

# The Bulletin



***Electric Railroaders' Association, Incorporated***

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## ***The Bulletin***

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## **WELCOME TO OUR NEW READERS**

For many of you, this is the first time that you are receiving ***The Bulletin***. It is not a new publication, but has been produced by the New York Division of the Electric Railroaders' Association since May, 1958. Over the years we have expanded the scope of coverage from the metropolitan New York area to the nation and the world, and member contributions are always welcomed in this effort. The first issue foretold the abandonment of the Polo Grounds Shuttle the follow-

ing month. This month's issue includes reports on transit systems across the nation. In its 53-year history there have been just three Editors: Henry T. Raudenbush (1958-9), Arthur Lonto (1960-81) and Bernie Linder (1981-present). The current staff also includes News Editor Randy Glucksman, Contributing Editor Jeffrey Erlitz, and our Production Manager, David Ross, who puts the whole publication together. We hope that you will enjoy reading ***The Bulletin***

## **THIRD AVENUE'S POOR FINANCIAL CONDITION LED TO ITS CAR REBUILDING PROGRAM 75 YEARS AGO**

This company, which was founded in 1853, was able to survive longer than any other Manhattan street railway.

Third Avenue was able to pay a 7 percent dividend on its stock until it was leased to the Metropolitan Street Railway on April 13, 1900. Dividends were reduced to 5 percent until the Receiver suspended them in October, 1907. At reorganization, January 1, 1912, the company's name was changed to Third Avenue Railway Company and stockholders were assessed \$45 per \$100 of stock, but received no dividends for several years. In its annual report, the company explained that it could not pay dividends until allowance for depreciation would care for its needs over and above ordinary maintenance and until the effect of the new subways on its earnings was determined. The stockholders kept complaining until the company declared a one percent quarterly dividend payable January 1, 1916.

In 1922, the Transit Commission found that

the equipment was in excellent condition and was well-maintained. Cars were properly painted and were generally clean. Manhattan tracks were in good condition, but Bronx tracks were only in fair condition. Although overloading was as high as 75 percent at certain points, overcrowding was less than lines of other companies. Passengers usually had to stand only five or six blocks.

During the Depression, 1929-32, trolley and bus revenue decreased \$2 million, but operating expenses were reduced by \$2.75 million, probably by reducing service and converting all cars to one-man operation. But the company had difficulty making a profit on a five-cent fare and was not allowed to increase it. In July, 1930, the court denied street railways permission to raise their fares to seven cents because fares were fixed by the state and could not be raised by filing new schedules with the Transit Commission under Section 29.

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**ANDREW GRAHL PROVIDED THE NEW MASTHEAD PHOTO. THANKS, ANDREW!**

## BROOKLYN TROLLEY CONVERSION TO ONE-MAN OPERATION by Bernard Linder

Brooklyn Rapid Transit was hard hit by World War I and the tremendous increase in costs following it. In the spring of 1918, all street railways petitioned the Board of Estimate and Apportionment for an increased fare. The Board held one brief hearing in July, did nothing, and filed the petitions in November, 1918. Meanwhile, the company's finances kept deteriorating and a Receiver was appointed on January 2, 1919.

The company decided to economize by converting its lightly travelled lines to one-man and replace its oldest single-truck cars. Instead of converting two-man to one-man cars, the company ordered one-man Birney cars, which cost only \$5,680 each.

After placing 205 one-man Birney cars in service, Brooklyn Rapid Transit converted double-truck box cars for service on its lightly travelled lines. As soon as the Depression began, the company converted the busy lines to one-man as quickly as possible. Work was completed on October 15, 1934. DeKalb Avenue was the last line converted to one-man operation.

### ALTERATIONS TO THE CARS

Double-truck box cars were converted to one-man by relocating the farebox adjacent to the Motorman and allowing him to control a rebuilt narrow rear exit door. Cars 8000-8499 were also altered by relocating the farebox and allowing the Motorman to control the center exit doors. Passimeters (turnstiles) were installed in 8500-8534, which were converted to single-ended cars with higher acceleration and maximum speed.

But the 4100s, 5000s, and 5100s needed extensive rebuilding, which could not be performed in BMT's DeKalb Shops. These cars were rebuilt for one-man operation at the Brill plant in Philadelphia. Cars 4100-99 and 4300-4 were converted to single-ended cars and turnstiles were installed. On the left side, the doors were sealed and the steps were removed. The front platform was enlarged and the narrow door was replaced by a four-part folding door. A destination roll sign was installed above the front center window. Cars 5023, 5025, 5041, and 5068 were not rebuilt for one-man service and were scrapped in 1933.

The remaining cars in the 5000-79 series were rebuilt between 1931 and 1933. Cars were converted to single-end, passimeters (turnstiles) were installed, and doors were removed on the left side. The right side sliding center doors and route sign were removed and replaced by four-part folding doors. Cars 5080-99 remained double-ended for Nortons Point service. Four-part folding doors were installed in the front at both ends. The sliding center doors and route signs were retained on 5080-98, but the sliding center doors and route signs were replaced by four-part folding doors in 5099. Passimeters (turnstiles) were installed in 5099.

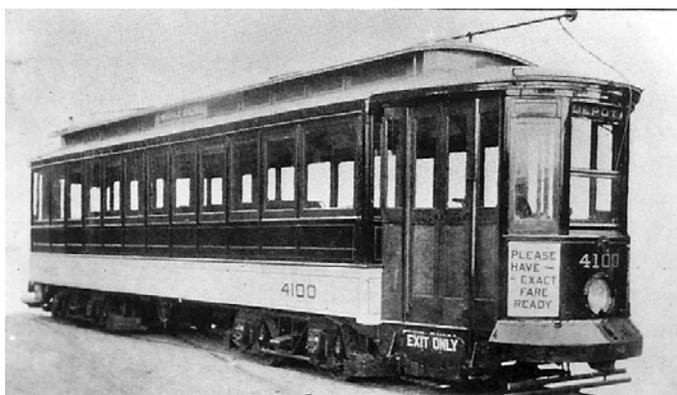
Cars 5100-53 were rebuilt as single-ended front entrance one-man cars in 1932. Four-part folding doors were installed at the front end. The right side sliding center doors and route sign were removed and replaced by four-part folding doors. On the left side, doors were removed.

In 1927 and 1928, eight convertibles were rebuilt to closed single-end cars at DeKalb Shop for Canarsie Shuttle service. The front platform was enlarged and the gates were replaced by wide four-part folding doors in the front and a narrow exit door in the rear. The left side of the platforms was enclosed completely and double-hung windows were installed on both sides. Cross seats were retained in the rear half, but were replaced by longitudinal seats in the front half. In 1928, cars 4700-7 were leased to the New York Rapid Transit Corporation, BMT's rapid transit subsidiary. They were placed in service on July 14, 1928, the day the 14<sup>th</sup> Street (now **L**) Line was extended to Rockaway Parkway.

### BIRNEY CARS

The Birney car, named after Charles Birney, the master mechanic of the Stone & Webster Engineering Corporation, was a one-man single-truck lightweight car, which was developed about 1915. Birney was able to produce a lightweight car by using an arch roof instead of a deck roof and using steel instead of wood.

The first Birneys arrived in Brooklyn during the week of December 14, 1919. Four years later, 25 cars were sold to a dealer. The remaining cars were scrapped between 1932 and 1937. At that time, the oldest cars were only 18 years old. Because they were flimsy and rough-riding, most Birneys were scrapped long before the older, heavier, and smooth-riding double-truck cars.



