The Bulletin

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The Bulletin

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ALDENE PLAN TURNS 40 YEARS OLD
by Larry Kiss

April, 1967 was an important month for commuters of the Central Railroad Company of New Jersey (CNJ). As ridership decreased and expenses increased, the railroad was looking for ways to cut service and hence expenses. Since the state of New Jersey subsidized passenger service, it too was looking for ways to economize.

Both the railroad and the state realized that the biggest saving would be the elimination of the ferry between Jersey City and Liberty Street, Manhattan. This ferry service met all trains and ran practically around the clock, seven days a week. A way had to be found to reroute CNJ trains to another terminal with convenient connections to Manhattan.

The answer was found by studying some recent history. Until February 4, 1961, Lehigh Valley Railroad passenger trains had switched to the Pennsylvania Railroad's Northeast Corridor at a point about two miles south of Penn Station, Newark. Since the New Jersey Mainline passed under the Lehigh Valley at a point called Aldene, it was decided to build a one-track connection to allow CNJ trains to be rerouted to Penn Station, Newark. This idea became known as the Aldene Plan.

Beside the CNJ mainline trains there was the problem of what to do about the Seashore trains. The Seashore trains originated at Bay Head Junction and shared trackage with the Pennsylvania's North Jersey Coast trains north to Perth Amboy, where Pennsylvania trains diverted to Rahway or the Northeast Corridor, while CNJ trains continued to a connection with the CNJ mainline at Elizabethport. The simple solution was to reroute CNJ trains to Newark Penn Station by the same Rahway route as the Pennsylvania trains.

These reroutings would allow the closure of the ferry from Jersey City to Liberty Street, Manhattan. CNJ trains would now terminate at Penn Station, Newark where connections could be made via PATH and Pennsylvania Railroad trains to Manhattan. A new yard was constructed in the Meadows part of Harrison, New Jersey for storage and turnaround facilities for CNJ trains.

In addition to the rerouting, many other related changes were made to the CNJ operation:

- Service between Elizabethport-Kearny-Newark would be discontinued and the CNJ Newark Terminal on Broad Street would be abandoned
- All CNJ Mainline service north of E. 33rd Street, Bayonne to the Jersey City terminal would be discontinued and a shuttle meeting all mainline trains at Cranford would operate from W. 8th Street, Bayonne (E. 33rd Street in rush hours) serving the old Mainline across the Newark Bay Bridge and through Elizabeth. This shuttle operation lasted until August 6, 1978
- *The Queen of the Valley* interstate train beyond Hampton, New Jersey to Phillipsburg, New Jersey and Bethlehem and Allentown, Pensylvania would be discontinued
- The two Reading Railroad Philadelphia trains, *The Wall Street* and *The Cru-*

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LAST NEW YORK CITY TROLLEY CARS RAN 50 YEARS AGO
by Bernard Linder

Shortly after midnight April 7, 1957, the last Queensboro Bridge trolley car, 601, arrived at the Manhattan terminal. It was the end of street car operation in New York City.

After Steinway's Long Island City and Astoria lines were converted to bus in 1939, this 1.6-mile line operating from Northern Boulevard via the Queensboro Bridge to E. 59th Street and Second Avenue was retained because it was able to stop on the bridge above Welfare (now Roosevelt) Island. Buses were not allowed to stop on the bridge.

S.W. Huff, Third Avenue's President, and R.C. Lee were the receivers of the Steinway Railway Company since May 10, 1922. Third Avenue transferred its oldest and second-hand cars to Steinway lines in Long Island City and Astoria.

DATE	CARS
December 31, 1930	1-23, 306-308, 315, 321, 323, 327, 643, 1652, 1657-1681
June 30, 1931	6, 9, 176-199, 306-308, 315, 321, 323, 327, 529-544, 1651-1681
December 31, 1932	176-188, 306-308, 315, 321, 323, 327, 529-544, 1657-1681
June 30, 1934	1-15, 306-308, 315, 321, 323, 327, 529-544, 1657-1681
June 30, 1936	1-12, 529-544, 1657-1688 (A)
June 30, 1938	1-12, 529-541, 704, 709, 710, 713, 724, 725, 759, 1657-1688
June 30, 1939	1-12, 26, 41, 529-541, 709, 710, 713, 724, 725, 759, 1657-1681

(A) 300s were renumbered to 1682-1688

In 1938 and 1939, cars were operated on the following lines:

CARS	LINE(S)
1-12, 26, 41, 529-541	Steinway Street
700s	31st Street
1657-1681	Broadway, Northern Boulevard, and Vernon Boulevard

Infrequent service was provided in the late 1930s:

LINE	ROUND-TRIP RUNNING TIME	NUMBER OF CARS	
		MIDDAY	EVENING RUSH
Steinway Street	57	10	10
31st Street	60	4	4
Broadway	34	3	N/A
Northern Boulevard	26	3	2
Vernon Boulevard	N/A	N/A	N/A

Although 58 cars were listed on the car assignment, less than half were operated.

We saw the first 700-series cars on May 11, 1937. Six 700s were listed on the car assignment, but we observed the following 15 cars in service on 31st Street. They were not all running at the same time. When a car wore out, it was probably scrapped and replaced with another old car.

701	710	724
702	711	725
704	712	733
708	713	743
709	719	759

When buses were substituted in 1939, most of the cars were returned to the Bronx or scrapped. Six cars bought from the Manhattan Bridge Three Cent Line in 1930 were rehabilitated in the 65th Street Shops and renumbered 531-536. They were modified for safe bridge operation and the two motors were replaced by four motors to provide better traction and acceleration on the bridge. While these cars were out of service, Third Avenue's newest cars, 651-655, were operated on the bridge. In April, 1940, we observed most of the rehabilitated 531-536-series cars back in service on the bridge and several 651-655-series cars operating in the Bronx.

On October 1, 1942, Third Avenue relinquished control of the Queensboro Railway and Steinway Omnibus, which became the property of Queens-Nassau Transit. The latter's successor was the Queens Surface Corporation, which was acquired by MTA on February 26, 2005.

By 1949, the cars were thoroughly worn out and due for replacement. The Queensboro Bridge Railway bought 44-passenger Osgood-Bradley cars 601-606, 609, and 611, built in 1929 for the Union Street Railway, New Bedford, Massachusetts. These cars were out of service since buses were substituted on May 3, 1947.

A December, 1955 newspaper article revealed that cars operated on a 6-minute headway during midday and every 20 minutes during the midnight hours. On Election Day, 1956, we observed three cars operating on a 10-minute headway in the evening rush.

