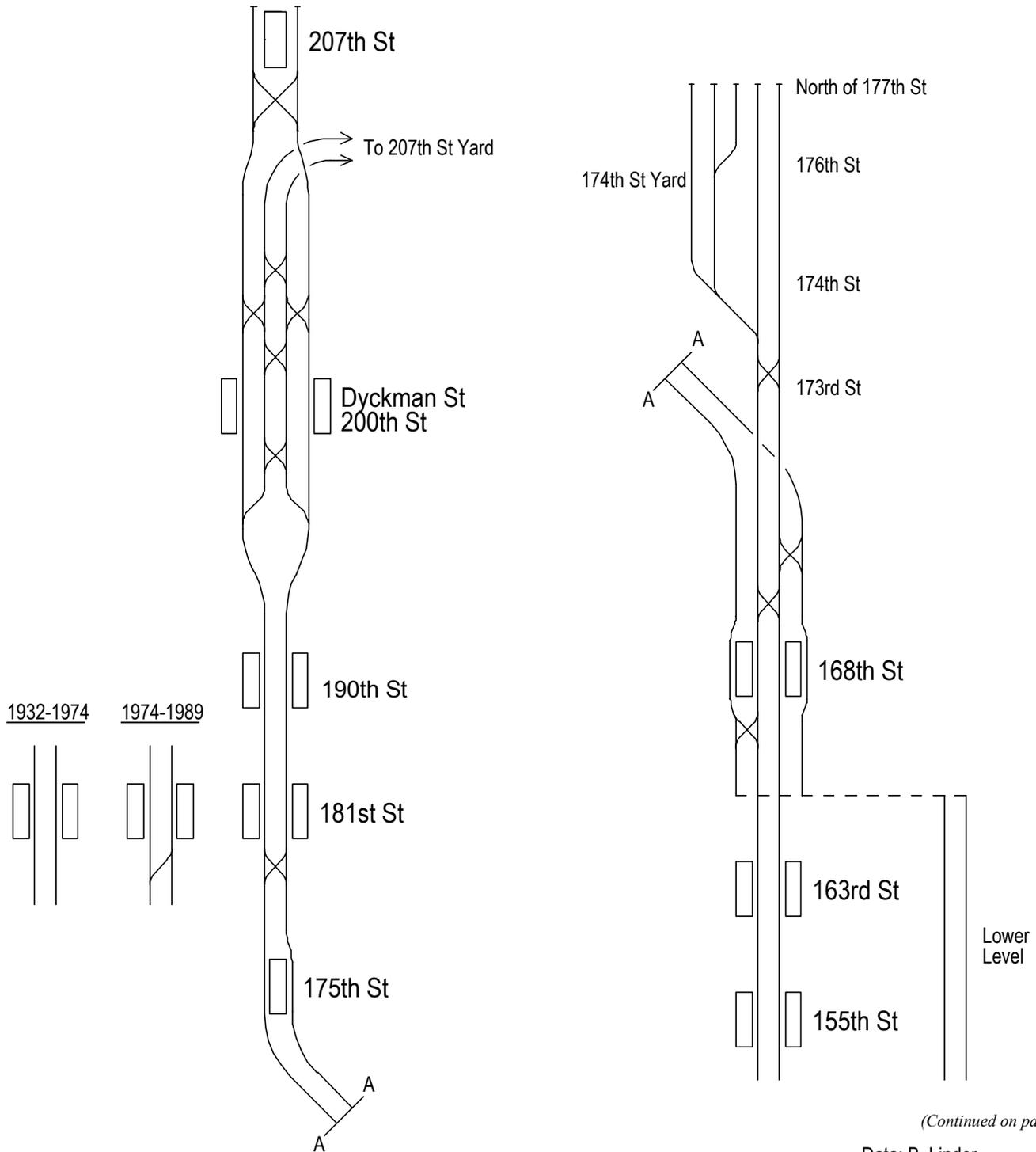
On December 14 before midnight and December 15, 1946 shortly after midnight, four cars with 200 passengers, including Third Avenue's President McQuiston, city officials, and stage and movie stars, rode from 42nd Street and Fifth Avenue to Times Square.

