

The Bulletin



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The Bulletin

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FIFTY YEARS OF SUBWAY SERVICE TO THE ROCKAWAYS

IND trains started running to the Rockaways fifty years ago, June 28, 1956, on an embankment that replaced the Long Island Rail Road's burned-out wooden trestle. Member Robert Wasche sent us newspaper clippings describing the events leading up to New York City's purchase of the Long Island Rail Road's Rockaway Division.

These clippings reveal that the Long Island's wooden trestle over Jamaica Bay caught fire frequently. A fire, which started at 3:30 AM on a cold windy December night, damaged 1,300 feet of the trestle. Service could not be resumed for several days because material was not available for repairs. Meanwhile, the railroad asked Green Bus Lines to provide service for passengers stranded at Broad Channel and The Raunt.

On December 15, 1948, another fire at The Raunt delayed northbound trains 9 to 19 minutes during the morning rush.

The July 4, 1949 fire destroyed 300 feet of the trestle and disrupted morning rush hour service the next day. Fortunately, evening rush hour service was normal.

The May 7, 1950 fire, which burned all night and destroyed 1,800 feet of the trestle, was probably the worst. Because the cost of reconstruction was estimated at \$1 million, the railroad abandoned the trestle and rerouted Rockaway Park trains via Valley Stream.

When it became apparent that the bankrupt railroad was unwilling to spend large sums of money to repair it, the City of New York decided to purchase the Rockaway Line. On June 11, 1952, the Rockaway Line was sold to the city for \$8.5 million.

The railroad's General Manager explained

that the LIRR wanted to sell the Rockaway Line because it needed cash for its big safety program. The \$8.5 million covered the cost of its \$6 million safety and rehabilitation program. This included installation of automatic train speed controls, the first of which would go into service on the Port Washington Line.

As soon as the sale was approved, the Board of Transportation started preparing contracts for rebuilding the line. The first phase was a \$2 million contract for building an embankment by dredging and pumping sand from Jamaica Bay. Work was nearly complete in April, 1954. An artificial island, also using sand from Jamaica Bay, supported two new swing bridges, which opened horizontally to avoid interfering with the air traffic to and from New York ("Idlewild," now John F. Kennedy) International Airport. A \$5.5 million contract for foundations and piers and a \$4.14 million contract for the superstructure were awarded.

Work was completed just before the 1956 summer season, but the power supply was inadequate. A strike delayed delivery of substation equipment. To conserve power, there was a slow order for trains operating across Jamaica Bay. R-1 to R-9s, which consumed less power than R-10s, provided E service in rush hours and shuttle service in non-rush hours. On June 28, 1956, the first trains were the first evening shuttle leaving Euclid Avenue, the 6:38 PM to Rockaway Park and the 6:48 PM to Far Rockaway. When additional power was available, the slow order was canceled, as shown in the following table:

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WEBSTER AVENUE LINE by Bernard Linder

Owners:

STREET CARS

December 22, 1898	Westchester Electric Railroad Company
January, 1899	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

BUSES

June 29, 1939	Westchester Street Transportation Company
December 17, 1956	Fifth Avenue Coach Lines, Incorporated
December 12, 1969	Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty's principals had equal ownership in two New York City operations — Pelham Parkway and Pioneer Bus (whose name was subsequently changed to Command Bus) — and had a 25% interest in the operation of Westchester Street and West Fordham through a holding company, Bus Associates
About mid-1982	Liberty Coaches, Club Transportation, and Westchester Street were merged to form Liberty Lines Transit, Incorporated

Route:

STREET CARS

December 22, 1898	Electric cars started operating from downtown New Rochelle to Kress Avenue
1905 or 1906	Extended to Mayflower Avenue at the city line
1908	Through-routed with L/Hudson Park
November, 1913	Extended on Pelhamdale Avenue to the Hutchinson River
June 3, 1916	Cut back to downtown New Rochelle. Cars were no longer through-routed with L/Hudson Park
April 22, 1919	Through-routed with Hudson Park cars. They probably followed the route listed in the July 1, 1918 tariff: From Hudson Park via Hudson Park Road, Franklin Avenue, Main Street, Rose Street (present-day North Avenue), Huguenot Street, Bridge Street, Railroad Place, Mechanic Street, Huguenot Street, Division Street, Union Avenue, Charles Street, Washington Avenue, Webster Avenue, Mayflower Avenue, and Pelhamdale Avenue to the Hutchinson River. Return same as above, then Division Street, Railroad Place, Mechanic Street, Huguenot Street, Lawton Street, Main Street, Franklin Avenue, and Hudson Park Road
November 28, 1919	Cars were operated by one man
September 26, 1921	Discontinued through-routing with L/Hudson Park. When we visited New Rochelle in 1937, we found that the terminal was at Railroad Place and Mechanic Street
June 29, 1939	Buses replaced street cars

BUSES

June 29, 1939	Route P buses started operating. Original terminal was Mayflower Avenue and Pelhamdale Road. Service was extended to Eastchester Road on July 6, 1939. Buses started operating via Division Street, Huguenot Street, Main Street, North Avenue, Huguenot Street, Bridge Street, Railroad Place, and Mechanic Street at an unknown date
December 15, 1939	Buses were rerouted via Union Avenue, Fourth Street, Lockwood Avenue, and Webster Avenue. They formerly operated via Union and Webster Avenues
*About 1973	Renumbered—Hutchinson River short-turns were designated Route 49 and the service extended to the Bronxville station was designated Route 56
*March 17, 1977 timetable	Route 56 buses still running to the Bronxville station
*October 2, 1977 timetable	Route 30 buses replaced Route 56 buses (see Yonkers Bus, Incorporated history in this issue)
*The exact date of these schedule changes is not known	

(Continued on page 3)

Webster Avenue Line

SIGNS

Route letters were assigned on December 30, 1926. We do not know when route letters were first displayed, but we know that large metal signs with the route on the bottom and a large letter above it were hung on the dash of most Westchester County cars as early as 1930.

On this line, cars displayed signs with "WEBSTER AVENUE" on the bottom and a large "P" above it. These signs were 21 inches high and 18 inches wide. The large letter was 13³/₈ inches high and 15³/₈ inches wide. The letters displaying the route name were 1³/₄ inches high. Cars continued displaying these signs until abandonment.

