

# The Bulletin



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

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## The Bulletin

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## IRT OPERATED FREQUENT, DEPENDABLE SERVICE 75 YEARS AGO by Bernard Linder

In 1936, I was studying electrical engineering in college and working part-time. I rode on the IRT every day. My train arrived in a few minutes and I was never late at college or work. Trains never broke down and did not discharge passengers before arriving at the terminal.

In my spare time, I checked and recorded the headways, destinations, and number and types of cars operated on our transit system. Fortunately, the paper on which it was recorded is in good condition and the data is still legible. After reviewing these notes, I was able to compile the following tables:

### SERVICE OPERATED IN 1936

#### LEXINGTON AVENUE-E. 180<sup>TH</sup> STREET-WHITE PLAINS ROAD SERVICE

NORTH TERMINAL	SOUTH TERMINAL	LOCAL OR EXPRESS	TIME OPERATED
WEEKDAYS			
241 <sup>st</sup> Street	South Ferry via Seventh Avenue	Local	Midnight
241 <sup>st</sup> Street, Gun Hill Road, E. 180 <sup>th</sup> Street	Utica Avenue	Express	Rush hours
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	South Ferry	Express	2 trains—AM rush
149 <sup>th</sup> Street-Grand Concourse	Utica Avenue	Express	1 train—AM rush
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Atlantic Avenue	Express	Midday
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Utica Avenue	Express	Evening
SATURDAY			
241 <sup>st</sup> Street	South Ferry via Seventh Avenue	Local	Midnight
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Utica Avenue	Express	AM rush
E. 180 <sup>th</sup> Street	South Ferry	Express	2 trains—AM rush
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Atlantic Avenue	Express	Morning
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Utica Avenue	Express	Afternoon, evening
SUNDAY			
241 <sup>st</sup> Street	South Ferry via Seventh Avenue	Local	Midnight
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Atlantic Avenue	Express	Morning
241 <sup>st</sup> Street, E. 180 <sup>th</sup> Street	Utica Avenue	Express	Afternoon, evening

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**NEXT TRIP: HUDSON-BERGEN LIGHT RAIL TOUR, JUNE 11**

## A HISTORY OF THE **A** TRAIN by George Chiasson (Continued from May, 2011 Issue)

### THE DUAL CONTRACTS, AND THE RISE AND FALL OF THE NINTH AVENUE ELEVATED, 1916-1940

As one manifestation of the 1913 Dual Contracts agreements between the two rapid transit companies and the City of New York, millions of dollars were to be invested upgrading the Manhattan el system to accommodate its mature ridership base, and better position it for future growth as a key, endemic element of the overall network of subways and elevateds envisioned. For the Ninth Avenue Line, this entailed significant modifications, even partial replacement, of the structure that had stood up to the wear and tear of the previous 35 years rather well. On its southernmost end, new structure was added between the original trusses starting at about Liberty Street (next to the present site of the World Trade Center) and continuing all the way to 14<sup>th</sup> Street. Whereas the earlier two-track structure had been offset from the curbs, the new three-track elevated embraced the middle of the street as a center line, with new or heavily modified and repositioned local platforms at all stations from Cortlandt to Christopher Streets. Express platforms were also added on the easterly side of the bi-directional middle express track at the Cortlandt, Warren, Desbrosses, and Christopher Streets stations. From 14<sup>th</sup> Street northward, the existing structure was reinforced and the local platforms were upgraded. However, the "original" (actually, replacement) two-track structure from 1880 was maintained, which afterward largely condemned the "weak" West Side Line to the use of wooden-framed equipment so as not to overtax its structures. Nevertheless, portions of the center express track were raised to form a "hump" above the local tracks and new, upper level express platforms added on both sides of these higher express tracks at the 14<sup>th</sup>, 34<sup>th</sup>, and 66<sup>th</sup> Streets stations, all of which then served as bidirectional stops for express trains. Stations and structures were also revised and expanded at 116<sup>th</sup> and 125<sup>th</sup> Streets to form new express stops, another express "hump" platform (as at 14<sup>th</sup>, 34<sup>th</sup>, and 66<sup>th</sup>) installed at 145<sup>th</sup> Street and the terminal at 155<sup>th</sup> Street heavily modified to eliminate numerous grade crossings.

Service was radically adjusted when the reconfigured Ninth Avenue Elevated was put into use on January 17, 1916, with all Locals operated from 155<sup>th</sup> Street to South Ferry and directional rush hour Expresses between 155<sup>th</sup> and Rector Streets. These used the middle express track starting at 125<sup>th</sup> Street and stopped at all stations now designed for their use, which included 116<sup>th</sup>, 66<sup>th</sup>, 34<sup>th</sup>, 14<sup>th</sup>, Christopher, Desbrosses, Warren,

and Cortlandt Streets. On weekdays, some Ninth Avenue Locals were also turned at Rector Street from morning through early afternoon, or at Cortlandt Street through the evening rush hour, both to diminish congestion into the South Ferry terminal. With these service improvements in place, ridership responded (particularly farther uptown) and for all intents and purposes the Ninth Avenue El's Dual Contracts upgrade was completed with the addition of another in-fill local stop at 151<sup>st</sup> Street on November 15, 1917. Immediately north of this new station, basic Uptown Locals diverged to the westerly platform at the 155<sup>th</sup> Street station and either relayed there or were laid up at 159<sup>th</sup> Street Yard.

In addition to the improvements made to the existing Ninth Avenue El, IRT expanded it to the Bronx by adopting the existing New York Central (née New York & Northern) bridge and approaches across the Harlem River, and in turn extending this short spur through a new tunnel in the south Bronx to join another new Dual Contracts line traveling north along Jerome Avenue at E. 162<sup>nd</sup> Street & River Avenue. This forced the railroad to curtail its suburban operations at the Sedgwick Avenue station along the Hudson River, with a walking transfer created between the two lines to replace the former exchange at 155<sup>th</sup> Street. IRT created two new stations on its new link between 155<sup>th</sup> Street and the Jerome Avenue Elevated, one at Sedgwick Avenue to achieve interface with the Putnam Division and another at the east end of the connecting tunnel (and partly in an open cut) off E. 162<sup>nd</sup> Street between Anderson and Jerome Avenues. A long, grade-separated junction was built into the new Jerome Avenue El between its stations at 161<sup>st</sup> Street (which then was not yet the site of Yankee Stadium—the Yankees were playing their home games at the Polo Grounds) and 167<sup>th</sup> Street, with Ninth and Sixth Avenue El operations then able to access points north as far as Woodlawn.

After reaching an acquisition agreement with the railroad, the initial piece of the new IRT tunnel was excavated rather rapidly and Putnam Division operations on the steam-powered swing bridge into the 155<sup>th</sup> Street station discontinued on January 6, 1918, when a single-track Elevated Division shuttle was instituted between 155<sup>th</sup> Street and the new IRT station at Sedgwick Avenue. On March 1, every other weekday Ninth Avenue Local (and all Locals at night and on Sundays) was extended to Sedgwick Avenue, then finally on July 1, 1918, upon completion of the new tunnel and both of its stations, rush hour Ninth Avenue Expresses, along with

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**A History of the A Train***(Continued from page 2)*

overnight and Sunday Ninth Avenue Locals, were extended as through trains to the Bronx, where they terminated at the Kingsbridge Road station (to which Sixth Avenue Local service also ran midday and evenings). At that time, the Sixth and Ninth Avenue El lines also started providing all service on the Jerome line north of 167<sup>th</sup> Street, where an isolated "subway shuttle" from the upper level of 149<sup>th</sup> Street-Grand Concourse (née 149<sup>th</sup> Street/Mott Avenue) was terminated. This shuttle had originally been used to open the Jerome Avenue line on June 2, 1917 as far as Kingsbridge Road, with a subsequent and separate transfer run initiated to Woodlawn on April 15, 1918. The same day that Ninth Avenue Express trains were extended to the Bronx (July 1, 1918), they began using the newly-extended middle track from 125<sup>th</sup> Street to 155<sup>th</sup> Street, including a "jump-over" north of the 151<sup>st</sup> Street station, and the easterly platform at 155<sup>th</sup> Street station. Ninth Avenue El service finally reached the terminal at Woodlawn starting on January 2, 1919, when every third Express was extended from Kingsbridge Road, originating there mornings and terminating there afternoons. In the reverse direction, morning trips from Woodlawn returned as Locals from Rector Street to Burnside Avenue, while PM trips from Rector Street to Woodlawn returned light to Kingsbridge or Fordham Roads before re-entering service as a Downtown Local.

As additional steel subway rolling stock became available, Lexington Avenue-Jerome service was gradually extended northward from 167<sup>th</sup> Street to Kingsbridge Road beginning with alternate rush hour trains in October, 1919. This shortly proved to be more popular among riders than the Sixth and Ninth Avenue El services to the West Side of Manhattan, and on December 21, 1921 the Lexington-Jerome through subway route was established as the base service, running to Kingsbridge Road with shuttles from there to Woodlawn. As a result all Manhattan Elevated train service was henceforth curtailed at the 167<sup>th</sup> Street station, at the time consisting of Ninth Avenue Express trains in rush hours, Sixth Avenue Locals midday and evenings, and Ninth Avenue Locals at night and on Sundays. As time went on and development in the Bronx responded to the arrival of rapid transit, ridership on the Manhattan El lines serving Jerome Avenue began to grow once again and rush hour service to more northward points was restored to some degree. Midday through service, probably as far as Fordham Road, was furnished by the Ninth Avenue Express starting on April 16, 1923 (at which time Sixth Avenue Locals were shortened to 155<sup>th</sup> Street), while the rush hour-only Sixth Avenue Express was extended as far as 167<sup>th</sup> Street one week later. Rush hour Ninth Avenue Expresses were re-extended as far as Fordham Road on April 24, 1924 (which gen-

erally returned as Locals to and from Burnside Avenue with a skip to and from Fordham Road), then beginning on May 16, 1927 every other Sixth Avenue Express train was extended from 167<sup>th</sup> Street all the way to Woodlawn during evening rush hours. To overcome one potential bottleneck these various rush hour services created, Ninth Avenue Express trains skipped the busy stop at 167<sup>th</sup> Street starting about 1928.