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EIGHTH AVENUE SUBWAY TRACK PLANS

Eighth Avenue Line

North Portion
1932 - Present



(Continued on page 3)

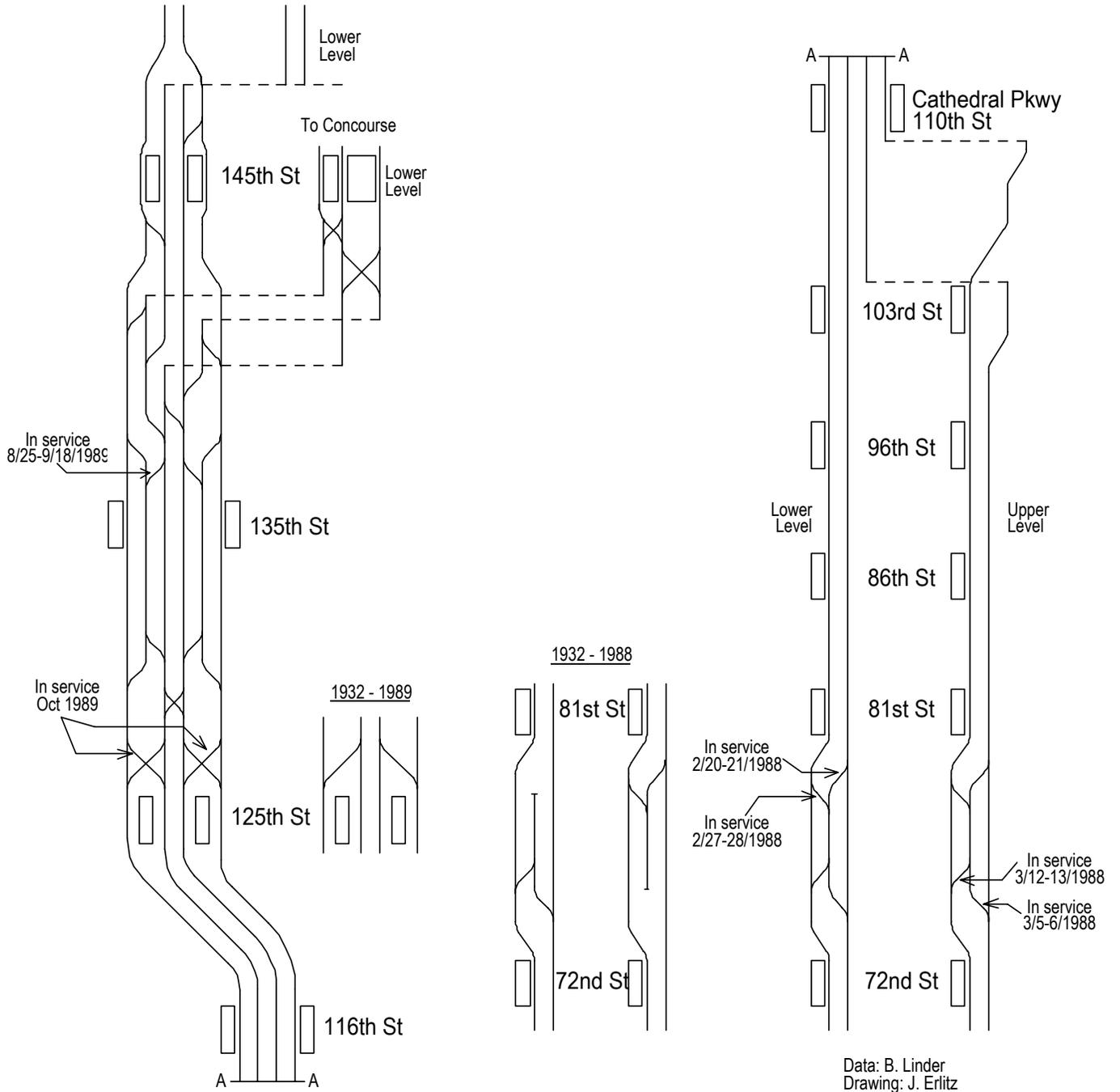
Data: B. Linder
Drawing: J. Erlitz

Eighth Avenue Subway Track Plans

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Eighth Avenue Line

145th-72nd Street
1932 - Present



Data: B. Linder
Drawing: J. Erlitz

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

At press time, the Thanksgiving and Christmas-New Year's timetables were not available.

There is one other difference between the Metro-North and the LIRR M-7s. Member Larry Kiss told me that Metro-North's cars have flashing strobe lights when the doors are closing and LIRR's do not.

Connecticut Department of Transportation

The Federal Transit Administration has approved the environmental impact statements, and CDOT can now hold public hearings on plans to construct new rail stations in West Haven and Orange. These hearings could take place this month. Thanks to member David A. Cohen for sending this report from *The New Haven Register*.

Shore Line East issued a new timetable effective October 30. Like the previous edition, there is no mention that the service is operated by Amtrak. Thanks to member Bob Underwood for sending copies.