CAR ASSIGNMENT

We did not check this line regularly. The following cars

were running on the dates listed below:

DATE	CARS
February, 1937	701-763
July, 1937	701-763
December, 1937	701-763
July, 1938	701-759
January, 1939	279-299

Convertibles 25-57 were also running on this line during the last days of trolley operation.

LAST TROLLEY CAR

Car 47 was the last Webster Avenue trolley car. There was no celebration and there were only seven passengers on the car, which departed from Mechanic Street at 2:05 AM June 29, 1939.

(Continued on page 4)

**YONKERS BUS, INCORPORATED
by Bernard Linder**

A detailed history of this company was published in the January, 1993 *Bulletin*.

Buses started running from Bronxville to Division Street, New Rochelle on October 24, 1938 and through the business district on November 2, 1938 on the same route as Westchester Street's Route P, probably with closed doors.

The company started operating Webster Avenue buses from Disbrow Circle to downtown New Rochelle on June 22, 1942. We know that the buses were still

running on September 10, 1955, but we do not know when service was discontinued.

Yonkers Bus continued operating the buses until November, 1956, when they were sold to the Club Transportation Corporation. About mid-1982, Club was merged into Liberty Lines Transit, Incorporated. The company's Bronxville-New Rochelle route was designated Route 31 in 1957 and was renumbered to Route 30 at an unknown date when it was through-routed with the Yonkers-Bronxville route.

**EAST MAIN STREET LINE
by Bernard Linder**

Owners:

STREET CARS

November 7, 1910 Third Avenue Railroad Company

January 1, 1912 Third Avenue Railway Company

Route:

STREET CARS

November 7, 1910 Cars started running. The July 1, 1918 tariff listed the following route: From the city line vi Main Street, Rose Street (present-day North Avenue), Huguenot Street, Bridge Street, Railroad Place, and Mechanic Street to Huguenot Street. Return via Huguenot Street, Lawton Street, and Main Street to the city line.

New York & Stamford Railway Company's cars from Stamford were operating under track-age rights on Third Avenue's East Main Street Line to Mechanic Street. After buses replaced the Stamford street cars on August 27, 1927, the City of New Rochelle failed to give Third Avenue permission to convert East Main Street to bus. The company kept four cars in reserve, but operated only one car

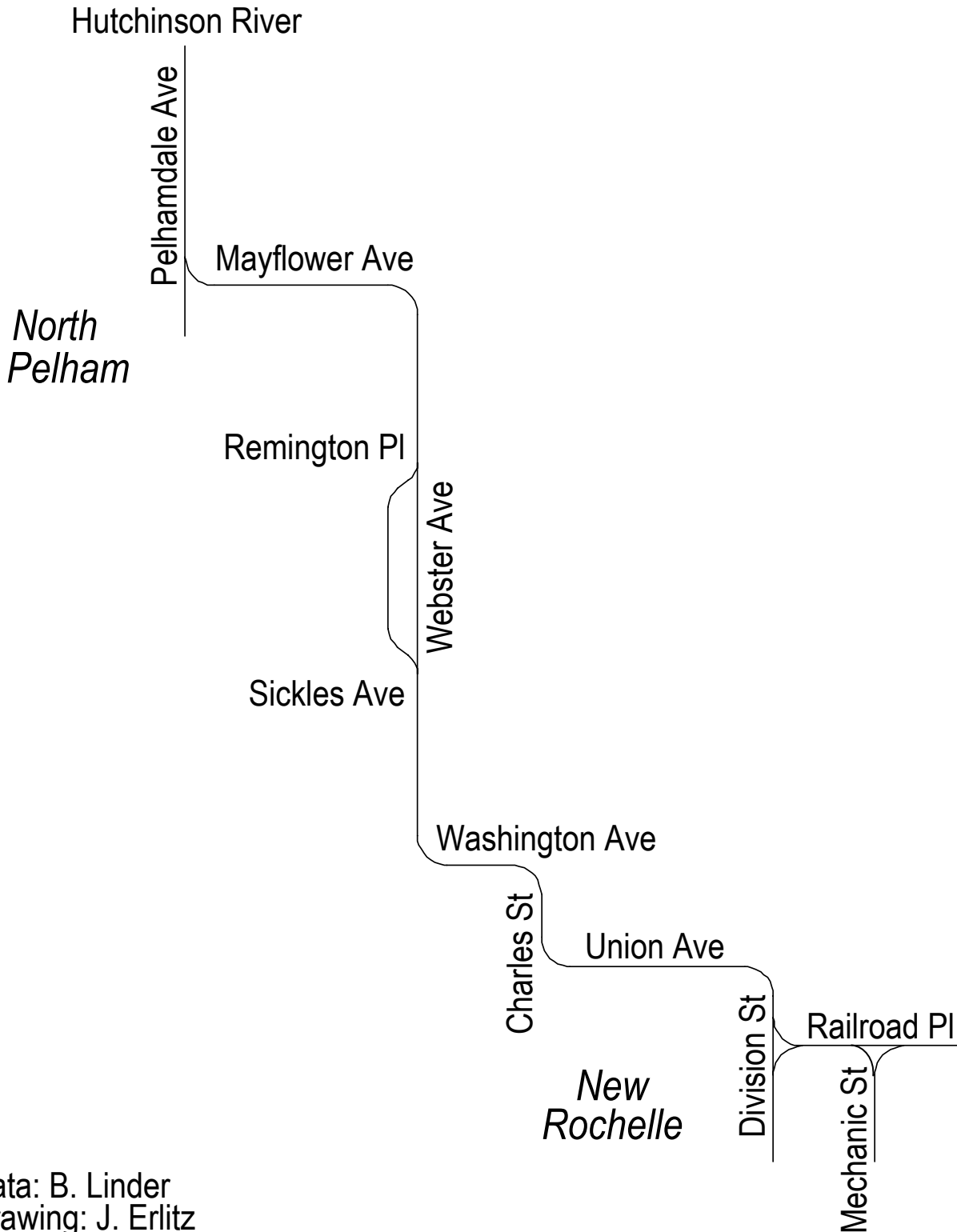
January 30, 1928 Extended to Dean Place, Larchmont

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Webster Avenue Line
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Webster Avenue

1929



Data: B. Linder
Drawing: J. Erlitz

Fifty Years of Subway Service to the Rockaways

(Continued from page 1)

	RUNNING TIME		
	June 28, 1956	July 22, 1956	September 16, 1956
Euclid Avenue	0	0	0
Howard Beach	11½	12	12
Broad Channel	33	24	20
Far Rockaway	44	36	32
Rockaway Park	40	32	28

Broad Channel and all Rockaway stations were in a second fare zone. Passengers exiting at the above stations deposited a fifteen-cent token in the turnstile and

riders entering paid two tokens. Passengers riding between the above stations also paid two fares under a complicated arrangement explained on the reverse side of a special refund ticket. Riders deposited two tokens in the turnstile and paid one token or 15 cents for the ticket, which was redeemed for 15 cents or one token at any of the above stations.

