

The Bulletin



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The Bulletin

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TROLLEY SERVICE IN BROOKLYN ENDED 50 YEARS AGO

On October 31, 1956, an era ended with the discontinuance of trolley service in Brooklyn. The last two routes were 35/Church Avenue (today's B35 bus route) and 50/McDonald Avenue (which was not converted to bus south of Cortelyou Road, but was replaced by B69 — now B67 — buses north of this point).

Many years ago, the BMT operated a large trolley network with cars on nearly every major thoroughfare. On July 1, 1931, there were 1,670 cars in this fleet. Riding declined during the Depression and never fully recovered.

On December 19, 1943, there were 45 trolley lines in Brooklyn and Queens. Of the 1,231 cars in the fleet, 941 were scheduled for the evening rush.

As soon as World War II was over, the Board of Transportation was determined to substitute buses as rapidly as possible. Most trolley cars were able to run for 30 or 40 years, but the Board scrapped the 6000s that were only 20 years old and most of the 25-year-old 8000s. In 1951, only three trolley lines were retained because the PCCs were only 15 years old.

Three years later, a survey revealed that the two remaining trolley lines were operating at a loss. It cost \$1.24/mile to run a trolley, but only 88.82 cents/mile to operate a bus. For Church Avenue, the saving was 36 cents/mile or approximately \$425,000 a year.

When D trains terminated at Church Avenue, additional rush hour McDonald Avenue service was provided by Avenue I short-turns. Because these cars switched back on a crossover, 20 double-ended cars were retained for this service. We found 17 cars in

the Ninth Avenue Depot in May, 1954. The following list gives additional information about the condition of the 8000s:

CAR	NOTES
8361*	Sold to museum on Staten Island
8430	Slight damage by fire June 13, 1954
8453	Damaged
8454	
8456	Considerable damage by fire June 13, 1954
8457	
8459	Damaged
8460	Damaged
8461	Damaged
8467	
8470	Damaged
8471	
8472	
8474	
8475	Damaged
8476	
8477	Damaged
8478*	Slight damage by fire June 13, 1954
8479	
8495*	Considerable damage by fire June 13, 1954

*These cars were not in the depot when we made this survey.

The remaining 8000s (except 8361) were scrapped in March, 1955.

Riding declined slightly during the early

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Next Trip: Corona Shop Tour — October 22, 2006

IND EIGHTH AVENUE LINE — 207TH STREET **A** SERVICE by Bernard Linder

This is an incomplete record:

DATE	SOUTH TERMINAL	WEEKDAYS	SATURDAY	SUNDAY
September 10, 1932	Chambers Street	Midnights (LM) Other Times (XM)	Midnights (LM) Other Times (XM)	All Day (LM)
February 1, 1933	Jay Street	Midnights (LM) Other Times (XM)	Midnights (LM) Other Times (XM)	All Day (LM)
March 20, 1933	Bergen Street Jay Street layups after AM rush Jay Street putins for PM rush	Midnights (LM) Other Times (XM)	Midnights (LM) Other Times (XM)	All Day (LM)
July 1, 1933	Bergen Street Jay Street layups after AM rush Jay Street putins for PM rush	All Times (XM/145)	All Times (XM/145)	All Times (XM/145)
October 7, 1933	Church Avenue	All Times (XM/145)	All Times (XM/145)	All Times (XM/145)
April 9, 1936	Rockaway Avenue	All Times (XM/145 until December 14, 1940; XM starting December 15, 1940)	All Times (XM/145 until December 14, 1940; XM starting December 15, 1940)	All Times (XM/145 until December 14, 1940; XM starting December 15, 1940)
January 10, 1944	Rockaway Avenue Utica Avenue layups after AM rush Utica Avenue putins for PM rush	All Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
December 30, 1946	Broadway-East New York	All Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)

This is a complete record:

DATE	SOUTH TERMINAL	WEEKDAYS	SATURDAY	SUNDAY
November 28, 1948	Euclid Avenue	All Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
October 24, 1949	Euclid Avenue	Rush Hour (XM-XB/B) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
April 29, 1956	Midnights every day: Lefferts Boule- vard Weekends: Lefferts Boulevard to Euclid Avenue All Times Other Times: Lefferts Boulevard or Euclid Avenue	Rush Hour (XM-XB (B)) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
September 16, 1956	Midnights every day: Lefferts Boule- vard Rush Hours and Late Evenings: Rockaway Park Other Times: Lefferts Boulevard or Far Rockaway	Rush Hour (XM-XB) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
January 27, 1957	Midnights every day: Lefferts Boule- vard Rush Hours: Far Rockaway or Rock- away Park Other Times: Lefferts Boulevard or Euclid Avenue	Rush Hour (XM-XB) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
September 8, 1958	Midnights every day: Lefferts Boule- vard Other Times: Lefferts Boulevard or Euclid Avenue	Rush Hour (XM-XB) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
July 9, 1967 (2)	All Times: Lefferts Boulevard Weekday midday and evening, weekends except midnights: Far Rockaway Several Euclid Avenue short-turns	Rush Hour (XM-XB) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)

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IND Eighth Avenue Line — 207th Street **A** Service

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DATE	SOUTH TERMINAL	WEEKDAYS	SATURDAY	SUNDAY
December 31, 1972 (2)	All Times: Lefferts Boulevard All Times Except Midnights: Far Rockaway Late Evenings: Rockaway Park (southbound)	Rush Hour (XM-XB) Other Times (XM-LB)	All Times (XM-LB)	All Times (XM-LB)
August 28, 1977 (1) (2)	All Times: Lefferts Boulevard All Times Except Midnights: Far Rockaway Late Evenings: Rockaway Park (southbound)	Midnights (LM-LB) Rush Hour (XM-XB) Other Times (XM-LB) (3)	Midnights (LM-LB) Other Times (XM-LB) (3)	Midnights (LM-LB) Other Times (XM-LB) (3)
October 25, 1992	All Times: Far Rockaway Midnights: Lefferts Boulevard (from Euclid Avenue) Other times: Lefferts Boulevard AM Rush: Rockaway Park northbound PM Rush: Rockaway Park southbound Several trains discharge at 168 th Street after AM rush. PM rush putins from 207 th Street Yard make first stop at 200 th Street	Midnights (LM-LB) Early Morning, Late Evening (XM/145-LB) Rush Hour and Midday (XM-XB) Other Times (XM-LB)	Midnights (LM-LB) Other Times (XM/145-LB)	Midnights (LM-LB) Other Times (XM/145-LB)
May 29, 1994	All Times: Far Rockaway Midnights: Lefferts Boulevard (from Euclid Avenue) Other times: Lefferts Boulevard AM Rush: Rockaway Park northbound PM Rush: Rockaway Park southbound Several trains discharge at 168 th Street after AM rush. PM rush putins from 207 th Street Yard make first stop at 200 th Street	Midnights (LM-LB) Rush Hour and Midday (XM-XB) Other Times (XM-LB)	Midnights (LM-LB) Other Times (XM-LB)	Midnights (LM-LB) Other Times (XM-LB)

LM — Local in Manhattan

LB — Local in Brooklyn

XM — Express Canal Street to 168th Street

XM/145 — Express Canal Street to 145th Street

XB — Express Hoyt-Schermerhorn to Euclid Avenue

XB/B — Express Hoyt-Schermerhorn to Broadway-East New York

(1) Starting October 1, 1990, several trains discharged at 168th Street after the AM rush

(2) Starting January 19, 1976, PM rush hour putins from 207th Street Yard made their first stop at 200th Street

(3) Effective October 1, 1990, early morning and late evening trains made express stops between Canal Street and 145th Street

WEEKDAY HEADWAYS

Following is an incomplete record:

DATE	MIDNIGHT	AM NORTHBOUND	AM SOUTHBOUND	MIDDAY	PM NORTHBOUND	PM SOUTHBOUND	EVENING
September 7, 1932	12	4	4	5	4	4	6, 8
October 10, 1932	12	3, 4	3, 4	5	3, 4	3, 4	6, 7, 8
January 30, 1933	12	4	3	5	3	4	6, 8
July 3, 1933	12	5	4	5	4	5	6, 8
January 10, 1944	12	4	4	5	4	4	6, 8

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IND Eighth Avenue Line — 207th Street **A Service**

(Continued from page 3)

A complete record follows:

DATE	MIDNIGHT	AM NORTHBOUND	AM SOUTHBOUND	MIDDAY	PM NORTHBOUND	PM SOUTHBOUND	EVENING
October 24, 1949	12	4	3	5	3	3, 4	N/A
January 30, 1950	12	4	3½	5	3½	4	6, 8
October 23, 1950	15	4	3½	6	3½	4	6, 8
June 30, 1952	20	4	3½	8	3½	4	10
November 1, 1954	20	4	4	8	4	4	10
November 27, 1967	20	4	4	10	4	4	12
May 2, 1977	20	5	5	10	5	5	12
May 5, 1980	20	4	5	10	4	5	12
November 26, 1984	20	4	5	10	5	5	12
November 23, 1987	20	4	5	10	5	4	12
October 26, 1992	20	3½	6	10	6	3½	12
May 13, 2002	20	3½	6	7½	6	3½	10

WEEKEND HEADWAYS

Following is an incomplete record:

SATURDAY				SUNDAY				
DATE	MORNING RUSH	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
October 15, 1932	4	5	5 (A)	6	October 16, 1932	6, 5	5	6
October 7, 1933	(B)	6	6	6	October 8, 1933	7, 6	5	6
January 10, 1944	4	5	5	6	January 9, 1944	6	5	6
May 17, 1947	5	6	6 (C)	6	May 11, 1947	6	6	6

A complete record follows:

SATURDAY			SUNDAY				
DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
July 15, 1950	5, 6	6	6	October 23, 1949	8, 6	6	6, 8
October 28, 1950	5, 6	6	8	October 22, 1950	8	7	7, 8
January 5, 1952	6, 7	7, 6	7, 8	December 30, 1951	8	8	8
July 5, 1952	6, 8	8, 6	8	June 29, 1952	10	8	8
October 8, 1955	6, 8	8, 6	8, 10	October 31, 1954	12, 10	10	10
December 2, 1967	8	8	8, 10	October 31, 1971	12	12	12
November 6, 1971	10	10	12	November 11, 1973	15, 12	12	12
December 17, 1988	10	10, 8	12	May 21, 1989	12	10	12
October 31, 1992	6	6½, 5	10	October 25, 1992	10, 8	8, 6½	8, 10
September 6, 1997	10, 8	8	10, 12	August 31, 1997	12, 10	10, 8	10, 12, 15

- (A) 4 minutes - noon rush
- (B) 4 minutes southbound, 5 minutes northbound
- (C) 5 minutes - evening rush

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IND Eighth Avenue Line — 207th Street **A Service**

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WEEKDAY TRAIN LENGTHS (IN CARS)

This is an incomplete record:

DATE	MIDNIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
September 10, 1932	6	6	6	6	6
October 10, 1932	3	6	4	6	4
January 30, 1933	3	6, 7	4	6, 7	4
March 20, 1933	3	7, 8	4	7, 8	4
July 3, 1933	3	10	5	8	5
October 24, 1949	6	10	6	10	6
September 10, 1951	4	10	6	10	6
June 28, 1956	4	10	10	10	8
November 27, 1967	4	10	10	10	10
November 1, 1971	10	10	10	10	10
April 16, 1973	10	10	10	10	10
July 17, 1973	5	10	10	10	10
August 29, 1977	4	10	6	10	6
December 3, 1979	4	10	10	10	6
May 4, 1981 (D)	4	10	10	10	6
(C)	4	8	8	8	4

WEEKEND TRAIN LENGTHS (IN CARS)

This is an incomplete record:

DATE	SATURDAY			DATE	SUNDAY		
	MORNING	AFTERNOON	EVENING		MORNING	AFTERNOON	EVENING
September 10, 1932	6	6	6	October 16, 1932	3	4	4
October 15, 1932	6	6, 4	4	October 8, 1933	3, 4	5	5
October 7, 1933	(A)	(B)	5	October 23, 1949	4, 6	6	6
October 29, 1949	8	6	6	September 16, 1956	6	6	6
January 5, 1952	6	6	6	November 11, 1973	10	10	10
September 22, 1956	8	8	6	January 30, 1977	6	6	6
November 6, 1971	10	10	10	December 2, 1979 (C) (D)	8	8	8
November 9, 1974	10	10	8				
January 29, 1977	6	6	6				
July 14, 1979 Summer only	10	10	10				
December 8, 1979 (D)	10	10	10				
(C)	8	8	8				

- (A) 6, 8 cars southbound; 4 cars northbound
- (B) 5 cars southbound; 5, 7 cars northbound
- (C) R-44
- (D) R-40

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Metro-North changed its timetables as of October 1. They will remain in effect through March 31, 2007, although it is possible that they could be reissued in mid-January to remove the extra holiday services, as has been the practice in recent years. On each of the covers there is a note that the special schedules for Thanksgiving and Christmas/New Year's weekends would be available soon. Extra trains have been scheduled for the Saturdays from November 18-December 23. Saturday schedules will be in effect on Martin Luther King Day (January 15) and Presidents Day (February 19). There were a few changes on each of the lines:

Hudson — Inbound Saturday morning riders have a superexpress train, #8818, from Poughkeepsie, which only stops at New Hamburg, Beacon, Peekskill, and 125th Street before it arrives at Grand Central Terminal. The running time is 1 hour 30 minutes, the same as "Saturdays-only" Train #7916. On Saturday afternoon, the following stops have been removed from the schedule of Train #8841 (3:51 PM Grand Central Terminal/Poughkeepsie): Marble Hill, Yonkers, and Tarrytown. Those stops, plus Hastings, Dobbs Ferry, and Ossining, have been added to new Train #8741, which departs Grand Central Terminal for Croton-Harmon at 3:56 PM

Harlem — Changes were made to the evening portion of the Upper Harlem Line, and there is one more connecting train from Southeast to Wassaic, which now offers nearly hourly service between 4 and 10 PM

New Haven — Due to catenary replacement work, which is being performed in the vicinity of South Norwalk, almost all weekday and weekend inbound trains from New Haven are departing earlier from Milford, Stratford, Bridgeport, Southport, Green's Farms, Westport, East Norwalk, and South Norwalk.

The M-7 armrest controversy is not resolved. Both Metro-North and the Long Island Rail Road are developing a prototype to be tested in December that they hope will not rip the pants pockets, shoulder bag straps, and jackets of passengers.

Effective September 11, inbound morning Hudson Line trains have reverted to stopping at their normal platforms between Ossining and Marble Hill. For several months, they had been operating on Track 3, rather than Track 4. On those few times during that period that I used the Hudson Line, it was nice not to have to race up and down the stairs to board the train on the normal inbound platform.

On Track reported that during the U.S. Open at the Winged Foot Golf Course, which was held in June, Metro-North provided over 100,000 rides to 52,000 attendees.

Metro-North's annual Open House at Harmon Shop will be held on October 14.