Bob also sent an article from *The Yale University Daily News* reporting that 26 surveillance cameras were being installed in Union Station and at several other stations, using a \$250,000 grant from the Urban Area Security Initiative. This is a federally-funded program to combat terrorism.

MTA Long Island Rail Road

Several special timetables were issued recently.

- Montauk Branch – weekdays Monday, October 23-Friday, November 3: grade crossing renewal work east of Patchogue required bus service between Patchogue and Montauk
- West Hempstead Branch – Sperry Rail Testing on November 3: bus service was provided between Valley Stream and West Hempstead
- Montauk Branch – Montauk to Bridgehampton during the overnight of November 4-5, so that work crews could replace the grade crossing at Sunrise Highway (County Road 39), just east of the Southampton station: Four overnight trains were affected. Westbound passengers from Montauk to Bridgehampton rode buses to Babylon where train service was available. Eastbound passengers transferred to buses at Southampton
- Long Beach Branch – switch replacement at Valley Stream on November 11: shuttle trains operated between Long Beach and Lynbrook, where passengers transferred to connecting trains

The timetables that went into effect on November 13 carry an ending date of December 18. They incorporate a timing change on the West Hempstead Branch that was requested by customers. In addition, there is track work on the Main Line between Jamaica and Merillon

Avenue, and on the Hempstead Branch through Garden City. The schedules of some trains were adjusted so that they depart either up to 29 minutes earlier or 30 minutes later. Midday and overnight track work on the Port Jefferson and Babylon Branches has been completed.

Each timetable cover has a turkey with the wording "HAPPY THANKSGIVING" and there is an additional note that the following branches are operating extra service on that day: Port Jefferson, Ronkonkoma, Babylon, Long Beach, and Montauk. As recently as 2000, LIRR published a special Thanksgiving Day schedule. Now this information is incorporated within the regular timetables.

On October 30, the new Mineola Intermodal Center, located on the south side of the station, opened. It contains 700 parking spaces on its four levels, and no permits are required because the policy is first come, first served. Short term parking is \$5 per day (20 hours) and long term is \$10 per day. Seven MTA Long Island Bus routes serve this facility.

There has been much press about the "gap" between some of the station platforms and the trains. *The New York Times* (November 6) had an editorial that mentioned how some of these gaps have been addressed. LIRR used a machine to move some of these tracks closer to the platform. In NY Penn Station, there are an abundance of signs calling attention to the "gap," and train crews are making frequent announcements about this, especially in conjunction with station stops. *Newsday* (November 7) reported that several area elected officials have called for the relocation of the Syosset station because the entire station was built on a curve that cannot be fixed. Their solution is to move the station approximately two miles west near the former site of the abandoned Landia station (closed in 1972), which is near the Long Island Expressway.

A "Farewell to the M-1" excursion was held on Saturday, November 4, sponsored by the Sunrise Trail Chapter of the National Railway Historical Society, and of course operated by LIRR. Current plans call for all remaining M-1s to be retired at the end of 2006. An 8-car train of M-1s in the following consist was assembled: E-9338-9337-9385-9386-9534-9533-9610-9611-W. A specially designed logo was affixed to both ends of the train to commemorate this event. Cars 9610-9611 still sported a blue band, which all of the cars had when they were delivered. This added to the variety of photos/videos. A number of Division members were on board when the train departed from Track 5 at Jamaica Station at 8:30 AM. Our first stop was VD (Vanderbilt Yard) in

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Commuter and Transit Notes

(Continued from page 4)

Brooklyn, on the Atlantic Branch. LIRR personnel “attached” several sets of metal steps to the car so that we could detrain to the ground to take photos. There were two run-bys, and after all those who had gotten off the train had re-boarded we proceeded toward Far Rockaway, switching to the Montauk Branch east of Jamaica.

At Valley Interlocking, the train was switched from Montauk Track 2 to Atlantic 1 and then Atlantic 2, then to Far Rockaway. After the departure of Train #8817 (10:46 AM), we returned to Jamaica, this time via Atlantic Branch Track 1. From there, we headed to Long Island City with a stop at Hunterspoint Avenue so that those who wanted to take photos/videos could do so. Getting off the train in Long Island City was not permitted. Soon the train returned and once those who had gotten off had re-boarded, the train proceeded to Harold to turn and then for Penn Station for the scheduled lunch stop. Riders were given the option to remain on the train and take photos/videos in West Side Yard. I opted to get lunch for myself and my son Marc, who rode to West Side Yard.