The trolley was the only transit line serving Welfare Island until a bridge was built linking the island and 36th Avenue, Long Island City. When the Q-102/31st Street buses were extended to Roosevelt Island on May 19, 1955, it was obvious that the trolley could not keep running much longer. Just before abandonment, April 7,

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Last New York City Trolley Car Ran 50 Years Ago

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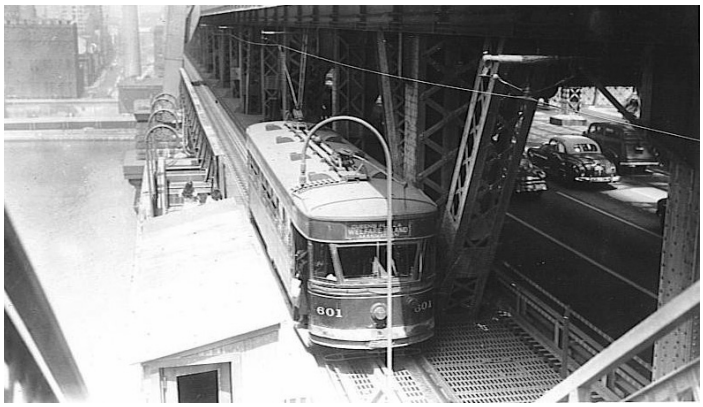
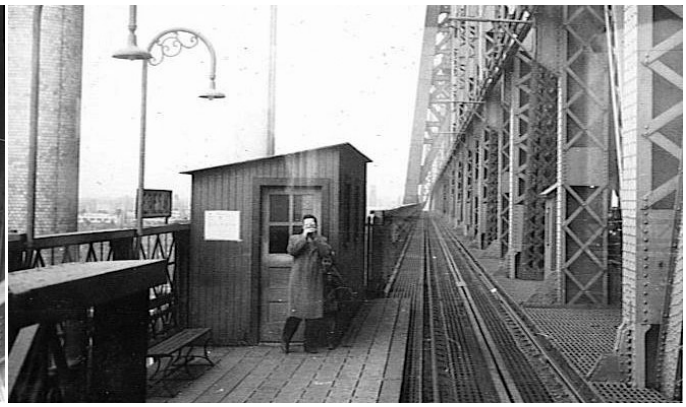
1957, we observed 601, 602, 603, and 605 in service.

During the intervening years, additional transit lines provided service to the island. In the spring of 1976, the Roosevelt Island Tramway started operating to E. 60th Street and Second Avenue in Manhattan. On October 29, 1989, the Roosevelt Island subway station was opened and passengers were able to enjoy fast, frequent service (now via Ⓕ) to Manhattan and Queens.



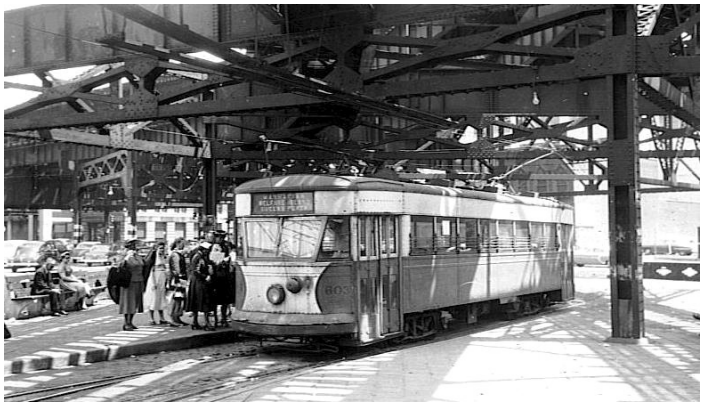
Welfare Island station, looking west.
Bernard Linder collection



Welfare Island station, looking east, April 6, 1957.
Bernard Linder photograph

Inside Queensboro Bridge Railway car 602, August 7, 1956.
Bernard Linder photograph

Vernon Avenue station looking west, April 6, 1957.
Bernard Linder photograph



Two photographs at Bridge Plaza and Jackson Avenue. 603 is on the left, 652 on the right.
Bernard Linder collection

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Aldene Plan Turns 40 Years Old

(Continued from page 1)

sader, which joined the CNJ mainline at Bound Brook, would now operate to Newark, Penn Station

- Saturday, April 29, 1967 marked the end of passenger service at the following stations:

LINE	MILEPOST	STATION	NOTES
Mainline	0.0	Liberty Street, Manhattan	All service discontinued
	1.0	Jersey City Terminal	
	2.3	Communi-paw	
	3.5	Van Nostrand Place	
	4.2	Greenville	
	5.4	E. 45th Street	
	10.8	Spring Street	Bayonne Shuttle
	13.1	Lorraine	
	24.8	Clinton Avenue-Plainfield	
	28.0	Middlesex	
Seashore	10.5	Elizabeth Avenue	
	11.4	Bayway	
	13.4	Tremely	
	16.9	Port Reading	
	18.0	Sewaren	
	19.1	Barber	
Newark	0.0	Newark	
	0.6	Ferry Street	
	1.3	E. Ferry Street	
	3.7	Newark Airport	
	2.5	Newark Transfer	
	3.3	Kearny	
Service West of Hampton	72.1	Phillipsburg	
	72.8	Easton	
	84.2	Bethlehem	
	89.3	Allentown	

After much planning and work, the Aldene Plan was instituted starting Friday evening, April 28, 1967 with the last run of the Kearny-Newark service and last Reading trains to leave Jersey City for Philadelphia.

Saturday, April 29, 1967 saw the last *Queen of the Valley* leave for Allentown, Pennsylvania and later the last Elizabethport-Newark shuttle and the final Jersey City-Bay Head Junction train.

The last train arrived in Jersey City (from Raritan) at 12:15 AM and the last ferry to Liberty Street departed at 12:27 AM. At 12:30 AM the last ferry left Liberty Street for Jersey City for the 12:42 AM Raritan local departure. The end had come to the old CNJ Jersey City Terminal and Liberty Street Ferry operation.

To be sure all would be ready on Monday, CNJ ran a full weekday schedule on Sunday, April 30, 1967. The first train to operate from Raritan to Penn Station, Newark crossed onto the Lehigh Valley at Aldene at 6:00 AM and the first train left Newark Penn Station for Raritan at 6:47 AM.

On Monday, May 1, 1967 the changes had all been made and a newly reconstituted CNJ commuter operation greeted its regular weekday passengers.

Editor's Note: The Jersey Central Railroad trains that were rerouted to Penn Station Newark allowed passengers to transfer to PATH or Pennsylvania Railroad trains to reach Manhattan. PATH ordered 44 PA-2s, blind motors 152-181 and single-end motors 710-723, and increased its rush hour service from an 8-minute headway to a 3-minute headway for 36 minutes and a 6-minute headway at the beginning and end of the rush. Before Jersey Central trains were rerouted, PATH carried 3,000 passengers from Newark during the morning rush. After April 30, riding more than doubled to 7,300.

REMINISCENCES BY OUR MEMBERS

Randy Glucksman

At the time, I had only been an ERA member for about two years, and my knowledge and interest of rail transit was limited, mostly to the NYC subway.