On January 6, 1930, before the Great Depression had really taken shape, the remaining lines that had been turning at 167<sup>th</sup> Street since December, 1921 were finally re-extended northward, with Sixth and Ninth Avenue Locals then operating to Burnside Avenue along with the rest of the rush hour Sixth Avenue Express schedule. As of April 16, 1933, midday Ninth Avenue Express service was also being terminated at Burnside Avenue, where trains discharged on Track 2, relayed at the crossover north of the station and laid over on Track M before assuming Track 1 for the southbound trip.

Also by 1934, the Independent Subway's largely-duplicative Eighth Avenue and Grand Concourse lines had been open for over a year and were noticeably siphoning ridership away from the Manhattan EIs, which IRT was eager to maintain if only to protect their value as an asset for future sale to the City of New York. Thanks to the politics of rapid transit system formation as they were playing out, the city (and its IND) had completed subway lines to replace both the Sixth Avenue and Ninth Avenue EIs and another to duplicate the Jerome Avenue Line, obviously to position itself for the outright consolidation of both private operating companies into its Board of Transportation sooner rather than later. As a result there was little to no measurable change in the service status of the IRT-run Manhattan Elevated system in its final years. As part of ongoing subway construction the Sixth Avenue El was indeed finally closed on December 4, 1938, and in its place the Ninth Avenue Local extended from 155<sup>th</sup> Street to Burnside Avenue during the evening. During rush hours, every other Ninth Avenue Express trip was cutback from Fordham Road to Burnside Avenue, but sometimes these originated (AM) or terminated (PM) as reverse-peak Locals between South Ferry and Fordham Road, using the middle track on Jerome Avenue to skip the station at 183<sup>rd</sup> Street. Whatever the temporal situation in late 1938, it all came to naught on June 12, 1940 when the Board of Transportation finally did assume control of the IRT system and closed the Ninth Avenue El, Manhattan's first rapid transit line, after some 70 years of faithful and extremely developmental operation. And though a piece of it (at least in a technical sense) did survive as the Polo Grounds Shuttle until August 31, 1958, that was the end of the story as far as this narrative is concerned. It has now been over 70 years since the Ninth Avenue Elevated departed the New York City transportation scene, and to those few individuals with

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## A History of the **A** Train

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knowledge of its existence, the EI has long since melted into the realm of an urban legend. For most New Yorkers, it is a complete unknown, most especially among the successor patrons (many generations later) who regularly use **A** (or **C**) in its stead.

### ROLLING STOCK USED ON THE MANHATTAN ELS AND THE NINTH AVENUE ELEVATED, 1870-1940

While many contemporary sources cite the builder of the three original cable-powered cars of the West Side & Yonkers Patented Railway Company as being "unknown," others state that they were provided by the John Stephenson Company of New York. The Stephenson firm, whose plant was located in then-industrial midtown Manhattan, had been assembling carriages, coaches, omnibuses, and horse cars for a wide variety of clients since as early as 1831 and was a more than reasonable supplier for such an undertaking. The three low-slung cable cars are shown to be 30 feet in overall length—though about one-quarter of this was consumed by open-end vestibules at each end—8 feet 6 inches wide at the thresholds and 8 feet 6 inches high inside the cabin. In addition the original gauge was set at 4 feet 10½ inches or the equivalent of one "chain" that was a prior standard on most wheeled carriages. Each car had "grip" and brake levers at each end on the open vestibules, with passengers entering and exiting the cabin through quarter-point sliding doors. Interior appointments were perfunctory, with what look like small transverse seats, and lighting provided by oil-burning lamps. As stated above, the first of these three coaches arrived in 1868 and stood atop the original Ninth Avenue Elevated even as its construction proceeded. All three were used as originally designed from the start of passenger service on February 14, 1870 until cable-powered operation ended that November. The cars sat unused during the company's initial reorganization and were subsequently adapted to steam-powered use when operations resumed on April 20, 1871 as the West Side Patent Elevated Railway. At that time the company's sole train was powered by a diminutive, double-end steam "dummy" named *Pioneer* that was built by the Handren & Ripley (Albany Street) iron works of Manhattan, had an 0-4-0 wheel arrangement, and was enshrouded in a fake shell which was designed to imitate the body of a coach (a trick then often employed to avoid scaring animals at the wayside). Under load, the *Pioneer* and its later sisters were able to reach a speed of about 15 mph at their fastest, hauling just one coach at first, then later as many as three.

After its second reorganization under the New York Elevated Railroad in late 1871, the Ninth Avenue EI received five additional 0-4-0 steam dummies from vari-

ous builders, through its first closing for reconstruction in March of 1875, and three more during the shutdown, including two built by its own shop forces. Each bore a name of local geographic significance (as was customary at the time) in addition to its fleet number of 2-9. The first four "Shadbelly" steam-drawn coaches (numbered 1-4) were delivered to the New York Elevated Railroad Company in 1872 and replaced the original three cable cars at the earliest opportunity, which were in turn disposed of. While their specific fates remain a mystery, it's a good bet that the original cars 1-3 were sent back to the Stephenson Company for salvage. As stated above, the Shadbellies had a low center of gravity to dispel concern that they might sway off the elevated trackway. Their design was inspired by traditional passenger railway rolling stock as it had evolved to that time, being 35 feet in length overall but accessed only via swing-gated, open-ended vestibules of approximately 3 feet each that bracketed an enclosed cabin roughly 29 feet long. The floor level of the middle 23 feet of the cabin was depressed between the trucks, with a small set of stairs contained within as a transition. The car bodies were a shade wider at the thresholds than the cable cars had been, and with the lowered center floor offered an almost garishly high ceiling within the enclosed cabin. They also had what appear to be transverse seats and used oil lamps for illumination. As also inferred above, these were the first cars that could be coupled into trains, and appeared in sets of up to three cars, with consists being lengthened over time as passenger traffic and the rolling stock fleet grew.

Though some corresponding improvements were made to each class of steam dummy as they arrived, and nominal haul and speed capabilities were increased, their inherent weight limitations (due to the perfunctory nature of the el structure) forced longer consists to run at slower speeds. Three additional coaches were acquired by NYERR in 1873 and three more in 1874 for a total of 10 (and all numbered 1-10) before the shutdown of March, 1875. The Shadbellies were built by the Jackson & Sharp Car Company of Wilmington, Delaware, another builder with an otherwise solid reputation at the time. Jackson & Sharp later provided rolling stock for the South Side "L" of Chicago in 1892 and 1893 and was finally absorbed into the American Car & Foundry Company in 1901. Six more Shadbelly coaches (11-16) were delivered from the Cummings car works in 1875 for the Ninth Avenue EI's reopening, which rounded out that portion of the original fleet and was joined by yet another steam dummy engine constructed in-house. As for the *Pioneer*, it was removed from service in early 1874 and is shown as sold to the West Point Foundry, a steel mill down in Georgia that was then being established by Northern businessmen and still exists in 2011 (though its 0-4-0 ex-Manhattan elevated shunting engine is long gone...).

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## A History of the **A** Train

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Following the November, 1875 restoration of service on the Ninth Avenue EI, the New York Elevated Railroad Company took delivery of 0-4-0 steam dummies 11-21 into mid-1877, all unnamed and built by the Brooks Locomotive Works of Dunkirk, New York. In the same time frame they also received their first "high floor" or high platform coaches, numbered 17-25 (1876) and 26-39 (1877), being constructed by the Gilbert & Bush car builder of upstate Troy. Like the Shadbelly coaches, cars 17-39 were accessed by open-end vestibules, but there was also a sliding door in the center of the body, presumably to be used for exiting. They were also 41 feet in overall length instead of the previous standard of 35 and appear to have been the first coaches outfitted with on-board stoves for heat. In rounding out the rolling stock fleet prior to the opening of its second Manhattan elevated line along Third Avenue, the New York Elevated Railroad also received two experimental coaches from Jackson & Sharp at the end of 1877. Numbered 40 and 41, they were fully enclosed, with access achieved only through a set of wide "parlor" style (split) doors at the center of the carbody. In addition, 40 and 41 were equipped with longitudinal "wrap-around" seats that traveled through the ends of the car bodies. Their livery was quite ornate and their windows very large to allow for enjoyable above-street viewing during travel. They were briefly used on a try-out basis before being returned to Jackson & Sharp in 1878 and facing an uncertain disposition. Though long ago listed as "scrapped" the car bodies employed a standard later commonly used in custom cars and express motors, so it is possible that NYERR 40 and 41 were recycled in some form for another owner.

In 1877, prior to the opening of the Third Avenue Elevated, Mechanical Engineer Matthias Forney proposed an entirely new locomotive design that would increase efficiency and operational flexibility, yet remain within the Manhattan EI's exacting weight limitations. The key to this was employing a wheel configuration that served to distribute the unit's weight more evenly along the length of its abbreviated frame. This reduced its mass concentration per axle and could be translated into greater power and speed without increasing the load on the structure to a fantastic degree. Further, the new locomotive was designed for double-end operation to retain the same flexibility as the dummies exhibited, but did not require the Engineer to physically change his position. Thus they were capable of a more immediate reversal than their predecessors.

Interestingly, the Forneys appear to have been embraced totally and immediately by NYERR, as 14 such units, designated "Class A," were ordered from Baldwin (22-30) and the Rhode Island Locomotive Works of Providence (31-35) early in 1878. These had an 0-4-2T

wheel arrangement (that is, no pilot, four driving wheels, and two on the trailing axle with tender attached to the body), stretched 22 feet 7 inches in overall length with 72-inch drivers, and had a platform width of 7¾ feet, which was slightly narrower than the coaches at 8¼ feet. 30 more units designated as "Class B" (and numbered 36-65) were purchased from the same two builders that spring, with most of these 44 delivered and ready for service when the Third Avenue EI started operations on August 26. The Class B units had an 0-4-4T wheel arrangement and were more compact than the Class A design having a 24 foot 10½-inch length with 60-inch drivers and 7-foot 8-inch width. Of these, 46-55 were constructed using less substantial framing to cut their weight to a level close to that of the steam dummies (just under 16,000 lbs. vs. 33,000 for the "standard" Forneys), thus enabling these units to be assigned to the Ninth Avenue Line. Shortly after the Third Avenue start-up in August 1878, "Class C" Forneys 66-96 were ordered from Baldwin and the Rhode Island works and arrived at the end of that year. These were similar in design to the Class Bs, with 91-96 also being of the lightweight variety for Ninth Avenue. Finally there came 35 "Class D" Forneys (114-131) from the same pair of suppliers, which were all on hand by April 1, 1879. The Class D units had a slightly more spacious frame at 26 feet 3¾ inches in length, but otherwise resembled the earlier models.