Promptly at 2:20 PM, the train departed and operated via the Main Line to Queens Interlocking via Hillside and the Hollis Lead Track and Hempstead Track 2 to Garden-Mitchel Secondary Track on the Hempstead Branch. Here too, we were given an option to get off to take photos or ride on this rarely used track. Again Marc was more interested in taking photos and I wanted to ride on this portion of the branch. It is used by the Ringling Brothers-Barnum & Bailey Circus when it performs at the nearby Nassau Coliseum. After this stop, the train returned to Queens Interlocking to turn, and operated via the Main Line to Mineola and then the Oyster Bay Branch for one station to East Williston. This is the only station on the branch that is equipped with third rail. Under the current schedules, only one electric train (#1501) begins its run here each weekday. We departed at 4:45 PM, and arrived back at Jamaica shortly after 5 PM. The crisp autumn weather, combined with sunshine and cooperative LIRR personnel, made for a memorable trip. All attendees were given copies of a souvenir booklet that detailed the history of the M-1s, as well as a five-page flyer explaining all of the places we visited. The following roster was taken from the booklet.

CAR NUMBERS	YEAR BUILT	NUMBER IN ORDER
9001-9016	1968	16
9017-9246	1969	230
9247-9476	1970	230
9477-9490	1971	14
9491-9492	1970	2
9493-9534	1971	42
9535-9538	1970	4
9539-9620	1971	82
9621-9770	1972	150

Still on the property are the M-3s, of which 174 (9771-9944) were built by Budd-GE in 1984. There is also 9945-9946, which are ex-9891-9892. These two cars were renumbered after the December 7, 1993 shooting on the train at Merillon Avenue that resulted in the deaths of six passengers and the wounding of 19 others.

NJ Transit

New timetables were issued for all lines as of October 29. The transit agency reported that it had added 4,000 seats in its peak hour trains. (That total includes “dreaded” middle seats.) Trenton, Hamilton, and Princeton Junction (outer-zone) riders now have two additional trains, which operate via express to Newark and then New York. Four *Shoppers Specials* in each direction operate on weekends, except for holidays, through January 13, making all stops from Trenton to Metropark, and then Newark and New York. There is also additional service on the North Jersey Coast Line’s “inner-zone,” South Amboy, Perth Amboy, Woodbridge and Avenel—as well as the Northeast Corridor Line’s inner-zone stations – Rahway, Linden, Elizabeth, and North Elizabeth.

On the Morris & Essex, there are also four *Shoppers Specials* in each direction, which make all stops from Dover to Summit, then Newark Broad Street and NY Penn Station. They will also operate on the same dates as the Northeast Corridor Line specials.

The Finderne (formerly Manville) station, which was located between Somerville and Bridgewater on the Raritan Valley Line, has been closed. The note in the October 29 timetable instructs riders to use the Scoot bus shuttle. Apparently there must not have been too many passengers boarding here, because historically, only one early morning and two early afternoon trains called there, and only on weekdays. The last official day would have been Friday, October 27.

An early morning train has been added to the Bergen County Line. Trains were also added on the North Jersey Coast and Morris & Essex Lines. The Atlantic City timetable now shows connections to SEPTA R1 and R7 trains at 30th Street Station. Adjustments of 1-7 minutes were made to many trains on all lines, and there were additional trains, which were not specifically mentioned above.

Port Authority Trans-Hudson Corporation

A new *Timetable Map and Guide* was issued with an effective date of October 29. Midday service between Newark and World Trade Center was reduced from a 10- to a 15-minute headway to enable track maintenance work to be performed.

Amtrak

The Fall-Winter timetables went into effect on October 30, with the issuance of System Timetable Form T-1, which will remain in effect until April (no date was specified), 2007. A quick check found that there are no more *Metroliners*. Trains #2300 and #2301 have been re-

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Commuter and Transit Notes

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placed by *Acela* Trains #2108 and #2119. The replacements operate 14 minutes faster between New York and Washington, D.C.

The Illinois Department of Transportation's new service (please see the November *Bulletin*), which began on October 30 almost wasn't, due to some objections by the Canadian National Railway. However, those objections were resolved and the services began. Thanks to Bob Hansen for this report.

As a Guest Rewards Member, I received an email that starting October 30, passengers now have faster travel times and a more comfortable ride on *Keystone Service* trains which are now all-electric, and operating at speeds of up to 110 mph. Two-hour trip times on the 104-mile route have been reduced by 15 to 30 minutes. Weekday roundtrips increased from 9 to 14, with 10 through-routed to New York City. In early November, I observed Train #641 in NY Penn Station with push/pull

cab 9646 on the west end of the train. This car was one of the original Metroliner cars and carried the number 813.