Connecticut Department of Transportation

The proposed West Haven and Orange Metro-North rail stations have received funding to the tune of \$11 million in Connecticut's \$2.3 billion transportation bill that was recently signed by Gov. M. Jodi Rell. Most of the \$11 million is for West Haven, and that is a small part of the estimated \$50 million that each station will cost. Both stations will be accessible to nearby I-95. Some of the other allocations in the bill include \$146 million for New Haven/Hartford/Springfield rail service; \$25 million for rail car repairs; \$45 million for branch line improvements, and \$52 million for a busway between New Britain and Hartford. Thanks to member David A. Cohen for sending an article from *The New Haven Register*.

MTA Long Island Rail Road

On August 22, following the tragic death of an 18-year-old girl who fell into the gap between the platform at Woodside and a train, an investigation of 250 Long Island Rail Road and Metro-North stations was ordered by the state Public Transportation Safety Board. This survey was to be completed within 90 days, although a comprehensive study could take more than six months and include corrective actions.

What started out as a normal return to Long Island for about 800 commuters aboard Train #658 (4:19 PM NY Penn/Port Jefferson) on August 28 became anything but. Due to what was described as a loss of propulsion, the train stalled in the East River Tunnels, and caused significant delays to service. A rescue engine was dispatched and the train was finally returned to Penn Station just before 6 PM. One of my fellow commuters told me that he had difficulty getting from the Seventh Avenue Subway through the LIRR concourse and over to NJ Transit's departure area. One commuter who was interviewed on NewsRadio 880 reported that, faced with the crowds, he opted to have dinner and return later. However, when he returned after 7 PM, it was still crowded.

New timetables (General Order No. 302) were issued for the period September 18-November 12. With this edition, some work projects have been completed, including the one on the West Hempstead Branch, and busing has been discontinued. All of the fall projects are being done during middays and weekends, and include interlocking work west of Jamaica, which affects Far Rockaway, Hempstead, Long Beach, and West Hempstead trains. Mechanized tie replacements and a grade crossing renewal will cause some schedule adjustments

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Commuter and Transit Notes

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to Port Jefferson and Oyster Bay trains. Several have notes on their covers that special timetables will be issued on the following dates:

- Port Jefferson – Grade crossing work on October 14 and 21
- Ronkonkoma – Grade crossing work on September 30 and October 7
- Far Rockaway – Weekend track work on November 11
- Long Beach – Weekend track work on November 11
- West Hempstead – Weekend track work on November 11-12
- Montauk – Grade crossing rehabilitation on mid-day weekdays, October 23-November 3

Quite by accident, while I was looking at these timetables I discovered that Form Numbers have made a return appearance. The July 24-September 17 edition had them, but since I do not maintain a collection of them (due to space considerations), I called member Larry Kiss. He very quickly checked his collection and determined that it began anew with the March 6-May 21, 2006 editions. Form numbers were a part of LIRR timetables into the 1990s. At the end, they also included the General Order Number. The present nomenclature is "Form number – TPSS-(sequence number)." Those letters stand for Train Planning Scheduling System or Software, so says my contact at the LIRR.

FORM NUMBER	BRANCH
1	Port Washington
2	Port Jefferson
3	Ronkonkoma
4	Oyster Bay
5	Hempstead
6	Far Rockaway
7	Babylon
8	Long Beach
9	West Hempstead
10	Montauk
11	City Terminal Zone

In addition, four timetables (so far) have "S" prefixes.

FORM	NAME
S1	Shea Stadium
S2	The Hamptons and Montauk
S3	Belmont Park
S4	U.S. Open Tennis

In the September *Bulletin* I wrote that former LIRR President James Dermody began his career with the railroad in 1948. It should have been 1958.

NJ Transit

Overlooked in the report about the Fiscal Year 2007 budget was an initial funding for the replacement of the troublesome and aging Portal Drawbridge, which is

used by all trains operating on the Northeast Corridor between Newark and New York.

Cinders has answered a question that I posed in the August *Bulletin*. NJ Transit will lease four of Amtrak's dual-mode locomotives for the New York-Atlantic City service. Those units will draw power from the recently re-activated third rail in the North (Hudson) River Tunnels. Trains will operate via the Northeast Corridor to Frankford Junction and then on to the Atlantic City Line. Service is expected to begin late next year.

During the second week of September, selected trains began using the "Pond" siding in Nanuet. Because it is a diverging move, there is a slight increase in running time, but it is exciting to know that within a year, there will be a lot more train service and, with it, travel options, on this single-track line.

At its September meeting, the Board of Directors approved the awarding of a contract for the completion of preliminary design work on the track alignment of HBLRT's new 8th Street station. Also included are environmental work and other tasks. It is interesting to note that while we often hear of opposition to reactivations or extensions of rail lines, Bayonne Mayor and State Senator Joseph Doria has been a staunch supporter of this project. The plan calls for the line to extend south from the elevated 22nd Street station adjacent to the existing Conrail right-of-way along Avenue E. A viaduct will carry the LRVs over local streets to an elevated platform at the new 8th Street station, which will feature an elevator and stairs between street and platform levels.

Attorneys for DeCamp Bus Lines have filed their final briefs in their lawsuit against NJ Transit. According to an article in *The Star-Ledger* (September 8), DeCamp maintains that NJ Transit has made their company "nothing more than a museum piece." And to that end, they have asked Superior Court Judge Theodore Winard, who is hearing the case without a jury in Newark, to award them \$36 million as compensation for current and future losses. In response, Alvin Little, a deputy attorney general representing NJ Transit, said in his 71-page summation "that the 'Montclair Connection' had been recommended by regional planners as far back as 1929 as a crucial part of the area's transportation needs." He said DeCamp has known it was going to be built since the 1970s and declined invitations to participate in public discussions about the plan. Judge Winard, who heard 18 days of testimony in the case in May and June, is expected to rule in the coming weeks, although no firm date has been given for his decision.

Louis J. Gambaccini, who was New Jersey's State Transportation Commissioner when NJ Transit was founded, was honored by the Board by having its headquarters building in Newark named in his honor. According to the press release, when he was appointed in 1979, that time was described as one when New Jer-

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Commuter and Transit Notes

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sey's transportation system was "an irrational under-capitalized collection of nearly 30 bankrupt bus companies and seven freight railroads that were providing inadequate service." The transit agency began operating buses in 1982 and rail service in 1983. "Louis J. Gambaccini Building" signage has been installed and a dedication plaque will be permanently displayed in the lobby. For more than four decades, he has played a role in public transportation. Mr. Gambaccini also served at the Port Authority of New York and New Jersey and the Southeastern Pennsylvania Transportation Authority (SEPTA). He is currently a senior fellow at the Alan M. Voorhees Transportation Center at Rutgers University's Edward J. Bloustein School of Planning and Public Policy.

New Jersey's Governor, John Corzine, is considering taking over the 55-mile section of the Northeast Corridor between New York Penn Station and Trenton from Amtrak. This announcement came at the same time that a new six-year agreement was reached between the two rail operators. Under the terms of this agreement, NJ Transit will pay Amtrak \$34.4 million each year for the first three years, with the remaining years to be negotiated based on service levels and actual costs. In addition, NJ Transit will pay about \$22 million per year for power costs. This amount is more than the \$15-20 million it had been paying. **Bloomberg News** also reported that NJ Transit and Amtrak will contribute \$260 million over the next six years to a joint capital improvement program and to build a new control center in NY Penn to replace the PSCC, which currently dispatches both operators' trains.

Port Authority Trans-Hudson Corporation

This fall, PATH will be mailing out its new Senior SmartLink cars to all current Senior Fare Card holders. The card will allow seniors to add \$1 trips in various denominations: 1-, 2-, 5-, 10-, 20- and 40-trips. Because the cards are registered, if the card is lost or stolen, and you notify PATH, your investment is protected. These cards can be filled at new vending machines in stations. When they have been distributed, the cash turnstile machines which PATH reported as being difficult to maintain due to non-availability of parts, will be removed from service. What this means is that riders must have either a PATH *QuickCard* or a value *MetroCard*.

