

HEADLIGHTS



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HEADLIGHTS

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Hoboken Terminal Extension

A special photo essay by Sandy Campbell.

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ON THE COVER

Jersey City, New Jersey. Newport Center station, currently the northern-most
terminus of the HBLR. Although a convenient walkway to the Newport Center
Mall passes overhead, there is no connection to the station below.

Hoboken, New Jersey. (below) Long Slip Canal separates the Hoboken Terminal
yards in the distance from the Hoboken extension under construction in the
foreground. The canal, which parallels a ramp leading down to the yards, will
have to be filled in. **SANDY CAMPBELL PHOTOS**



NEWS

CHICAGO

Douglas Branch Makeover OK'd

Plans are being developed for the reconstruction of the CTA Blue Line Douglas Branch. The federal government is announced in January its commitment to share the \$482 million cost of the project. In February 2000, Vice President Al Gore announced the administration's intention to sign a Full-Funding Grant Agreement.

instead of the normal 55 miles per hour. The slow zones can make a trip from the terminal at 54th/Cermak to downtown take up to 45 minutes.

The project is expected to last from 2001 to 2005 and involve the replacement of five miles of track; the reconstruction of eight stations (54th/Cermak, Kildare, Pulaski, Central Park, Kedzie, California, Western and Hoyne); installation of escalators at the Polk Street station; new rail traffic signals and communications equipment to improve the operations of the rail system; and the reconstruction of the rail yard at 54th/Cermak.

Weekend service has been suspended in an effort to spare the structure from more wear and tear. When completed, the Douglas branch will be one of the most architecturally distinct portions of the rapid transit system.

Skokie Swift Changes Studied

CTA is studying possible changes to the Skokie Swift line. Additional stations may be constructed along the existing route which runs non-stop between Howard Street in Chicago and Dempster Street in Skokie. One of the stations may be located near Oakton Street and Skokie Boulevard adjacent to high-density apartments, commercial businesses and two colleges. A second station may be built between Kostner and McCormick Boulevards an area of single-family homes and light industry. Also under consideration is an extension to a new terminal at Old Orchard Road where there is a major shopping center, offices, hotels and the Second District Cook County Courthouse.

The study will also explore the replacement of the line's catenary power system with third rail. A fleet of pantograph-equipped cars is now required for that service. The removal of the catenary will allow more flexibility in the assignment of rolling stock and possibly enable the operation of some direct service to the Loop.

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The Blue Line Cermak (Douglas) Branch runs parallel to Cermak Road from the terminal at 54th/Cermak east to Paulina, where it turns north and meets with the Blue Line Forest Park (Congress) Branch at Harrison Street.

Elevated Subway: A wing of Rush-Presbyterian Medical Center is built around the Douglas El. Here an inbound train leaving Polk station enters the enclosed section.
SANDY CAMPBELL

Situated on Chicago's West Side, the Douglas Branch was built between 1895 and 1912, and includes 11 stations: 54/Cermak, Cicero, Kildare, Pulaski, Central Park, Kedzie, California, Western, Hoyne, 18th and Polk. The branch provides rapid transit service to nearly 10,000 passengers who reside in Pilsen, Little Village and the surrounding communities.

Slow Zones Add 45 Minutes to Trip

Over the years, the Douglas branch deteriorated to the point that nearly half of its 6.6-mile length (35,000 feet) is in "slow zones" that require trains to operate at 15 miles per hour

LOS ANGELES

San Pedro Gets the Red Out



For 60 years, the Los Angeles area was served by a vast network of electric railway lines operated by the Pacific Electric Railway (PE). Affectionately known as “Red Cars,” PE’s trolleys blanketed the Los Angeles area on more than 1000 miles of rail lines. The last remnant of the system was abandoned in 1961. Forty years later, a small piece of the system is about to be resurrected in San Pedro as the 1.5-mile Port of Los Angeles Waterfront Red Car Line.