Double-end, two-man car 4100. The platforms were completely enclosed in 1919 and gates were replaced by doors.

Bernard Linder collection

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**ERA BULLETIN - JANUARY, 2012**

**Brooklyn Trolley Conversion to One-Man Operation**

*(Continued from page 2)*

The following list was compiled from Edward B. Watson's history, which was published serially in the *Bulletin*.

**CONVERTED TO ONE-MAN**

<b>DATE</b>	<b>LINE</b>	<b>DATE</b>	<b>LINE</b>
February 23, 1918	65 <sup>th</sup> Street-Fort Hamilton	April 16, 1929	Bushwick Avenue
April 27, 1919	Nortons Point Shuttle	April 6, 1930	Erie Basin
December 11, 1919	Eighth Avenue	April 21, 1930	Seventh Avenue
December 15, 1919	West End	April 28, 1930	Flushing-Ridgewood (B)
December 22, 1919	Sea Gate (A)	May 12, 1930	Myrtle Avenue
December 24, 1919	16 <sup>th</sup> Avenue	June 30, 1930	Gates Avenue
December 27, 1919	Holy Cross	June 30, 1930	Flushing Avenue
January 1, 1920	Nostrand Shuttle	August 18, 1930	Court Street
January 3, 1920	Avenue C	October 3, 1930	Graham Avenue
January 4, 1920	Calvary Cemetery	October 9, 1930	Tompkins Avenue
January 12, 1920	Bay Ridge Avenue	November 19, 1930	Fifth Avenue
January 21, 1920	Gravesend Avenue	December 14, 1930	Nostrand Avenue
January 26, 1920	Montague Street	December 28, 1930	Lorimer Street
January 27, 1920	Brooklyn Bridge Local	April 27, 1931	Bergen Street
March 6, 1920	Flushing-Ridgewood	April 24, 1932	Reid Avenue
March 11, 1920	Nortons Point	August 26, 1932	Hamilton Avenue
March 12, 1920	Hoyt-Sackett	September 11, 1932	Crosstown
May 1, 1920	Broadway Ferry Shuttle	January 2, 1933	Smith Street
May 6, 1920	Union Street	January 9, 1933	Putnam Avenue
September 11, 1920	15 <sup>th</sup> Street	March 6, 1933	Franklin Avenue
October 28, 1920	New Lots Avenue	May 1, 1933	Church Avenue
October 29, 1920	86 <sup>th</sup> Street	October 15, 1934	DeKalb Avenue
November 1, 1920	Ocean Avenue	(Date not available)	Flatbush Avenue
February 6, 1921	Hamilton Ferry	(Date not available)	Fulton Street
March 10, 1921	Third Avenue	(Date not available)	Greenpoint
March 17, 1921	Utica Avenue	(Date not available)	Meeker Avenue
December 22, 1921	Jamaica Avenue	(Date not available)	Metropolitan Avenue
January 26, 1922	Sumner Avenue	(Date not available)	Nassau Avenue
November 2, 1922	Park Avenue	(Date not available)	Ralph-Rockaway Avenues
May 1, 1924	Broadway	(Date not available)	Richmond Hill
June 30, 1924	Marcy Avenue	(Date not available)	St. Johns Place
March 5, 1925	Vanderbilt Avenue	(Date not available)	Union Avenue
April 3, 1929	Grand Street		

(A) Two-man in the summer until 1926

(B) Two-man January 17, 1927-April 28, 1930

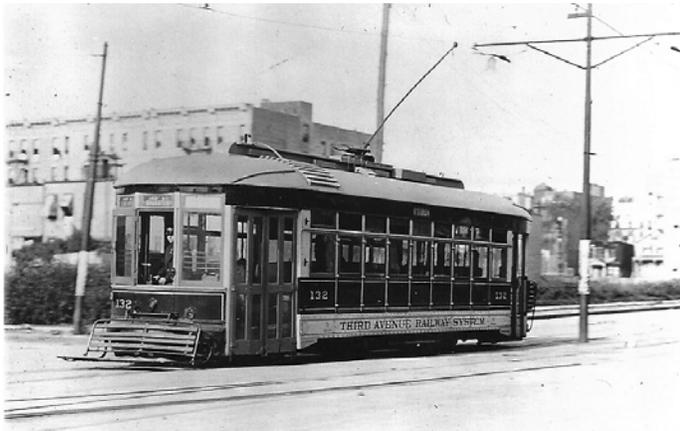
*(Continued on page 6)*

**Third Avenue's Poor Financial Condition Led to its Car Rebuilding Program 75 Years Ago**

*(Continued from page 1)*

Because PCCs were too expensive, the company decided to rebuild its single-truck cars. It produced longer double-truck inexpensive trolley cars that were reliable and easy to maintain. The prototype was 1605, a single-truck convertible, which was thoroughly rebuilt by cut-

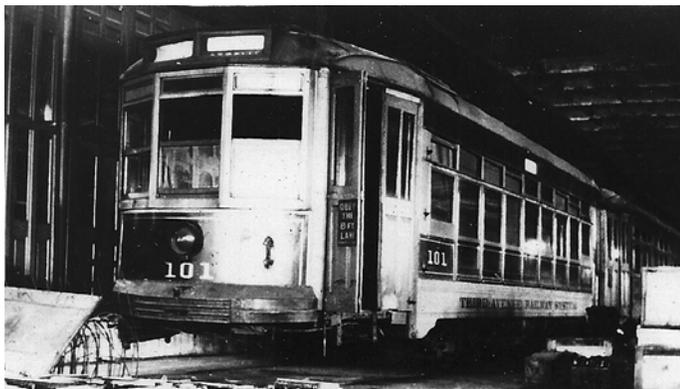
ting the car in half, adding a new center section, and building an entirely new platform at each end. Old Brill 39E maximum traction trucks were rebuilt to 77Es and rattan seats from old convertibles were rehabilitated. The car was renumbered to 1259 in September, 1935. After checking the car's performance, management was convinced that it could upgrade old single-truck cars by adding a new center section and producing modern double-truck cars.



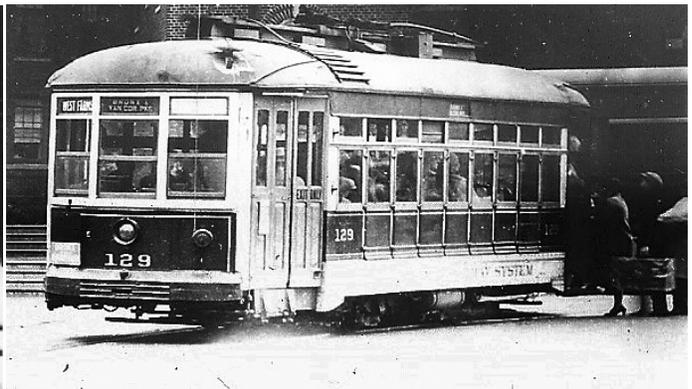
Third Avenue Railway car 132 on the 149<sup>th</sup> Street Crosstown Line in the Bronx before rebuilding.  
Bernard Linder collection



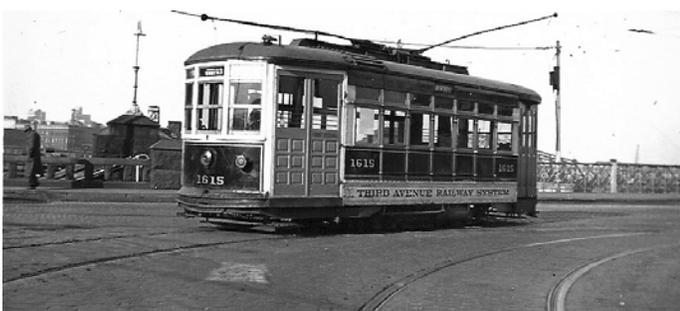
Interior of a Third Avenue Railway single-truck 100-series car.  
Bernard Linder collection