Judging from surviving photos of the time, it appears that the Forneys were operated pilot-forward in the northbound direction on Ninth Avenue and tender-forward coming southbound, though this may not have been a hard and fast rule. Nor is it certain that only "lightweight" Forneys were used on Ninth Avenue, but given their comparative weights and the dummies' lack of pulling power, in all probability the elder 0-4-0s were only used on Ninth Avenue, while the heavier, standard Forneys plied above Third Avenue in the 1878-1880 period. Also unknown is to what degree the dummies and the early Forneys were intermingled on the Ninth Avenue EI starting in 1878, but what is certain is that the dummies continued to run for a time during the overall motive power upgrade, with their final phase-out occurring sometime in 1880. A final disposition record of all the ex-NYERR 0-4-0s has never been determined but for unit 13, the *Yonkers*, which wound up being an industrial switcher for the Michigan Cedar Company in the northern part of that state. It is also reported that two such units, along with two former "Shadbelly" coaches, were used by the Long Beach Marine Railway in its summertime shuttle service on the beaches of Long Island between 1881 and 1885. Whatever the case, it remains a fair assumption that the rest of these units were re-employed somewhere in transportation or industrial uses for an additional period of time.

Likewise, the New York Elevated Railroad Company

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received a total of 183 new coaches in 1878 and 1879 to equip the Third Avenue Line, which represented the next step of evolution beyond that taken in the 17-39 group of 1876-7. The new cars were slightly longer than previous orders at 44½ feet overall (about 37 feet through the enclosed cabin), but eliminated the center exit doors in favor of slightly larger open-end vestibules. The coaches also employed a more ornate, almost scalloped, window styling, with fewer panes (14 instead of 17) being traded for more substantial wooden framing, but adding only 240 pounds to the overall weight (16,000 versus 15,760). 122 cars were provided by Gilbert & Bush (numbered 40-80, 178-208, 243-292) and 131 by the Wason Car Company of Springfield, Massachusetts (numbered 81-177 and 209-242). Unlike the ongoing nature of its change in motive power, NYERR used these new coaches in part to spell the 1872-1875 vintage "Shadbellies" (cars 1-16), all but one of which were then briefly modified with higher, platform level floors in 1878. This proved to be an ill-fated experiment, as the necessary framing modifications became untenable under traffic conditions. The class was summarily removed from passenger service and disposed of by the end of the same year, though two of them reportedly were resold to the Long Beach Marine Railway and survived for several more years.

On September 1, 1879 the Manhattan Railway Company assumed operation of the former New York Elevated Railroad, and from that point forward the Manhattan Elevated lines generally shared a large pool of rolling stock. 55 Forney locomotives (eventually classified as "G," "H," and "I" types), plus 175 coaches that had originally been procured by the Metropolitan Elevated Railway Company for its Sixth Avenue Elevated (and both virtual clones of NYERR's equipment) were thus introduced to the existing operations on Ninth and Third Avenues. Added to this were 25 modern Forneys from the Rhode Island works in 1880 (256-280, eventually classified as "J" Types), plus 50 new "Class E" Forneys from Baldwin (281-305 in 1881 and 133-157 in 1882). The Class Es were similar in length and overall design to the Class Ds, but had a platform width of 8 feet 5 inches, which was more akin to the newer coaches of the time, while the Class J units were again more compact and almost squarish in presentation, having a length of 23 feet 10¾ inches with 63-inch drivers and a

platform width of 8 feet 5 inches. A total of 221 new coaches were also purchased from the infamous Pullman Car Company of Chicago (676-825) and the Wilmington Car Works, otherwise known as Bowers & Dure (293-364), between 1880 and 1882. These were intended to supply the new Second Avenue Elevated and expand the existing fleet, and had slightly longer car bodies of 46 feet 1½ inches overall. Interiors were arranged in three distinct sections, with transverse "parlor-style" seating in the middle that was later adapted for smoking purposes, and end compartments originally designated for use by "Men" and "Women" as was the custom of the day. *Disclaimer: It should also be noted that the locomotive class designations and car numbers listed above were obtained from IRT's consolidated roster of elevated railway equipment that was drawn up about 1938 from Manhattan Railway Company records, and may not reflect the actual equipment identities as originally delivered.*

In 1883 the Manhattan Railway Company developed a "Class F" prototype of its own design, numbered 132, which ultimately spawned orders for twenty-eight similar units numbered 1-12 and built by Rogers Locomotive of Paterson, New Jersey (1885), plus 13-22 and 158-163, which were all manufactured by the New York Locomotive Company of upstate Rome in 1886. By this time the Manhattan Railway was developing another prototype that was influenced by the Forneys in use on the neighboring Suburban Railway Company in the Bronx, numbered 164 and classified as a "K1." Likewise, this brought about a production run of 25 K Types from the New York Locomotive Works in 1887 (165-189) and 30 more from Baldwin in 1891 (306-335) that proved to be the Manhattan Railway's final steam locomotive acquisition. Replacement coaches 1-39, modeled on those built for the Second Avenue El in 1880-2, were delivered to the Manhattan Railway Co. by Pullman in 1885 and the original Gilbert & Bush cars bearing the numbers 17-39, that had been delivered in 1876-7, were retired. However, Gilbert & Bush built 225 new coaches of its own for the Manhattan Railway, which arrived in 1886 and 1887 (370-500 and 826-919). With service enhancements constantly requiring the expansion of its fleet, the Manhattan Railway Company rounded things out with the purchase of 100 more cars from the Wason Car Co. that came in 1890 (920-964) and 1891 (965-1019), being topped off by its last 75 steam-drawn coaches (1020-1094, also from Wason) that were delivered in 1893.

## Around New York's Transit System

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served at several stations. There were more than 50 people on the train and the cost to the hosts was about

\$1,600. Tickets were \$100, but the money was refunded.

Transit officials were unhappy that a meal was served on the train. A spokesperson said, "Subway trains are for riding, not for holding parties."

**NEW YORK DIVISION BULLETIN - JUNE, 2011**

**IRT Operated Frequent, Dependable Service 75 Years Ago**

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**LEXINGTON AVENUE-JEROME AVENUE LINE**

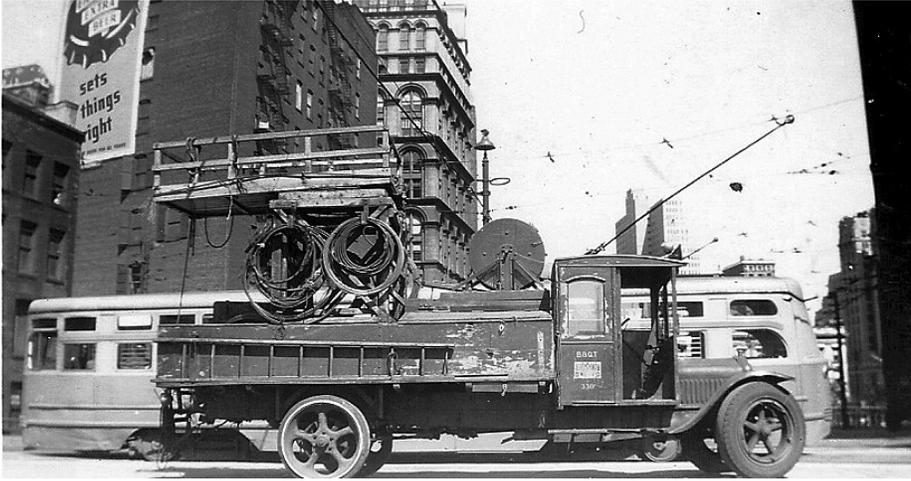
<b>NORTH TERMINAL</b>	<b>SOUTH TERMINAL</b>	<b>LOCAL OR EXPRESS</b>	<b>TIME OPERATED</b>
<b>WEEKDAYS</b>			
Woodlawn	Atlantic Avenue	Local	Midnight
Woodlawn	Utica Avenue	Express	Rush hours
Woodlawn	South Ferry	Express	2 trains—AM rush
86 <sup>th</sup> Street	Utica Avenue	Express	1 train—AM rush
Woodlawn	Atlantic Avenue	Express	Midday
Woodlawn	South Ferry	Express	Evening
<b>SATURDAY</b>			
Woodlawn	Atlantic Avenue	Local	Midnight
Woodlawn	Utica Avenue	Express	AM rush
Woodlawn	Atlantic Avenue	Express	Morning
Woodlawn	South Ferry	Express	Summer afternoons
Woodlawn	Utica Avenue	Express	Afternoon other times
Woodlawn	South Ferry	Express	Evening
<b>SUNDAY</b>			
Woodlawn	Utica Avenue	Local	Midnight until about 2:30 AM
Woodlawn	Atlantic Avenue	Local	Midnight after about 2:30 AM
Woodlawn	South Ferry	Express	Morning, afternoon, evening

**LEXINGTON AVENUE-PELHAM LINE**

<b>NORTH TERMINAL</b>	<b>SOUTH TERMINAL</b>	<b>LOCAL OR EXPRESS</b>	<b>TIME OPERATED</b>
<b>WEEKDAYS</b>			
Pelham Bay Park	125 <sup>th</sup> Street	Local	Midnight (A)
Pelham Bay Park	City Hall	Local	Rush hours
Pelham Bay Park, Hunts Point Road, 138 <sup>th</sup> Street-Third Avenue (B)	City Hall	Local	Midday
Pelham Bay Park, Hunts Point Road	City Hall	Local	Evening
<b>SATURDAY</b>			
Pelham Bay Park	125 <sup>th</sup> Street	Local	Midnight (A)
Pelham Bay Park	City Hall	Local	AM rush
Pelham Bay Park, Hunts Point Road, 138 <sup>th</sup> Street-Third Avenue (B)	City Hall	Local	Morning
Pelham Bay Park, Hunts Point Road	City Hall	Local	Afternoon, evening
<b>SUNDAY - SUMMER</b>			
Pelham Bay Park	125 <sup>th</sup> Street	Local	Midnight (A)
Pelham Bay Park, Hunts Point Road	City Hall	Local	Early morning, late evening
Pelham Bay Park	City Hall	Local	Late morning, afternoon, early evening
<b>SUNDAY—OTHER TIMES</b>			
Pelham Bay Park	125 <sup>th</sup> Street	Local	Midnight (A)
Pelham Bay Park, Hunts Point Road	City Hall	Local	Morning, afternoon, evening