In September, 1956, NYC Transit announced that Rockaway revenues were disappointing. Receipts were expected at \$15,000 a day during the summer and \$10,000 a day for the rest of the year, resulting in an annual \$750,000 deficit. But summer revenues were only \$7,000 a day, then dropped to \$5,000, and were still decreasing.

SPECIAL REFUND TICKET

372349

Issued by New York Transit Authority - Rockaway Division

SEE OTHER SIDE FOR CONDITIONS

● Far Rockaway	Jan.
● Wavecrest	Feb.
● Edgemere	Mar.
● Frank Ave.	Apr.
● Straiton Ave.	May
● Gaston Ave.	June
● Broad Channel	July
● Holland	Aug.
● Playland	Sept.
● Seaside	Oct.
● Rockaway Park	Nov.
	Dec.

HRS.	MIN.	1	11	21
1	00	2	12	22
2	30	3	13	23
4	00	4	14	24
5	30	5	15	25
6		6	16	26
7	00	7	17	27
8	30	8	18	28
9		9	19	29
10	00	10	20	30
11	30			31
12				

Good only in A. M. If P. M. Coupon is detached

A.M.
P.M.

N.Y.C. TRANSIT AUTH. 6-56

CONDITIONS

This ticket is sold by the New York City Transit Authority upon deposit of 2 tokens in Turnstile and payment of an additional 15c cash or an additional token.

Valid for a ride between stations on the Rockaway Peninsula or Broad Channel and is redeemable for 15c cash or 1 token at a station on the Rockaway Peninsula or Broad Channel if presented to A. N. Clerk on date of issue and within the time limit indicated.

NOT TRANSFERABLE

GLOBE TICKET COMPANY, PHILA. PA.

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Fifty Years of Subway Service to the Rockaways

(Continued from page 5)



A Long Island Rail Road train enters Rockaway Park Yard about 1950.

Robert J. Wasche photograph



Another Long Island Rail Road train enters Rockaway Park Yard about 1950.

Robert J. Wasche photograph



Another view of Rockaway Park Yard, circa 1950.

Robert J. Wasche photograph



The Rockaway Park station, circa 1950.

Robert J. Wasche photograph



The Broad Channel station, after subway service began.

Bernard Linder collection



View south from Howard Beach, outbound platform, August 13, 1986.

Bernard Linder collection

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

FL-9s made brief appearances on both the Danbury and Waterbury shuttles. Member Glenn Rowe reported that on April 21, the following units were in service: 2008 on Waterbury, and 2024 and 413 on separate Danbury trains. 413 is the oldest active diesel-electric locomotive in commuter service, having been built in December, 1946 for the Alton Railroad. It later worked for the Gulf, Mobile & Ohio, Illinois Central Gulf, and Massachusetts Bay Transportation Authority before coming to Metro-North in 1992.

In late April, New York's City Council approved a multi-million subsidy that will enable a new Yankee Stadium to be built. While the financial details are out of the scope of this column, what is important is that money has been "found" to pay for the Metro-North station. According to *The New York Times*, when Rudy Giuliani was Mayor, he favored the extension of NYC Transit's Astoria Line to LaGuardia Airport. With the change in administrations, this project has been abandoned and the \$645 million has largely been reallocated to other projects. About half of the money was used to purchase several New York City private bus companies and place them into MTA Bus, an endeavor that began in early 2005 and was concluded a few months ago. The Yankee Stadium station will get \$40 million, which, added to \$5 million previously allocated to the station, fits the estimated \$40 million cost that was stated in the May *Bulletin*. New York Mets fans are also getting a new stadium, but it is already served by the Long Island Rail Road's Port Washington Branch and NYCT's Flushing Line.

This year's U.S. Open golf tournament was held in Mamaroneck, so Metro-North added service and issued a special timetable. Member Larry Gould found something interesting in the timetable that was not very obvious. "On June 15 and 16, Shore Line East Trains #1637 and 1640, which normally terminate/originate at Stamford, were extended to terminate and originate at Mamaroneck, turning at Shell. I think this is as far west as any Shore Line East train has ever run in scheduled service." Larry also told me that he wondered why there were trains arriving there as early as 6:03 AM (5:30 AM from Grand Central Terminal), so he called Metro-North. He learned that Metro-North asked the Long Island Rail Road about its experiences when the LIRR operated additional train service to the Shinnecock Hills Golf Club in 2004, and was told that there was a need for it, and so it was scheduled.

MTA Metro-North Railroad (West)

The March-April, 2006 edition of *MilepostsWest* reported that the first of seven GP-40FH-2s had been

sent to Motive Power Industries in Montana and was on its way back, at that magazine's press time. Details of this project, which will upgrade critical systems (trucks, traction motors, main diesel engines, and head-end power), can be found in the May 2005 *Bulletin*.

Connecticut Department of Transportation

Member Bob Underwood sent a copy of the Shore Line East timetable dated April 24. Bob wrote that some of the changes had gone into effect on April 3, the first weekday for the new Metro-North timetables. Train #1630 was replaced by Train #1632, operating five minutes later at 3:20 PM. CDOT waited till almost the last minute to renew its contract with Amtrak, apparently anticipating the transfer of the operations to Metro-North, because the wording "Operated by Amtrak" has been omitted from this edition.

Although CDOT renewed its contract with Amtrak to operate Shore Line East service for another year, until June, 2007, *The Stamford Advocate* reported that a bill that is gaining momentum in the New York State Assembly would allow Metro-North Railroad to expand its authority in Connecticut beyond the New Haven Line. If the bill passes as expected, CDOT could use Metro-North as an operator for the Shore Line East and future commuter lines, including the one proposed for New Haven to Hartford (May *Bulletin*). Sources with knowledge of the bill said it would better connect all the state's commuter railroads after new cars are delivered in 2009. Last year, the State of Connecticut passed its own bill that would allow for this option.