Port of Los Angeles Waterfront Red Car Line

Groundbreaking ceremonies were held July 17, 2000 for the 6th Street / Maritime Museum Station, the first of four stops. It is being built directly across from the Los Angeles Maritime Museum, along Harbor Blvd. at 6th Street. The new station will be located on essentially the same site as PE’s San Pedro depot, demolished in 1961. World Cruise Center Station, along Harbor Blvd. at Swinford St., will be at the entrance to the World Cruise Center, the West Coast’s busiest cruiseship facility. Ports O’ Call Station will be located along Sampson Way across from the Ports O’ Call Village, a New England-style seaside village. Finally, 22nd Street and Miner Station will be located along Miner Street at 22nd, a short walk to the 22nd St. Landing, home to privately-owned diving and fishing fleets. All four stations are reminiscent of the PE station at the Los Angeles County Fairgrounds (now at the Orange Empire Railway Museum in Perris, Calif.), but the original was not high-level. (PE did not, in fact, have any high-level platforms.) The color

scheme — red and white — was selected to coordinate with the Point Fermin Lighthouse at the Port of Los Angeles. The stations, built by the port’s construction and maintenance crews, were completed at the end of 2000.

Above, aerial view at 6th St.
Below, World Cruise Center station. Top right, shop scene.
Far right, car 1058 in fresh paint.



The line will use a former Pacific Electric right-of-way, rebuilt to accommodate trolley operations with traditional 600-volt DC overhead trolley wire. It was last used for passenger operations in 1958. Today, the line is a lightly trafficked industrial spur, operated by Pacific Harbor Line (PHL), which operates the extensive freight railroad network in the harbor area. Separated from passenger operations, freight operations will continue running in the evenings when the Red Cars are not scheduled to run. PHL train crews will operate the trolley cars with a two-person crew, conductor and motorman.



Two New Cars, One Original

The \$7 million cost of the trolley project includes electrification of the line, refurbishment of the rail, the purchase and rehabilitation of an original Red Car, and construction of the stations and two replica Red Cars. ABC Rail Services began refurbishing the rail line south of Ports O' Call Village and constructing the passing siding near 6th Street and Harbor Boulevard in August 2000. Cost of the refurbishment is \$2.4 million.

The two replica Red Cars will seat 48 passengers and will be equipped for both high-level and ground-level boarding. Through the use of folding seats and a slightly modified seating arrangement, the cars will include two wheelchair spaces. As on the original Red Cars, a traditional "California Type" open-air section will be incorporated, although the replicas will have a hidden sash that can be moved into place during inclement weather. Historic Railway Restoration in Seattle was fabricating the replicas at a cost of \$860,000 each, but did not complete them; the partially completed cars will be finished at the harbor using local labor.

The third car, an original Pacific Electric 1058, was built in 1913 and was purchased for \$80,000. It is of the 1000-class, or "Tens," which were PE's biggest wooden cars, as well as the last wooden cars built for the railway. The Tens were withdrawn from service in the Fall of 1950, coinciding with the closing of the Venice Short Line. Only cars 1000 and 1001 ultimately survived the scrap heap, and both are now at OERM in Perris.

Car 1058 was actually created from the damaged remains of a PE 950-class car in 1960-1963 (1057 was the highest numbered "Ten" on the PE, so this unique vehicle was given the number 1058). The transformation of 1058 was the work of the late Richard Fellows. As the Pacific Electric was ending passenger operations, Mr. Fellows conceived of operating a group of PE cars for the public's enjoyment using rubber tires and gasoline engines instead of railroad running gear. The cab was outfitted almost exactly as it had been in service, only with new functions for the control hardware. The controller became the steering wheel (turning the controller handle is what turned the wheels) and the deadman pedal became an automotive-type accelerator. Conversion of the car to rail operation was completed in December 2000 in a Port of Los Angeles warehouse.

Ambitious Service Plans

Tentative plans call for service on Fridays through Mondays from 12 NOON to 8 PM with a fare of \$1.00. The four-day schedule is coordinated with the arrivals and departures of cruise ships at the terminal which are projected to be the major source of passengers. Initial public operation of the line is scheduled to begin in Summer 2002 following the completion and testing of the replica cars, and construction of the maintenance building.