PATH reported that 60.7 million passenger trips were made during 2005. Recent daily ridership is 215,115.

Port Authority of New York and New Jersey

One of my co-workers who rode the Newark AirTrain was surprised to find out that the PA hiked the \$5 fee to \$5.50. This stealth fare increase took place sometime in July. I checked the PA's web site and could find no press release that fares were being increased. The web site does quote the fare as being \$5.50. NJ Transit has

not yet increased their over-priced \$14 NY Penn-EWR fare or any of the fares to EWR, so they must be absorbing this fifty cent increase, or the PA is letting them off the hook.

Metropolitan Area

I have written many times about commuter parking at rail stations. **The New York Times** (August 13) devoted almost the entire first page and another page of the New Jersey and the Region section to this subject. The reporter covered NJ Transit, Metro-North, and the Long Island Rail Road. The subtitle was "Same Problem, Different Stations." With increasing ridership, spurred by the high cost of gasoline, transit operators are scrambling to keep up with the demand for parking. (Please note that this article was written before gasoline prices began to fall in September.) At many stations, arriving after 6:30 AM means you will not find a spot for your car. These are some of the methods that are being used to add parking: some residents who live close to stations are leasing spots on their driveways, valet parking has become popular at selected stations, and Transit Villages — housing located within walking distance of stations — are being considered.

In Westchester County, there are just 26,000 parking spaces for 75,000 commuters, while on Long Island almost half of the parking lots are more than 95% full. In many communities, parking is locally controlled, which means that residents are given preference, and there is reluctance to construct large garages because of the additional traffic that will follow. Brewster, in order to alleviate a parking shortage, constructed the Brewster North Station, which is now known as Southeast. Since its opening in December, 1980, town officials have reported that people began driving to the new station and are not shopping in the village anymore. With the T.H.E. Tunnel project on the way, the shortage of parking spaces could get worse. In the table below is how the parking situation stands along the Northeast Corridor Line.

STATION	COMMUTERS	PARKING SPACES	WAITING LIST
Trenton	5,898	3,400	3 to 6 months
Hamilton	3,570	1,616	2.5 years
Princeton Junction	7,040	3,598	2.5 to 7 years
Jersey Ave.	1,653	1,354	15 to 18 months
New Brunswick	5,354	3,940	6 to 7 years
Edison	2,998	382	10 years
Metuchen	3,745	1,564	2 to 3 years
Metropark	6,876	3,615	4 to 6 months
Rahway	2,840	710	No wait
Linden	2,157	692	No wait
Elizabeth	4,162	899	No wait
North Elizabeth	527	126	Not Available
Newark	18,610	2,210	Sold out, no list
Secaucus	7,410	0	N/A

News reports in late August told of longer commuting times for Americans. What the U.S. Census Bureau

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

calls an "extreme commuter," somebody who spends more than 90 minutes each way getting to and from work, is among the fastest-growing segments of workday travelers. New Yorkers, with an average commute of 34.2 minutes, whether by car or subway, have the second longest commute in the country. In New York City, Manhattanites at 31.2-minutes had the smallest, while Staten Islanders at 42 minutes had the longest. The national average is 25.2 minutes. Thanks to member Bill Zucker for this report.

Amtrak

As of September 12, Amtrak has a new President, its eighth. Alexander Kummant previously served as a Regional Vice President of the Union Pacific Railroad, and held other senior-level management positions with that railroad as well. Most recently, Kummant served as the Executive Vice-President and Chief Marketing Officer of Komatsu America Corporation. Kummant's first job on the railroad came at age 18 in Lorain, Ohio, working on a track crew for the Lake Terminal Railroad at the U.S. Steel Lorain Works. He succeeds former Chief Engineer David J. Hughes, who has been Acting President since David Gunn was fired last November.

Museums

The Shore Line (Branford) Trolley Museum announced that on November 4, it will be celebrating several anniversaries having to do with Brooklyn trolleys. In 1906, deck-roof convertible car 4573 entered service, and it remained in regular service until the mid-1930s. Some one-man cars were still running after World War II. Seventy years ago, in 1936, the first of 100 PCC cars entered service, and when service ended on October 31, 1956, it was this group of cars that closed out the Transit Authority's street car service. PCC 1001 arrived at the museum a few days prior to the shutdown, and has recently undergone a major refurbishment. According to *The Tripper*, although many of Branford's members have participated in this project, member Dennis Peppel has been heavily involved. 1001 will be featured in a rollout ceremony which is planned for 1 PM, after which the car will be available for riding. Between 10:30 AM and 5 PM, an assortment of Brooklyn trolleys and their close cousins from other boroughs will be on display or in operation. There will also be movie and slide shows featuring Brooklyn trolleys.

The following New York Division members have been recognized for their longevity as members of Branford: George Conrad (50); Raymond Berger and John Bremer (45); Frank Miklos (40); Bill Armstrong and James East (35); James Dell'Oglio, Walter Karppi, and Dennis Peppel (30); Ira Friedberg, Nate Gerstein, Bruce Lane, and Robert Powers (25); Robert Cuniglio and Rand Joseph (20); Ray Mercado and Les Schiller (15); Richard Bauman, Joseph Columbo, and James Prezor-

ski (10). Congratulations to them all.

Miscellaneous

The American Public Transportation Association reported that transit ridership in the first quarter of 2006 surpassed that comparable period in 2005 by 4.25%. By mode, light rail ridership was up 11.2%; commuter rail, 3.4%; and heavy rail, 3.2%. Transit agencies recorded 2.5 billion passenger trips during the first quarter. The largest gainers were VTA (San Jose), 27.3%; and Minneapolis Metro Transit, 25%.

Due to opposition by railfans and the American Civil Liberties Union, the Union Pacific has rescinded its ban on photography at Metra stations. Many believe that this ban was a violation of the First Amendment of the U.S. Constitution. In July, citing "security concerns," the railroad decided to ban photography from platforms on the UP North Line to Kenosha, Northwest Line to Harvard, and West Line to Elburn. UP maintains that it still has the right to question photographers if railroad officials think that the activity is suspicious. Unchanged, however, is that on UP property itself, photography will only be allowed with the prior consent of the railroad.

Only three railroads purchased new E-60 locomotives, and according to Wikipedia, 73 were built. Amtrak received 26, the Black Mesa & Lake Powell got eight, and the remaining 39 went to Ferrocarriles Nacional de Mexico. The latter sold off many, and member Bob Kingman forwarded a report that at the beginning of September, seven were en route to Quebec for use in commuter service using the Mount Royal Tunnel. Those units are: EA011, EA013, EA014, EA016, EA018, EA019, and EA029. That email closed with: "These units have never been used in revenue service, and were retired new when the electrification plans in Mexico City were discontinued."

Labor Day Weekend

All three metropolitan area rail lines operated "getaway" services. The Long Island Rail Road ran 8 additional trains as follows: one each on the Port Washington and Far Rockaway and three each on the Port Jefferson and Babylon Branches. Metro-North operated a few earlier trains on its three lines.

NJ Transit's early service consisted of additional trains on the Northeast Corridor, North Jersey Coast, Raritan Valley, and Morris & Essex Lines.

A modified schedule was operated on the New Haven Line on Friday, September 1 to enable Metro-North and Con Edison to upgrade electrical service at the substation located near the Mt. Vernon East Station. This work took place from Friday evening, September 1 through Monday, September 4 (Labor Day). To facilitate this work, two trains were canceled.