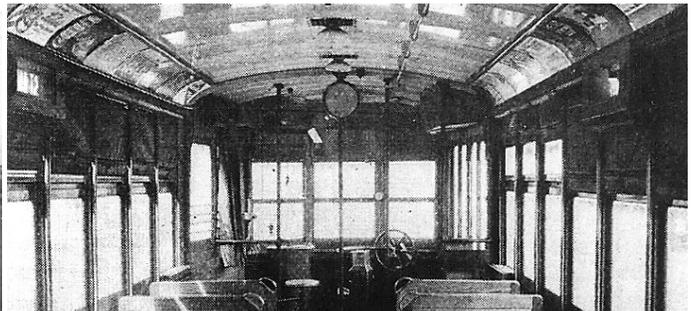
Third Avenue Railway car 101 was odd in that it had signs on the roofline.  
Bernard Linder collection



After rebuilding, the 100-series cars had raised front and rear platforms.  
Bernard Linder collection



Third Avenue Railway car 1615 on the Harlem Shuttle Line, crossing the Third Avenue Bridge on January 2, 1935.  
Bernard Linder collection

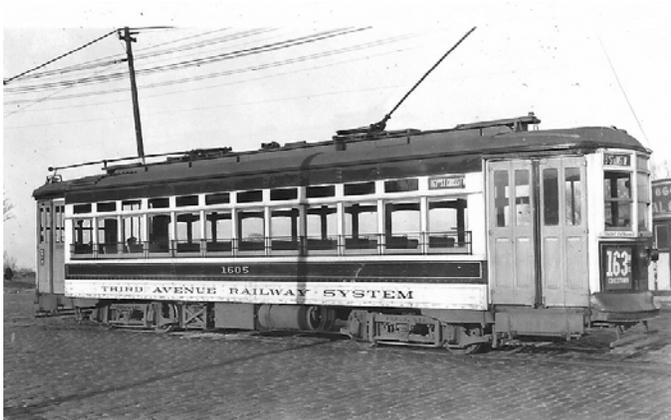


Interior of a Third Avenue Railway single-truck 1600-series car.  
Bernard Linder collection

*(Continued on page 5)*

**Third Avenue's Poor Financial Condition Led to its Car Rebuilding Program 75 Years Ago**

*(Continued from page 4)*



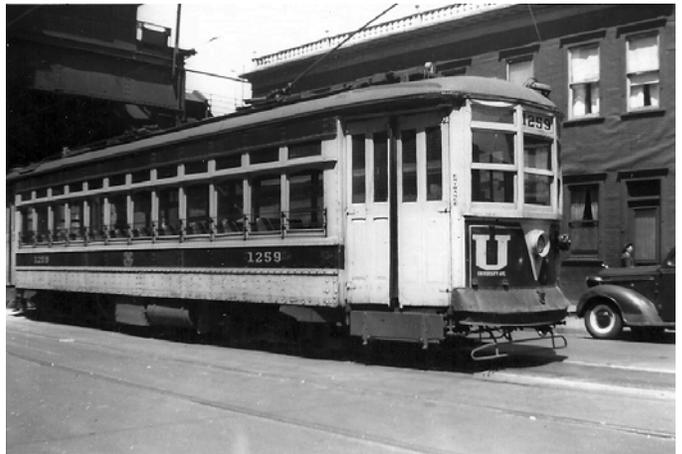
**Car 1605 at Hunts Point and Randall Avenues, December 9, 1934.**  
Bernard Linder collection



**Car 327, July 4, 1936.**  
Bernard Linder collection



**Car 101, in original paint scheme, at Columbus Circle in 1938.**  
Bernard Linder collection



**Car 1259 at W. 238th Street and Broadway, May 3, 1946.**  
Bernard Linder photograph



**Car 343 on Route 7 at W. 1st Street and Scott's Bridge, Mount Vernon.**  
Bernard Linder collection



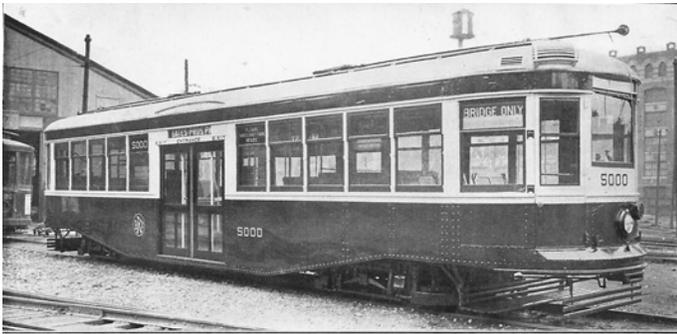
**Car 128 on Tremont Avenue east of Third Avenue in the 1940s paint scheme.**  
Bernard Linder collection

**Brooklyn Trolley Conversion to One-Man Operation**

*(Continued from page 3)*

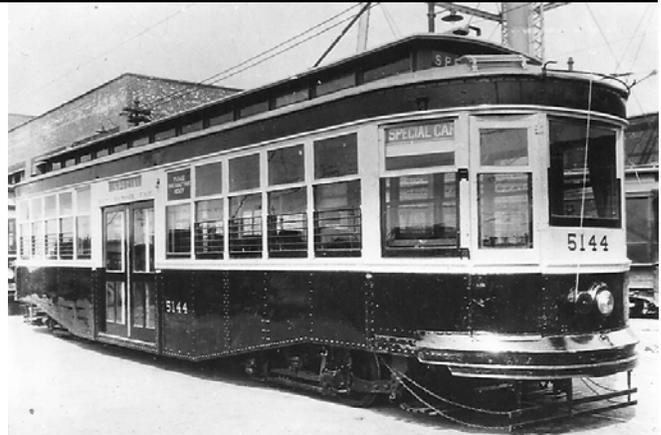
CARS CONVERTED TO ONE-MAN

DATE	CAR NUMBER	DATE	CAR NUMBER
1921	2955-99	1929	2700
1921	3147-51	1929-30	8000-99
1922	2580-99	1930	1129-78
1922-3	761-785	1930	2380-5
1922-3	2930-54	1930	3300-1
1922-3	3125-46	1930	8100-8399
1922-3	3152-54	1930	8500-34
1923	2705-54	1930-1	8400-99
1924	2500-79	1931-3	5000-99
1925-6	2386-99	1932	4300-4
1928	4700-7	1932	5100-53
1929	796-798	1932-3	4100-99

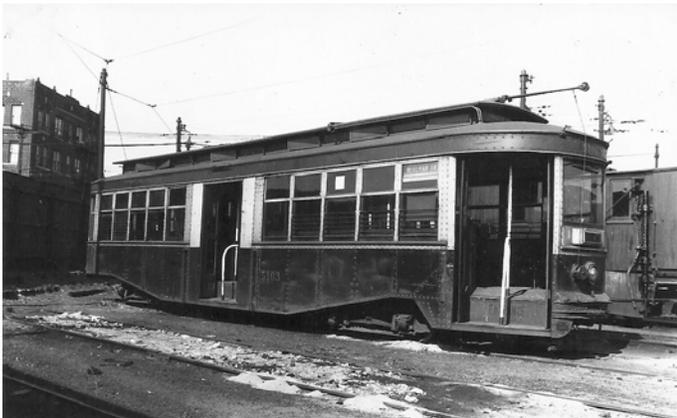


Brooklyn Center-Entrance Car—Side and End View of Car as Completed at the Thirty-ninth Street Shops of the Brooklyn Rapid Transit Company