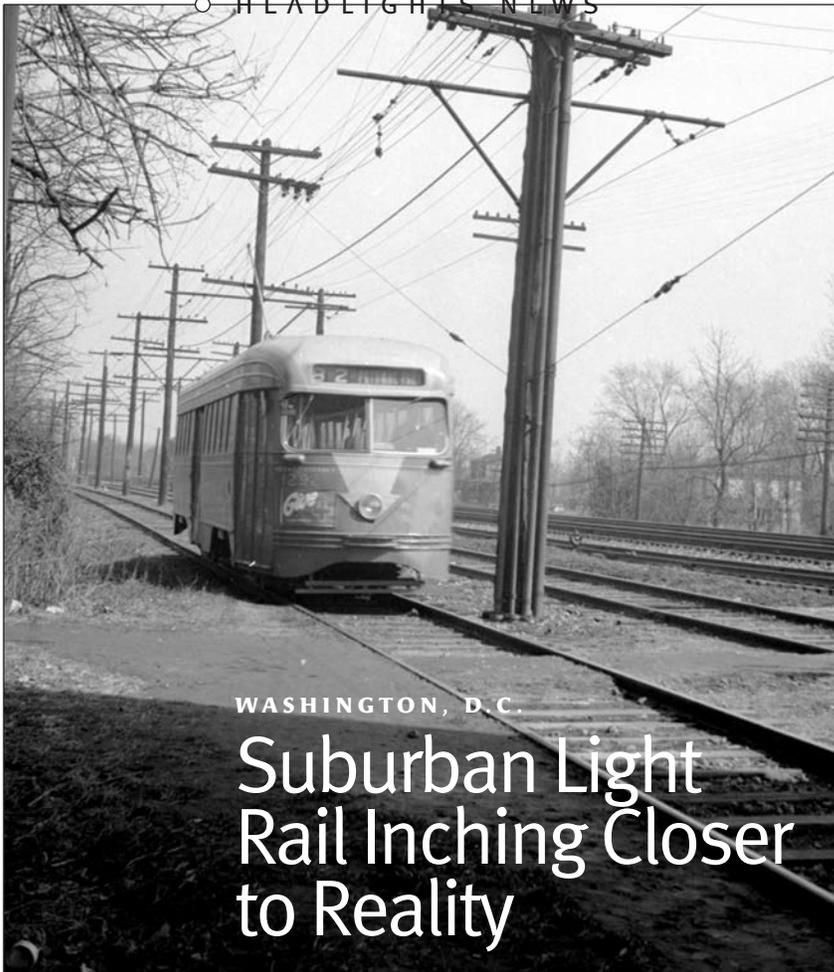


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WASHINGTON, D.C.

Suburban Light Rail Inching Closer to Reality

Maryland's Mass Transit Administration is reviewing plans for light rail service in the suburbs of Washington connecting Interstate 270 and New Carrollton. The proposed rail service will parallel the route of the Intercounty Connector highway that was rejected about two years ago.

A light rail line between Bethesda and Silver Spring has been in the works since 1991. This is expected to be the first section of the proposed new line to be built because much of the advance work has been already completed. When the line is extended to New Carrollton it will also serve College Park and other points.

Two other routes are also being studied. One would connect I-270 with Tysons Corner in Virginia while the other would extend from the Branch Avenue stop of the Green Line across the Woodrow Wilson Bridge to Alexandria, Virginia. Priority was given to the first option because it lies entirely within Maryland and will not require coordination with Virginia which could delay the start of construction. Many companies have located in the suburbs where workers are forced to drive on congested highways. The rail line will provide an alternate means of travel from suburb to suburb and will connect with several of the Washington Metro stations.

Plans for light rail transit in the suburbs of Washington recall memories of a similar service that was once provided on the Capital Transit streetcar system. Above, PCC 1292 on the Branchville line, a double-track right-of-way that ran parallel to the Baltimore and Ohio Railroad main line for a short distance.

33 Years Later, Metro Finished

An extension of the Green Line beyond Anacostia in the District to Branch Avenue in Prince George's County, Maryland was opened on January 13, 2001. This marks the completion of the 103-mile Metro system as authorized by Congress in 1968. Five new stations were added to this newest portion of the rapid transit system. The 6.5 mile section includes subway, aerial structure and surface right-of-way. Feeder bus service is provided at all stations. The stations at Southern Avenue and Suitland each have 2000 long term parking spaces while the terminal at Branch Avenue has parking for 3000 cars.

Plans for expansion of the Metro system are being studied. Already authorized is an extension of the Blue Line to Largo which is expected to open in 2005. A new station at New York Avenue on the existing Red Line is under construction and scheduled for opening in 2004. An environmental review of extensions to Tysons Corner and Dulles Airport is underway, but no target date is set for the start of construction on those segments of the system. The Washington bus and subway system is now second only to New York in the number of daily riders.

Airport Name Game Flap

Meanwhile, millions of dollars for Metro rail projects were placed in jeopardy by Representative Robert L. Barr, Jr. of Georgia who threatened to hold up funding because the transit system did not change the name of the National Airport stop on the Yellow and Blue lines to the Ronald Reagan Washington National Airport station. Metro transit officials complained that changing the signs and maps across the entire transit system would cost about \$400,000 at a time when it is scraping together every dime to meet the demands of its customers. Although Congress renamed National Airport in 1998, the transit agency was not compelled to change the station name because it is not on airport property. Station name changes fall under the jurisdictions where they are located.