*(Continued on page 8)*

# BMT EMPLOYEES AT WORK IN 1925 (EXCEPT AS NOTED) by Bernard Linder



Tower truck 330 at Park Row, looking west, after the terminal was rebuilt in 1944.  
Bernard Linder collection



Tower truck 95.  
Bernard Linder collection



Rear view of tower truck 331.  
Bernard Linder collection



Truck removing trolley pole from abandoned crosstown line, Wiloughby and Bridge Streets, May 3, 1951.  
Bernard Linder photograph



Setting a pole.  
Bernard Linder collection

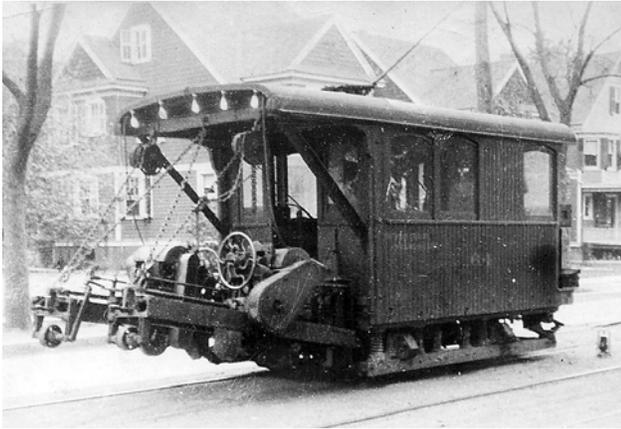


BMT employees at work setting a pole in 1925.  
Bernard Linder collection

(Continued on page 9)

**BMT Employees at Work in 1925**

*(Continued from page 8)*



**Rail grinder.**  
Bernard Linder collection



**Welder 62, motor-generator for welder 63, and rail grinder 64.**  
Bernard Linder collection



**Pulling cable.**  
Bernard Linder collection



**Loading empty cable reels.**  
Bernard Linder collection



**Cable truck with solid tires.**  
Bernard Linder collection



**Repairing short trough at Borough Hall.**  
Bernard Linder collection

# Commuter and Transit Notes

No. 271  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

On April 19, using \$10 million in grants from the Department of Homeland Security, MTA re-launched its slogan, "If You See Something, Say Something," as the campaign that urges riders to be aware of their surroundings. Prior ads portrayed images of unattended packages in transit facilities with passengers busily walking past. The new ads depict what appear to be potential terrorists planting bags on subways, buses, and commuter trains. Since being introduced in 2002, the trademarked logo has been licensed by MTA to 54 domestic and international transportation providers and government agencies for use in their own anti-terrorism campaigns.

Having down-sized staff, MTA is now looking to sell its 347 Madison Avenue headquarters building plus two adjacent buildings, 341 and 345 Madison Avenue. MTA officials believe that this transaction could yield \$150 million. 347 Madison was purchased in 1979 for \$11.9 million and 341 Madison and 345 Madison were acquired in 1991 for \$12.25 million and \$23.75 million, respectively. Most employees would be relocated to 2 Broadway in lower Manhattan, which already has nearly 4,200 NYC Transit employees, a process that could take 2-3 years. In recent years there had been proposals to sell these properties, but they were deferred until now.

## MTA METRO-NORTH RAILROAD (EAST)

Because the April Division meeting ended early (not a complaint), there was time to check the trains in Grand Central Terminal before I could board my train. On Track 27 I found M-8s S-9111-9110-9119-9118-9121-9120-9113-9112-N, which were assigned to Train #1588, the 9:37 PM to New Haven. When I asked the Conductor if passengers smile when they board the M-8s, he agreed and also smiled. He told me that this is the second train of M-8s in service. At the end of April, there were 20 in service.

An email alert was sent advising that effective April 18, Train #624 (7 AM Southeast), which makes all stops to Chappaqua, has added a stop at White Plains. Revised Harlem Line timetables were not issued.

While reviewing the April 3 New Haven timetable, member Larry Kiss discovered that there is a west-bound Friday-only train, #3581, that departs from New Haven at 5:22 PM and arrives in Grand Central Terminal at 6:56 PM. This train only makes stops at South Norwalk, Stamford, and Harlem-125<sup>th</sup> Street.

On April 26, commuters on Metro-North, Long Island Rail Road, and 15 other railroads across the country got the news that a new app – "The Next Train App" – was available to them. iPhone users can get schedule and

fare information, and can access the app via the web for free or can download it for iPhone for \$4.99. This app is fully licensed by MTA and uses data that MTA provides to tech developers on its website using the General Transit Feed Specification (GTFS).

The final numbers are in, and last year 577,000 passengers rode Metro-North to New York Yankee home games. In addition, the Yankees-E. 153<sup>rd</sup> Street station also attracted 11,000 riders to a pair of Jay-Z/Eminem concerts in September, 9,000 for the Army vs. Notre Dame game in November, and 6,200 for the first-ever Pinstripe Bowl in December. On a daily basis, more than 300 local residents board the 27 northbound trains that stop at this station to employment in Yonkers, Tarrytown, and Poughkeepsie.

## MTA METRO-NORTH RAILROAD (WEST)

Tappan ZeeExpress and Transport of Rockland fares were increased effective May 16, not April 4 as was reported in the March *Bulletin*. After receiving public comments, some of the route reductions were not implemented.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

A Shore Line East timetable issued effective April 4 replaced the December 13, 2010 edition. The cover shows a shadow of GP-40-PH-2 6698. There were some minor time changes and the extra holiday trains that operated during December, were removed. Thanks to member David A. Cohen for sending copies.

## MTA LONG ISLAND RAIL ROAD

Member Joe McMahon sent this report about the Amityville-Wantagh Signaling Project, which took place over the weekend of April 9-10 (May *Bulletin*). "There was no train service to nine stations — Merrick through Lindenhurst — but there was bus service using MTA Long Island Bus low-floor buses between Freeport and Babylon. Billed as the Amityville-Wantagh Signal Improvement Project, it was rather the replacement of what has been working for more than 30 years: bi-directional signaling relying on in-cab speed control, with wayside signals only at interlockings. Color-light signals replaced the position-light signals, and new cables and electronics were installed. Switches and ties were done earlier. Without much emphasis in the press, the project has also provided safer workspaces for maintainers. At Wantagh interlocking, a walkway along Track 2 now helps employees walk from one signal bridge to the other and to the new boxes without getting struck or tumbling down the embankment. A person climbing up and across the new signal bridges has protection from falling backwards.

"For decades, the route from Jamaica to Babylon has

*(Continued on page 11)*

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

offered bi-directional running, with crossovers at Valley Stream, Rockville Centre, Freeport, Wantagh, and Amityville. Because all stations have island platforms, a train running on the unexpected track does not confuse boarding passengers, as sometimes can happen on the side platforms on the Main Line in Nassau County. Amityville interlocking is located in East Massapequa (Nassau County). Morning reverse commuter service on both the Babylon Branch and the Main Line has a gap that allows both tracks to be used westbound. For part of the evening rush, the Main Line at Mineola has eastbound trains using both tracks. This pattern has held for years."

A rail joint problem in one of the Amtrak-owned East River tubes caused significant delays during the PM rush of April 18. Westbound service was temporarily suspended between Jamaica and Penn Station and between Woodside and Penn Station, causing the cancellation or delay of 87 of the railroad's 126 afternoon trains. Compounding this problem was that additional trains were being operated for the eve of Passover. NYC Transit cross-honored LIRR tickets and service was restored at 7:20 PM.

In the following days, LIRR blasted Amtrak and asked the railroad to review the way it handles track repairs. Senator Charles Schumer jumped on the bandwagon, calling on Amtrak to better coordinate its track inspection program so that repair work does not affect LIRR's peak hour.

At an April 26 press conference in New York Penn Station, an announcement was made that Belmont Park service would be restored for Spring-Summer Meet that began on April 29. This was a service that was cut in 2009 due to budgetary reasons (\$112,000) and only operated for the Belmont Stakes last year. This year, the New York Racing Association is partnering with LIRR. Two trips Wednesdays through Sundays and holidays are scheduled. In lieu of the folded schedule, a card (BRT Card – TPSS-15) was issued for the period April 29-May 15. Extra service will operate for the Belmont Stakes, which takes place on June 11.

LIRR riders took it on the chin once again on Sunday May 8 when, due to a broken rail in one of the East River tunnels, four cars of an out-of-service Amtrak train derailed. As a result, LIRR canceled one-quarter of its service, which caused 15-20-minute delays on Monday morning. In its press release, the railroad also advised that there could be cancellations and delays for the PM. But first the AM - Thirteen trains on the Port Washington, Hempstead, Far Rockaway, Babylon, Long Beach, and West Hempstead Branches were canceled at their eastern terminals and another six trains operated normally, then terminated at Jamaica where passengers had to board other trains or transfer to **E**. NYC Transit

honored LIRR tickets. Three trains were diverted to Atlantic Terminal and one was rerouted to Long Island City.

Monday afternoon, twenty eastbound trains (same branches as above) from Penn Station were canceled or combined with other trains. All Far Rockaway trains (including three that normally depart from New York Penn) departed from Atlantic Terminal. Westbound LIRR service was terminated at Jamaica, and Port Washington trains terminated at Woodside starting approximately 4:30 PM. NYC Transit honored LIRR tickets on **E** at Jamaica and on **7** at Woodside.

Generally the same service plan was in effect on all of the intermediate days, with delays through Thursday afternoon. Full service resumed for the AM rush of Friday, May 13. It had been hoped that service would resume on Thursday, but it did not due to the difficulty of having to work in a confined space with very limited clearances in the 23-foot-wide tunnel. This was the first of two train accidents that day in the metropolitan area. Please see PATH below.