Jerry Newman (who was also an ERA member) and I decided that we would go to Philadelphia to ride some trolley lines. Jerry had heard that it was possible to purchase a monthly ticket at a pro-rated cost on the Pennsylvania Railroad. We arranged to meet at Hudson Terminal on Saturday morning, April 29, 1967. When we requested this ticket, the agent really got angry, and while he did not curse at us, he told us that he was told that "people would be asking for this type of ticket," and he refused to sell it. Being barely out of my teenage years, at a time when we did not question authority and lacking the experience that life teaches, neither of us thought to ask for a supervisor.

Since this event took place 40 years ago, I did not remember what the fare was, so I consulted an April 30, 1967 PRR schedule. A one-way coach ticket cost $6.74, and round-trip was $13.48, far too much for us to spend on such the "luxury" of a one day trip to Philadelphia.

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Aldene Plan Turns 40 Years Old

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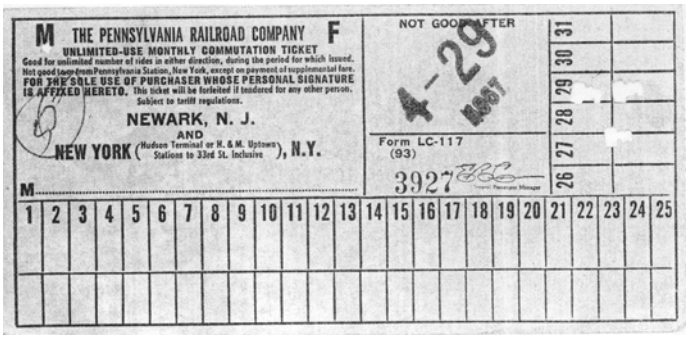
Nonetheless he did however sell us this monthly ticket (see below) to Newark at the pro-rated cost. Until at least midnight, PRR tickets were honored on PATH.

So, armed with our pro-rated monthly tickets (see below) we rode from Hudson Terminal to Newark and to other stations. By early afternoon we would wind up at West Side Avenue, which is west of Journal Square, and at the time the sole remaining grade crossing. The friendly gate attendant permitted us novices to operate the gates, and we took turns. He also gave me a souvenir, a PRR kerosene lantern with a red globe, which I have to this day. Later that night, the grade crossing passed into history when it was permanently closed.


M THE PENNSYLVANIA RAILROAD COMPANY F
UNLIMITED-USE MONTHLY COMMUTATION TICKET
Good for unlimited number of rides in either direction, during the period for which issued. Not good to or from Pennsylvania Station, New York, except on payment of supplemental fare. FOR THE SOLE USE OF PURCHASER WHOSE PERSONAL SIGNATURE IS AFFIXED HERETO. This ticket will be forfeited if tendered for any other person. Subject to tariff regulations.
NEWARK, N. J.
AND
NEW YORK (Hudson Terminal or H. & M. Uptown Stations to 33rd St. Inclusive), N.Y.
NOT GOOD AFTER
4-29
1967
Form LC-117
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26 27 28 29 30 31

It is not as if there was the Pennsylvania Railroad and all of the other railroads were on equal footing on the Hudson River. Both the Erie and Lackawanna had direct access to PATH (H&M) at Pavonia Avenue and Hoboken, respectively, while the New York Central (Weehawken) and the Central Railroad of New Jersey did not. Ironically, the Pennsylvania also had an H&M connection, at Exchange Place. This lasted until to the abandonment of Exchange Place by the Pennsylvania on November 17, 1961.

Henry Raudenbush

At the time, I was working in Philadelphia on the specifications for the LIRR M-1 cars, and made frequent trips to New York for meetings at MCTA (now MTA)'s offices. Since I lived in Center City Philadelphia, within walking distance of Reading Terminal, I often used the Reading's *Wall Street* or *Crusader* for these trips.

About a week before the change, I made a last trip to New York via the Reading-CNJ route and the CNJ ferries, taking a few minutes to get some pictures at the throat of the CNJ Jersey City Terminal.

On the first weekday of the change, there was a meeting scheduled at MCTA. I went up to Newark on the *Wall Street*, and took PATH to Harrison to get a few pictures of CNJ and RDG trains on their new route.

At Newark Penn Station, the commuters flowed through as smoothly as though they had been using that route all their lives. The train crews were a little unsure, but moved the trains in and out efficiently. The Pennsy supervision, on the other hand, seemed to be seriously concerned as to how or whether all this would work. They were crowded on the roofs of those waiting rooms on the platforms at Newark, armed with radios and bullhorns, ready for anything.

In the evening, I took a PRR train to Newark, and waited for the *Crusader*. The train announcer on the westbound platform had a clever idea. When that train was approaching, he announced it as going to Belle Meade, Hopewell, West Trenton, Jenkintown, Wayne Junction, and Reading Terminal. This avoided some unwitting passenger intending to get on a PRR *Clocker* and finding himself on a slower trip to the wrong station in Philadelphia, but told those who wanted the RDG train what they needed to know.

Those Reading trains were almost like a private club — regular passengers and crew all knew each other. After only a few trips, you only had to sit down at the counter in the snack car without a word, and the attendant would serve your regular breakfast.

At departure time, the RDCs had just started to move when one of the regular riders appeared, waving to have the train held. The Trainman on the rear platform gave the Engineman a buzz and the passenger got on. Three Pennsy supervisors ran over and jumped on the Trainman —"you can't do that here! Once you leave, you go!"

Even with just over 300 trains a day using Newark Penn Station (not counting PATH), things soon settled down and worked smoothly. Before long, it became the regular practice for the RDG RDCs to be platformed on Track 4 as much as 15 minutes before departure. One of those trains would be sitting there when the *Broadway Limited* made its stop on Track 3.

On the portion of the Lehigh Valley between Hunter Interlocking and Aldene, reverse signaling had been installed, and on that first day, the westbound *Crusader* ran by a CNJ train in this section. As many of the CNJ trains at that time, this was powered by one of CNJ's Fairbanks-Morse Trainmasters.

The crews for the Reading trains were provided one-third by CNJ and two-thirds by Reading, roughly the ratio of the mileage of each road. At timetable changes, the regular RDG conductor or trainman might be replaced by a CNJ man, or vice-versa. Since there was a portion of the LV involved in the new route, this arrangement was extended, and one Lehigh Valley crew was brought into the mix. A very senior LV Conductor may have dug his passenger service uniform out of mothballs for this. (LV's passenger service ended February 4, 1961, as noted earlier).

Bob Underwood

At the time, I was working at S. Klein in Newark and going to school in New York City some nights. On non-school days I would go to work with my cameras and after work I would ride and photograph CNJ at such

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Aldene Plan Turns 40 Years Old

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places as Kearny, E'port (Elizabethport), and even Port Reading, on what is now the Chemical Coast Line.

Here are my notes from Saturday April 29, 1967, the last day before the Aldene Plan took effect. It was a day of many "last runs." I left Newark on PRR Train #1141 at 8:10 PM (it was five minutes late) to Red Bank, arriving pretty much on-time, then left Red Bank on CNJ Train #3366, which arrived at 9:41 PM for E'port. More fans got on en route. We had GP-7 1522 for power.