On Labor Day, LIRR and Metro-North operated a Sunday schedule. On NJ Transit's lines that have weekend service, the major holiday/weekend schedules were in effect. The exceptions were the Montclair-Boonton and

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

Pascack Valley Lines.
 Other Transit Systems
 Augusta, Maine

Maine's Governor, John Baldacci, signed an executive order on September 1, which calls for expanded passenger rail service to interior and coastal communities. This executive order could set the stage for passenger service north of Portland to Brunswick and Lewiston-Auburn, with seasonal and excursion links to Rockland, Bethel, and other destinations in Maine. This past June, the *Downeaster* finished Fiscal Year 2006 with the biggest increase in ridership since the start of the service on December 15, 2001. The train's 329,265 passengers was an increase of 31% over the previous year, accounting for the biggest jump on a percentage basis anywhere in the Amtrak system during the period. Thanks to member Todd Glickman for sending this report from **The Boston Globe**.

Boston, Massachusetts

After receiving complaints from riders about poor service, including a lack of air-conditioning (September **Bulletin**), Paul Lundberg, General Manager of the Massachusetts Bay Commuter Railroad, and the person who was responsible for the management and operation of the commuter rail system and its 1,750 employees, resigned on August 23. He was replaced by James F. O'Leary, former General Manager of the Massachusetts Bay Transportation Authority and also President of Alternate Concepts Incorporated, one of the commuter rail consortium's partners. MBCR will come under additional pressure next summer when the Greenbush Line opens. At that time, the number of coaches required for rush-hour service will increase from 333 to 357, and the number of locomotives from 56 to 60. MBTA General Manager Daniel A. Grabauskas has threatened to put the contract out to bid if the problems are not resolved soon. MBCR won the contract from Amtrak in 2003. Without major improvements in maintenance, "T" and consortium officials fear that service will suffer.

The "T" has undertaken a program to upgrade certain features of its rolling stock. New graffiti-proof seats were installed in one Orange Line train, which entered service near the end of August. The current subway train seats are imitation leather, many of which have graffiti defacing them as well as gum and large tears. In a given year, the "T" replaces 2,000 to 2,500 seats due to damage, primarily graffiti, at a cost of \$18 per seat cushion. Many have been duct-taped just to keep them together. Four grab handles for shorter people have been placed in the cars of this train. But more importantly, trains on a given line only display the maps for that line. The test train has system maps displayed at several locations in each car. Todd notes that the Orange Line cars (presumably with the exception of the

"test train" noted above), have system maps that STILL show the Green Line going to Arborway – over twenty years since that service was suspended! Thanks to Todd for these reports from **The Boston Globe**.

Philadelphia, Pennsylvania

Member Lee Winson commented about the R8/Fox Chase report that appeared in the August **Bulletin**. He wrote that "in the late 1950s and early 1960s, the City of Philadelphia (not SEPTA, which didn't exist yet), began to subsidize commuter train operations for routes within the city in the hopes of attracting ridership. Fares were reduced, transfers were offered to feeder bus lines, and service increased. The project was a success and ridership did increase. A special City agency, the Passenger Service Improvement Corporation (PSIC), was set up. (Some years later this agency became part of SEPTA.).

"Northeast Philadelphia was growing rapidly in the early 1960s and patronage rose on the Fox Chase line. The City purchased new Budd RDCs, which were first used on that line to improve service. The line was then electrified by the City at a cost of \$2 million. Work was started in October, 1965 and completed in September, 1966. Service beyond Fox Chase to Newtown was provided by RDCs and was infrequent. Because this was a City project, it ended at Fox Chase, which is where the line enters Montgomery County. I am not aware of any serious plans to electrify beyond Fox Chase. The line served mostly sparsely populated areas until about 1985. There was not much demand for service out to Newtown and no need to electrify for the few trains a day. RDCs did just fine. The built-up suburban areas used more frequent service offered on the West Trenton or Hatboro/Warminster lines.

"When Conrail was looking to get out of the commuter railroad business, SEPTA decided to try its hand at operating the Newtown RDC on its own by using crews from its City Transit Division (subway-"L") and ran a shuttle between Fox Chase and Newtown. Conrail crews deeply resented the use of transit employees and did not cooperate in making connections at Fox Chase. Patronage dwindled. A fatal mishap with a fuel truck "temporarily" ended the service. It has not been restored. Today the track is badly overgrown and grade crossings paved over. After 1985 the Bucks County portions of the line grew in population. SEPTA considered rehabilitating the line and electrifying it. Influential people in the town of Bryn Athyn blocked the project. Former New Yorker Lettie Gay Carson, at age 90, became an activist to restore the line. Now living in Newtown, she organized meetings and attempted to build support for service, but was unsuccessful. Years ago Ms. Carson worked to maintain service on the Penn Central's Chatham line, which was cut back to Dover Plains. [I met her during her Newtown work and she was a remarkable woman — spry, energetic, and sharp at age

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

90!

"There may be some confusion between City of Philadelphia transit projects and SEPTA. The City, through its Department of Public Property, maintained its own transit engineering unit, and owned parts of the transit and railroad system; the private carriers, PTC, RDG, and PRR/PC, owned the rest. The Budd and St. Louis Silverliners (II and III) were purchased and owned by the City. The fleet of Silverliner IVs are partly city and SEPTA owned (there is a small ownership plate on the inside door). The City designed and built the center city commuter tunnel. I believe in recent years SEPTA has taken over those functions. For the subway-elevated lines, the Market Street 1907 subway-"L" was originally built privately. The Frankford extension (1922) was built by the city. The entire Broad Street subway system, including the PATCO portion within Philadelphia, was built by the city. The subway replacement of the "L" and streetcars between 22nd Street and 40th Street was built by the city."

I shared Lee's comments with member David W. Saford, who wrote the initial report, and we laughed when we realized that both of us overlooked the fact that when the electrification project was undertaken, SEPTA was not even on the radar screen. David wrote that he bows to Mr. Winson's detailed knowledge of the aegis and funding of the original electrification, and apologizes for the errors in fact which he erroneously inferred from subsequent newspaper back-stories. As for the rest, it should be noted that SEPTA as a policy has discontinued all diesel-hauled service, affecting other lines besides Fox Chase. This detail was felt to be irrelevant to the thrust of the article, which was triggered by the latest proposal to restore service to Newtown. This was at least the third proposal for service restoration that has been covered by *The Inquirer* in the last twenty years. "Regrettably, I am in no position to judge the 'seriousness' of these proposals, but do note that the absence of available Federal funding purportedly figured in the demise of the earlier proposals."

As I was completing this column, David emailed that as he was sitting on the platform at Villanova during the afternoon of September 12, a Harrisburg-bound Amtrak whizzed by with an AEM in tow. "I had not realized that electric traction had returned to the Keystone route, but the evidence was before me." The inner track rebuild appears to be complete down to where the Keystone tracks merge into the main New York-Washington, D.C. tracks. At least I have seen no track equipment for some time now. The switches have not been touched, nor is there any immediate indication that they will be. An article in *The Inquirer* reported that new schedules would take advantage of speeds up to 110 mph, providing a time savings of 12-30 minutes. They are expected

to go into effect with the October timetable change. All told, \$145 million was spent to upgrade the Keystone Corridor.

Also – Suburban Station appears to be 99 44/100% complete, lacking only cladding and sconces on perhaps a dozen columns. Of course this has been the status for several weeks. These are a different marble and lighting treatment, which one knows from a partially completed sample. Possibly no one liked it; possibly they ran out of money. Possibly the work order was lost on someone's desk. Who knows? The same may be said of the 13th Street elevators, which appear to be complete but remain barricaded off as they have been for months. Incidentally, if there are any elevator fans out there, the drive on the street elevator appears to be a double-purchase (instead of there being a head block at the top, the block is half-way up the shaft so that when the cable is pulled you get twice the pulling distance for one pull) traction machine, like an old sidewalk elevator. I have not previously seen a new one in many years.