The New Haven Register reported that Connecticut's Senate approved a \$2.3 billion transportation spending plan that is weighted towards rail and is supported by Governor Jodi M. Rell. The non-highway portion calls for new platforms and expanded parking for Shore Line East, completion of a rail link to the Port of New Haven, commuter service between Springfield, Massachusetts and New Haven, and 25 buses for Connecticut Transit. Unfortunately, the reporter must not have checked his timetable, as Bob Underwood caught factual errors: that Amtrak only operates one round-trip per day between Springfield and New Haven and that Amtrak serves the State Street station, which it does not because it operates via Tracks 1 and 2, which bypass the platform. Finally, there is no existing station at Enfield. Thanks also to member David A. Cohen for this report.

MTA Long Island Rail Road

The Far Rockaway, West Hempstead, and Babylon Branch timetables for March 6-June 4 were reprinted in March to correct errors on the cover that identified several stations as being handicapped accessible when

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

they were not.

Several new timetables were issued in early May. The Spring/Summer Meet at Belmont Park takes place between May 3 and July 22 this year. A note appears on the cover that the Belmont Stakes will take place on June 10, and a special timetable will be issued. Construction activities over the weekend of May 6-7 resulted in special timetables being issued for the Babylon and Montauk Branches, to allow the cutover of a new signal system between Patchogue and Speonk. Bus service was provided between Babylon and Westhampton, where train service was operating to Montauk.

New timetables under General Order Nos. 207 and 208 went into effect at 12:01 and 12:02 AM on May 8. For the record, General Order No. 206 corrected some Special Instructions and went into effect at 12:02 AM March 6. Details of the June 5 schedule change were not available at press time.

WCBS-880 reported that the Long Island began its first commuter-based survey in more than 10 years on April 19. Reporter Mike Xirinachs was on the Ronkonkoma Line, where commuters told him that they wanted more service. Unfortunately, when this line was electrified in 1987 east of Farmingdale, much of it was single-tracked, though there are some passing sidings. The survey is to be completed this month.

Due to a lack of rainfall in the metropolitan area, there have been numerous brush fires. At about 1:40 PM on April 20, one began adjacent to the Deer Park station, causing damage to the signal system. Train service east of Farmingdale was temporarily suspended, and there was limited service to and from Farmingdale. Service was restored shortly after 6 PM.

The following morning, South Shore riders were inconvenienced when police shut down service west of Babylon due to a trespasser being struck and killed by a train west of the Rockville Centre station. The incident took place at around 5:18 AM. Montauk Branch trains were rerouted via the seldom-used non-electrified Central Branch to Bethpage and Hicksville. Service was resumed at about 7:30 AM, albeit with delays.

Thanks to member Bob Kingman, we now know that identity of the M-1 that was "sacrificed" at the USDOT Test Center in Pueblo, Colorado. It turns out that it was 9357 that was crashed into a retired Amtrak F-40. The Silverliner was used as an unmodified test subject (not into the M-1). Videos were on the Web, but appear to be gone now.

Too late for last month's **From the History Files**, but member Joe Gagne sent a clipping from *The East Hampton Star* reporting that 50 years ago the LIRR announced that it would end RDC service on May 17, 1956. The railroad purchased two RDCs, 3101 and 3121, from the Budd Company and placed them into

service on March 30, 1955. Joe wrote that one car supplemented the regularly scheduled trains on the Montauk Branch from either Babylon or Patchogue to East Hampton, and the other was assigned to the Main Line and ran between Ronkonkoma and Riverhead. The reason that the cars were removed from service was that one was involved in a collision with a cement truck and the Brotherhood of Locomotive Engineers claimed that these cars were too hazardous for its members to operate.

NJ Transit

At 12:01 AM Saturday, April 15, New Jersey became the eleventh state to ban indoor smoking. New York enacted a similar law several years ago. Notices were issued advising passengers that smoking is now prohibited in enclosed indoor places owned or controlled by NJ Transit. This includes customer waiting rooms, trains, buses, light rail vehicles (all of which already had smoking restrictions), and structurally enclosed parking garages and facilities, as well as rail platforms and stations/terminals. For reasons I still cannot understand, several months ago "designated smoking areas" appeared on the platforms at Secaucus Junction, including the mostly covered Northeast Corridor platforms. They have now disappeared. A note concerning this policy change has been included in the April 23 timetables.

Checking my timetable collection, I found that until the April 27, 1986 timetables, smoking was permitted on New Jersey trains in the designated car, which was usually the easternmost car. On the Hoboken Division this was the cab car. From own observations it took a few years until there was 100 percent compliance. Back then it was New York State that was the follower, because it was not until February 15, 1988, that Metro-North and the Long Island Rail Road adopted this policy.

During the afternoon of April 20, there was also a brush fire in Millburn (please see LIRR above) which caused a temporary suspension of the Morris & Essex Lines and delays to *Midtown Direct* service.

There were also notes in the April 23, 2006 timetable folders that "minor adjustments have been made to several train times to improve on-time performance." This year, for the first summer since the June 17, 1991 timetables, there is no *Pony Express* service to Monmouth Park. In its place there is Train #2383, the 11:23 AM Hoboken/Bay Head, which runs on the same schedule. For those whose destination is the race track, one train per hour from New York stops at this station. So there is actually more service to the track when compared to last year's timetables.

"Getaway" service was operated on the Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines for the Memorial Day Weekend on Friday, May 26. On Monday, the major holiday/weekend schedule was in effect on all lines except for Montclair-

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Commuter and Transit Notes*(Continued from page 8)*

Boonton and the Pascack Valley Lines. Beginning at 7 PM May 26, through 6 AM on Tuesday May 30, NJ Transit offered its Family SuperSaver Fares, which allow two children ages 5-11 to travel free when accompanied by a customer paying any valid fare.

A contract for the preliminary design of a concourse to connect NY Penn Station to the Moynihan Station was approved by the board of directors at its April meeting. The connection will be made from the Long Island Rail Road's Eighth Avenue Concourse. Also included in this project is extending the platforms serving Tracks #1 through 4 to accommodate longer trains and connect them with the new concourse. All of these capacity enhancements are expected to be completed by 2010.

Construction of a new rail station, Mt. Arlington, was also approved. This station will be located along the I-80 Corridor between Lake Hopatcong and Dover, and will be served by Morris & Essex and *Midtown Direct* as well as Montclair-Boonton Line trains. Opening date is at the end of 2007.