**Car 5000, a double-end, two-man car from the 5000-79 series.**  
Bernard Linder collection



**Car 5144 in DeKalb Yard in 1930 as a double-end, two-man car.**  
Bernard Linder collection



**Single-end, one-man car 5103 in Canarsie Yard, October 13, 1940.**  
Bernard Linder collection



**Single-end, one-man car 5067 in Avenue X Yard, October 2, 1946.**  
Bernard Linder collection

# Commuter and Transit Notes

No. 278  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

On December 12, 2011, New York Governor Andrew Cuomo signed legislation that eliminated a most unpopular tax – the Payroll Mobility Tax – for about 290,000 small businesses in the 12-county MTA region. Enacted in 2009, this tax generates approximately \$1.4 billion in dedicated funding annually, money that MTA desperately needs. Governor Cuomo said that the state then would compensate MTA for the \$250 million in lost revenue (later revised to \$320 million). Many transportation advocates are wondering how the state, which is already having its own fiscal problems, will do this.

## MTA METRO-NORTH RAILROAD (EAST)

A little over a month after advocating for an LIRR riders' "Bill of Rights," on November 21, 2011, United States Senator Chuck Schumer called on the MTA Board to enact a similar policy for Metro-North riders (November, 2011 *Bulletin*). In fact, the railroad has been working on what it is calling a "Pledge to Customers" and is seeking an agreement with CDOT, which is responsible for train service in Connecticut.

The Thanksgiving weekend timetables were available on November 21, 2011, with covers that have the same turkey motif that has been in use since 2007.

Even though a New Haven timetable was issued for the period November 18, 2011-January 6, 2012 (December, 2011 *Bulletin*), one was issued effective December 5, 2011 to coincide with the opening of the Fairfield Metro station. However, an error on the cover has placed the Waterbury Branch junction at the Fairfield Metro station, rather than at Bridgeport. Due to the already short life of this edition, it was likely not worth the expense of replacing it.

To prepare for whatever this winter will bring, over the summer of 2011 three snow blowers were rebuilt with Rolls Royce jet engines. Their turbine engines produce exhaust at 600 degrees Fahrenheit to not just melt snow, but to vaporize it. There are also five cold-air snow blowers — up from three last year — and 150 new heaters to melt snow and ice around switches and interlocking tracks to allow them to operate smoothly.

Apple's newest store opened in Grand Central Terminal at 10 AM December 9, 2011. It is located on the East Balcony in the space formerly occupied by Metrazur Restaurant. In the email that Apple sent, the information was presented on a "Solari"-style board, although there was none of the familiar clicking.

Based on a November 16, 2011 survey involving 4,388 respondents, of whom 20% were in a Quiet Car, 90% were aware of the program on the Hudson and Harlem Lines and an equal amount were satisfied with the program. 82% thought that the Quiet Car Program

should be expanded to all AM and PM peak trains. Effective January 9, 2012, in cooperation with CDOT, Quiet Cars will be introduced on 18 AM and PM peak hour New Haven Line trains operating between Grand Central Terminal and Danbury, Waterbury and New Haven. Two of those trains have stops in New York State.

## MTA METRO-NORTH RAILROAD (WEST)

When full rail service (26 weekday and 14 weekend trains) returned on November 28, 2011, the usual combined Port Jervis/Pascack Valley Line timetable was issued. Due to speed restrictions caused by continuing repairs, running times increased by three minutes inbound and up to seven minutes outbound. Several trains had their departure times moved up. This timetable will be replaced on January 15, when the pre-storm schedule returns. The completion period for repairs has been moved to June, 2012 from the fall of 2011.

I was told that during the first week service was restored, many commuters were absolutely thrilled to get their trains back. Many spoke of the horrors of having extended commute times plus having to switch from train to bus and bus to train twice a day.

Two extra inbound trains (#98 and #88) and one outbound train (#93) operated between Port Jervis and Hoboken on December 26, 2011 and January 2, 2012. Post-New Year's Eve, Trains #95 and 97 departed from Hoboken at 1:25 and 3 AM for Port Jervis.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

Member Bill Zucker reported that on November 19, 2011 he observed M-8s 9146-9 in service and on December 8, 9156-7.

There are two M-8 delivery status reports. As of November 28, 2011, 50 had been delivered, with 40 conditionally accepted (including 2 undergoing modifications), plus 10 were under inspection and testing by Kawasaki. As of December 9, 2011, Kawasaki had 16 cars and 48 were in service.

The Fairfield Metro station, with over 1,400 parking spaces, opened on December 5, 2011 (December, 2011 *Bulletin*). Beginning in January, the station was served by Greater Bridgeport Transit buses. Taxi service will also be available. Fairfield Metro is the first new station on the New Haven Line since State Street opened in New Haven on June 24, 2002. Prior to that, it was Merritt 7 on the Danbury Branch on July 29, 1985.

## MTA LONG ISLAND RAIL ROAD

With practically no notice (actually less than 72 hours), a pilot Quiet Car Program was launched on the Far Rockaway Branch on December 5, 2011. What makes this initiative different from all other programs is that it is "voluntary." Conductors in these cars will hand out "Shh"

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

cards to non-compliant riders. During the AM, on four trains between 5:22 and 8:54 AM, it will be the last car, and in the PM, it will be the first car of six trains departing from Atlantic Terminal between 4:31 and 7:56 PM. The December 12, 2011 branch timetable makes no mention of Quiet Cars.

The new timetables issued for December 12, 2011 will remain in effect through February 26, 2012. All have "Season's Greetings" on their covers. There was additional pre- and post-New Year's Eve service on the Port Washington, Port Jefferson, Ronkonkoma, Babylon, and Montauk Branches. Weekend schedules will be operated on Martin Luther King Day (January 16) and Presidents' Day (February 20). Additional trains, denoted by the letter "M," will operate on the Port Washington, Port Jefferson, Ronkonkoma, Babylon, and Montauk Branches. On Presidents' Day, only the Port Washington, Port Jefferson, and Ronkonkoma Branches will have additional trains.

So far for 2012, the railroad has announced that there will be Holiday Eve service on April 6 (Passover), May 25 (Memorial Day), July 3 (Independence Day), August 31 (Labor Day), and September 25 (Yom Kippur) on the Port Washington, Port Jefferson, Ronkonkoma, Far Rockaway, and Babylon Branches.

LIRR's snow fighting fleet consists of nine jet snow blowers, three cold-air snow blowers, and two double-ended snow broom/thrower machines. All of this equipment is strategically pre-positioned throughout the system and at the ready. Brand new is a dual-purpose track machine – the ballast regulator/snow fighter – designed for removal of snow on main line track and in yards. Three new jet snow blowers replaced some 40-year-old jet snow blowers and there is a new turbine engine on LIRR's road and rail-capable jet snow blower.