The Metro board representative from Arlington County disputed the need for a change, noting that people seem to have no difficulty finding the airport.

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HOUSTON

Ground Broken for Metro Rail

Groundbreaking ceremonies for Houston's proposed Metro Rail light rail system were held on March 13. On the same date over \$200 million in construction contracts were awarded. The start of the project comes after an injunction preventing the city from issuing construction permits was overturned. Rail transit proposals for Houston have been thwarted by numerous obstacles in the past several years including legislation sponsored by Representative Tom DeLay barring the use of federal funding for rail transit in that city. After local officials agreed to fund the construction of the line without federal assistance, opponents of the plan claimed that this could not be done unless a referendum was placed on the ballot and approved by the voters. They filed a law suit halt the project, but their appeal was denied when the courts ruled that funding a rail transit system was an appropriate use of local tax monies.

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BOSTON

Breda, MBTA Disagree on Low-Floor Problems

For the third time in one and a half years the Massachusetts Bay Transportation Authority (MBTA) has withdrawn its new Type 8 low-floor trolleys from service. The latest action came after a series of four derailments which the carbuilder Breda blames on "deteriorated track."

Didn't Get Along With Older Streetcars

Shortly after the first of the cars were delivered in March 1999 they were sidelined when they had problems operating in train consists with the older streetcars.

Running new and old cars together is a key element in the transit agency's plans to comply with federal regulations for accommodating the disabled. Every train is to have at least one low-floor car in the consist as is done on Tri-Met's MAX light rail line in Portland, Oregon.

In November 1999 the cars were again removed from service with faulty brakes. To date, only 13 of the 100 cars have been accepted.

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JERUSALEM

Light Rail System Approved

The National Planning Commission of Israel has approved plans for a light rail system serving the City of Jerusalem. The first line will run from Pisgat Ze'ev past the Old City and along Jaffa Road to Mount Herzl. Plans call for service to begin in 2005. Fares will be the same as the buses with transfers between the buses and the rail line.

The total cost of the first line will be \$400 million. Bids are being submitted for the initial line which will be constructed under a Design, Build, Operate and Maintain (DBOM) contract. The winning company will have the right to operate the line for 30 years.

Jerusalem Mayor Ehud Olmert called the light rail system "one of the most... advanced plans for mass travel in Israel, which will place Jerusalem on par with modern international capitals." The system could eventually have as many as eight lines.

SAN JOSE

Low-Floors for VTA

The first of 30 new low-floor cars built by Kinki-Sharyo was delivered to the Santa Clara Valley Transportation Authority (VTA) on February 28, 2001. The VTA cars are similar in design to the New Jersey Transit cars for the Newark City Subway and the Hudson-Bergen Light Rail which were also built by Kinki-Sharyo, but the ends of the VTA cars have a different appearance. The VTA Board plans to increase the order to 100 cars to replace most of the existing high-floor cars and eliminate the need to maintain wayside lifts for disabled passengers. The present fleet will be put up for sale to another light rail system. Salt Lake City and Sacramento are reported to be interested in acquiring some of them. ®



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BOOK REVIEWS

PENNSYLVANIA TROLLEYS IN COLOR, VOLUME III: THE PITTSBURGH REGION

by William D. Volkmer, 1999

Morning Sun Books

9 Pheasant Lane, Scotch Plains, N.J. 07076

8½" x 11" hardcover, 128 pp.

\$55.00 plus \$3.50 shipping

This is the final volume in the trilogy on Pennsylvania trolleys by William Volkmer. It covers the West Penn Railways, the Johnstown Traction Company and the Pittsburgh Railways.

The format is the usual one for books from Morning Sun Books. A brief page of text introduces each section, followed by the photographs, generally two on each page. Maps are provided for the West Penn and Johnstown systems, but not for Pittsburgh. Fewer than a fourth of the pages are devoted to the West Penn and Johnstown, while the Pittsburgh section has over 50 pages. The bulk of the photographs are from the lenses or collections of the author (approximately 143), Edward S. Miller (approximately 59), James P. Schuman (about 34), and Eugene Van Dusen (about 18). A good number were taken on fan trips or other special occasions.

The scenes are interesting and reproduction is excellent. As I am not an expert on western Pennsylvania, I cannot comment on the accuracy of the captions, but judging from the names listed in the Acknowledgments section, and from the preponderance of shots by the author, it should be high.