I got off at E'port and boarded a two-car RDC that comprised Train #7232 and was the final train to Broad Street Newark. The consist was 559 (ex-Susquehanna) and most likely 557, as these two were together the previous day. There were quite a number of Susquehanna fans on the train and a circled "S" (the Susquehanna logo) was drawn on one of the dirty windows, while another sported the message: "Paterson City or Bust."

This equipment turned for Train #7231, the final train from Broad Street to E'port. As we departed for the last time there was loud cheering. At E'port after arriving on platform "N" we moved down the shore line past the switches, changed ends, and pulled into E'port on Platform "A" for the run to Jersey City. Here, we boarded the *Tides* for a round trip to New York City, then another round trip, which was the final ferry run and was jam-packed and running more than ten minutes late.

I left Jersey City on Train #2483 at 12:42 AM, Sunday April 30. We had "new" push-pull (1300-series) cars with Trainmaster 2401 up front. Some fans detrained en route, but some rode all the way to Raritan, where their cars were parked. I was one of four diehards who slept over in the coach in the yards. It was a very short night, as we arrived at 1:50 AM and then set our watches ahead one hour for Daylight Saving Time.

Though it was a Sunday, a full weekday "shakedown" schedule was operated. The first train out of Raritan was an RDC local to E. 33rd Street in Bayonne. It had the same equipment we had ridden to and from Broad Street the previous evening. Train #5402 was the first train from Raritan to Penn Station Newark. Ten fans were on out of Raritan, with some twenty or more boarding en route. Cab car 1321 was on this train (sorry – no engine number in my notes). This equipment turned for Train #5403 from Newark. The first eastbound train that we passed on the former Lehigh Valley was powered by Trainmaster 2402. I rode to Cranford, where I got off and changed to an RDC train to 33rd Street Bayonne aboard Train #878. We were late and at Bayonne we didn't even have time to get off for a picture (I was taking movies as well as slides at the time) and the Engineer nearly ran to the other end, made the air test, and we returned to Cranford, but I do not have the train number (my CNJ timetables are in boxes, but not sure where.) The two-car RDC changed ends again for a run to W. 8th Street but had to stop and back up to the platform as the one and only passenger for that run hadn't gotten on.

Went to a diner across the street for breakfast and back at the station we thought we had missed the 9:09 AM to Newark. The next was at 10:09 AM, so we were a bit surprised to see a train come in at 9:30 AM. We were told this was Train #5912, which was running an hour late. From Penn Station I walked to the Erie-Lackawanna and got a train home to Maplewood for some needed rest.

Phil Craig

I worked for The Port of New York Authority between 1962 and 1972, and was "seconded" into the management of the Port Authority Trans-Hudson Corporation (PATH) during the period that the Aldene Plan was being implemented, followed by the discontinuance of the Erie Lackawanna Railway's Hoboken-Barclay Street Ferry. My responsibilities involved making sure that the final provisions were in place for having PATH take over responsibility for operations and maintenance of the former Joint Service Electric Railroad (PRR/H&M) between Journal Square and Newark. Key to making the Aldene Plan a success was being successful in reducing the peak hour headways between Newark and Hudson Terminal from 8 minutes to 3 minutes, as well as between Hoboken and Hudson Terminal from 4 minutes to 3 minutes. This was necessary to avoid junction conflicts at Exchange Place and to provide additional capacity to accommodate additional passengers who would be diverted to PATH when the E-L ferries were abandoned. This took place almost seven months later, in late November 1967. As Supervisor of Operations Planning for PATH, I was in the thick of it on the weekend that the Aldene Plan was implemented.

COMMENTARY

by Raymond R. Berger

Editor's Note: Ray did not participate in any Opening Day activities but offered the following observations on Aldene's impact on commuter rail operations all over the country.

Few events in the history of public transportation can equal the long term effects of the Aldene Plan; the 40th Anniversary of its implementation is observed on April 30, 2007.

The Aldene Plan has extreme implications, the effects of which are felt to this very day. The Plan, quite simple on the surface, has undertones that set the pace for commuter rail planning and train operation even in the 21st Century.

As railfans and students of public transport, we were a bit naive about the whole issue, myself included. On the surface it was a simple two-track connection between the Central Railroad of New Jersey and the Lehigh Valley Railroad. Below the surface was the realization by

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railroad managers that commuter passengers needed and wanted to be transported from as close to home as possible to as close to work as possible. Most commuter rail operations in New Jersey carried their passengers to the Hudson River waterfront across from Manhattan, save for the Pennsylvania Railroad, which constructed a branch from its main line to Jersey City in the Hackensack Meadows to the Palisades, then into a tunnel which extended under the Hudson River for a direct ride to the west side of Manhattan at W. 33rd Street and Seventh Avenue in 1910. In subsequent years, no further railroad Hudson River crossings were built. Most railroads from the west, including those with commuter lines, terminated at waterfront locations and a ferry ride was required to reach Manhattan. And that only brought you to West Street or Twelfth Avenue. Rare was the job that far on the West Side. An additional trip on the surface or by subway got you to where you worked.

This generalized description of what New Jersey commuters endured existed from the 19th Century. Commuter cars were old and dilapidated, but of course of interest to the railroad enthusiast. Ferry boats were interesting, too. But by the 1960s this scenario became more and more intolerable to the commuter, whether on electric or diesel trains. They rode on the tracks of the Central Railroad of New Jersey, the Delaware, Lackawanna & Western Railroad, the Erie Railroad, and the New York Central's West Shore Line. Even commuters on the New York, Susquehanna & Western Railroad had to endure a Public Service shuttle bus connection from Susquehanna Transfer (underneath Route 3) to the Port Authority Bus Terminal.

Clearly, something had to be done. State and federal governments were become involved with financial support and eventual operation of commuter trains. What was unaffordable in the past with private rail operation, was now in clear view. Further, private railroads looked on each other as competitors rather than partners. The Pennsylvania Railroad would never consider the permission for a competing road's trains on its tracks into Penn Station New York.

Once the Aldene Plan was put into effect, the track connection between the Jersey Central and the Lehigh Valley was finished and Jersey Central Main Line commuter trains from Raritan and Phillipsburg were able to enter Penn Station in Newark. Remember, although the Lehigh Valley ran no commuter trains, its tracks joined the Pennsylvania Railroad's main line (now known as Amtrak's Northeast Corridor) at Hunter Tower, just south of the former South Street station in Newark.

The result of the relocation of the Jersey Central trains was extremely significant. Ridership skyrocketed as passengers were offered a much easier ride to the middle of Manhattan. For those who wished to go to Lower Manhattan, an across-the-platform transfer is offered at Newark.