Beginning November 7, in Buffalo, passengers boarding Amtrak and NFT Metro trains became subject to random screening. Amtrak reported that the process, using hand-held devices, should take approximately 30 seconds, and those who do not wish to participate, would be barred from boarding these trains. This effort was planned to last though the month of November, and then randomly after this month.

Museums

As was reported in last month's *Bulletin*, on November 4, the Shore Line Trolley Museum (Branford) celebrated multiple anniversaries of Brooklyn's trolleys. Unfortunately, the "Farewell to the M-1" trip was held on the same day. Member Frank Pfuhrer reported that the attendance at Branford was 221.

2006 In Review

The following projects/additions to service occurred during 2006.

DATE	OPERATOR	CITY	LINE	NOTES
January 1	Edmonton Transit	Edmonton	South LRT	1 station Health Sciences
January 23	Metra	Chicago	UP West Line service expansion from Geneva to Elburn	2 stations La Fox and Elburn 8 miles
January 30	Metra	Chicago	North Central Line service expansion	4 stations Grayslake, Schiller Park, Franklin Park, and Rosemont
January 30	Metra	Chicago	SouthWest Line service expansion from 179 th Street to Manhattan	2 stations New Lenox and Manhattan 12 miles
February 25	NJ Transit	Weehawken	North Line	Weekday service added to Port Imperial, which only had weekend service since October 29, 2005
February 25	NJ Transit	Union City, North Bergen	North Line	2 stations Bergenline Avenue, Tonnelle Avenue 1.25 miles
March 27	SFRTA (Tri-Rail)	West Palm Beach to Miami Airport	Double-Tracking Project completed	23.5 miles
April 2	New Orleans RTA	New Orleans	Canal Street	Extension to Cemeteries and Museum of Art
April 24	Altamont Commuter Express	Stockton	Stockton-San Jose	Fourth train added
June 25	Chicago Transit Authority	Chicago	Blue Line → Pink Line	
July 14	Mid-Council of Governments and New Mexico DOT RailRunner	Albuquerque	Belen to Albuquerque to Bernalillo	46 miles 3 stations
July 17	NJ Transit	Broad Street Extension of Newark City Subway	Penn Station to Broad Street	1.3 miles 5 stations
August 28	Metro	St. Louis	Cross County / Shrewsbury Extension	5 stations 8 miles
Sept. 18	Regional Transportation Authority	Nashville to Lebanon	Music City Star Commuter Train East Corridor	32 miles 6 stations
October 9	Metra	Chicago	SouthWest Line	1 station Laraway Road
October 20	Portland City Streetcar	Portland, Oregon	Extension to SW Moody	1 station 0.6 miles
November 17	Denver Regional Transportation District	Denver	Southeast LRT Extension	19 miles 13 stations

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Commuter and Transit Notes

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Precise information on the opening dates for some of the below-listed projects was not available at press time. In the case of RailRunner, the original plans called for all nine stations to open this year. In early Novem-

ber, I emailed the transit agency, and this was the response: "Downtown Bernalillo is scheduled to begin operating when Los Lunas and Belen begin, which is some time in December, 2006. Isleta Pueblo, Rio Bravo/ Airport, and Sandia Pueblo are scheduled to begin operating in late March to early April, 2007." The dates will be published when known.

DATE	OPERATOR	CITY	LINE	NOTES
December	Mid-Council of Governments and New Mexico DOT	Albuquerque	RailRunner	Downtown Bernalillo, Los Lunas, and Belen
December 15	Amtrak	Sacramento	Folsom Corridor	0.55 mile extension to Amtrak station
December	Central Arkansas Transit	Little Rock	River Line	0.9 mile extension from downtown loop, via Third Street, to the Clinton Library
Late	Metra	Chicago	North Central Line	1 station Grand/Cicero

Other Transit Systems

Boston, Massachusetts

There were about 250 passengers aboard Franklin Line Train #710, which was bound for South Station, when the train struck a low-boy trailer truck that stalled on the tracks at a grade crossing in Franklin. Fortunately, only 18 were injured. The stone crusher on the trailer swung around and hit the middle of the first (bi-level) car of the train. In the aftermath of the accident, commuters fled the train, leaving behind many of their personal possessions, including laptops, wallets with cash and credit cards, and iPods with earphones. Paperwork was all over the place as passengers scrambled to leave the leaning and damaged car, not knowing what was happening. MBTA police officers on the scene gathered up these items and will attempt to return them to their rightful owners. **The Boston Globe** reported that one passenger who called was looking for his red baseball cap from a Star Wars convention, not a laptop.