The next set of timetables, May 16-September 11, was issued, but they were not available at New York Penn as late as the evening of May 13. Several service enhancements were made that add stops to four selected trains during the overnight and AM. As was reported in the May *Bulletin*, the additional weekday service between Riverhead and Ronkonkoma is also included. Train #299 departs from Riverhead at 9:21 AM (vs. 9:15 AM for the previous equipment train, #3203), with stops at Yaphank (9:47 AM), Medford (9:55 AM), and Ronkonkoma (10:06 AM). The westbound connection, Train #2039, departs at 10:11 AM, arriving at Penn Station at 11:32 AM, which makes it a good train to ride to take in a Wednesday matinee. Larry Kiss was aboard the first train on May 16 and wrote: "including me, there were six passengers. Nobody got on or off at either Yaphank or Medford. Considering that this train carried no passengers until today the railroad now has an additional stream of income."

The new timetables also reflect that some train times were adjusted for midday track maintenance on these branches, wherein one of the two tracks is out of service except on Port Washington:

- Huntington/Port Jefferson, Oyster Bay, Montauk, Main Line: Merillon Avenue to Carle Place, replacement of track ties and a switch-surfacing program. This is also being done early Saturday mornings
- Far Rockaway, Hempstead, Long Beach: Valley Stream to Far Rockaway, new ties
- Babylon: Amityville to Babylon, continuous welded rail. Two local trains will operate in each direction each hour. Service is reduced to hourly at Amityville, Copiague and Lindenhurst stations during midday periods. Express trains are canceled

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

- Atlantic Branch: Overnight weekdays, East New York to Jamaica, switch resurfacing
- Port Washington: Between Bayside and east of Woodside, third rail replacement and bridge painting; however, this work is not expected to affect service.

SubChat.com reported several former LIRR P-54Ds (including 7094) and other cars (ex-CNJ) which had been stored adjacent to NJ Transit trackage in Boonton are being cut up and scrapped. The cars' interiors had been damaged by homeless individuals as a result of fires. However, the URHS equipment on the other side of NJ Transit's station is fenced in, and other security measures have been taken.

**NJ TRANSIT**

My son Marc and I were photographing trains in Bergen County on April 17, when we saw this 9-car train: E-4014-4006-6024-6209-6578-6573-6201-6557-6579-6517-6000-W, at Suffern. We later learned that this was the "Easter Bunny Train," which also operated the previous day, but from the Route 23 Transit Center in Wayne through Morris County. Sunday's trip began at Glen Rock-Boro Hall (Bergen County Line) and ran to Suffern. There were three trips each day sponsored by the Volunteer Railroaders Association, which will use the proceeds to continue restoration of the (1894) Hawthorne train station. What makes this train unusual is that the largest train in the Hoboken Division is seven cars, and there are two of them, on the Port Jervis Line.

A wire problem in one of the Hudson River tunnels caused significant delays on April 26. NJ Transit sent the first alert at 6:16 AM that trains in and out of New York Penn were subject to 10-15-minute delays. Four minutes later, the delays were 20-30, and at 7:20 AM, 30-60 minutes. *Midtown Direct* trains were routed to Hoboken, which caused 15-20-minute congestion delays. NJ Transit, private carriers, and PATH honored rail tickets. *Midtown Direct* service resumed with Train #6324 (8:53 AM Summit). At 10:35 AM, service was reported to operating on or close to schedule.

The same day, shortly after 5 PM, due to a "fatal trespasser incident" near New Brunswick, service was suspended in both directions between Metropark and Trenton. Eastbound service was resumed half an hour later, but there were numerous westbound cancelations. At 9:07 PM, Northeast Corridor trains were departing Trenton and New York on or close to schedule, with some residual delays to trains already en route.

Diesel trains replaced electrics from Long Branch to South Amboy, Tuesdays through Thursdays between May 3 and May 26. Passengers had to transfer to electric trains for all stations east of South Amboy. This was to allow overhead wire repairs near Long Branch.

During the week of May 8, NJ Transit advised its passengers of 10-15-minute delays to trains departing from New York Penn due to the Amtrak track repair work in an East River tunnel.

ALP45-DP 4500 was displayed on Track 1 in Newark Penn Station for the press on May 11, and I took advantage of this opportunity to take photos and see this engine. 4501 was first to arrive in the U.S., but it went directly to Pueblo, Colorado for testing. 4500 will undergo testing locally and will enter service next year. Since there are no peak hour slots available, they will be used to provide one-seat rides by extending some existing trains. For example, a train that now starts in Long Branch would instead begin in Bay Head. Later, this will be expanded to the Montclair-Boonton and Morris & Essex trains, which will be extended, from Dover, and Montclair State University to Hackettstown. The Raritan Valley Line is more difficult because it terminates in Newark and would require that the other lines yield some of their slots. All units are scheduled for delivery before the end of 2012. Bombardier was awarded a \$310 million contract for 26 of these single-ended units on July 9, 2008 with an option that was exercised for ten additional units on July 14, 2010 when the ARC Tunnel project was still alive.



Randy Glucksman photograph

NJ Transit has partnered with CoCoCo, a third-party text engine company based in Long Island that already provides real-time schedule information via text message to Metro-North and Long Island Rail Road riders. This works on any cell phone and does not require Internet access.

Effective June 1, the Quiet Commute program was expanded to the Hoboken Division between the hours of 6 and 10 AM Hoboken-bound and 4 and 8 PM departing Hoboken. The designated Quiet Commute car is the first one on trains traveling to Hoboken, and the last car

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

on trains departing Hoboken. NJ Transit launched this program on September 7, 2011 (August and October, 2010 **Bulletins**) on the Northeast Corridor, and it has been very well received.

For a 22-day period between Saturday, June 4 and Sunday, June 26, buses will replace rail service on the Pascack Valley Line as follows: weekdays 8:45 AM-3:30 PM and Friday night/early Saturday, and continuing through the 12:45 AM departure from Hoboken on Sunday night/early Monday morning. Several rail crossings will be upgraded and other unspecified maintenance will be performed. A similar service was operated September-October, 2009 (October, 2009 **Bulletin**), but only on midday weekdays. At publication time, the schedules were not available, but there will be separate bus routes to serve the stations.

This year, Meadowlands rail service will operate for the following events:

- June 5 – Hot 97 Summer Jam
- June 18 – CONCACAF Quarter Finals (soccer)
- July 20 – U2 concert
- August 13 – Kenny Chesney featuring Zac Brown Band
- All Jets and Giants home games

The costs are mounting for New Jersey's quest to avoid repaying \$271 million that the Federal Transit Administration (FTA) said it wants as repayment for the canceled ARC Tunnel project. According to Northjersey.com, the Washington, D.C. law firm hired by New Jersey billed \$469,715 for work done in January. This was for more than 700 hours of work performed by 11 attorneys, more than \$1,000 for research, and \$35.69 for long-distance phone calls. These charges are in addition to the \$333,281 for work that was done in December. On April 29, FTA rejected all arguments and demanded that New Jersey repay the full amount that it advanced for construction of the now canceled project. Four days later Governor Christie said that he would fight the Obama Administration in court over this repayment. This was the quote from the Governor: "I ain't paying it, we're going to go to court. We're going to go before an impartial judge and the judge will decide."

On May 13, Governor Christie announced that although the federal government has given \$450 million to New Jersey for high-speed rail improvements, those funds will help fix signals and overhead lines and wires, but the money is not going to the Portal Bridge. "They know obviously that the state's ready to step up and put a significant amount of money into the Portal Bridge project because it's something that is necessary to improve rail transportation in the region."

Avalon-Westmont is a rail station that has been proposed in Wood-Ridge between the Bergen County Line stations of Garfield and Rutherford. Residents whose

homes about the tracks are not happy about what they believe this station will do to property values and their quality of life. Then there is the issue of a pedestrian bridge that would be located behind homes between Helm and Jocelyn Avenues. Avalon at Westmont Station is a new housing development that is under construction. The complex's website reports that there will be "studio, 1-, 2-, and 3-bedroom apartments with luxurious features." It is scheduled to open next Spring.

A Newark Light Rail timetable was issued effective April 2 and there do not appear to be any changes. But since 2009, new timetables have been issued in January and April.

On April 12, PCC number 6 departed from the Bloomfield Maintenance Facility for its new home at the Rockhill Trolley Museum. Originally built for Twin City Rapid Transit in December, 1946 as 325, this car had been repainted into the original Public Service livery of dark grey, light grey, and blue, with red wings around its headlight and around its wheels, prior to the retirement of the PCCs in August, 2001. Now, the 30 cars have dwindled to just two at Bloomfield: Car 1, which was given to the Newark Museum (but the museum has no place to put it) and car 16. Eight shrink-wrapped PCCs set aside for the proposed Bayonne/Marine Ocean Terminal Line are stored (shrink-wrapped) at HBLR's Communipaw facility. Two other PCCs, 5 and 10, that had been donated to the New Jersey Transportation Heritage Center, have also departed. No. 5 went to the Seashore Trolley Museum in Kennebunkport, while No. 10 went to the San Diego Electric Railway Association in San Diego, where will be used on the clockwise downtown vintage trolley loop, 12<sup>th</sup> & Imperial-Convention Center-C Street-12<sup>th</sup> & Imperial. This is expected to begin passenger-carrying service later this year using tracks of the Orange and Blue Lines of the San Diego Trolley system. At a future date, it is in the long-range plan for the San Diego area to restore streetcar service between Downtown, Balboa Park, and University Avenue using the PCC cars acquired by SDERA. Thanks to John D. Wilkins, the President of FoTNJTHC, for the information on the disposition of these cars.

One of many items approved at the May 11 Board meeting was the locally preferred alternative (LPA) to extend HBLR 0.7 mile, west of its current West Side Avenue terminus across Route 440 to the northern end of a redevelopment zone along the Hackensack Riverfront. This station would link the Jersey City waterfront and North Hudson to new residential, commercial, and retail development that the municipality is planning.

Member Bob Vogel visited the site of the future Pennsauken Transit Center on April 12, a location where the River Line passes beneath the Atlantic City Line, and found construction was underway. A subsequent visit on May 15, showed a nearly completed platform with a

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

canopy. The groundbreaking ceremony was held October 19, 2009 on this \$40 million stimulus-funded project. At that time, a 2012 project completion date was given. This work began on the River Line portion.



Bob Vogel photograph

Steve Lofthouse told me that as he passed through New York Penn on May 13, he saw an ACES train listed on the departure board. After I returned home from the May Division meeting, there was an email containing digital images from Bob Vogel showing the train with P-40-DC 4800 leading and ALP-44 4409 pushing. The other ACES train had P-40-DC 4803 and ALP-44 4405. So this confirms what I was told and reported about the ALP-44s in the February *Bulletin*, "they're still around."