Overall, *The Pittsburgh Region* captures the essence of the trolley systems of about a half-century ago in this part of Pennsylvania. Certainly everyone who has the first two volumes will want to complete the set, but anyone who would like to see how people got about in the days when trolleys were common will enjoy this book.

Car 1795, right, pauses between runs at the loop in Sewickley. The brick station with its tile roof and surrounding landscaping were an attractive setting in this well-to-do residential community.

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VALLEY RAILWAYS: TROLLEYS ON HARRISBURG'S WEST SHORE, REVISED EDITION

by C. L. Siebert, Jr. and Richard H. Steinmetz
2420 Yale Avenue, Camp Hill, Pa. 17011
8½" x 11" soft cover, 108 pp., \$20.00

This volume is a revised and updated edition of Siebert and Steinmetz's original *Valley Railways* book which appeared in 1982. It recounts the story of the electric cars which connected Harrisburg, Pennsylvania's capital city, with various Cumberland County tours across the Susquehanna River, including Enola, Lemoyne, Camp Hill, Mechanisburg and Carlisle.

The basic format remains the same, a chronological approach covering predecessor companies, steam railroad obstacles, construction, branches, and decline and abandonment in 1938. The original text has been supplemented by the addition of a number of paragraphs throughout, and more photographs have been inserted as well as another map.

Siebert and Steinmetz have made good use of newspaper accounts, available state records, and reminiscences from former employees. The paper quality of this edition is better than the original and consequently, photo reproduction is excellent. The roster has been revised as well.

Valley Railways was a typical town and country operation which was once so common but which has now disappeared. Extremely vulnerable to automobile competition, it began to decline in the 1920s, a process which was accelerated by the great floods of 1936. Readers who have the 1982 edition will have to decide whether the addition of 12 new pages justifies the purchase of the revised version, but for those who do not have it, *Valley Railways* is highly recommended. ☺

The Valley Railways book tells how trolleys crossed the Susquehanna River to serve the suburbs west of Harrisburg. The Pittsburgh area had more than a dozen bridges that were used by streetcars serving the suburbs across the rivers from the Steel City. The 23 line followed a zig-zag routing which left downtown Pittsburgh on the Point Bridge and then crossed the Ohio River three times en route to its terminal in Sewickley.

At left, a PCC car is shown crossing the bridge at Sewickley. Originally connecting downtown Pittsburgh with West Carson Street, this structure was floated downstream to Sewickley when a new Point Bridge was constructed in the early 1900s.

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LIGHT RAIL BLOSSOMS IN NEW YORK'S BACKYARD

After rounding a bend past the old Hudson & Manhattan Railroad power plant (left), the Hudson-Bergen Light Rail Car 2027B stops at Harsimus Cove with its whimsical benches and panels by Garth Edwards (below). A conversion similar to the Hard Rock Cafe in Baltimore or the Tate Modern art museum in London, both formerly unused power plants, is being considered.



PART 2: NOW OPEN, THE HUDSON-BERGEN LINE ADDRESSES PROBLEMS AND LINE EXTENSIONS BY FRANK S. MIKLOS

The designers of the Hudson-Bergen Light Rail were confronted with an unusual challenge just north of the Liberty State Park station. Below that point, the line runs west of a Conrail freight line and the New Jersey Turnpike's Hudson County extension. Crossing to the east side of those facilities was hampered by tight clearances between the Conrail embankment and the adjacent Turnpike bridges. The solution was to modify the Johnston Avenue underpass to allow the light rail tracks to pass below the Conrail tracks. Light rail tracks cut diagonally through the underpass, essentially creating a highway grade crossing beneath a railway bridge.

Another piece of major construction is located between the Danforth Avenue station in Jersey City and the East 45th Street station in Bayonne. A concrete viaduct was constructed to carry the light rail line over the tracks of Conrail's Greenville branch.

While work was underway on the light rail line, a March 2000 target date was given for the start of service. This was later changed to a Spring 2000 opening date, but a moderate winter without much snow and inclement weather enabled the contractors to remain close to their construction schedule. By February the ticket machines were in place along with the station signs, maps and other graphics. Operator training was underway with the light rail cars running on a simulated schedule over the entire system.

There were reports that service would begin on March 25, but that date came and went with still no definite announcement about when revenue operations would commence. Timetables were issued during the first week of April with an effective date of April 17, 2000.