**NJ TRANSIT**

The timetables that went into effect on November 6 and November 28, 2011 contain a statement that in the event of a severe winter weather advisory, an enhanced weekend schedule may be operated, rather than a weekday schedule. These additional trains operate predominantly in the traditional peak hours. There is no additional service on the Atlantic City, Main/Bergen, or Pascack Valley Lines. However, it will operate on these lines:

**MONTCLAIR-BOONTON:** Lake Hopatcong/Hoboken (3) and Montclair State University/New York Penn Station (3) in each direction

**MORRIS & ESSEX:** Gladstone/New York Penn Station (2), Dover/New York Penn Station (1), and Summit/New York Penn Station (6) in each direction

**NORTHEAST CORRIDOR:** Four inbound and three outbound trips between Trenton and New York Penn Station

**NORTH JERSEY COAST:** Two inbound and three outbound trips between Long Branch and New York Penn Station.

Two round trips between Bay Head and Long Branch  
**PORT JERVIS:** Two inbound and one outbound between Port Jervis and Hoboken. All trains operate via express between Suffern and Secaucus Junction

**RARITAN VALLEY:** One inbound and two outbound between Raritan and Newark Penn Station.

A Raritan Valley Line timetable was issued with "Revised December 2011" on its cover. There were some changes to the additional trains that will operate on January 2, January 16, and February 20.

A truck hauling a container overturned in the west-bound direction of the helix of the Lincoln Tunnel just before the AM rush hour on December 14, 2011, preventing the use of the express bus lane. Buses were diverted to Secaucus Junction, where tickets were honored on rail. Train delays due to heavy crowding conditions were reported from 7:30 to 10 AM.

Later in the day, due to another occurrence of signaling issues near Newark Penn Station, train delays were reported between 11 AM and 9 PM.

**CORRECTION:** In last month's *Bulletin*, I reported that the Gladstone Branch was a darker green than the Morristown Line. Actually the reverse is true. Morristown retained its old/actual darker green color whereas the Gladstone "Line" (no longer a "Branch") has a much lighter green.

The official opening date for the new Plauderville station (Bergen County Line) was October 10, 2011. This station is located at MP 12.8, and the old station with low-level platforms at MP 12.9 was permanently retired.

Delivery of the order of ALP-46As (4629-64) has been completed. These units have 7100 hp and can operate at 100 mph with a train, and at 50 mph singly or in multiple.

None of the ALP-45DPs are in service, but they have been undergoing testing since October 20, 2011. The group will be numbered 4500-34 and are permitted to operate at 50 mph singly and in multiple, and at 90 mph with a train. In diesel mode they generate 4250 hp and as an electric, 5360 hp. When operating in diesel mode in electrified territory, the pantograph must be in the down position. Member Bob Vogel photographed 4500 being tested on the Atlantic City Line on December 2, 2011. The consist also included P-42-AC 4009 (protect engine) with four Comet IV coaches and Comet V cab car 6053. On December 14, 2011, 4501 was tested on the Port Jervis Line with the same consist.

In the November, 2011 edition of *fyi*, in response to a recent rider survey, which saw the score for communication during emergencies drop from 3.8 to 3.6, NJ Transit reported that it is taking steps to make improvements. A working group has come up with some short-term solutions that include streamlining internal communications to insure that critical service information is

*(Continued on page 9)*

**Commuter and Transit Notes**

(Continued from page 8)

relayed to riders as quickly as possible, via My Transit and the website. Additionally, the multi-level cars are equipped with technology to enable the NJ Transit Operations Center to make onboard announcements in a timely manner. There will also be post-incident email surveys with riders asking specific questions about the communications.

At publication time (mid-December, 2011) the *River-Line* was still operating a modified Sunday schedule due to ongoing repairs from Hurricane Irene.

For the first time since November 22, 1967, ferry service is again operating from the original ferry slips in Hoboken Terminal, not the temporary facility just south of the station that has been in use since October 16, 1989. Five of the six slips are being used. This was the final phase of a \$120 million restoration of this historic (1907) station, which began in 2004. A dedication ceremony took place on December 7, 2011.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

At approximately 5 PM November 30, 2011, service was suspended on the 33<sup>rd</sup> Street Line to/from Hoboken and Journal Square due to "police activity." This was later reported by *NJ.com* as a man being struck by a train at 23<sup>rd</sup> Street. He was transported to Bellevue Hospital. NJ Transit cross-honored until 6:30 PM when service was resumed.

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

Two months after PA increased tolls on its Hudson River bridges and tunnels a report has found that for the period of September 19-November 22, 2011, there were 890,000 fewer cars and trucks using those facilities. (Details of the toll increases were reported in the September, 2011 *Bulletin*.) For that same period, PATH reported that its ridership rose by 3.7%. NJ Transit also reported a slight increase in bus and rail ridership; however, exact numbers were not available at the time. In 2008, when tolls went from \$6 to \$8, PA also experienced a similar drop in car traffic, but that was temporary. PATH ridership also rose, but then declined in 2009 due to the economy before rebounding in 2010.

**AMTRAK**

Dome Lounge Car 10031 (*Ocean View*), which saw service on *The Adirondack* in October (October, 2011 *Bulletin*), was moved to Chicago. Between November 17 and November 28, 2011 this car operated in *Lincoln Service*, *The Carl Sandburg/Illinois Zephyr*, *Wolverine Service*, and *Illini/Saluki* routes to and from St. Louis, Quincy, Detroit/Pontiac, and Carbondale Thanks to Bob Hansen for this news.

What I always find interesting during Thanksgiving week is to learn what commuter equipment was leased for "Holiday Extras." My son Marc observed an eight-car train of Arrow III's on Train #1099. Bob Vogel reported that two trains of Arrow III's were leased from NJ Transit,

and MARC supplied two trainsets. In one of the photos sent by Bob, HHP-8 4914 was leading Train #1054 with an Amfleet car (possibly a café car) trailing the locomotive. *Cinders* reported that the 1000-series numbers denote leased commuter equipment and the 1100-series use Amtrak equipment.

Back in the 1980s and 1990s, on many Thanksgiving mornings, Marc and I would go to Newark Airport to pick up my sister-in-law, who would spend the holiday with us. En route, there was the obligatory stop at PATH's Harrison station to take photos of "Holiday Extras" and other trains that happened along. Occasionally we would see SEPTA Silverliners, which do not have lavatories, in this service.

The week of Thanksgiving just passed, provided Amtrak with a new record when 720,000 passengers were carried. This exceeded by 2.2% the previous record, set in 2010.

**METROPOLITAN AREA**

Encouraged by the success of the High Line in Manhattan, the 3.5-mile elevated former Long Island Rail Road Ozone Park Branch was in the news in early December, 2011. Since being abandoned on June 8, 1962, it has been dormant. At various times proposals have surfaced that would have used this right-of-way to provide rail service between midtown Manhattan and JFK Airport. According to news reports, even though the line still includes some tracks, signal towers, and other equipment, the line is largely overgrown with trees and vegetation.

Naturally, this proposal generated lots of emails from members, some of whom concluded that once it would be converted, it would never be used for transit purposes. Another wrote that it does not connect to anything at its north end, plus there is already the Airtrain JFK.

**MUSEUMS**

The Shore Line Trolley Museum (Branford) reported a new all-time single-day attendance of 1,102 on October 22, 2011. This has been attributed to the growing popularity of its "Haunted Isle" and "Pumpkin Patch" special events. Over 300 volunteers helped to make both events a tremendous success. Membership now exceeds 1,100.

By the end of this year, the majority of the Museum's collection will be 100 or more years old. Last year, four cars attained this status.