At its peak, PTC owned hundreds of PCCs. In a question that I posed to member Bob Wright, as to the highest number that was on the property at one time, he wrote: "After double-checking a couple of sources, the number at the end of 1968 (was) 459. Since SEPTA took over PTC on 9/30/68, this number should be a fairly accurate one for the PTC-SEPTA transition. Of course, not all of these were active or available for service." As of August, *Cinders* reports that only two unrebuilt cars remain: converted "tower car" 2194 and ex-Chestnut Hill excursion car 2785. The active PCC fleet consists of 15, 2300-series Brookville rebuilds that operate on Route 15/Girard. The vast majority of the PCCs were scrapped, especially the oldest ones; however, many still have productive lives and can be seen in cities such as San Francisco. Of course, many can also be found in trolley museums.

Member Frank Pfuhrer sent a report that on August 31, the last remaining former Red Arrow "double-ender", 15, was moved to Brookville's facility, its future unknown. This unit had been previously in the possession of BVTA and later ECTMA (museum groups) and was lately stored at Germantown Depot.

SEPTA's board approved a \$991 million operating budget and a \$438 million capital budget for FY 2007. *Cinders* reported that the operating budget includes a \$50.3 million deficit, which SEPTA officials hope will be covered by a new transit funding plan to be considered this fall.

Lee Winson also sent a report on August 15, a fire broke out under a PATCO train at 5:18 PM as the train approached the Camden-City Hall station. About 300 passengers were aboard. Power was cut to all trains. All service was resumed by 7:48 PM. Incidents such as this are extremely rare on PATCO, which is known for very

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Commuter and Transit Notes

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high reliability since it opened. PATCO has plans for a total rebuild of its entire fleet. Its oldest cars date from the 1969 opening.

An investigation later revealed that the fire was caused by some “forgotten” chains that were left under the fifth car after it had been released from the maintenance shop. The chain contacted the third rail as the train approached the City Hall station in Camden. The resulting electrical arc caused smoke and flames outside the car. The entire fleet was then checked, and no chains were found on any other car.

Pittsburgh, Pennsylvania

Member John Pappas visited this city as part of the Metropolitan New York Bus Association’s annual summer weekend trip. He wrote about Pittsburgh’s fleet (which was covered in the September **Bulletin**) and mentioned that he also got his first ride on the thoroughly rebuilt Overbrook Line. “It was well done, as expected, but for some reason not completely explained to us, held to a maximum of 35 MPH operation despite a design that would allow at least 50! Something about settling in – but I don’t know how long that will last. Speed is such a dirty word these days...and one of the advantages of light rail that isn’t being fully exploited. I remember roaring down portions of the Overbrook 30 years ago on a PCC at speeds so fast you were afraid you’d derail any minute on the lousy track.”

Member Gregory Campolo kindly sent copies of PAT’s recent trolley timetables: 42S/South Hills Village via Beechview-47S/South Hills Village via Overbrook and 47L/Library via Overbrook-47S/South Hills Village via Overbrook were issued on June 18, 2006. The Route 52/Allentown from November 20, 2005, is still in effect.



Port Authority Transit LRV 4321 sits in South Hills Village Yard on August 20, 2006.

David Ross photograph

Washington, D.C. area

On the Virginia Railway Express web site, I found an interesting note on the page that lists the consists of each train. Although some of the remaining Mafersa cars are still equipped with 3-2 seating, those “dreaded” middle seats are not counted as part of the consist. All of their other cars are built with 2-2 seating.

Raleigh, North Carolina

Member Raymond Berger sent an article from **The Charlotte Observer** reporting that the Triangle Transit Authority has dropped its project for a 28-mile DMU operation that would have served Raleigh, Triangle Park, and Durham. The problem stemmed from what became lower-than-expected ridership projections and cost overruns. Even with a smaller project, i.e. four less stations and 7 fewer miles, the Federal Transit Administration withdrew its support. For the record, this cancellation was made public on August 17.

Charlotte, North Carolina

In the same article cited in the previous paragraph, it was mentioned that Charlotte’s 10-mile South LRT is on track to begin running in November 2007. The South Corridor Line is the first of five rapid transit lines planned to radiate from uptown Charlotte, as proposed in a 25-year, \$3.9 billion plan to focus growth and economic development in the region.

Nashville, Tennessee

On September 18, the nation’s newest commuter service, *Music City Star*, began running between Nashville and Lebanon, a distance of 32 miles. There are six stations. MTA’s website reports that there are four ex-Amtrak F-40 locomotives and 11 ex-Metra *Gallery* cars, of which four are cab cars. I saw this equipment when I was in Nashville during August 2005, and at the time, there was every indication that service, which was to begin that month, had been moved to 2006. For more

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Port Authority Transit LRV 4229 is seen relaying at the Library terminal on August 20, 2006. This LRV is one of several that have been rebuilt and are now similar to the new 4300-series cars.

David Ross photograph

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details, please see the October, 2005 **Bulletin**.

South Florida

Tropical Storm Ernesto forced a two-day closure of Tri-Rail. There was no damage, so service was resumed on August 31. Ernesto did more damage in the Northeast, especially in the New York metropolitan area, after "he" was downgraded to a Tropical Depression. Last year Hurricane Wilma did extensive damage to many southeastern states, including Florida, and Tri-Rail's infrastructure was severely impacted. Power was lost to all 17 stations and more than 70 grade crossings. Service was out for nearly two weeks. Thanks to member Karl Groh for sending this article from **The Palm Beach Post**.

Chicago Area, Illinois

NICTD issued a new timetable, effective August 1, to reflect the 2 percent fare increase. Details were reported in the August **Bulletin**. Thanks to member Jim Beeler for sending copies.

Passenger service was suspended on the South Shore Line after Train #600 struck an eastbound South Shore freight train at Tamarack Siding, east of Beverly Shores, at 5:35 AM CDT Saturday, September 2. There were no injuries to passengers or crew members. The lead car of the passenger train sustained significant damage and derailed, along with the second car of the 6-car train. At the time, nine passengers and three crew members were on board. The accident is under investigation. Metra was honoring NICTD tickets. Regularly scheduled South Shore service was resumed at 4:40 PM CDT that afternoon, with (westbound) Train #512, which departed South Bend at 5:40 PM EDT. Eastbound service resumed with Train #517 departing Chicago for South Bend at 8 PM CDT.

In response to riders' complaints about service on the North Central Line, new timetables were issued as of September 11 that add one train in each direction. More importantly, one of these trains plus one previous peak hour train operate as semi-expresses. During the AM, Trains #106 and 108 depart from Lake Villa and Antioch at 6:45 AM and 6:44 AM, respectively. In the PM, Trains #111 and 113 depart from Union Station at 4:58 and 5:01 PM for Lake Villa and Antioch, respectively. The addition of these trains raises the daily total to 20, 10 in each direction. Metra's goal is to operate 22 daily trains. Thanks to Bob Hansen for these two news items.

Minneapolis, Minnesota

There is an update to the *Northstar* commuter service story that was reported in last month's **Bulletin**. At the end of August, the Federal Transit Administration approved the project, which can now move into the Final Design Phase. It is expected that a final funding agreement with the FTA will be signed next May. Service on the 40-mile line would begin in 2009. Current planning

calls for five round-trips from Big Lake to Minneapolis and one round-trip reverse trip a day. On weekends there would be three round-trips. Management is open to scheduling other trips for special events in downtown Minneapolis. As part of this work, the Hiawatha LRT would be extended four blocks.