When NJ Transit took over operation of the last four Amtrak *Clockers*, riders from Philadelphia were left with reduced service. Talks are being held between NJ Transit and Amtrak over proposals to operate some service into Philadelphia. Under consideration are the following services:

- Friday-Sunday Express, Atlantic City to NY Penn Station*
- Extending some current Atlantic City Line trains to Newark
- Creating AM peak service to Philadelphia to serve commuters who work in Philadelphia and live in Mercer, Middlesex and even Union Counties

Besides stops in Trenton, Hamilton and Princeton Junction, other stops envisioned for the extended Atlantic City rail service are New Brunswick, Metro Park, and Newark or Hoboken. *Although the email comments included this service, the article from ***The Trenton Times*** reported that service into Penn Station New York was not being considered due to the requirement of electric locomotives. Atlantic City trains are diesel-powered.

A company known as Power Source Supply has placed an advertisement on its website announcing the availability for sale of 34 Comet I cars. Three are 1600-series which were originally Bar Cars with lavatories, and the rest are from the 1700-series. One car is reportedly in southern Canada, and the balance are located in the "Northeastern USA." According to the press release: "These Pullman Standard (Amtrak-certified) cars came out of regular service at the end of 2005 and are in excellent condition. These are likely the best cars on the market today according to a rep from Georgia Rail dur-

ing their recent inspection. GA Rail was further quoted as saying 'we could actually put most into service without doing anything to them'."

During April, NJ Transit published a brochure entitled, ***Newark City Subway GOING YOUR WAY – A Smoother Ride in Newark***. Inside are details about the project, including a map showing the entire Newark City Subway routes and all the attractions that will be served. Last month I picked up a flyer that provided much of this information in a different format. When it opens this summer, weekday service will be every 10 minutes during peak hours, 15 minutes off-peak, and 30 minutes on weekends. The new stations are: NJPAC/Center Street, Atlantic Street, Riverfront Stadium, Broad Street Station, and Washington Park. Holders of monthly or weekly rail passes valued at \$45 or higher and monthly bus passes of one zone or higher can ride at no additional cost. Passengers with monthly Newark City Subway passes can transfer to NJ Transit buses and some private carrier buses at no additional cost.

A non-jury trial began in May between DeCamp Bus and NJ Transit, over DeCamp's allegations that NJ Transit was unfairly subsidizing its fares and causing it to lose money. Since the opening of the Montclair Connection in September, 2002, DeCamp alleges that it has lost about \$1.5 million annually. ***The Star-Ledger*** reported that DeCamp's argument that NJ Transit is luring away the bus company's riders, amounting to seizure of its property in violation of the "takings" clause of the Fifth Amendment, is a novel approach. DeCamp is seeking \$36 million from NJ Transit as compensation for current and future losses. After *Midtown Direct* service began in June, 1996, Lakeland Bus Lines also sued NJ Transit over financial losses. Ultimately an agreement was reached.

Effective April 8, five Hudson County bus lines (22, 23, 86, 89, and 181) were restructured to take advantage of HBLRT's extension to Tonnelles Avenue, which took place on February 25. Thanks to member Gregory Campolo for sending the brochure.

On April 24, the Winter 2006 HBLRT timetable was replaced. There were some minor changes.

Although HBLRT opened just six years ago, maintenance is still required. On three Sundays, May 14, 21, and 28, between the hours of 6 AM and 4 PM, there was a single-track operation between Liberty State Park and Jersey Avenue to permit what was described as an "important" track project. Westside/Tonnelles Avenue service operated on 30-minute headways, rather than every 15 minutes. To prevent crowding, two-car trains were used. The Bayonne/Hoboken and Hoboken/Tonnelles Avenue routes were unaffected.

Port Authority Trans-Hudson Corporation

PATH reported in its January, 2006 edition of ***PATHWAYS*** that it is phasing out its blue *QuickCard* vending machines in favor of new machines that sell full-fare

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Commuter and Transit Notes*(Continued from page 9)*

single-ride PATH tickets valid for two hours, and Pay-Per-Ride *MetroCards*. Customers who wish to continue using multiple-trip *QuickCards* must purchase them from NJ Transit TVMs, station newsstands, and other locations. An email that was forwarded to me reported that "MetroCards are sold at the standard discount, \$20 gets you \$24 on the card, and deducts \$1.50 per ride. If you do the complicated arithmetic, this comes to \$1.25 per PATH ride instead of \$1.20."

Amtrak

Amtrak's Spring-Summer System Timetable (Form T-1) went into effect on April 24, and as per recent issuances, is scheduled to end in October, 2006, without a specific date. There is still one daily *Metroliner* (#2300/2301) in each direction between New York and Washington, D.C. One other noticeable change is that the previously separated columns for the *Regional* and *Springfield Shuttles* have been combined into one.

Museums

Member George Chiasson reported that on Sunday, May 7, retired NYC Transit "Subway Series" World's Fair R-33 9327 made a successful debut at the Seashore Trolley Museum. It achieved a top speed of 42 MPH during a ¼-mile or so run on the main line, coupled to retired work motor 37371, ex R-22 7371, which once was assigned to ① and ③.

Metropolitan Area

A ground-breaking ceremony was held on April 10, for construction of a half-mile-long park on the former New York Central/Penn-Central/Conrail High Line. Many local elected officials were in attendance, including New York's United States Senators Charles Schumer and Hillary Rodham Clinton and New York City Mayor Michael Bloomberg.

Westchester County Executive Andrew Spano announced in April that he would like *MetroCard* to expand into Westchester County. The county operates an all-bus Bee Line service, which has about 15,000 daily riders. Negotiations are underway between MTA and Westchester County, and if all technical issues are resolved, bus riders could be on the system within a year.

Miscellaneous

Back on February 15, Bombardier reported that it planned to close its Auburn, New York plant at the end of May because of a lack of sufficient work. The Plattsburgh, New York plant will remain open. At Auburn, components for Bombardier rail and aerospace products were built. The closing affects about 160 people.

Other Transit Systems**Boston, Massachusetts**

Downeaster ridership between Portland and Boston is up 35 percent over the same (winter) quarter last year. On many of the days, trains were sold out, and one car

has been added to selected trains. New England Regional Rail Authority officials are negotiating with Amtrak to add cars for the peak summer season. Amtrak spokesman Clifford Black attributed some of the added ridership to the increasing cost of gasoline.