**2011 LEFTOVERS**

DATE	OPERATOR	AREA	LINE	NOTES
December 5	Connecticut DOT	Fairfield, Connecticut	New Haven	Fairfield Metro station opens
December 19	GO Transit	Toronto, Ontario	Kitchener	Extension to Kitchener, 33.5 miles, 4 stations

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**Commuter and Transit Notes**

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**SCHEDULED FOR 2012**

DATE	OPERATOR	AREA	LINE	NOTES
Early	Los Angeles County MTA	Los Angeles, California	Expo Phase I	7 <sup>th</sup> /Metro to Culver City, 8.5 miles, 10 stations
March	Port Authority Transit	Pittsburgh, Pennsylvania	North Shore Connector	Gateway Center/Allegheny (Heinz Field), 1.3 miles, 2 stations
April	Miami-Dade Transit	Miami, Florida	Airport Metrorail Extension	Extension from Earlington Heights, 2.4 miles, 1 station
Spring	NJ Transit	Wood-Ridge, New Jersey	Bergen County	Avalon-Westmont station opens
June	New Orleans RTA	New Orleans, Louisiana	Loyola Avenue Extension	1.5 miles
July 30	Dallas Area Regional Transit	Dallas, Texas	Orange Phase I	Las Colinas Urban Center ,2 stations, 5.4 miles
September	Portland City Streetcar	Portland, Oregon	Loop	3.3 mile extension, 28 stops
Fall	Sound Transit	Seattle, Washington	Seattle/Tacoma	Lakewood station opens
Fall	Calgary Transit	Calgary, Alberta	Northeast	Extension from McKnight/ Westwinds to Saddletowne, 1.8 miles, 2 stations
Fall	District DOT	Washington, D.C.	Anacostia	1.1 miles
December	Dallas Area Rapid Transit	Dallas, Texas	Blue	Garland to Rowlett, 4.5 miles 1 station
?	Massachusetts Bay Transportation Authority	Boston, Massachusetts	Fitchburg	Extension to Wachusett, 4.5 miles
?	Massachusetts Bay Transportation Authority/Rhode Island DOT	North Kingston, Rhode Island	Providence	Wickford Junction station opens

In the table above is the latest available information about transit projects that are scheduled to open or expand service this year.

**OTHER TRANSIT SYSTEMS**

*BOSTON, MASSACHUSETTS*

At the November, 2011 New York Division meeting, member George Chiasson told me that in early November, there were reports that the former MARC engines had been removed from service, but in fact their leases had been re-negotiated with Boise Locomotive under terms that were more favorable to MBTA.

Temporary timetables were issued on November 14, 2011 for the Providence/Stoughton Line and Back Bay, and on November 21, 2011 for the Newbury/Rockport Line. As of December 2, 2011, these were only available in PDF form on-line (though printouts are available at the stations). Member Todd Glickman asked if eventually standard pocket-sized timetables would be issued, and no one seems to know. He wrote: "My hunch is that the Newbury/Rockport will not, as it's a temporary schedule, but Providence/T.F. Green will during the next major revision (whenever that is)." With the changes to Providence/T.F. Green, the Back Bay schedule was modified as well.

In late November, 2011, the MBTA Board met to discuss whether to continue having its commuter service operated by a contract operator, or to run it itself. The

contract with Massachusetts Bay Commuter Rail (MBCR) expires in June, 2013, and a decision must come soon in order to allow sufficient time to advertise for operators to submit their proposals, if that is the decision. MBCR replaced Amtrak as the operator in July, 2003, and the relationship has at times been stormy. Last winter, there were numerous delays that left commuters waiting in the cold or aboard cold trains, according to a report in *The Boston Globe*. Some of these incidents were reported in early 2011 issues of the *Bulletin*.

On November 30 and December 15, 2011, the "T" permitted up to ten people to sign up on line each day for a tour of these facilities: the Operations Control Center, Commuter Rail Maintenance Facility, and Subway Main Repair Facility.

For at least the time being, Massachusetts is backing off on a proposal to extend the Worcester/Framingham Line through Cambridge to North Station via the recently acquired 8-mile Grand Junction Line. Cambridge residents are worried about noise and traffic that the additional trains would bring to their neighborhood.

There is no plan to increase fares at this time, but MBTA is considering a proposal to raise fares by 20-50%; the cost of a single ride could be \$3.25. Monthly bus and subway pass could go to \$80, and a commuter

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## Commuter and Transit Notes

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rail pass from the farthest suburbs could climb to \$338 under one proposal prepared for MBTA to balance its budget, according to documents obtained by *The Boston Globe*. One scenario would triple the current 30-cent surcharge imposed on subway riders who use paper *CharlieTickets* — printed by automated fare vending machines — instead of the reloadable plastic *CharlieCards*. Under that plan, *CharlieCard* subway fares would rise from \$1.70 to \$2.35 and *CharlieTicket* fares from \$2 to \$3.25, a 63 percent increase. Thanks to Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

PATCO recently conducted a survey over the Internet in which riders were asked to vote for the interior colors of the cars that are currently being overhauled. *Philly.com* reported that Color Palette Blue No. 3 has defeated No. 2 as the color scheme for seats, floors, and walls for the entire fleet of PATCO cars. This replaces the yellow and green of 1969. No. 3, which beat No. 2 by just 38 votes out of 1,266 cast, includes a medium blue, a couple of lighter blue-grays, white, and two mixtures of hues, including a speckled blue for the floors. Thanks to member Lee Winson for this report.

PHILADELPHIA, PENNSYLVANIA

On November 17, 2011, SEPTA awarded a contract worth up to \$129.5 million to ACS Transport Solutions for the long-awaited "smart card" fare system. Contactless payment devices will replace the current fare media such as tokens, paper tickets, and magnetic strip passes. Riders will use bank or ID cards or smart phones to pay for rides. Due to the expected three-year installation period, the system will not be in service until the end of 2013. Thanks to members David Safford and Lee Winson for this report.

A new edition of Regional Rail timetables was issued effective December 18, 2011. SEPTA's website highlighted a change on the Lansdale/Doylestown Line under which there is no longer weekend service at the Link Belt (MP 3.0) and New Britain (MP 7.1) stations due to low ridership. Link Belt riders can use the Colmar station (MP 2.4) while New Britain riders can use Chalfont (MP 5.3) or Del Val College (MP 8.4).

In September, 2010, SEPTA initiated bus service between the Cornwells Heights station and Center City with three early AM and two late night trips operating as Route 78. These operate when there is no train service. The three AM trips carry an average of 130 passengers, while the late PM trips carry 40 and 20 passengers respectively. SEPTA proposes to make this route permanent. Thanks to Lee Winson for these reports.

From *Cinders*: As of mid-November, 2011, 53 cars of the 120-car order of Silverliner Vs had been delivered and these were in service: 701, 703-718, and 801-836. Twenty Silverliners are shown as retired. For the benefit

of our new readers, here is the complete list: 201, 204, 205, 206, 208, **211**, 251, 257, **262**, **263**, and **9003** (Budd), and 220, 222, 224, 228, 231-234, and 237 (St. Louis). The **bold** cars are the recent additions. Future updates will only include additions. St. Louis "Airport" cars 236 and 238 plus Budd 9011 remain on the "inactive" list.

Hurricane Irene-damaged cars 2401, 2405, 2503, 2508, 2509, and 2512 remained out of service at Frazer Shop. However, AEM-7 2305 was returned to service.

WASHINGTON, D.C. AREA

The Penn Line got a new timetable as of November 7, 2011. There were minor schedule adjustments to address overcrowding, shared use of tracks with Amtrak, customer connections with WMATA, and a new base realignment and closing (BRAC)-related service.

MARC's Brunswick Line will get a new timetable on January 30. This would be the first significant revision since the branch to Frederick opened in 2001. MARC reported that in the intervening years, ridership has risen especially at Brunswick, Point of Rocks, Germantown, and Gaithersburg, and the current schedule does not reflect current dwell times at these stations. Thanks to member Steve Ertitz for these reports and sending copies of the timetables.