However, the increased ridership was noticed by transportation officials and there is where the long-range benefit lies. The success of the Aldene Plan prompted New Jersey officials to try to create a seamless rail transportation network in northern New Jersey. Plans to connect all rail lines and to bring more trains into Penn Station New York quickly moved forward. Today, we see the *Midtown Direct* service, where a two-track connection between the Morris and Essex Lines of the former Erie-Lackawanna (and earlier, Delaware, Lackawanna & Western Railroad) were connected to the Pennsylvania Railroad High Line branch toward Penn Station. In recent years, we saw the construction and opening of the Secaucus Transfer station in the middle of the Hackensack Meadows. This allows an easy passenger transfer from trains running on the former Erie Railroad Main Line to Suffern and Port Jervis, as well as the Bergen County and Pascack Valley Lines, to reach trains on the Northeast Corridor and North Jersey Coast lines into Penn Station and riders from those lines to continue onward to Hoboken, where connections can be made to PATH trains to lower Manhattan.

Across the river, the State of New York made a giant decision in favor of commuter rail by allowing the takeover of the complete assets of the Long Island Rail Road and the implementation of a regional transportation plan by the creation of the Metropolitan Transportation Authority. The success in New Jersey with the Aldene Plan was a significant contributor to that decision.

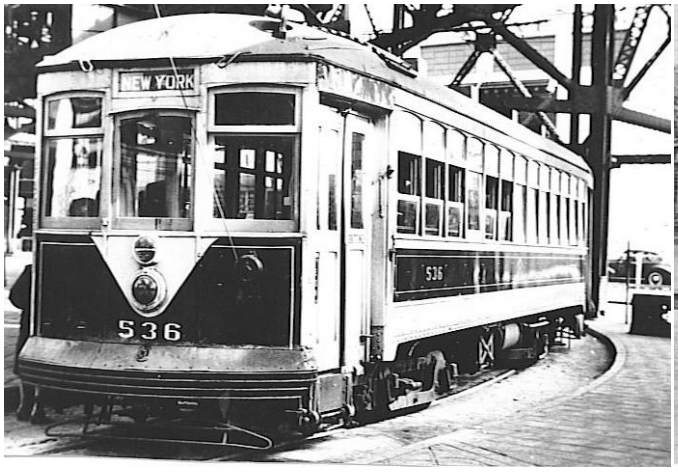
In other communities across America, increased awareness of the use of rail lines for commuter rail applications permitted the start of new commuter rail operations. Examples are numerous: Metrolink in Los Angeles, Altamont Commuter Express in San Jose-Stockton, Coaster in San Diego, Trinity Rail Express in Dallas-Fort Worth, Sounder in Seattle-Tacoma, Tri-Rail in Miami-Palm Beach, Virginia Rail Express in Washington, MARC in Baltimore, Music City Rail in Nashville, Salt Lake City, and Albuquerque have all started up in recent years because of the increased awareness of the benefits of good commuter rail operation. We can also say that almost every older commuter rail operation has experienced phenomenal growth in recent years, all due to the heightened awareness of the benefits of these routes.

Forty years ago, I failed to see what was coming to fruition; I wonder if we will experience an equal amount of growth in the years ahead.

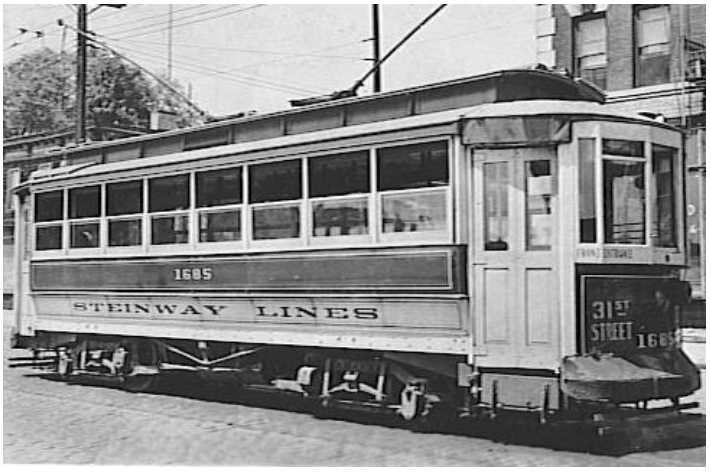
Last New York City Trolley Car Ran 50 Years Ago

(Continued from page 3)

Note: The photographs below represent different types of cars operated on the Steinway lines.

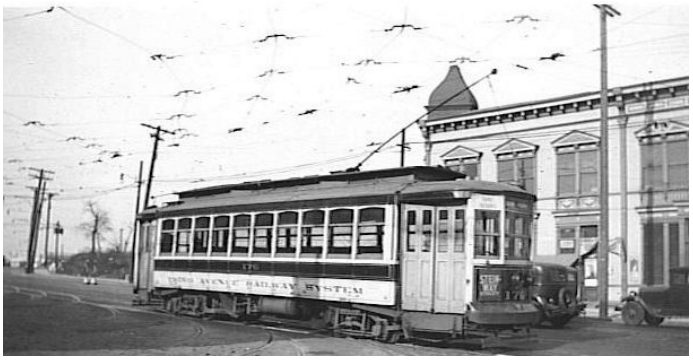


536 was a second-hand car from the Manhattan Bridge Three-Cent Line.
Bernard Linder collection

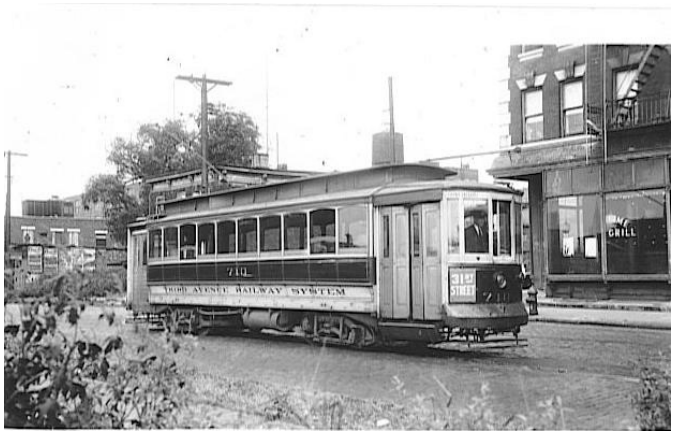


1685 was an eight-window box car bought from the Brooklyn-Manhattan Transit Corporation.
Bernard Linder collection

Second-hand Birney 1657 on Astoria Boulevard, September 3, 1938.
Bernard Linder collection



Third Avenue Railway semi-convertible 176 in Woodside, January 20, 1934.
Bernard Linder collection



Third Avenue Railway car 710, seen here in 1936, was a 10-window box car transferred from Yonkers.
Bernard Linder collection

Third Avenue Railway convertible 1 is seen here on January 2, 1935 at Northern Boulevard and Newtown Road.
Bernard Linder collection

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Commuter and Transit Notes

No. 221
by Randy Glucksman

MTA Metro-North Railroad (East)

For the second consecutive year, Metro-North set a new record for on-time-performance: Hudson, 98.5%, Harlem, 98.4%, and New Haven, 97.1%. For ten of those months, the OTP exceeded 98%. In February, the month when the snowstorm occurred, the OTP was 97.3%. The other month that fell below 98% was November, when it was 96%. This was attributed to delays caused by fallen leaves.