Commuters using North Station are in for more comfort while they are in the station. *The Boston Globe* reported that this will be the result of a 20,000-square-foot, approximately \$10 million expansion that is to be financed entirely by the Delaware North Companies-Boston, owners and operators of the TD Banknorth Garden, which sits atop the station. Completion is set for this November. Approximately 50,000 passengers use its five commuter rail lines and Amtrak's *Downeaster* service, which operates from this station. Some of the changes would enlarge the waiting area and add tables, chairs, and benches in a climate-controlled space. Food vendors and services would be added, and a large overhead board would display schedule and track information. The expansion would extend the concourse atop the existing platforms and tracks, which "T" officials say will still be long enough to accommodate trains. There will also be some crowd control measures to separate those destined to events at the Garden, and commuters. Member Todd Glickman wrote that often it is downright unsafe, and if there were an emergency, many would get hurt or worse.

In late April, MBTA officials released details about the fare increases that are proposed to go into effect on January 1, 2007. Subway and trolley fares would increase from \$1.25 to \$1.70, bus fares would go from 90 cents to \$1.25, and most commuter rail passes would cost 22 percent more. Riders who don't use new automated fare *CharlieCards* would pay even higher per-ride fares under the plan, as much as an 80 percent increase to \$2.25 for a subway trip. The new fare system would also end the free ride for outbound passengers at Green Line surface stations. The last fare hike took place in January, 2004, when bus fares rose from 75 to 90 cents and subway fares went from \$1 to \$1.25. Some daily riders could end up paying less than they do now, because there will be free transfers system-wide and the cost of a monthly rail-bus pass would drop by about \$17. The "T" also plans to eliminate Red Line exit fares at stations in Quincy and Braintree. These exit fares resulted from having customers help pay for adding service to the South Shore. Some of the fare exceptions are so old and entrenched, such as the free outbound rides on the Green Line surface stations, that current "T" officials can't fully explain their history. This subject was reported in the April, 2006 *Bulletin*. The changes also would not go into effect until automated fare collection and *CharlieCards* are available across the transit system, and that is scheduled to happen by year's end. Fare increase hearings were held during May, and the plan has to be approved by the MBTA

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Board before the end of this year.

In preparation for the restoration of MBTA passenger service to T.F. Green Airport in Providence and to Warwick, a new layover yard will be built on 12 acres acquired in 1998 by the Rhode Island State Transportation Department in Pawtucket's Moshassuck Valley Industrial Park. The project will cost about \$19 million. Service could begin next June.

MBTA issued new commuter rail timetables for all lines except the Attleboro, on April 24. Todd Glickman, who sent copies, wrote that they would not be out until summer, pending completion of a new storage yard. There were minor adjustments to train departure times, station stops, etc. on the Newbury/Rockport, Lowell, Framingham/Worcester, and Old Colony Lines.

Philadelphia, Pennsylvania

Effective April 16, SEPTA issued new timetables only for Regional Rail Lines R1, and both ends of R3, which include notes on the covers specifying the changes. Early morning R1/Airport riders now have a new train, which departs from Glenside at 4:29 AM and arrives at the Airport at 5:23 AM, as the second train. Its 5:39 AM departure (also as the second train) reduces the headway to 30 minutes. That headway is maintained for the entire weekday schedule. The R3 services have retimed midday service. Thanks to member David A. Safford for sending copies, and also for the following reports.

"Crews have boarded off Market Street 8th Street Station for unspecified improvements. The posted notice says that the work should last through 2007, although another says that the barricades will be down in June. As one improvement seems to be an elevator, it may be that the platforms will be done this June, with the elevator work taking a year longer. High-level platform construction is well along at Fort Washington on the east end of the R5 Line. It will be a blessing to the commuters, but a pain for train crews, who will have to work the traps each side of the stop. There is no sign that SEPTA has any immediate plans to raise the platforms between there and the City, where stops from Temple University to 30th Street are high-level. At Suburban Station work is nearing the finish line. Installation of new ceiling and lighting at the east end is underway, and that should finish things from the passengers' standpoint. One nice new feature – ceiling-hung digital clocks have sprouted all over the station, partially making up for the apparently permanent disappearance of the ornamental clock that once graced the ticket window area."

From **Cinders**: SEPTA's multi-year catenary program has installed 52 miles of new, heavier wire. This amounts to about 25 percent of SEPTA-maintained catenary, and involves some wire that is up to 75 years in age and owes its heritage to the 1931-1933 Reading electrification. Work is now underway on weekdays

along the R3/West Trenton Line between Neshaminy Falls and Langhorne, a distance of six miles. On the overnights, the catenary is being replaced on the newer R1/Airport Line on the nearly one-mile-long viaduct. That wire dates from 1985, when the line opened.

Baltimore, Maryland

The initial printing of the April 24 Camden/Penn Line MARC schedules was recalled due to an error on the Penn Line schedule, which omitted the Jessup and St. Dennis stations, which have remained open. However, still in advance of the April 24 date, the correct schedules were available. The April 25, 2005 Brunswick Line schedules remain in use. Thanks to member Steve Erlitz for sending copies.

Washington, D.C. area

Because safety is important, Virginia Railway Express recently sent out this email advisory concerning the erection of a fence at the Fredericksburg Station: "In coordination with CSX, VRE has constructed a fence at the south end of the Fredericksburg station. We know that many of our Fredericksburg Line riders had been using the grassy slope as a short cut to the parking lots. Many were even steadying themselves with the locomotive while going up and down the hill. This is trespassing, and the fence was erected with your safety in mind."

On April 12, the City of Manassas Park became the eighth jurisdiction to pass a resolution authorizing the 50 railcar option that VRE has with Sumitomo and Nippon-Sharyo. Much of the financing is already in place or soon will be, with \$20 million having been committed by the Commonwealth of Virginia last year. The current Virginia House and Senate versions of the FY 2007 transportation budget have an additional \$15 million for VRE railcars, which should be approved with the passage of the budget. When all of the paperwork is finally signed, the 50 cars would be allocated as follows: 10 cab cars and 20 coach cars with restrooms, and 20 coach cars without restrooms. All 50 would be ADA-accessible. They will be built on the same production line as the 11 new cab cars and could be in service in the last half of 2007.

New schedules went into effect on April 24. There were several minor changes to some Amtrak trains on both lines. In addition, Manassas Line train #328 (formerly departing at 6:45AM) now operates 5 minutes earlier. This change was done to improve the spread between this train and Fredericksburg Line train #306 (departing Fredericksburg at 6:35 AM). Under the old schedules there was only 6 minutes between these two trains at the Alexandria station. Most trains have between 11 and 19 minutes headway between them.