NORFOLK, VIRGINIA

Since the August 19, 2011 opening of the 7.5-mile LRT line which is known as *The Tide*, member Phil Craig has been sending weekly ridership reports. He summarized the numbers for the week of November 28-December 4, 2011 as follows: The seven-day total ridership for this week of 29,255 was up by 5,039 or 20.81% from the previous week's total of 24,216, which was influenced heavily by the Thanksgiving holiday. This week's average weekday ridership level of 4,330 was 70 riders or 1.65% above the previous week's average weekday ridership level of 4,260.

CLEVELAND, OHIO

From October 8-12, 2011, in order to replace track on the viaduct which spans the Cuyahoga River, the Red Line was shut down between W. 25<sup>th</sup> Street and Tower City, a distance of about 1½ miles. Those dates were selected because they were determined to be low ridership days and were coupled with Columbus Day weekend. Buses shuttled passengers to/from Tower City, where transfers could be made to the Red Line, which continued to serve the East Side and Hopkins Airport. Thanks to member Pete Donner for this news.

CINCINNATI, OHIO

On November 10, 2011, voters elected to the City Council three pro-rail Democrats who replaced an equal number of anti-rail Republicans, so that the Council now has seven members who support construction of a light rail system. The voters also rejected by a 52-48% a measure that would have banned the city from working on a rail project for ten years. Upon finalization of con-

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

tract documents, city workers will begin making \$15 million worth of utility relocations and the city will order streetcars in February. A news story on **WLWT.com** showed streetcars similar to those currently operating in Seattle and Portland. The initial phase, a 3.1-mile loop, would run from Government Square north through Over-the-Rhine to Findlay Market. If successful, it likely would be expanded later into other areas including the uptown area near the University of Cincinnati. Construction is expected to take about 20 months, with service beginning in late 2013. Trolleys were abandoned on April 29, 1951. Thanks to member Phil Hom for this report.

*ORLANDO, FLORIDA*

The government agencies that are involved in the SunRail Project got busy in November, 2011. On November 15, the Florida Department of Transportation, in partnership with Seminole and Volusia Counties, hosted a forum for disadvantaged and minority businesses interested in Central Florida's SunRail Commuter Rail Project. They also solicited proposals for Signal, Maintenance of Way, Public Involvement/Marketing, and Insurance Broker services. Contracting assistance was also available. Rolling stock and motive power are already on order in anticipation of a start-up of the initial 31 miles next year. Thanks to member Dennis Zaccardi for this report.

*CHICAGO, ILLINOIS*

Sometime in 2014, the Chicago Transit Authority will launch a new fare collection system that will enable the use of credit and debit cards. On November 16, 2011, the Board approved a 12-year, \$454 million contract with Cubic Western Transportation Systems to install this technology. Those who do not have credit cards could purchase prepaid cards or use current fare methods, including paying with cash on buses. At the same meeting, a \$1.24 billion budget for 2012 was approved that does not include fare hikes or service cuts. However, that could change if union workers do not agree on implementing major changes in their work rules and pay.

Installation of security cameras at "L" stations has been completed six months ahead of schedule. In all, nearly 1,800 additional cameras have been installed at 78 stations during a fast-track initiative that was announced in June, 2011. Thanks to Bob Hansen for this news.

*SALT LAKE CITY, UTAH*

Following a recent visit, Pete Donner reported that the new fleet of S-70 low floor LRVs covers all weekday service on the Red and Green Lines, while older LRVs are operated weekdays only on the Blue Line. On weekends, all TRAX service is operated with S-

70s. Train lengths vary from 1-4 cars depending on time and day. The ex-Valley Transit Authority UTDC cars are used sparingly. Most are in storage pending future system expansion. Work on the Airport Line is progressing. Construction varies from the need to break ground (in the downtown area where the line will connect to the existing TRAX network in front of the historic Union Pacific railroad station) to the nearly completed (western end of the line by the airport).

The former NJ Transit Comets, which were removed from service 1-2 years ago (could not obtain an exact date), have been placed in storage for future use when the South Line to Provo opens. Service between Ogden and Pleasant View was discontinued at the end of August, 2011. It opened on September 29, 2008 (November, 2008 **Bulletin**). The discontinuation was due to Union Pacific scheduling issues — only two round trips could be operated in each weekday peak period; therefore, ridership never reached the desired levels. (*FrontRunner* trains utilize a UTA-owned track, with passing sidings at stations, between Salt Lake City and Ogden).

*ALBUQUERQUE, NEW MEXICO*

Beginning November 5, 2011 and continuing through April 2, Rail Runner is operating on a Winter schedule. This is the same as the Sunday schedule — two northbound and two southbound runs plus an AM trip between Downtown Albuquerque and Belen, and a late evening trip between Belen and Downtown Albuquerque. There are also special service hours for select holidays.

*SAN JOSE, CALIFORNIA*

Member John Pappas wrote: "I ventured south to San Jose today (December 11, 2011) for both the train ride (the 11:59 AM *Baby Bullet*) and the first running of the Christmas Trolley on VTA. The trolley had been missing for several years due to budget constraints (what else), but is back in business this year on Friday evenings and Saturday and Sunday from 1 to 9 PM. No fare is being charged. Quite a number of people were on board on both trips I rode. The car used was their double-ended Milan car 2001. I was impressed with the skills of the young Motorman, who handled both the K controller and air brakes deftly. The Conductor was apparently an old hand and Line Instructor, and no doubt the Operator's mentor. The operation is extended for the first time to Diridon Station on the Winchester Line, which features a run through the tunnel under the station tracks."

*SAN DIEGO, CALIFORNIA*

The Blue Line will be getting some upgrades to bring it to the level of the Green Line. Over the next three years, \$600 million will be spent to replace rails, ties, and catenary. In addition, there will be a fiber-optic communication system for security cameras and "Next Train" boards. 57 new Siemens low-floor cars will re-

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## Commuter and Transit Notes

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place the last of the original 1981 fleet. Thanks to Pete Donner for this news.

**HONOLULU, HAWAII**

A group that calls itself The Outdoor Circle has taken a position against the Honolulu light rail system and may fight the project in court. Outdoor Circle was founded in 1912, and is one of the state's leading environmental advocacy organizations. The new rail policy statement was published in its quarterly newsletter, **Greenleaf**, which is distributed to about 3,000 members statewide. One of its issues is the "horrific visual damage to this island as well as the degradation to neighborhoods" along the rail route. (*Editor's Note: What about the reduction in greenhouse gases and emissions, and lower fuel consumption caused by drivers using electrically powered trains? Doesn't this group, which has environmental concerns, believe that electric rail transit is good for the environment?*)

On November 28, 2011, the Honolulu Authority for Rapid Transportation signed a contract with Ansaldo-Breda for 80 64-foot-long vehicles. The contract calls for the Italian-based rail car company to deliver the first 16 driverless vehicles to the city by 2014, and the balance by 2018. Thanks to member David Erlitz for these reports.

**TORONTO, ONTARIO, CANADA**

According to a report sent by member Frank Pfuhrer from the **Torontoist**, the prototype of a 386-car order of LRVs is scheduled for delivery this summer. Bombardier was awarded a base contract for 204 cars in April, 2009 and in June, 2010 an option for 182 cars was exercised. There remains an unexercised option for 118 cars. From November 12-15, 2011, a mock-up (numbered 4400) was available for inspection at Hillcrest Shops. The first production cars are due at the end of 2013 and they are expected to enter service in 2014, on the Spadina, Harbourfront, Dundas, and Bathurst lines. By 2018, all CLRV/ALRVs will be replaced.