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

At Newark Penn Station I noticed a vending machine that sold 2-Trip cards (\$3.50), which are exclusively for use on PATH, the price of two one-way rides.

During President Obama's May 5 visit to Ground Zero, NWK/WTC trains were terminated at Exchange Place. This service disruption lasted about one hour.

At about 8:32 AM, Mother's Day (May 8), as a train was entering Hoboken Terminal on Track 2, according to eyewitnesses, the train began to accelerate and crashed through the bumper block. I checked the Internet and watched TV news for video footage of the accident, but there was none. Reporters were not even permitted access to the track area, as they only showed what was going at the street level. Most of the 34 injured were wearing cervical collars or were transported to the waiting ambulances on backboards, then to area hospitals. Fortunately none of the injuries was life-threatening. All entrances/exits were closed off by yellow tape and guarded by police. PATH's website described the service disruption as a "Police Investigation"

despite the fact that news reports on radio and television all told of a train crash. Two cell phone photos that were taken by an evacuated passenger showed cracked concrete in the turnstile area and the lead car to be a PA-4. Train service into and out of Hoboken was suspended for about 11 hours and passengers destined to Hoboken were directed to use Hudson-Bergen Light Rail at Newport. Limited service was resumed at about 6:30 PM, but commuters were notified to be prepared use NJ Transit's Route 126 bus or NY Waterway ferries, which were all to provide additional service the following morning. Cross-honoring was in effect, but normal service was operated. A report was due in ten days. *The New York Times* reported a "similar event" occurred at 33<sup>rd</sup> Street on October 21, 2009 (December, 2009 *Bulletin*) when 13 of the 450 aboard were injured. In that case investigators determined that human error was the cause, and the Operator was dismissed.

I learned that extra trains are operated between Journal Square and Newark for soccer matches at the Red Bull Arena, which is located four blocks from the Harrison station.

**PORT AUTHORITY OF NEW YORK & NEW JERSEY**

MarketWatch.com reported that the Port Authority Bus Terminal (PABT) is now at its capacity. About one in ten NJ Transit buses leaves the terminal at least six minutes late between 3:30 and 7 PM. (*Editor's Note: When I used to commute to/from the PABT taking one of the late peak hour buses, there was a good chance that it would depart late.*) The terminal cannot add more buses at rush hour because all of its 183 gates are being used. About 6,000 buses travel through the Lincoln Tunnel each weekday, accounting for 225,000 passengers. By comparison, NJ Transit trains carry 165,000 to and from New York Penn each day. But the problem is even larger because there is no space to park buses in New York City and thousands must return to New Jersey. Solutions are expensive. A new garage would cost in excess of \$1 billion, and while there was a plan with Vornado Realty Trust to build a tower above the terminal, those plans were put on hold in 2009 due to the economy. Recently there has been some movement on reviving those plans.

**AMTRAK**

This is the schedule for the 40<sup>th</sup> Anniversary celebrations through the end of July: Washington, D.C. (May 7), Lorton (May 14-15), Baltimore (May 21-22), Philadelphia (May 28-29), Perryville (June 4-5), Harrisburg (June 11-12), Strasburg (June 18-19, 25-26), Springfield, Massachusetts (July 9-10), New Haven (July 16-17), New London (July 23-24), and Providence (July 30-31).

Member John Pappas sent this report: "I headed for Philly to attend my first National Train Day event at 30<sup>th</sup> Street, which was, arguably, one of the bigger events

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

held around the system. Amazingly, they can't do one in NYC because Penn Station is crowded enough without any further diversions. 30<sup>th</sup> Street didn't have much extra room either. Some of the display tables were placed up at the front (nearest Market Street) end of the building, away from the rest of the activities. A longtime friend who lives in the suburbs joined me shortly after 11 AM. There was a food demonstration featuring Amtrak's Culinary Product Development Chef (honest...that's what it said on his uniform). The display of equipment, which was one of the things that drew me there in the first place, took place down on Tracks 1 and 2, but the line waiting to go down to tour the equipment was over an hour in length!! There was another line, which must have been a priority line, as the inhabitants all had printed out a priority coupon from the Amtrak website. Who knew? So we skipped that. We did see and tour a train of the new Silverliner Vs, which was located on Suburban Track 1. Quite impressive...and having seen them in person, I better understand the weird door arrangement now. The idea seems to be to place the doors at even intervals along the length of the train.

"That was just one of the lines. We had to wait in about a 20-minute line just to buy Amtrak merchandise. I got a 40<sup>th</sup> Anniversary T-shirt, featuring the four repainted Genesis locos, along with a striped Engineer's hat for my grandson. Gotta keep his interest in trains going. There were a couple of teens on the trip down who were wearing baseball caps which read 'Rail Camp 2009' along with their names. Turns out they were from the Sunrise Chapter of the NRHS on Long Island. I've seen pics of the Rail Camp activities, but this is the first where I've encountered actual attendees. One had a steam locomotive on his T-shirt. It's almost unimaginable that one would find teens that are into steam at this late date, but more power to them. Nice that there will be a next generation to care for the steam that still exists. We stayed for about an hour and then decided to head downtown for lunch at Reading Terminal Market, which was crowded as usual. It being a sunny and warm day in Philadelphia...the kind that makes you want to get out and do stuff. After that, we rode a Subway-Surface Trolley out to the 63<sup>rd</sup> & Malvern Loop and were blessed by an invite to ride back to Callowhill Depot on a pull-in car. From there we were able to get on a pull out PCC to ride the full length of the 15/Girard. Nice PCC ride with an extra board Operator who appreciated the equipment and could make it fly on the stretches that have good track." Bob Vogel sent numerous emails with photos from his visit.

AEM-7 911 was powering Train #92 (Silver Star) and while in Wilmington, Delaware, an engine fire erupted. The train was bound for New York when incident began

at about 6:15 PM April 27. Passengers were evacuated from both the train and station while firefighters responded and extinguished the blaze. Because there were concerns that the recently renovated station would be damaged, the train was towed to Amtrak's west yard, which is south of the station. My friend who forwarded this report suggested that with its supply of available locomotives dwindling, Amtrak lease some idle NJ Transit ALP-44s to tide it over until the Bombardier ACS-64 electric locomotives enter service. The contract, which was awarded on October 28, 2010 (December, 2010 **Bulletin**), calls for the first units to arrive in February, 2013.

The National Timetable (Form T-1) for May 9-October, 2011 was issued in the same magazine-booklet format as the Fall, 2010/Winter, 2011 Edition. Several pages were devoted to the 40<sup>th</sup> Anniversary celebrations.

**MISCELLANEOUS**

Very late on Sunday night, May 1, President Obama announced that Navy SEAL (SEa Air and Land) Team 6 had killed Al Qaeda Leader Osama Bin Laden. I did not travel into New York City the next day, but news reports told of increased police presence at transit facilities here and around the nation.

**INDUSTRY**

**The Journal News** (April 29) reported that Kawasaki is investing \$25 million in its Yonkers facility. Kawasaki was also awarded a \$500,000 capital grant from the Empire State Development Corporation for the retention of manufacturing employees. This plant has been Kawasaki's U.S. corporate headquarters since 1985, starting with the 95-car PA-4 order for PATH. In the intervening years, deliveries have been made to NYC Transit, LIRR, and MBTA, and now continue with PA-5s and M-8s. Returning from the April and May Division meetings via the Hudson Line, as the train passed this facility, I observed R-142s 7219-20 surrounded by PA-5s.

Kinkisharyo displayed its hybrid ameriTRAM™ in Dallas on April 29. This last reported appearance for this car was in Charlotte on January 20, 2011 (March **Bulletin**). According to **Railway Age**, Dallas is considering other streetcar options. This car is also scheduled to be in Salt Lake City.

**HIGH-SPEED RAIL**

**Railway Age** reported that following objections by business interests, several Mayors, and Democrats in the State Legislature, North Carolina Republicans did not vote to reject \$462 million for higher speed rail improvements. There was also some quiet disagreement among some of the Republican members. North Carolina has been in the forefront of states that have supported rail expansion by purchasing rolling stock for Amtrak to use on its intrastate routes.

When Congress agreed to a spending bill for the balance of this fiscal year, among the cuts were \$1.5 billion for HSR. According to the National Association of Rail

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**Commuter and Transit Notes***(Continued from page 15)*

Passengers, Congress will also take back \$400 million in FY 2010 high-speed money and \$128 million from Amtrak's capital improvement program and debt service.

Florida's surrender of HSR funding is much of the rest of the nation's gain. \$186 million will go to the Chicago-St. Louis Corridor to be used for track and signal improvements. \$20.8 million is for the Northern New England Passenger Rail Authority for final design and construction of a second track between Wilmington and Andover, Massachusetts. About \$800 million has been allocated to upgrade train speeds from 135 to 160 mph on 24 miles of the Northeast Corridor. New York State was awarded \$58 million to upgrade tracks, stations, and signals to improve operations along the Empire Corridor. This includes replacement of the Schenectady station and construction of a fourth station track at the Albany/Rensselaer station, one of the corridor's most significant bottlenecks. (Member Bob Kingman wrote that the fourth track is still a long off due to a signal box (CP143) that is literally in the middle of the platform, which has to be moved before any track is laid. The box has been there since before the new station was even thought of.) \$1.4 million will be used to do preliminary engineering and environmental analysis for a new Rochester Intermodal Station.

**OTHER TRANSIT SYSTEMS***BOSTON, MASSACHUSETTS*

In addition to considering the renewal of the Massachusetts Bay Commuter Rail Company's contract to operate its commuter service, the state is exploring other options. Rather than issuing short-term contracts of around five years, transportation officials are looking at awarding contracts of 10, 25, or even 40 years, which they argue would encourage private-sector bidders to kick in their own funds to improve the system, perhaps by buying new locomotives or cars or making infrastructure improvements. MBTA officials do not believe that the short-term contract scheme that they have been using would warrant such major investments.

Beginning April 30, the Lechmere and Science Park/West End Green Line stations were closed for six months to enable construction of new elevators. Shuttle buses will operate instead. By closing the stations, the construction schedule has been reduced and work would be completed six months earlier. Shuttle buses do not stop at the Museum of Science inbound during the morning peak traffic hours and outbound during the afternoon peak hours in an effort to reduce traffic impacts.