Last month we reported that ridership increased on all three lines during 2006. On the Hudson Line, it was up 4.4%, the Harlem Line, 2.8%, and the New Haven Line, 2.9%. Weekday commutation to Manhattan went up 2.8%, but an even larger gain took place on weekends, which showed a 5% increase. I know, from my own experiences riding Hudson Line trains on weekends, that the trains were crowded, as was Grand Central. Weekday reverse ridership also rose 3%, so that in terms of daily ridership, 49% of commuters are now reverse commuters. This explains why Metro-North is alone among metropolitan area transit agencies in charging peak fares in what is considered the off-peak direction for outbound riders who depart on all of its trains from Grand Central Terminal until 9 AM.

Additional train service was operated on all lines for St. Patrick's Day.

As was briefly reported in the March ***Bulletin***, some of the alternatives for the replacement of the Tappan Zee Bridge were made known at what was described as a media briefing on February 13. They include transit options, such as commuter rail (CRT) from Rockland County to the Hudson Line, and Bus Rapid Transit (BRT) from Hillburn to Tarrytown to Port Chester in Westchester County. In Rockland County CRT stations would be located in Hillburn, Suffern, Airmont, Spring Valley, and West Nyack, but not in Nyack. It would join the Hudson Line at a new Tappan Zee station, below the bridge and south of the Tarrytown station, and continue to Grand Central Terminal.

The Rockland Journal News reported that project officials are considering using the Piermont Branch, a very underutilized remnant of the line which once extended from Piermont to Dunkirk. Today, Pascack Valley Line trains use a portion of the Piermont Branch between Nanuet and Spring Valley. The line was "broken" in the 1980s due to a construction project, and there are reports of some encroachments of its right-of-way. If this were to come to pass, it would be history recreated. I have a copy of a New York & Erie Railroad timetable dated January 21, 1858, which shows one First Class train in each direction plus three round-trip Second Class (freight) trains. Stops were made at Suffern's, 15 Mile Turnout, Monsey, Spring Valley, Nanuet, Blauveltville, Piermont, and the Pier, where passengers transferred to steamboats for the rest of the trip to New York City. The ride between Suffern's and the Pier took one hour. The article does mention that at Hillburn, Port Jervis Line passengers would have the option of riding to Grand Central Terminal or riding NJ Transit to Secaucus or Hoboken as is being done now. If BRT were selected for Rockland County, there would be stations in those same communities as well as Nanuet. Open houses were held in both counties in late February and early March to receive input from residents.

Genesis locomotive 203 was the first dual-mode to receive a mid-life overhaul, and when it was returned to Metro-North in March, it was repainted into an attractive blue and silver scheme which resembles the Amtrak dual-modes. Reportedly the blue is the same as the coaches.

Regular service was resumed on the Haverstraw-Ossining Ferry on February 27, but the Newburgh-Beacon Ferry was still being operated by the replacement bus service. On March 6, the service was suspended again. As I drove across the Tappan Zee Bridge on March 11, there was no ice on the river, but the following day the service was still not operating. Newburgh-Beacon resumed on March 12 and Haverstraw-Ossining the following day.

MTA Metro-North Railroad (West)

During 2006, OTP for the Port Jervis and Pascack Valley Lines was 95%, which exceeded the goal of 94.8%. For the first time in a while, Port Jervis Line trains, at 95.3%, edged out the Pascack Valley Line, which attained 94.6%. The best month was April, when the combined performance was 98%. In case you are interested, October, at 92.2%, was the lowest.

Connecticut Department of Transportation

As I passed the Kawasaki plant in Yonkers on the way home from the Division's 25th Grand Central Terminal Tour, I saw three ex-VRE cars that had been overhauled. Cars 1701, 1760, and 1762 all had CDOT and Shore Line East markings. 1701 appears to be the first of the cab cars.

MTA Long Island Rail Road

New timetables under General Order No. 304 went into effect at 12:01 AM February 26 and will remain in effect through May 20. There are notes on all of the covers except the Port Washington Branch, that concrete tie work will take place west of Jamaica that will require busing of westbound trains for one weekend each at Kew Gardens, Forest Hills, and Woodside. This work started in March and is to continue into April. Special

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Commuter and Transit Notes

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timetables are to be issued, and the first one was in effect between the hours of 9 PM and 5 AM March 2-4, March 9-12, and April 27-30.

While MTA has appointed a "blue ribbon" panel to determine the future of the sale of alcohol in its terminals and on board some trains, there was an alcohol ban on LIRR and Metro-North trains on St. Patrick's Day and continuing until 4 AM the following day. Additional trains were operated on the Ronkonkoma and Babylon Branches, and cars were added to selected trains.

I am trying to compile a list of the surviving M-1s. Member Ron Yee reported that he saw 9547 and its mate in Hillside Yard on March 13, as he passed by at 70 MPH. Ron wrote that he assumes the mate is in standard consecutive number (9548). There were two other pairs of M-1s in the yard, but their numbers were not visible from the mainline.

With the start of the baseball season just around the corner, the Shea Stadium schedule for the period April 9-May 20 was available in mid-March. A note on the cover informs would-be attendees that due to construction of the new stadium, parking has been decreased.

NJ Transit

NJ Transit reported that its on-time-performance last year had increased from 93.3% in 2005 to 94%. The highest month was April, where the OTP was 96.7%.

At approximately 7:25 AM February 21, Train #1252 (7:15 AM Waldwick/Hoboken) derailed at Ridgewood Junction, which is one mile south of the Ridgewood station. Fortunately, none of the 100-120 passengers who were on board were injured. Three of the five cars were off the rail. Looking at video coverage and digital slides that were on several local news websites, the train was composed of NJ Transit's oldest cars, Comet Is and one Comet Ib. The latter was originally an Arrow I (St. Louis Car Company, 1968) before being converted to a non-powered coach. Trains operating on the Main, Bergen, and Port Jervis Lines were subject to delays.

On its website, NJ Transit reported at 10 AM that it would operate a modified schedule. Eastbound trains departed Suffern at 11 minutes after the hour and operated local to Glen Rock (Main Line). Passengers destined for Bergen County Line stations were bused from Glen Rock Main Line to Glen Rock Boro Hall to connect with trains for service to Bergen County Line stations. Passengers were told to expect 15-minute delays. Westbound Bergen County Line trains departed Hoboken at their scheduled times and operated local to Glen Rock Boro Hall. Passengers starting their trips between Rutherford & Glen Rock Boro Hall were bused from Glen Rock to Suffern. Passengers boarding at Hoboken and Secaucus for stations beyond Glen Rock were advised to ride Main Line trains. Main Line service departed on schedule, but was subject to 10-15-minute delays. NJ Transit had estimated that repairs would be completed by 5 PM; however, radio communications between the Main Line Dispatcher and Main/Bergen/Port Jervis Line trains told of delays past that time.