Commuter Rail schedules dated October 30 were issued as follows:

- Providence - Back to pocked-sized, but still glossy and multi-color
- Lowell - Pocket-sized, glossy, and multi-color
- Haverhill - Pocket-sized, standard paper with purple ink
- Fitchburg - Pocket-sized, standard paper with purple ink

Member Todd Glickman wrote that the north side schedules continue to have an error: "Lovejoy Ferry" service is indicated as a connection at North Station. This service was discontinued on January 21, 2005! The Green spring editions of the other lines remain in effect. Thanks to Todd for the schedules and the above reports.

Philadelphia, Pennsylvania

Copies of new Regional Rail Timetables were sent by member David W. Safford. They were issued as of October 29 for R1/Airport, R3/West Trenton, R5/Thorndale/Paoli, and R7/Chestnut Hill East and Trenton. The following day, a new timetable went into effect on R6/

Cynwyd. In all cases, except for R6, the major change(s) appeared in a banner on the cover. Those changes were:

- R1 – Train #4622 (formerly #4208) operates to Norristown
- R3 – Trains #346 (ex-#4344) and #362 were retimed
- R5 – Train #514 retimed 3 minutes earlier and earlier departure times for Trains #546, #550, #554, and #558
- R7 – Train #9700 changed to #4542 with earlier departure, and there are revised NJ Transit connections

A new Combined Timetable was also issued as of October 29, and single pages were issued for the weekday schedules for the R3/Elwyn, R6/Norristown and R8/Chestnut Hill West/Fox Chase Lines.

Member Lee Winson wrote that in these new schedules, the R1/Warminster Line had special substitute bus service for midday trains through November. There are also special times on the Lansdale Line on account of high platform construction at the Fort Washington station.

CORRECTIONS – In last month's **Bulletin** there was a news item about Sperry Rail Detector Car 129. Larry Kiss reported that its original owner was the Lehigh Valley Railroad, not the Lehigh Valley Transit Company. Sperry purchased the car in 1938.

Brookville built 18 PCC IIs for Route 15/Girard, not 15 as was reported last month. Thanks to member Bob Wright for catching this. Bob also wrote that there is one other un-rebuilt PCC, 2733, which is in the basement of SEPTA's headquarters, where it will never run again.

Washington, D.C. area

Just how far will Virginia Railway Express go to keep customers informed? One possible answer appeared in its email notifications on November 6. It read: "The restroom on the single level car on Fredericksburg line train #305 (departing Union Station at 4:05p) is expected to

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Commuter and Transit Notes

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be out of service this afternoon. However, an additional restroom is located on the train in car V431. This car is the middle car in the set. If you need assistance locating the restroom, please speak with the Conductor."

Because federal employees celebrated Veterans Day on Friday, November 10, and most of "official" Washington, D.C. did not work on that day, Virginia Railway Express did not operate. For those who had to go to work, VRE provided the following help: "Amtrak will operate on their normal schedule and will accept Ten-Trip, Five-Day, Monthly, and TLC tickets with a Step-Up ticket. Your VRE ticket will need to be valid for the zones you are traveling between." For the list of Amtrak trains that were to accept VRE tickets, riders were directed to Amtrak's website. In addition, OmniRide accept VRE tickets for travel on its routes if the person is boarding or alighting at a stop near a VRE station.

Chicago, Illinois

Metra obtained \$800,000 in federal funds to design a new station on the Rock Island Line at 35th Street that would serve U.S. Cellular Field, where the Chicago White Sox play their home games. The station would be across the Dan Ryan Expressway. Estimates put the cost of this station at between \$4 and \$5 million. It could open in 2008. Thanks to member Jim Beeler for this report from **The Daily Record**.

Denver, Colorado

On November 17, grand opening ceremonies were held for the Southeast Corridor LRT. There are thirteen new stations and approximately nineteen new miles of track. Free rides were provided on November 17 and 18. Regular service began on November 19. RTD introduced service along its Southeast Corridor with the following route structure:

- E—Lincoln to Union
- F—Lincoln to 18th/California
- G—Lincoln to Nine Mile
- H—Nine Mile to 18th/California

Albuquerque, New Mexico

RailRunner began charging fares on November 1. Compared to fares charged in the New York metropolitan area, the \$2 flat fare is a bargain. Please see **2006 In Review** above for details on the station openings.

Phoenix, Arizona

The first Valley Metro Rail LRV (101), after being completed by Kinki Sharyo, was shipped from Kobe, Japan aboard a freighter bound for the U.S. However, it did not go to the West Coast, but rather to the East Coast, because it will be tested on the Hudson-Bergen Light Rail system in New Jersey. Metro is buying 50 rail cars for \$159 million. Service is expected to begin in December, 2008. Thanks to member John Pappas for this news.