During the month of March, WMATA set a new ridership record with 18,716,654, an average of 719,861 riders per weekday. The previous all-time high for ridership was June, 2005, when 18,556,046 passenger trips

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were taken. In March there were 160,608 more riders than in June, 2005. Rail ridership exceeded 700,000 on 17 weekdays, and it was highlighted on Friday, March 31, when Metrorail recorded its third highest weekday ridership count ever with 808,108 trips. In the table below are Metrorail's top ten ridership days, and interestingly, half of them are related to the Washington Nationals baseball team, which is only in its second season.

DATE	RIDERSHIP	EVENT
June 9, 2004	850,636	Ronald Reagan State Funeral Ceremony
January 20, 1993	811,257	Bill Clinton Inaugural #1
March 31, 2006	808,108	Cherry Blossoms
October 16, 1995	804,146	Million Man March
July 21, 2005	769,553	Baseball
April 14, 2005	766,184	1 st Washington Nationals Baseball Game
July 20, 2005	764,663	Baseball
June 30, 2005	764,425	Baseball
June 10, 2004	763,121	Ronald Reagan State Funeral Ceremony
June 8, 2005	761,652	Baseball

Charlotte, North Carolina

In February, the Charlotte Area Transit System announced that its light rail lines will be called the "Lynx." This name fits in with the cat theme of this city, which is also home to the NFL's Carolina Panthers and the NBA's Charlotte Bobcats.

It is always good news when long-retired streetcars are re-discovered. In February two SEPCO (Charleston) trolleys were removed from a location where they had been used as a residence since 1938! The center door cars had been joined at the hip, and had porches installed on the sides and a gable-end roof structure overhead. After the cars were separated it was revealed that the original sashes were in place, and the cars were painted orange. One car was numbered 302, and until some of the interior paint is removed, the other's identity will remain a mystery. Both car bodies are in essentially good structural condition, and are restorable either as static displays or as operating cars should that ever be desired. The extent of damage inflicted by their conversion into a residence, and the subsequent deconstruction, is primarily in wooden floor and roof fabric, and the majority of that damage is localized and repairable. For the time being the cars have been stored in a warehouse and are being preserved by an organization known as C&CT, which has vast experience in adaptive reuses. Thanks to member Frank Pfuhrer for this report.

Birmingham, Alabama

Member Karl Groh forwarded a report from Rail Transit OnLine that members of the Jefferson County Commission on December 14, 2005 were scheduled to approve spending \$25 million to construct a four-mile streetcar starter line through the downtown area that could be ready for revenue service by the end of 2007. As I was writing this, I was unable to find anything to update this story.

South Florida

Member Joe Gagne sent me the postcard that he received from the South Florida East Coast Corridor Study inviting him to attend meetings that were held during April in Broward, Miami-Dade, and Palm Beach Counties. The study seeks to reduce roadway congestion and improve mobility by providing local and regional passenger transit service for the aforementioned counties along an 85-mile long, two-mile wide corridor centered on the Florida East Coast Railway. For details you can visit www.SFECCStudy.com. Joe wrote that even if everything goes well, he does not expect any construction to begin for 2-3 years.

Little Rock, Arkansas

On April 6, CAT received its fourth Gomaco streetcar, 411. Thanks to Frank Pfuhrer for this report.

Chicago, Illinois

Less than four months after Metra's UP/West Line was extended (January 23) from Geneva to Elburn, a revised timetable went into effect on April 17. There were a few timing changes to some weekday trains. Thanks to member Jim Beeler for sending copies.

The Chicago Transit Authority awarded Bombardier a contract valued at \$577 million for the purchase of 406 heavy-rail cars that will have a.c. motors, instead of d.c. The contract includes a base order of 206 cars and a 200-car option, plus an additional option for 300 cars that would raise the total to 706 and the contract to \$933 million. Ten prototype cars are due in 2008 that will be tested in revenue service for nine months. Production cars are scheduled to be delivered starting in 2010. These cars would replace the Budd (2201-2350) and Boeing-Vertol (2401-2600) cars. Thanks to member Bob Kingman and Bob Hansen for this report.

Seattle, Washington

One of the cities that my son Marc and I covered at the April Division meeting was Seattle. There was some discussion about Route 99/Waterfront, with its ex-Melbourne cars not operating, which reminded me to do a follow-up of this matter. Checking the Internet, I found that the trolleys were replaced by a free Seattle Metro bus service on November 19, 2005 on a route between Alaskan Way/Clay and Eighth Avenue South/South King. This will remain in effect pending the completion of a new storage barn. An agreement was reached with the Seattle Art Museum, which demolished the streetcar maintenance barn, the Broad Street passenger station,

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and tracks. They will replace them with new tracks and a station that links to the pedestrian sky bridge in the new Olympic Sculpture Park. In a separate agreement, a private developer will include the new \$9 million streetcar maintenance facility in a mixed-use building at Main Street and Occidental Park. The ex-Melbourne streetcars should be back in service by the 2007 tourist season.

Sound Transit's Board approved a plan for extending light rail to the University of Washington. The transit agency plans to finance this extension using existing taxes and a \$700 million federal grant that is being sought. Construction is set to begin in 2008 and, when completed, is expected to increase light rail ridership from 45,000 a day to more than 114,000.

Again this year, Sounder is operating weekend service to all Mariners home games. One train leaves Tacoma at 11 AM, and another departs from Everett at 11:15 AM. Return service departs ½ hour after the game has been completed.

San Francisco, California

On April 18, in commemoration of the 100th Anniversary of the San Francisco Earthquake, BART started service earlier than normal, and also operated additional trains. The West Oakland station opened at 4 AM, with the BART Centennial Train departing at 4:15 AM (normally the first train passes through at 4:46 AM) destined to Powell Street for those wishing to attend the memorial ceremony at Lotta's Fountain. To accommodate SF Muni Metro riders, the Powell Street and Montgomery Street stations opened at 3 AM. Regular service to San Francisco from Daly City began at 4:09 A.M, the normally scheduled time. If you are wondering why the ceremonies were held so early in the morning, it is because the earthquake occurred at 5:12 AM Pacific Time. This story received wide media coverage, and, yes, there are still some survivors, although that number decreases with each anniversary.