By late afternoon, NJ Transit reported that it had suspended three employees in connection with this incident because its investigation revealed that a portion of the switch that was replaced 10 days earlier was improperly installed. This resulted in a condition which is known as "tight gauge." Similar switch installations at four other locations were re-inspected.

The Atlantic City Line timetable was revised during February due to changes on bus route 554, which parallels the line between Lindenwold and Atlantic City.

New timetables were issued for all lines as of April 1. Details next month.

If you have ever been in an airport or other public spaces, you might remember seeing AEDs (automatic electronic defibrillators) mounted on walls. During 2006, NJ Transit undertook a project to install AEDs at key stations and facilities and designated police vehicles. 70 were installed, and more than 700 employees have been trained in their use. The transit agency plans to install them on all of its trains over the next two years. Interestingly, one of the devices saved the life of an employee who went into cardiac arrest. Fortunately, two of his coworkers had received the training just days before, and there was an AED at the location.

February 25 marked the 100th anniversary of Hoboken Terminal. The terminal was constructed in a Beaux-Arts design by the Delaware, Lackawanna & Western Railroad to replace an 1880s-era station that had become outmoded and was of wood construction. In the intervening years, Hoboken Terminal has undergone a major renovation, and still to come are the re-opening of its ferry slips. Five of the six will be used for service, while the sixth will become a ferry museum. NJ Transit has operated the facility since January 1, 1983.

During February, NJ Transit reported that it had made transferring between Raritan Valley and Northeast Corridor trains at Newark easier for weekend riders. Weekdays, Raritan Valley Line riders will continue to depart from Track 5, but on weekends, RVL trains could be departing from either Tracks 3, 4, or 5. This became possible due to adjustments that were made in the operating plan.

If there is a temporary spike in ridership on the shuttle between Long Branch and Bay Head, it could probably be attributed to the presence of a young seal that took up residence on a sandbar between the Manasquan and Point Pleasant stations. ***The New York Times*****,** in its *New Jersey and the Region* section (February 24) reported that on February 14, train riders began spotting this seal. Experts were notified about the sightings 10-12 hours after the fact and were unable to attempt any type of rescue, if that was required. It was believed

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that the animal could have traveled with the ocean currents, possibly for thousands of miles. At the time, its species could not be determined, but five possibilities were possible: grey, harbor, hooded, harp, or ring.

The Board of Directors approved the construction of a new station – EnCap, on the Bergen County Line. EnCap will be built by EnCap Golf Holdings, LLC of East Rutherford, New Jersey. The firm will pay for the entire cost of construction, which is estimated at $25 million, as well as maintain the station for 20 years. It will be located between Rutherford and Secaucus. EnCap should be in service by June, 2009.

When the casino-sponsored rail service between New York and Atlantic City begins either the end of this year or early next year, no stops are planned in the state of New Jersey. It has been dubbed "ACES" for Atlantic City Express Service. Michael Walsh, Regional Vice President for Development at Harrah's Atlantic City, told the Associated Press that "our initial thoughts are to go directly from Penn Station with no stops to Atlantic City," but, "as things develop we may stop at other places." Auggie Cipollini, Senior Vice President and Chief Administrative Officer of the Borgata Hotel Casino & Spa, said it's still possible there will be a stop in New Jersey. The casinos (Borgata, Caesars Atlantic City Hotel Casino, and Harrah's Atlantic City) are in a position to decide how the service will operate, as they are funding it and are purchasing 8 multi-level cars that are being built by Bombardier. The casinos also make no bones about the fact they are looking beyond New Jersey to penetrate the New York City market, specifically 20- and 30-somethings with disposable income who may have balked in the past at the idea of riding a bus to Atlantic City." A 2½ hour trip time is planned.

At the February Division meeting, member Paul Bauscher told me that signs had been posted at the HBLRT Bergenline Avenue station to advertise the details of the proposed fare increase and the dates and locations for the public hearings that were held between late February and March. It is proposed that the regular one-way HBLRT fare would rise from $1.75 to $1.90. These signs were also hung in rail cars, buses, and stations. Riders were also provided with this information on notices placed on railcar seats.

NJ Transit reports that Light Rail continues to be its fastest-growing mode of transportation. However, buses carry the largest percentage of its riders.

New HBLRT timetables went into effect on February 24, replacing the April 24, 2006 editions. Of note is that the *Bayonne Flyers*, which had been scheduled separately on the Bayonne Branch, operating a 30-minute service on top of the 10-minute service, have now been folded into a common headway providing 8 trains per hour. This is an approximately a 7-8-minute headway. The *Bayonne Flyers* continue to operate as previously, skipping the stops that they previously bypassed. The rest of the service was re-timed on the north end to provide a more regular 5-minute service during peak hours. The late night service between Hoboken and Bayonne was restructured to provide better PATH connections, and the 1:20 and 1:50 AM departures from Hoboken were extended from Liberty State Park to Bayonne.

Amtrak

On February 23, Amtrak announced that it had determined the cause of the May 25, 2006 Northeast Corridor power failure in which this writer was affected (July, 2006 ***Bulletin***). The power supply system that is in use has parts, some of which date to the original 1930s electrification and earlier, and sometimes the newer parts do not work well with the older ones. Here is Amtrak's explanation, as reported by ***The New York Times***. "A 4-year-old computer in Philadelphia failed to execute a single command given 36 hours earlier, after maintenance had been done on the evening of May 23, and then failed to alert human controllers that it had not followed instructions, according to an extensive investigation performed by outside experts. The effect was to limit the amount of power available in the system, leaving no margin during periods of peak demand."

"The system muddled through the morning and evening rush hours on May 24, but on the morning of the 25th it became overloaded and failed, according to Amtrak. Giant machines, needed to convert power to the type Amtrak needs, failed one by one, first at a substation in Sunnyside, Queens; then at Jericho Park, near Bowie, Md.; and then Lamokin, near the Pennsylvania-Delaware border. Once the Sunnyside equipment shut itself down to prevent overload, 'you had this cascading effect,' said William Crosbie, the railroad's Vice President for Operations. 'Once you had the snowball rolling down the hill, it was inevitable.'

"Adding to the problem was that much of the equipment is remotely controlled, but if the power fails, a technician must be present to restart it, by physically resetting electrical breakers. At a key location, Sunnyside Yard in Queens, Amtrak had to send a technician through rush-hour traffic before it could start restorations. Another problem was the magnitude of the blackout. Some equipment, the investigators noted, cannot be restarted without having electricity available. As part of the changes instituted since the blackout, Amtrak now keeps a technician on site during rush hours at Sunnyside and other key sites, where it imports power from the commercial utility grid. The grid supplies alternating current at 60 cycles, which is in near-universal use in North America. But between New York and Washington, Amtrak trains and the commuter trains that use its rails run on an older standard, 25 cycles."

One of the immediate responses was the stationing of a "rescue" locomotive east of the New York portals,

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which can be pressed into service if needed.