On December 19, 2011, GO Transit extended service from Georgetown to Kitchener, a distance of 33.3 miles, and at the same time renamed the line from the Georgetown Line to the Kitchener Line. Two AM and two PM trips operate to/from Kitchener and make an intermediate stop at Guelph. The running time between Kitchener and Georgetown is 55 minutes.

Unable to find the mileage, I turned to Steve Lofthouse, who provided the following from an Official Guide (1969):

Toronto	0.0
Georgetown	29.4
Guelph	48.8
Kitchener	62.7

Steve also wrote: "This is the former route of Grand Trunk Western and CN *Maple Leaf*, which ran from Chi-

cago to Toronto into the Amtrak era. It is now truncated at the U.S./Canada border. The Amtrak end terminates in Port Huron, Michigan and is now called the *Blue Water* (Trains #364/365). VIA runs the other end of it from Sarnia to Toronto through Kitchener, Guelph, and Georgetown. I once rode *The Maple Leaf* from Chicago to South Bend on the GTW on my first trip to Chicago. It probably was about 1963, after I had just graduated from high school. When I got to South Bend, I walked to the other side of town and returned to Chicago on the South Shore!"

**MONTREAL, QUEBEC, CANADA**

Even though NJ Transit's ALP-45DPs are not yet in service, AMT has been operating its since mid-November, 2011. On December 9, 2011, one that was in service on the Saint Hilaire Line derailed in Central Station. There were no reported injuries to any of the 1,400 passengers aboard the train. There are now safety concerns about the fact that the engine carries diesel fuel and operates in the Mount Royal Tunnel. The Transportation Safety Board of Canada, AMT, and CN, owner of the tracks, are investigating the incident. Dual-mode engines have been in use since the late 1950s with the New Haven Railroad (FL-9), continuing today with Metro-North (P-32) and LIRR (DM-30).

**JERUSALEM, ISRAEL**

Member Dave Klepper reported that as of December 1, 2011 fares are being collected on the Jerusalem Light Rail. Single fares are NIS 6.40 (\$1.68) which is the same as on the Egged local buses. The local zone was extended to three suburbs, which were previously outside the city zone: Ma'ale Adumi, Mivaseret Zion, and Giv'at Ze'ev. The November bus fare for a single ride was NIS 5.80. The practice of a 50% discount for those 65 and older will be continued. Payment of fares will be by purchasing single-ride tickets from bus drivers or from ticket machines at stations, with a single fare good for 90 minutes including multiple transfers. Multiple ride tickets and monthly passes will require use of the Rak-Kav card (multi-route card) with stored magnetic date, name, and photograph. These have already been in use since July, 2011 with their use for multi-ride and monthly pass mandatory since November 1, 2011. On boarding a light rail car, passengers must pass their card through a pass reader, receiving a receipt good for 90 minutes on a connecting bus, unless they already have such a receipt from previous payment or a single-ride ticket from a station's machine. Security officers check to insure passengers have the receipt or single-ride ticket. The operation has been improving, and now most times the light rail matches bus performance in speed from Ammunition Hill to downtown in Dave's experience, and is faster in periods of heavy traffic. Work on improving synchronization of traffic lights and uniformity of headways continues. Other than the one rock hitting a windshield, repaired and not resulting in any injuries, and the

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## Around New York's Transit System

### Second Avenue Subway Construction Complaints

MTA has temporarily stopped blasting at the new 72<sup>nd</sup> Street station after receiving complaints about smoke and dust in the apartments above the work area. Officials believe that they have this problem because of the number of blasts done close together. They expect

to conduct the blasts less frequently, and they will try to alter the exhaust systems to reduce the amount of debris from the excavation. Work was scheduled to resume on December 5, 2011.

After receiving complaints about late-night blasts, MTA decided to prohibit blasting after 7 PM.

## CORRECTIONS

In the December, 2011 issue, the sentence in Philip G. Craig's PATH article at the bottom of page 16 and top of page 17 should read as follows: "An additional 46 PA-3 cars, all 'A' cars, were built by the Canadial Car Division of Hawker-Siddeley Canada Limited in Thunder Bay, Ontario and delivered in 1972 to enable PATH to cope with growing peak-period ridership following the July 6,

1971 opening of its World Trade Center terminal."

In the December, 2011 issue, the statement on page 4 attributed to Randy Glucksman should read as follows: "Randy Glucksman reported that the AM W. 4<sup>th</sup> Street Train Dispatcher had the responsibility of dispatching the Aqueduct Specials by going to 42<sup>nd</sup> Street and 8<sup>th</sup> Avenue."

### Commuter and Transit Notes

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argument between a security officer and boys with feet on seats who were forcefully ejected into police custody, but without being charged, operation has been peaceful with all elements of Jerusalem's population using the light rail trains, including Christian clergy in clerical robes.

Dave reported: "On December 1, 2011, the first day of paid fares on the Light Rail, at Givat HaMivtar station, the very young security guard said I should pass my Rav Kav card into the reader and he did it for me. On the train a security guard did the same thing with his hand-held electronic ticket checker. In neither case did I get any paper receipt. I think what happened on the platform was unnecessary. On the way to downtown, about 11 AM, I would say patronage was about 35% of what I was used to during the free-ride period with seats available. Even after City Hall there were a few seats. But between King George and Davidka, where I exited, there were standees, about 60% of the crunch loads I'd observed on this stretch. I returned from Davidka to Shmuel HaNavi, for a fairly convenient connection to the 19 Bus to the University. This time there was a standing load all the way, two security guards on the vehicle, but no checking of tickets! I'd say, in all, patronage is about 60% of what the free period ridership was. Not all intersections are synchronized yet, but most are, and the trip was fairly fast, about equal to a bus in light traffic. Headways are still at 15 minutes nominal, and the bus routes are substantially the same, probably with Agrippa Street still looking like a double-lane bus parking lot during rush hours. There was the usual mix of secular and religious Jews and Arabs and

tourists on the trains.

"Two articles in 25 November *Jerusalem Post* Magazine Section touched on Light Rail. One was on the 'tax break' the light rail system is getting on its depot and shop property by rezoning to fit the use description (light industrial) and the other discusses at length the considerable increase in property values along Jaffa Road and nearby side streets as construction ended and the light rail line began operation. The street is far more beautiful and quiet than it was when it served as a street for autos, trucks, and buses.

"CityPass operates the LRT using a variation of the standard Alstom *Citidas* (numbered 001-046) model also used by LUAS in Dublin, Ireland, except that the Jerusalem version has six motors (the LUAS center truck in unpowered). Jerusalem's have MU capability, which the LUAS cars lack." Dave added, "again, a very, very good car design."

### FROM THE HISTORY FILES

**65 Years Ago:** On January 4, 1947, trolley service ended in Sacramento on Routes 5/P Street and Route 6/21<sup>st</sup> Street. Electric rail service, in the form of LRVs, returned a little more than 40 years later, on March 12, 1987, between Watt/I-80 and 13<sup>th</sup> Street, a part of today's Blue Line. In the intervening years, the system has been expanded and there is also a Yellow Line. There are 28.92 miles of double track and 8.5 miles of single track.

**50 Years Ago:** On January 28, 1962, trolley service ended in Washington, D.C. Construction is underway for an entirely new system using Czech-built streetcars that could open this fall.

*News items and comments concerning this column may be emailed to ERAnewseditor@gmail.com. (Please note that this is a new address.)*