BART reported that its Board of Directors awarded a \$9.7 million contract to strengthen the soil around the Transbay Tube on Port of Oakland property from the shoreline to the Tube's end. Work should begin this summer and take about seven months. Many believe the Tube is earthquake-safe because it withstood the 1989 Loma Prieta earthquake. However, that quake was about 60 miles from the Bay Area. Geologists say the next big one will likely be much closer. In fact, U.S. Geological Survey geologists say there's a 62% chance of one or more 6.7 magnitude or greater earthquakes striking the Bay Area between now and the year 2032. Recently a panel of world-renowned, independent earthquake engineers and geologists determined the next major earthquake in the Bay Area could potentially cause the Tube to fail, unless the surrounding soil is

compacted, which will prevent liquefaction. The Transbay Tube project is the first phase in BART's overall \$1.3 billion Earthquake Safety Program, which will strengthen not just the Transbay Tube, but stations and elevated tracks as well.

With all of the mergers and acquisitions, it is hard to keep up with the new names. Member Charles Treuhold wrote that PacBell Park (April **Bulletin**) has been renamed twice because of telecom mergers: first to SBC Park a few years ago and to AT&T Park earlier this year.

Sacramento, California

Siemens Transportation Systems announced a major expansion of its Sacramento plant, which produces the SD160 high-floor model and S70 low-floor model LRVs. The 165,000-square-foot plant was enlarged by 25,000 square feet. This facility now has the capabilities to produce the car shells, which were previously purchased from outside vendors. Siemens' current contracts include cars for Edmonton (28), Denver (34), and Calgary (33). As a result of the expansion, inquiries for LRVs have come from the United Kingdom, Scotland, Portugal, and Israel.

Los Angeles, California

Some Gold Line riders now have a speedier trip during rush hours as a result of the inauguration of express service. Northbound trains operate every half-hour from 5:35 to 8:05 AM and 3:50 to 6:20 PM. There is also southbound service between 6:05 and 8:35 AM and from 3:50 to 6:20 PM. However, only the following stations are served: Sierra Madre Villa, Del Mar, Mission, Highland Park, and Union Station. Thanks to Greg Campolo for this news.

London, United Kingdom

London's very successful congestion pricing scheme will be extended next February to the Chelsea, Kensington, and Knightsbridge areas of the city. With congestion pricing, privately owned cars pay a daily fee on weekdays of around \$14. There are a number of exemptions, including vehicles used for public transportation.

From the History Files

100 Years Ago: On June 1, 1906, construction of New York Penn Station began. The North (Hudson) River Tunnels were completed on August 1, 1910, and the first Pennsylvania Railroad trains operated into the station on November 27, 1910. Because the East River Tunnels were completed earlier, on September 10, 1910, Long Island Rail Road trains were the first trains to use the station. On October 28, 1963, demolition of the station began, and it remains as it is today.

10 Years Ago: On June 30, 1996, the Cortlandt station (Hudson Line) opened with a parking lot capable of handling 750 cars. One day earlier, the adjacent Crugers and Montrose stations were closed.

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

Around New York's Transit System

Buses Replace ② Trains on the Brighton Line

NYC Transit replaced switches leading from southbound local Track A1 to southbound express Track A3 and from A3 to A1 south of Prospect Park. Also replaced were tracks, ties, and third rail on Track A1 near Cortelyou Road. This work was performed from 12:01 AM Saturday to 5 AM Monday during four weekends, April 22-24, April 29-May 1, May 6-8, and May 20-22. During this period, ② service was extended from Coney Island to Kings Highway (Brighton) and ① service was suspended. Express shuttle buses stopped at or four blocks away from all stations from Kings Highway to Beverley Road, then ran express to Atlantic Avenue. Local shuttle buses stopped at or a few blocks away from all stations between Cortelyou Road and Atlantic Avenue.

"Secret Shuttle" Rerouted Again

Member Arthur Lonto filed the following report.

Due to construction of the new Fulton Street Transit Center and/or the rebuilding of the South Ferry Terminal

for the Broadway-Seventh Avenue (①) Line, there will generally be no Lexington Avenue service from Brooklyn Bridge to Brooklyn on weekends for several months. As an alternate, NYC Transit is running a "secret shuttle" from Essex Street on the Nassau Street Line via the Nassau Street Line and the Montague Street Tunnel to Brooklyn. On May 7 (since the Brighton Line was closed down), this train made all local stops to Ninth Avenue on the West End Line and carried passengers there. ② signs were displayed. On some previous weekends, it ran light between Pacific Street and Ninth Avenue. It does not appear on service change notices, so I call it a "secret shuttle." Present weekend schedules have ① trains terminating at Chambers Street, and the Fulton Street and Broad Street stations are closed. The "secret shuttle" stops and these stations are served when it operates.

On May 14, the Brighton Line operated normally, and the "secret shuttle," carrying ① signs, operated between Essex Street and Prospect Park.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

Here is a summary of what we have observed since the last Subdivision "B" car assignment, which was published in the July, 2005 issue.

4 R-32s (numbers unknown) were transferred from Coney Island to Jamaica

6 R-32s ("Sigma" cars) were returned from Jamaica to Pitkin, leaving only 3880-1 in Jamaica

R-68s 2776-2783 were returned from Concourse to Coney Island

R-42s 4922-4926 were returned from Coney Island to East New York

Beginning mid-April, 2006, and continuing to the present, due to problems with the R-143s and the need to cover an increasing number of ① trips, various R-40Ms and Coney Island-assigned R-42s have been variously loaned to East New York and returned to Coney Island; this is a continuous process and there is no set assign-

ment of these, just grabbing a train or two as needed. As a result, the time-to-time appearances of Coney Island assigned R-68s or R-68As in ② or ③ service have been forced into greater consistency, indicating an apparent car shortage. Incidentally, R-143 units 8177-80 and 8277-80, individually or together, are tested weekends on northbound express track B4 on ④ from Church Avenue north to Seventh Avenue.

In ① and ② service, the highest-numbered assigned R-32s run out of 207th Street along with the R-38s; accordingly mixed trains involving R-38s are most likely to include those R-32s in consists; however, at least once over the last few months, we have spotted a low-numbered Pitkin-assigned R-32 unit (3370/1) mixed into an R-38 consist.

East Main Street Line

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November 2, 1929 Discontinued

November 3, 1929 County Transportation Company, successor to New York & Stamford Railway Company, started operating buses from Stamford to Mechanic Street via the route of the East Main Street cars

This concludes our Third Avenue Railway history, which has been published serially since 1990.