Seattle, Washington

Here is a report from Todd Glickman, who recently visited Seattle. "As you know, light rail will be coming to SEA airport in 2009. Driving from downtown to the airport there is significant construction underway, especially where you exit I-5 for the airport connector road. Many stretches of the overhead ROW are complete -- some of it looks to be 50 feet up in the air. On the airport property, there are road reconfigurations and a lot of construction equipment, but nothing yet that looks like a LR terminal."

Todd also rode the *Talgo* service between Portland and Seattle. Here is his report. "For under \$50 in business class, it's a great ride. I especially like the GPS-based real-time mapping systems. Everything was going well until the Conductor came on the PA and said, "Bad news, folks, due to a broken rail ahead, we'll be delayed about 30 minutes while they fix it." Thirty minutes... hmmm... how could they do that so fast? What the Conductor didn't explain properly was that the broken rail was in two-track territory, and we had to wait for a slow-poke southbound BNSF freight to roll by, so we could cross over and bypass the problem. In fact I saw the welder at work when we went by it. So we ended up a half hour late, but that just meant that the trip cost less per minute of travel. You can find an interesting history by visiting the following web site: <http://www.trainweb.org/aorta/cascades.htm>."

Oceanside, California

John Pappas filed this report about the Sprinter Line which is presently in the construction phase, and scheduled to open by the end of 2007. "Drove the NCTD Sprinter route from Oceanside to the Escondido Transit Center today (November 11), and found the new shop, which is behind North County's Escondido facility. I managed to get in long enough before getting accosted by the security guard to snap a couple of shots of the Siemens Desiro Diesel MUs. They look really nice. I'll be interested in comparing them in operation to NJ Transit's Stadler/Bombardiers and Ottawa's Bombardiers. There were eight cars in the yard, and present plans call for 12 cars. They are numbered in the 4000-series beginning with 4001.

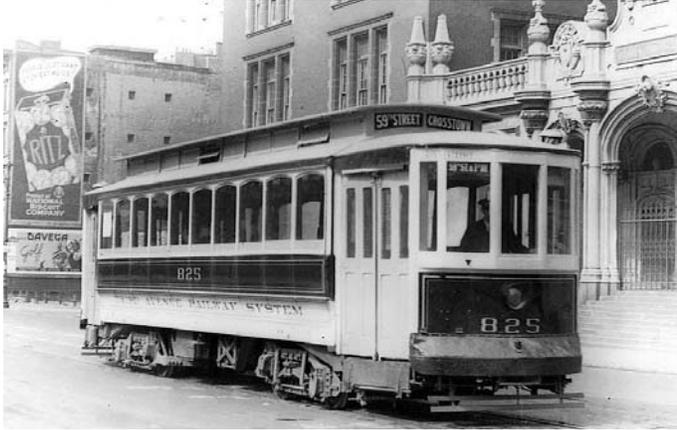
"Construction is far from complete. Stations, there will be 15, are just starting to be built. The connection of the new alignment with the Surf line at CP Oceanside Junction hasn't been made (the existing connected freight line will apparently be bypassed at this point, presumably to make room for the Coast Highway station). Not sure how they are going to handle the temporal separation from there to the Oceanside Transit Center. The Desiros do not meet FRA crashworthiness standards, so I'm guessing there will be a separate track between the two points. Passing sidings on the route are supposed to accommodate a minimum 30 minute-service. I hope this will sustain them for a while and they won't face the South Jersey problem of overcrowding in the

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MANHATTAN'S LAST STREET CARS by Bernard Linder

The cover story of last month's issue detailed the demise of street cars in Manhattan, which occurred on November 10, 1946. However, technical problems de-

layed the publication of photographs that were intended to go with the article. We are presenting them now.



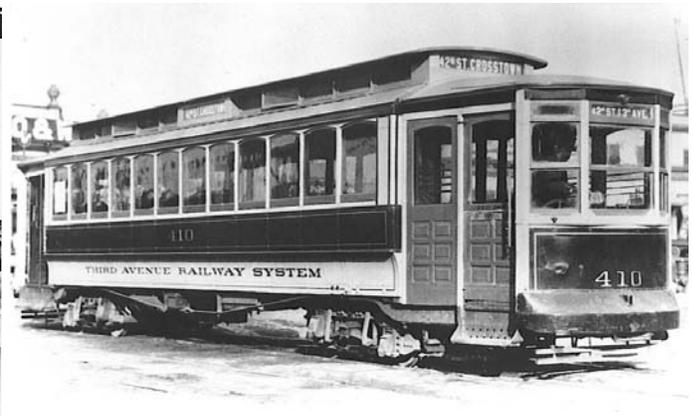
Older equipment on the 59th Street Crosstown Line is exemplified by car 825, seen here.
Bernard Linder collection