Denver, Colorado

Members Bob and Judy Matten visited Denver as part of the Lionel Model Train Convention at the end of July. Some of the highlights included a steam train ride on the Union Pacific from Denver to Cheyenne, the Georgetown Loop, Pikes Peak Cog Railway, the Royal Gorge Train, and the Colorado Railroad Museum. It sure looks like they covered everything. They spent a few days in Denver at the end and rode both light rail lines, C and D. Bob spoke with a supervisor who in response to his questions about the missing letters, A and B. She told him that those letters, as well as E-H, are reserved for future lines. Bob and Judy saw the new Southeast Line which will open on November 19. It is built to the side of I-25.

Albuquerque, New Mexico

RailRunner service, which began on July 14, carried its 100,000th passenger on August 14. And, getting off on the right foot with regard to holidays, three round trips were operated each day of Labor Day weekend to serve the New Mexico Wine Festival. Although the venue was described as a short walk from the US 550 station, shuttle buses were provided.

All *RailRunner* diesel locomotives operate on bio-diesel fuel, which is made from farm vegetable waste. Besides reducing the need for increasingly more expensive diesel fuel, this type of fuel is more environmentally friendly.

Seattle, Washington

With the baseball season winding down, Sound Transit is now operating service to the King Street station, a short walk from Qwest Field. *Sounder Seahawks Service* goes to all Sunday home games starting at 1 PM, arriving at least one hour before kickoff, and departs 15 and 30 minutes after the game ends.

San Francisco, California

Todd Glickman was in San Francisco to celebrate the opening of Market Street Railway's new museum on September 2. The opening exhibit is entitled **Vehicles of Recovery: How San Francisco's Street Railways Led the City's Response to the 1906 Earthquake and Fire**. Using rarely-seen photographs from Muni's own archives, Grant Ute and the San Francisco Railway Archive group bring to life the vibrant transit operation — symbolized by cable cars on Market Street — that was devastated by the April 18, 1906 earthquake. The museum will permanently display a variety of artifacts telling the story of the City's transportation history, including dash signs, fare boxes, and even a famed Wiley 'birdcage' traffic signal, the peculiar way San Fran-

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

cisco's intersections were controlled for decades. Dominating the display will be the replicated end of a Market Street Railway Company "100-class" streetcar, of which no originals survived. The streetcar display is expected to join the museum during its first year of operation, and, when funding is available, will be expanded to include a working Motorman's cab where kids of all ages can learn how typical electric streetcars work. This exhibit is expected to run until the spring of 2007.

Because Caltrans closed the eastbound deck of the Bay Bridge for earthquake retrofit work on Labor Day Weekend, BART operated all night long. This was done to provide a link between the East Bay and San Francisco. BART operated limited, hourly service during the overnight hours to 14 of its 43 stations. Normally, service to SFO Airport does not begin until after 8 AM on Sundays, and since Todd had an 8 AM flight back to New York, he spent \$5.15 to ride BART, rather than \$35 for a taxi.

Sacramento, California

John Pappas sent a few digital images and a report about the construction activities surrounding the Amtrak extension. "In mid-August, after two weekends of splitting the light rail service to free up downtown for construction, the southbound (from Amtrak) line has been connected with the existing line turning from K Street into 7th, complete with realignment of the curve. Also the crossing at 8th & K has been installed and the west to north switch is in also. Trackage on 7th is relatively complete, but 8th still needs utility work, including a big manhole right next to the crossing. By the way, the crossing is a shallow one, designed for trucks to ride through on the wheel flanges. That eliminates a lot of the banging of the wheel treads, but also increases the potential for derailments if things get out of alignment. The mostly direct suspended overhead is in, but not yet tensioned. Of interest is that frogs with sliders have been installed at 7th & K (and also at 8th & K) in preparation for both pantograph and trolley pole operation for whenever the historic streetcar operation begins. This must make Sacramento only the third U.S. property to have dual overhead capabilities (after San Francisco and Boston...which no longer needs them). H Street, which is the main route for track leading to Amtrak, is single-track along the north side of the street. The northbound and southbound routes join at 7th & H. From there it is a straight shot into the back of the Amtrak station, where the single track light rail station will be next to the track 2 railroad platform. There will be a double track storage area beyond the station to the west."

Toronto, Ontario, Canada

The Toronto Transit Commission is taking a page from the Government of Quebec, which is negotiating a contract with Bombardier to construct 386 new subway cars

(August *Bulletin*). *The Toronto Star* reported that Siemens has offered to construct an assembly plant in Ontario if it, instead of Bombardier, is awarded TTC's contract to build 234 cars. Toronto Mayor David Miller and TTC Chairman Howard Moscoe are firm supporters of giving the contract to Bombardier, as are five of the eight commissioners. Bombardier's bid calls for the subway cars to be built for \$499.4 million, but comes with \$110 million in extras. Siemens told TTC it could build the same number of cars for \$535 million, but added those come with many of the "extras" Bombardier put outside its bottom-line price. A Siemens spokesman also reported that their cars come with all of the technologies that TTC could want, without any allowances for contingencies and contracting. It even includes changes for TTC's different rail gauge, which is a unique 4'10⁷/₈" (1495 mm). Two independent experts have determined that the proposal is reasonable and competitive; nonetheless, the TTC Board voted on August 30 to award the contract to Bombardier. However, there are still two hurdles. The deal must be approved by the Toronto City Council, where a strong faction continues to oppose sole-sourcing the contract, favoring instead an open bid even if it means purchasing the cars overseas, and receiving up to \$335 million in funding from Queen's Park and Ottawa remains in doubt.

Dublin, Ireland

Here is a report from a city that we do not often hear from, courtesy of the Mattens. They were in Ireland in early July and spent a few days at the end in Dublin. Bob wrote that they rode both Luas (light rail) lines, Red and Green, the Red being the longer. It serves the main bus and (Connolly) train stations, with stops en route at major tourist sites. The Green Line does not go to any important sites, and terminates at St. Stephan's Green. Unfortunately, the lines do not connect, and it is a 15-20-minute walk between them. At a library he found a 10-year-old book on Irish trams with a map that showed that both lines were to be connected. Each line has heavy ridership, even on Sundays. A Motorman told Bob that the lines were to be extended and connected, and that additional lines would be built. The Mattens also rode two of the DART commuter lines, which are double-tracked and provide both local and express services.

Belgium

If it is summer, you can be sure that Bob and Judy Matten are traveling somewhere. During August, they returned to Belgium, visiting several trolley cities. In Ghent, there are four tram lines (1, 4, 21 and 22), all of which serve the main railway station. Line 1 uses 4-section LRVs, and while some may also be found on the other lines, their service is mostly older single cars. New ticket machines have been installed, and they have an English button. Day passes cost 5€ (\$6.40).

Antwerp now has 11 tram lines (2-5, 7, 8, 10-12, 15,

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Trolley Service in Brooklyn Ended 50 Years Ago

(Continued from page 1)



Loop at 16th and McDonald Avenues, October 3, 1956.



PCC 1045 goes around the loop at 39th Street and First Avenue on September 19, 1956.



PCC 1002 leaves 37th Street and Church Avenue on September 19, 1956.



The other end of the route, Bristol Street near Hegeman Avenue, September 19, 1956.



Two photographs taken at Ninth Avenue Depot on December 28, 1955. Bishop Ford High School now occupies this site.

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Trolley Service in Brooklyn Ended 50 Years Ago

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Two shots of the Ocean Parkway underpass on the Church Avenue Line, as it appeared on October 20, 1955. After trolley service ended, the tunnel was backfilled and the rails were donated to the Branford Trolley Museum, now known as the Shore Line Trolley Museum.



PCC 1097 on the McDonald Avenue Line approaches the terminal west of W. 5th Street.
Bernard Linder collection



PCC 1005 on the McDonald Avenue Line, at nearly the same location.
Bernard Linder collection



McDonald Avenue car near Cortelyou Road, October, 1954.



McDonald Avenue, south of Cortelyou Road, looking south, showing turnouts to South Brooklyn Railway, September 17, 1954.