General Manager Richard Davey, while on a personal vacation trip to Asia, spent three hours at the Hyundai-Rotem factory in Changwon, near Seoul, inspecting

cars that MBTA has ordered. This firm was awarded a \$190 million contract to produce 75 bi-levels, the first of which are due for delivery in December. **The Boston Herald** mentioned that the GM did this at his own, not taxpayer expense.

Compared to March, 2010, MBTA ridership grew 5% during March to an average of nearly 1.3 million a day. This rise has been attributed to the increase in the cost of gasoline. Subway and trolley lines saw an increase of 7.1%.

When a Franklin Line train broke down at the throat of the interlocking during the evening commute of May 11, all lines radiating out of South Station were affected. The train was pushed back into the station, repaired, and sent back on its way after about an hour. However, because it broke down at a point where four tracks lead into one and then cross into several other tracks, that train caused residual delays running well into the night. 37 other trains on the Franklin, Fairmount, Needham, Greenbush, Providence/Stoughton, Framingham/Worcester, and Kingston/Plymouth lines experienced delays ranging anywhere between 6 minutes and 59 minutes. It was later reported that a computer circuit board on Engine 1138 failed, triggering an automatic safety shutdown of the engine.

Because some officials in the suburb of Belmont find the poles that hold the trackless trolley wire "unsightly", they are asking for them to be removed, which means that the trolley buses would also have to be eliminated. A meeting was scheduled for late May to discuss this with Watertown officials and MBTA. Even if this idea were approved, it would take years to be implemented. Thanks to member Todd Glickman for these reports.

*LINDENWOLD, NEW JERSEY*

At 2:25 AM Saturday, April 16, an eastbound PATCO train caught fire after striking a metal object on the tracks as it entered City Hall (Camden). Thirty-three passengers were evacuated with no injuries other than smoke inhalation, and service was restored around 5 AM. Car 283 sustained front-end damage.

Eighteen cars have been shipped to Alstom for overhaul. They departed in this order: 247, 248, 296, 295, 108, 124, 116, 209, 210, 227, 228, 206, 205, 218, 217, 219, 220, and 118.

*PHILADELPHIA, PENNSYLVANIA*

Bob Vogel sent digital photos of Silverliner Vs 807-808 being tested at Wayne Junction on April 16. Those cars were subsequently placed into service, totaling eleven. Bob photographed two trains of Silverliner Vs on April 21: 704-803-804-801-802-703 and 807-808-805-806-701.

**Cinders** reported that by the end of April, 16 Silverliner Vs had been delivered with a six-car and a five-car set in weekday rush-hour service. Single-ended 706 and 707 arrived on April 27. Silverliner II 219, which had

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## Commuter and Transit Notes

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been out of service since last June, has been returned to service. Of the 55 cars in this group (Budd, 1963), 47 are active, while 5 are stored. 14 of the 20 Silverliner IIIs (St. Louis, 1967) are also active.

Thirty-five years after the demise of Penn-Central, Bob Vogel found a vestige of this short-lived railroad at Lansdowne (Media Line). In the parking lot there was a sign reading: "PARKING FOR PENN-CENTRAL COMMUTERS ONLY / CARS ILLEGALLY PARKED WILL BE TOWED AWAY AT OWNERS EXPENSE." Penn-Central came into existence on February 1, 1968 as the result of the merger of the Pennsylvania and New York Central Railroads. On January 1, 1969, the New Haven was added, and these railroads plus others were combined on April 1, 1976 into Conrail.

Pennsylvania Governor Tom Corbett announced formation of a 35-member advisory commission to identify and recommend "innovative" means of funding for all modes of transportation. The commission has a deadline of August 1 for its report.

SEPTA and public officials announced, during an April 28 ceremony at Wayne Junction Station, the receipt of \$3.98 million in federal funds towards rebuilding the station. The remainder of the \$30 million cost will come from borrowed money. The 110-year-old station, which serves 190,500 riders annually, is in an advanced state of disrepair, with sections of the roof having collapsed. Photographer alert: Signs stenciled on the walls still direct passengers to destinations such as New York and Bethlehem, which have not been served from Wayne Junction since the early '80s. Thanks to Dave Safford for these two reports.

Dave also sent this report: "Old Sisyphus, condemned in mythology to eternally roll a huge rock up hill only to have it each time slip away and roll back down, is the spiritual model for SEPTA. Having lost the planned extension to Reading (no money), the extension to Quakertown (no money), the extension of the Norristown Line to King of Prussia (no money), the extension of the Elwyn Line to Wawa (started, stopped, no money), the extension of the Fox Chase Line to Newtown (no money and NIMBYs), they now offer a plan for an abbreviated (8 miles vs. 20 miles) piece of the Quakertown Line from Lansdale to Telford. The tab for the \$182 million project is proposed as 50% federal (all transit monies cut in the last budget compromise) and the rest state (Governor has pledged no taxes for any reason) and local (all township budgets are in the tank due to cuts in state and federal funds). I wouldn't wait at the ticket office just yet."

Member Lee Winson added these details: The line would extend Lansdale train service eight miles northward to Telford at the junction of highway PA 309. It is expected to attract about 5,200 riders a day from the

growing suburban corridor, according to planners who have been studying several options for relieving traffic congestion there. The latest plan calls for upgrading part of the former Reading Company Bethlehem Branch and installing catenary. Trips could take 69 minutes for the 34-mile trip from a station in Penndel to Suburban Station.

I was forwarded an email reporting that testing of the new trackage for the Sugar House Casino took place on May 9. Kawasaki LRV 9103 and PCC II 2336 were given the honors.

PITTSBURGH, PENNSYLVANIA

Pete Donner sent copies of PAT's light rail timetables dated March 27, 2011:

- Blue – South Hills Village (formerly Route 47S/ South Hills Village via Overbrook) and Library (formerly Route 47L/Library via Overbrook)
- Red – Overbrook Junction (Former Route 42C/ Castle Shannon)

WASHINGTON, D.C. AREA

After the May *Bulletin* was completed, federal, state, and local officials asked the Dulles Rail Committee for the Metropolitan Washington Airports Authority to reconsider its decision to construct an underground station at Dulles Airport. That will not happen as Board members continue to support their original decision.

Effective May 2, Virginia Railway Express's host railroads (CSX and Norfolk Southern) granted permission to return one trainset to Broad Run (Manassas Line). With additional yard space now available in Washington, D.C., VRE has added cars to Trains #300, 313, 310, 311, 312, 301, 326, and 329. These extra cars provide an additional 700 seats.

NORFOLK, VIRGINIA

The public was invited for their first inspection of the LRVs that will soon be plying the streets of Norfolk, on April 29 and 30 at the MacArthur Square station. The planned May opening did not occur, and the current belief is that it will happen some time in August.

ATLANTA, GEORGIA

*Mass Transit* magazine reported that after a year of downsizing, during April, MARTA released plans for a series of new rail lines. This summer, voters will be asked to approve a list of transportation projects that would be funded by a 1% sales tax to be in effect for ten years. In addition there would be funding for capital upgrades such as train control systems, and rehabilitating everything from escalators to wiring. These are the proposed extensions:

- Lindbergh Station to Emory University (\$685 million)
- Gold Line from the Doraville station outside I-285 to Oakcliff Road and New Peachtree Road, nearly to the border with Gwinnett County (\$145 million)
- Blue Line from Hamilton E. Holmes Station to a new station near I-285 and Martin Luther King Jr.

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**Commuter and Transit Notes**

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Drive (\$582 million)

- Blue Line from Indian Creek Station along I-285 to Wesley Chapel Road and I-20 (\$522 million)
- Construction of a mass transit lane, bus or rail, along eastern I-20 from central Atlanta to Candler Road (\$1 billion)

*TAMPA, FLORIDA*

The Hillsborough Area Rapid Transit Board voted on May 2 to wind down planning for light rail routes. This decision was based on voters turning down a sales tax referendum for light rail last year. The Board, at the suggestion of Commissioner Kevin Beckner, stopped short of simply halting the studies. Agency staff will recommend at next month's meeting how to wind down the studies and salvage data harvested from the work.

*ORLANDO, FLORIDA*

Backers of SunRail met with Governor Rick Scott on April 23 in an effort to get his approval to issue contracts for work. Governor Scott put all contracts on hold shortly after he took office and will not move forward until he is certain that local governments understand their financial obligation to the 61.5-mile project. State taxpayers were committed to \$901 million while taxpayers in Volusia, Seminole, and Orange Counties have to pay \$526 million, as well as any cost overruns. A few days later, *The Tampa Tribune* reported that a group that is opposed to this project requested Governor Scott be as tough on the project as he was on HSR.

*MIAMI, FLORIDA*

Metro rail has reported increases in ridership, which it attributes to the higher cost of gasoline. Comparing January, 2011 with January, 2010, ridership is up by 7%. Thanks to member Dennis Zaccardi for these Florida reports.

*CLEVELAND, OHIO*

Timetables were issued effective April 3 for the Green (Shaker)/Blue (Van Aken), and Red (Airport-Stokes/Windermere) Lines. The Red Line timetable dated August 22, 2010 omitted the name Stokes. However, inside, Representative Stokes' name was already there. So, this edition simply placed his name on the cover. I checked the Internet to find out when this name change occurred and according to the website Absolute Astronomy, the Windermere station was renamed in November 1997 to honor the long-time Congressman Louis Stokes. Thanks to again Pete Donner for sending copies.

*CHICAGO, ILLINOIS*

On April 25, Rock Island District riders were asked to respond to an on-line questionnaire and evaluate the "Quiet Car" concept. Metra launched the program on this line on January 10.

A rider named Steve wrote the following to *On the Bi-*

*Level:* "I have commuted from Naperville to Union Station every business day for over 20 years. Over those years I have enjoyed the amazing service delivered by the people of Metra – you guys are the best! After 20 years, however, I want a little recognition. I am respectfully requesting some sort of loyalty award. For 20 years I would like a silver commuter medal. I will wear this medal every day proudly to show those youngster (sic) that they have much to learn about the train game. After 30 years of commuting, I will require a gold commuter medal. Please initiate this program as soon as possible." OTBL replied: "Would you settle for a pat on the back, our eternal gratitude and recognition in the world's best passenger newsletter?"