Columbus Circle on January 8, 1939, during the changeover from 800s to newer equipment.
Bernard Linder collection



Car 1001 is seen on the Tenth Avenue Line at the Fort Lee Ferry Loop.
Bernard Linder collection



Car 410, built by Brill in 1900, was one of the oldest two-man cars on the 42nd Street Line.
Bernard Linder collection



Car 627 on the 59th Street Crosstown Line.
Bernard Linder collection



The car house at Tenth Avenue and W. 54th Street, seen on October 6, 1946.
Bernard Linder photograph

Around New York's Transit System

Unauthorized Covering of Windows on Interior Cab Doors

Many years ago, railfans looked forward to taking a subway ride and gazing through the front window. Unfortunately, the modern cars are equipped with transverse cabs. The view is partially obstructed by a small cab window and a larger front window. Recently, crews have been covering cab windows with unauthorized material. Train crews are forbidden from placing material on the window between the passenger compartment and the cab. They must not deface the painted portion of this window on the R-44/46 cars. Glare on the Train Operator's window should be reported to supervision.

New Corona Shop Opens

The new Corona Shop, which opened in June, 2006, replaced the original shop opened on January 19, 1928. NYC Transit's July/August, 2006 **At Your Service** newsletter informs us that the vacated shop was sinking because it was built on porous soil below a 100-year flood plain.

This area is an environmentally sensitive site, with wetlands and Flushing Creek causing flood and soil problems. Instead of landfill, the shop and the tracks were built on steel structures above the flood plain.

The new shop is the most ambitious "green" project,

featuring water and energy conservation. Natural gas generates electricity and heat by using a 200-kilowatt low-emission fuel cell installed on the roof by the New York Power Authority. A solar cell generates electrical energy from sunlight. Skylights and large windows increase natural light. The new car washer uses rainwater and recycled wash water. Rainwater from the shop's roof drains to an underground retention tank, and then to the car washer. This reclamation system reuses 50% of the rinse water.

To make the cars more accessible for the maintainers, the tracks are elevated. Sensors turn on the pit lights under the cars. An overhead crane can remove and install the roof-mounted air-conditioners on NYC Transit's newest cars. If the Flushing Line receives Communication-Based Train Control signals, which is now under consideration, the new shop will be able to handle these cars.

Corona should exceed New York's tough energy-efficiency code for new buildings by more than 30 percent.

Latest 42nd Street Shuttle Wrapped Train

In November, the train on Track 1, consisting of R-62As 1956-1922-1941, had a wrapped interior advertising MSG Network's show **50 Years of Great Moments**.

Huffliners Out of Service 60 Years Ago

(Continued from page 1)

Janis Paige, movie actress, broke a bottle of champagne over a new bus and christened it, "Miss Times Square," after which the bus led the procession to Columbus Circle and back to Times Square.

Third Avenue's engineers developed a relatively modern low-cost street car whose acceleration was 4 miles per hour per second and whose maximum speed was 38 miles per hour. Although Third Avenue's older cars ran for 30 or 40 years, the Huffliners were taken out of service when they were only ten years old.

Commuter and Transit Notes

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peaks without a simple way of increasing service. Platform lengths appear to be sufficient for two-car trains. Signs are posted along the eastern portion of the line from the San Marcos city limit to Escondido Transit Center indicating that equipment testing has begun (as of late August).

"There is 1.7 miles of new line construction, which is nothing short of spectacular. At the east end of San Marcos, the line departs the existing freight branch and flies over California 78 freeway to run along a hillside to serve the University of California at San Marcos. It then flies back over on another concrete double-track bridge to re-access the existing line. This new line has considerable grades on both bridges and what appears to be tighter radii on the curves, which should make it unsuit-

able for freights. I can only imagine how much that piece of construction cost. Hopefully the college ridership will justify it."

From the History Files

40 Years Ago: On December 30, 1966, service ended on the Red Arrow's Ardmore Line. When crews began removing the rails on 3.2 miles of track a few days later, this marked the end of 72 years of rail service on West Chester Pike. A portion of the line remains in use as a busway, a service that began on March 31, 1967.

10 Years Ago: On December 30, 1996, Trinity Railway Express service began between Dallas Union Station and Irving (10 miles), using equipment leased from CDOT. Since that time, the line has been extended to Fort Worth (34 miles). The fleet now includes RDCs and bi-level coaches.

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