Although revenue service was scheduled to begin on Monday, April 17, the plans called for opening the line to the public on Saturday, April 15. NJ Transit recruited volunteers from within its



SANDY CAMPBELL

Despite all of the opening day preparations, the one thing that NJ Transit could not control was the weather.

organization to assist the passengers at the opening day ceremonies and to man the stations during the early days of service. Proposals for a dedication ceremony on Friday, April 14, to be followed the next day with rides for the public, were reconsidered in favor of combining the dedication ceremony with rides for the public on April 15.

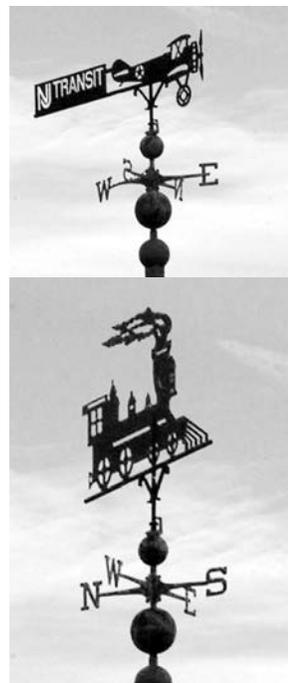
NJ Transit was well aware of overcrowding problems that accompanied other American light rail system openings and made plans to prevent such situations from arising at the startup here. Suggestions for free rides were rejected and arrangements were made for buses to be posted at the terminals to “rescue” passengers unable to board crowded trains for a return journey. Signs were posted at stations informing passengers that one-way rides only were permitted and that they must exit at terminals.

Opening Day. Despite all of the opening day preparations, the one thing that NJ Transit could not control was the weather. April 15 dawned chilly with gray overcast skies along with some fog and a threat of rain. The first drops fell less than an hour before the dedication ceremonies and a steady drizzle punctuated by periods of heavier showers was the order of the day. The Liberty State Park station was the focal point of the festivities although nearly every station on the system had some entertainment, food vendors and souvenirs on hand for arriving and departing passengers.

Shortly after 10:00 am a two-car train arrived at the Liberty State Park station with the Governor and other officials on board. They made their way to a tent with seats reserved for dignitaries. On hand were political leaders along with past and present officials from NJ Transit. In addition to the Governor, speakers included both of New Jersey’s U.S. Senators, local Congressmen and various state and local elected officials. New Jersey Transportation Commissioner James Weinstein and NJ Transit Executive Director Jeffery Warsh also addressed the audience.

At the conclusion of the speeches, people were permitted to ride the trains. NJ Transit employees distributed special opening day commemorative tickets good for one fare to the waiting passengers. Barricades were set up for crowd control at key stations, but these were not needed.

An opening day crowd of 40,000 was anticipated, but the cool damp weather discouraged many people from attending. The actual number who showed up was estimated at just over 6,000. Under the circumstances the plan to restrict riding to one-way trips was abandoned and passengers did not have to make return journeys by bus. Ticket inspectors also did not enforce regulations requiring passengers to have a valid ticket. In effect, NJ Transit provided free rides on opening day, but did not advertise this in advance.



SANDY CAMPBELL

Response to the new rail service was mostly positive, except for the residents of Essex Street who lined the curbs with placards objecting to the trains passing in front of their homes. One resident went so far as to display a plastic skeleton in a effort to show the death and destruction that the light rail service would inflict upon the neighborhood. The protesters remained long enough to get their message across to the news media. By the middle of



SANDY CAMPBELL; JACK MAY (TOP)

Father Knows Best: The bust of George Perrot Macculloch, best known as the “Father of the Morris Canal,” watches over the corner of Essex Street as HBLR Car 2029A heads toward Exchange Place (opposite). Essex Street parallels the last remains of the Morris Canal, built in 1831.

There’s No Place Like Home: One of the HBLR’s most picturesque views of New York can be had when it reaches the end of Hudson Street and turns east onto Essex Street (above). The Essex Street station is just around the corner where inbound Car 2010B has just passed outbound car 2023B.

These weathervanes adorn the roof of the Essex Street station. (bottom, far left).

Strange Bedfellows: Street-running right-of-way continues until Van Vorst Street, where it turns into private right-of-way paralleling Grand Street to Jersey Avenue (left). The portion of the private right-of-way between Van Vorst Street and Marin Boulevard actually utilizes a portion of the old Morris Canal Bed (something it shares in common with the Newark City Subway, which runs entirely within the old canal bed).