*ST. PAUL, MINNESOTA*

The Federal Transit Administration, during a ceremony that took place on May 3, agreed to pay half of the \$1 billion cost of the Central Corridor project, which will connect the Twin Cities. U.S. Senator Al Franken, U.S. Representative Betty McCollum, and Governor Mark Dayton joined FTA Administrator Peter Rogoff at the ceremony. The line is expected to open in 2014.

*ST. LOUIS, MISSOURI*

April, 2011 was the worst month in the United States for tornadoes since 1974. A series of tornadoes that passed through the parts of St. Louis during the evening of Friday, April 22 caused significant damage to Lambert Field and its environs. The damage to the airport was so severe that by early the next morning, news reports told of the airport being closed indefinitely. That turned out not to be the case, as flights, on a slightly reduced schedule, resumed the next day. Metrolink Red Line service was initially suspended beyond North Hanley, which until 1994 was the western terminal. That service also resumed on Sunday. My sister-in-law was visiting us at the time and was scheduled to return home April 23. Her flight was canceled, but she was able to re-book that flight for the following day. Meteorologists subsequently classified the tornado as an "EF4", 166-200 mph, which on a scale of 1-5 is quite severe.

*AUSTIN, TEXAS*

On January 18, Capital Metro rail added midday service, peak hour trips, and reverse trips and made some schedule adjustments so that there are total of 32. There is now hourly inbound service from Lakeline (one stop in from Leander) from 9 AM-5 PM and also in the outbound direction. March 22 marked the first anniversary of service. Ridership through March 19 was 263,883, including your News Editor, who rode the line last May 11 (June *Bulletin*).

*ALBUQUERQUE, NEW MEXICO*

New Mexico's Rail Runner Express has survived an initial assault on its existence by the new (Republican) Governor Susana Martinez. According to New West,

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**Commuter and Transit Notes***(Continued from page 18)*

during the campaign Governor Martinez blasted the popular service as a money-losing boondoggle. Ridership in March, 2011 was 15% higher than the previous year. Santa Fe Mayor David Coss said the rising ridership translates to political support, and he surmises Martinez has realized that. "There's pretty broad community support from the business community, Republicans, Democrats, and environmentalists for the Rail Runner."

*SEATTLE, WASHINGTON*

With a fleet of aging trolleybuses that are due for replacement between 2013 and 2014, a decision must be made on whether to purchase new ones, or convert 14 lines (70 miles) to diesel or diesel/hybrid buses. There is pro and con, depending on which facts are presented or omitted. According to thesunbreak.com, SDOT has very clearly opposed any plan that would replace electric trolleys with diesel/diesel hybrid buses, "without exception," and clarifies that the notion of switching was all Metro's instead, after a quick-and-dirty audit seemed to show that electrics were more expensive. (The annual cost worked out to hybrid bus: \$141,878 per year vs. trolley: \$177,318). A final decision was due on May 31.

*PORTLAND, OREGON*

TriMet PGE (Portland General Electric) Park Station was renamed Jeld-Wen Field during the week of April 13, reflecting the renaming of the stadium served by Blue and Red Line trains. This stadium is used by the Portland Timbers, the local major league soccer team. Trimet reported that it would take about six weeks to program the 127 trains to reflect the new name of the station in audio announcements and on internal digital displays. Printed materials including schedules and system maps will be updated in September when other schedule changes are made. The Portland Timbers are covering all of the costs associated with the changing all of the signage and train announcements.

Work is to begin on July 1 to build this city's sixth MAX line: Portland-Milwaukie. This 7.3-mile line with ten stations will extend from the terminus of the Green and Yellow Lines at Portland State University to South Waterfront, SE Portland, Milwaukie, and Park Avenue in Clackamas County. A new light rail bridge will be constructed and will be the first cable-stayed bridge design for the region, extending 1,720 feet over the Willamette River. It is the first of its kind to carry light rail, buses, bikes, pedestrians, and a future Portland Streetcar extension, but no private vehicles. The line is expected to open in September, 2015.

TriMet is proposing to raise fares by 5 cents for Adult two-hour tickets and \$4 for Adult monthly passes; all other fixed route cash fares would remain unchanged. Youth monthly passes would see a \$1 increase. This

was expected to be approved at the Board's May 25 meeting, to go into effect September 1.

*SACRAMENTO, CALIFORNIA*

The first section of the Green Line, with 1.1 miles and two stations, opens in August, according to a report sent by John Pappas. Originally planned to open earlier this year, the project was beset by unexpected utility conflicts and heavy rains during March.

*SAN FRANCISCO, CALIFORNIA*

On April 7, Caltrain's Board voted to postpone a decision on the service cuts until April 21. At publication time, there was no additional news. Details of what was being proposed were reported in the March *Bulletin*. Fares and parking fees, however, will increase on July 1.

Caltrain's weekend "Baby Bullet" express service is a success, with ridership up 54%.

The U.S. Department of Transportation announced that it had awarded Caltrain \$100 million for the purchase of 27 domestically manufactured rail cars and two diesel-electric locomotives for use on the *Pacific Surfliner* and *San Joaquin* services.

A friend of Lee Winson who lives in San Francisco sent him this report. "I went for an afternoon stroll yesterday (April 14) and at Market and Beale Street, I saw a line truck working on the overhead wires. At that point, there is a giant maze of wires suspended. On Market eastbound, there is one streetcar trolley wire toward the center, with two pairs of trackless to the right. On the westbound side, there is, I believe, a single pair of wires—the tracklesses use both, and streetcars use the left hand of the pair. At the intersection, a pair of trackless wires heads south on one-way Beale Street, and just to make things interesting, a connecting pair run from eastbound Market to southbound Beale. Apparently, an eastbound trackless on Market Street had one or both poles come off the wire, and the pull-down rope from one pole got all wrapped around the live wires and tore off of the bus. The disabled bus was parked with the good pole pulled over the rope-less pole to hold it down. I watched as the MUNI workers raised the platform on the line truck and turned it to get under the tangled rope. Without turning off the juice to the wires, a brave (or foolish) worker very carefully untangled the rope and took it down. When other eastbound tracklesses approached, another MUNI employee ran behind and pulled down both poles so the bus could get by on battery power and then the driver put the poles back himself, a block later. A trolley approached eastbound, as they were finishing up. It stopped until the workers got out of the way. It was MUNI car 1058, newly painted in Chicago (CTA) livery, and this is the first time I saw it. Very pretty."

*HONOLULU, HAWAII*

As was reported last month, the two losing bidders to construct this city's light rail system, Bombardier Trans-

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## Around New York's Transit System

### Gourmet Luncheon on **L**

NYC Transit does not have a dining car, but about 50 invited guests enjoyed eating a delicious lunch on an **L** train en route to Canarsie.

This unusual trip began at W. 14<sup>th</sup> Street and Eighth Avenue in Manhattan. Guests, who received emails, were told to go to the northeast corner of the intersection, where they would see a tall, slender woman holding an umbrella. When they introduced themselves, she gave them a single-ride *MetroCard*, but refused to discuss details of the trip.

When the guests descended into the station, they found that the second car of the **L** train was transformed into a dining car. Tables, which were lap-width black planks with holes cut to fit water glasses, were tied to railings with twine. The event was sponsored by several supper clubs. The menu listed caviar, foie gras, and filet mignon, followed by a pyramid of chocolate penna cotta dusted with gold leaf for dessert.

Food was cooked in apartments along **L** and was

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portation and Sumitomo Corporation of America, filed protests alleging that Ansaldo does not deserve the contract. Until this is resolved, the city cannot proceed with any part of the contract. Nonetheless, a week later, relocation of utilities began in Waipahu. Because all nine of Hawaii's federal judges have recused themselves from hearing this case, it was transferred to a federal court in California. The judges had earlier expressed concerns about the rail route running very near the federal courthouse.

Honolulu Mayor Peter Carlisle on April 19 appointed six members to the newly formed Honolulu Authority for Rapid Transit (HART). Their positions become effective on July 1. Thanks to member David Erlitz for these reports.

#### MONTREAL, QUEBEC, CANADA

During early March, Andrew Grahl observed ex-NJ Transit locomotives 4117, 4118, 4140, 4143, and 4144 in AMT service. All were used as a second engine on the west end of the train to help with extra power during the snowy winter months. (All locos in service on the lines out of the Lucien L'Allier station are usually on the east end). Andrew did not see 4135 or 4137, which are also in Montreal.

#### TORONTO, ONTARIO, CANADA

For the Victoria Day weekend (May 20-23), GO Transit provided service to Niagara Falls, which consists of one trip each way on Friday evenings and three trips each day on Saturdays, Sundays, and holidays. Regular summer service will operate June 24-September 5 and also on Thanksgiving weekend (October 7-10). This

service was launched last year.

GO Transit on April 29 reported that their locomotive fleet is now comprised solely of MP40s. The F59s have been removed from service and sold or stored.

#### FROM THE HISTORY FILES

**40 YEARS AGO:** During June 1971, Pullman-Standard *Comet* aluminum air-conditioned commuter cars entered service on diesel lines operating out of Hoboken. The initial order was for 24 cab cars (1500-23), 10 café cars (1600-9), and 71 trailers (1700-70). In 1973, 11 cab cars (1524-34) and 39 trailers (1771-1809) were added. The cars had been purchased by NJ DOT and operated by the Erie-Lackawanna and later Conrail until NJ Transit assumed direct operation of the rail service on January 1, 1983. The latter renumbered the cab cars into the 5100-series, retaining the last two digits. They were re-named Comet I upon delivery of the Comet IIs in 1982. With the exception of seven cars that were wrecked, the remainder were rebuilt by Bombardier during 1986-7. At the end of 2005, the 1600- and 1700-series cars were retired, while the remainder soldiered on until March, 2009. Many were resold and overhauled and operate today in Philadelphia, Salt Lake City, and Los Angeles, and also for tourist railroads.

**30 YEARS AGO:** On June 17, 1981, with sufficient Boeing-Vertol LRVs, SF Muni ended weekday PCC operation. They were, however, continued on weekends for several months. On September 1, 1995, PCCs returned when the F/Market Street Line began running between Transbay Terminal and Castro. The line has since been extended to Fisherman's Wharf.

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

### IRT Operated Frequent, Dependable Service 75 Years Ago

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Notes:

- (A) Trains operated light via express track between 125<sup>th</sup> Street and 110<sup>th</sup> Street. They were turned on a crossover that was taken out of service on February 3, 1964.
- (B) Discontinued August 12, 1936

*(Continued next issue)*