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Trolley Service in Brooklyn Ended 50 Years Ago

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1950s as shown in the following table, but fell off appreciably when D service was extended to Coney Island on October 30, 1954.

YEAR ENDING JUNE 30	FARES COLLECTED
1951	4,315,829
1952	4,370,167
1953	3,943,517
1954	3,226,651
1955	2,042,829
1956	1,195,857

McDONALD AVENUE HEADWAYS

DATE	WEEKDAYS					SATURDAY/ SUNDAY
	Mid- night	AM Rush	Mid- day	PM Rush	Eve- ning	Morning/ Afternoon/ Evening
Novem- ber 1, 1954	30	12	15	12	15	15
(A)	30	15	21, 15	15	20, 28	N/A

(A) Effective date unknown; schedule was posted October, 1955

On November 1, 1954, service was curtailed about 50%, Avenue I short-turns were discontinued, and the 8000s were taken out of service.

When a survey revealed that NYC Transit could save money by converting to bus, it was obvious that the trolley cars could not continue operating much longer. Unfortunately, trolley service finally ended early in the

morning, October 31, 1956. Last cars ran as follows:

CHURCH AVENUE (last car 1039):
 Leave Hegeman Avenue 4:50
 Arrive First Avenue 5:30
 Leave First Avenue 5:36
 Arrive Church & McDonald Avenues 5:52
 This car ran on McDonald Avenue to 16th Avenue, and then to the depot.
 McDONALD AVENUE (Coney Island service)
 Leave depot 2:27
 Leave Coney Island 3:04
 Arrive depot 3:34
 16TH AVENUE SHORT-TURN (last car 1042)
 Leave depot 5:02
 Leave 16th Avenue 5:11
 Arrive depot 5:20

After McDonald Avenue trolley service was discontinued, South Brooklyn's electric locomotives were the only ones using the overhead trolley wire on McDonald Avenue and the private right-of-way under the Culver Line. After studying a January 7, 1958 report estimating that it would cost \$32,000 to rehabilitate the trolley wire and trough, it replaced its electric locomotives with two second-hand diesels delivered in November, 1960. A letter dated December 27, 1961 ordered NYC Transit to de-energize the overhead, which was no longer needed. The removal of poles, overhead, and appurtenances between Fort Hamilton Parkway and Avenue Z was completed on November 19, 1965. Branford Electric Railway Association signed an agreement in March, 1963 for the removal of the remaining overhead between Fourth Avenue and New York Bay.

Most youngsters never heard of trolley cars, but old-timers will never forget the pleasant, comfortable trolley rides.

Commuter and Transit Notes

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and 24) - 5 is the newest. Downtown there is a tunnel which is used by Lines 2, 3, 5, and 15. The Mattens found that since their last visit, Line 12 now comes into the main train station via a circular loop, something that it did not do in June, 2005. At this station there is a six-track stub terminal, and construction is underway to build two lower levels and stations with 2 platforms and 4 tracks. Here too, Day Passes cost 5€.

Brussels now has 18 tram routes (3, 18, 19, 23, 24, 39, 44, 52, 55, 56, 81-83, and 90-94). 39 and 49 are called Express Trams because they operate mostly on private right-of-way and operate in a rural area, only making a few stops. There is a tram museum, which is located in an old depot along the 39 and 49 routes. On weekends, they run trips with vintage cars. Admission is 5€, and covers unlimited riding. There are two pre-

metro tunnels that can be converted to full metro should that be necessary. Bob sent a photo showing a station with both levels. Five steps separate the levels. In one of the tunnels, three routes operate and stop at four stations. The other tunnel is used by eight lines, and there are 11 stations. Bob and Judy rode the entire system, and at the end of Lines 56 (Debussy) and 94 (Wiener), they noticed that the tracks extended beyond the terminus. They later found signs that the 2 subway line would be extended one stop to Delacroix, 56 to Marius Renard, and 94 to Hermann Dernoux.

Jerusalem, Israel

Member David Klepper sent a report about Jerusalem's proposed light rail line. During July, CityPass, the firm that was awarded the contract for this venture, located its offices to a site near Jerusalem. It is expected that permits will be issued by the end of this year and the first rails will be "ceremoniously" laid in January. An

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Around New York's Transit System

More Information on R-160 Pilot Trains

In last month's **Tech Talk** column, Jeff Erlitz mentioned that the pilot train of Kawasaki R-160B cars entered into service on **(N)** on August 17. Member Benjamin Schaeffer adds that the train's first trip was the 9:44 AM (extra) from 57th Street-Seventh Avenue to Stillwell Avenue. The consist was S-8713-4-5-6-7/8718-9-20-1-2-N. All cars were available to passengers except the first, which was reserved for NYC Transit President Reuter and other dignitaries. The train was removed from service after only a few days.

The R-160A pilot train, consisting of cars 8653-4-5-6-7/8658-9-60-1-2, was to have entered service on August 25, as Jeff reported, but Ben reports that it did not, for reasons not known to him. He has seen cars 8653-4-6-7 being tested (out of service) as a four-car unit. The R-160B pilot train re-entered service, this time on **(A)**, on September 11.

Contactless MetroCard Trial

Passengers who swipe their *MetroCards* too quickly or too slowly have difficulty entering the station. If the slots are not cleaned frequently, particles from the magnetic strip accumulate in the slot and the turnstile display reads, "Please swipe again."

To correct this condition, NYC Transit is conducting a six-month test of a new type MetroCard on the Lexington Avenue Line (**(4)(5)(6)**) from 138th Street-Grand Concourse and 138th Street-Third Avenue to Borough Hall, the Queens Boulevard Line (**(E)(V)**) at Lexington Avenue-53rd Street and 23rd Street-Ely Avenue, and the Flushing Line (**(7)**) at 45th Road-Court House Square.

Participants in the test can tap their special card or payment tag at the above stations in specially equipped turnstiles displaying a white star in a green circle. Passengers should tap their payment tag or card on the turnstile reader, listen for the beep, look for the green arrow, and enter. A special chip and antenna are placed inside the payment card or tag, which must be held extremely close to the reader to be read.

Anyone with a Citi/Citibank MasterCard Pay/Pass-enabled card or payment tag may participate. Passengers who are not Citibank customers must apply for a card.

There are two ways of paying for subway rides — Pay-As-You-Go or Prepay. Before they use these cards, passengers must create an online transit account. Passengers choosing the Pay-As-You-Go option must pay two dollars per ride. They will automatically receive three free rides. Passengers prepaying \$20 will receive MTA's 20% bonus, 12 trips for the price of 10. The first time a passenger prepays \$20, he or she will receive six free rides. The one-day, seven-day, and 30-day unlimited ride options are not available under this program. These new-type cards are not valid on buses.

NYC Transit's New Rail Control Center

The new Rail Control Center can monitor the subway system. When it is fully operational, 2010 or later, it will be able to show the exact location of every train, communicate with Train Operators and Conductors, and reroute trains in a process called Automatic Train Supervision.

DEVIATIONS FROM CAR ASSIGNMENTS

DATE	ROUTE	TYPE OF CARS
September 13, 2006	(O)	R-32

Commuter and Transit Notes

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initial supply of steel has also been shipped and is being kept at a secure location.

From the History Files

70 Years Ago: On October 1, 1936, PCC service debuted in New York City, as the first cars operated over the Brooklyn Bridge.

30 Years Ago: On October 5, 1976, Amtrak tested

electric locomotive X-995 as it made its first revenue run on Train #174 between Washington, D.C. and NY Penn Station. This locomotive was built by ASEA and was based on an already operating Swedish design. It became the prototype for the AEM-7s, which have affectionately been referred to as "Swedish Meatballs." Ultimately the fleet would consist of units 900-953.

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