Museums

The Shore Line Electric Railway (Branford) reported restoration work was to be completed in March on New Orleans Public Service 850. Perley Thomas built this car in 1922, and it is just slightly older than the 900s which were built in 1923-24 and are providing all of the trolley service on the Canal Street and Riverfront Lines today. The Museum is seeking contributions to complete this work.

Nor'easter 2007

After going without any significant snow from December 21, 2006 (the official start of winter), though January and nearly half of February, the metropolitan area and several other states were hit by a Nor'easter on Valentine's Day. Snow accumulations were varied, two inches in Central Park, to one foot or more, north and west of the city. For the most part, rail service ran with minor delays. On the Long Island Rail Road, there were some delays on the Babylon Branch when some wires sagged over the tracks between Wantagh and Seaford. Isn't it ironic that overhead wires affected rail service in an area where trains are powered by a third rail? Ronkonkoma Branch riders were also delayed due to a tractor trailer accident in Pinelawn.

I was puzzled about why there was sleet and freezing rain and the temperatures were well below 32 degrees, so I asked our resident meteorologist, member Todd Glickman, who explained that it relates to the vertical structure of the temperature. For example:

5,000 ft 25 degrees snow
2,000 ft 35 degrees snow melts to rain
500 ft 30 degrees sleet forms, and on the surface you see sleet

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5,000 ft 25 degrees snow
2,000 ft 35 degrees snow melts to rain
surface 31 degrees you get rain freezing on contact (freezing rain)

5,000 ft 25 degrees snow
2,000 ft 30 degrees snow
500 ft 32 degrees snow
surface 34 degrees snow has not had time to melt before reaching the ground

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I received five emails from Virginia Railway Express concerning this storm. On February 13, VRE intended to operate its normal schedule; however, at 4:15 AM it decided to operate its reduced "S" schedule. Included in these emails were a series concerning a switch problem at North Possum Point and the problems of getting a maintainer to the site. VRE wrote the following at 7:30 AM: "The maintainer has been trying to reach the switch. The roads were blocked by the most direct method to the switch. Instead, the maintainer tried to go up to the Rippon area where there is a grade crossing to put his truck on the track with the hi-rail vehicle (a truck that has rail wheels to operate on tracks). Unfortunately, with the ice (and being a lighter vehicle than a locomotive) he could not get traction. The plan now is for him to drive to Quantico and board Train #302. The train will take him up to the switch for him to repair. However, this will take time. Significant delays to #302, #306, and #310 are expected. If you can use another form of transportation or make use of the 'snow' day, we suggest that you use that option." At 8:20 AM, the switch problem was cleared, but some of the trains were operating up to 120 minutes late. Is any reader aware of any other commuter operator that provides such detail to its passengers?

Other Transit Systems

Boston, Massachusetts

The renewed Charles Street station on the MBTA Red Line had a "soft opening" on Saturday, February 17. The new accessible entrance with escalators and elevators can now be used, though some finishing work still needs to be done.

Protesters against commuter rail service to Fall River and New Bedford were on hand to meet Lieutenant Governor Timothy P. Murray and Transportation Secretary Bernard Cohen on February 23. The 25 protesters, carrying signs in North Easton that read, "Don't Change Our Town" and "Save the Hockomock," object to the proposed project because they say it will increase traffic and substantially alter the small-town charm. Some expressed worry that there is not enough land for parking near the station and that nearby property would be rezoned to allow more housing. During their recent election campaign, Governor Deval Patrick and Lieutenant Governor Murray promised to extend rail service to the South Coast, but the administration has released few details about the timing or financing. On April 4, the state is scheduled to release its plan for the project, which is estimated to cost more than $800 million. Thanks to Todd Glickman for these reports from ***The Boston Globe***.

In spite of freezing temperatures and snow, the final day finally came for the Boeing LRV. The final trip occurred on Friday, March 16, with cars 3485 and 3499 departing Riverside.

Here is some of the background. In the late 1960s, MBTA and San Francisco Muni were searching for a replacement for their aging PCC fleets, most of which dated to the 1940s. Importing a European car was considered, but, according to Wikipedia, when it came time to order, a flood of defense conversion projects came to fruition as the result of government encouragement to help keep defense suppliers busy as the conflict in Vietnam was coming to an end. UMTA (predecessor of to-

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day's FTA, under President Nixon's "Buy America" program, would not fund any transit vehicles that were not produced in the United States, nor approved by the Administration, so in 1973, UMTA awarded Boeing-Vertol a contract to produce the LRV at a cost of approximately $300,000 per car. SF Muni initially ordered 80 and MBTA 150. Later, the orders were expanded to 100 and 175, respectively. The first demonstrator model was produced in 1975, and LRVs entered revenue service on December 30, 1976 on the Riverside Line. The first regular runs in San Francisco would not come until 1979. Unfortunately, the cars did not perform well, and MBTA refused delivery of forty cars. They were ultimately acquired by SF Muni, and Muni's Boeings were retired in January, 2002. MBTA awarded Amerail a contract to overhaul 40 cars; this work was done in 1996-7, and by most accounts the cars performed well.

Philadelphia, Pennsylvania

Member Lee Winson emailed a report that on March 4, SEPTA would celebrate the centennial of the Market Street Elevated. (This was reported in the **From the History Files** section of the March, 2007 ***Bulletin***.) To celebrate this anniversary, service on the Market-Frankford Elevated was FREE to the public on Sunday from Noon until 5 PM. In the February issue of ***Cinders***, there were some further details. Several of their members had assisted SEPTA in putting together three historic photo displays. On March 4, the celebrations began at 69th Street Terminal, the location of the first photo display. The second photo display was unveiled at the newly rebuilt 56th Street Station, where another ceremony was held. The third one can be seen at SEPTA's 1234 Market Street headquarters, which was where the final ceremony of the day took place.

Also from ***Cinders***: SEPTA has undertaken a project to install global positioning devices, also known as GPS, in all LRVs that operate on former Red Arrow Lines 100 (Norristown), 101 (Media), and 102 (Sharon Hill). This will enable the control center to know the location of all vehicles. A dedication ceremony was held on January 9, to mark the completion of construction at the art deco-styled Suburban Station. More than 100,000 riders pass through this station each weekday. SEPTA began the demonstration phase of is new Train View system, which is designed to provide real-time information on the location of specific Regional Rail trains. Initially, the map and text version will appear on SEPTA's website, but later this will be expanded to reach cell phones and PDA devices of those who sign up for the program. Red pantographs have been installed on certain Silverliner IV cars. They are believed to be less susceptible to damage or dewirement. New Regional Rail timetables were expected to be issued effective April 1. Both ends of the R5 Line will be affected by major capital projects. New concrete ties and rails will be installed on the outer tracks (1 and 4) between Paoli and Overbrook. A new signal system will be placed into service in the five-mile section between Penllyn and Lansdale. Dale Interlocking will also be reconfigured.

Baltimore, Maryland

Along the Northeast Corridor, there are many commuter services that operate between cities also served by Amtrak, such as MARC (Washington, D.C./ Baltimore), SEPTA (Newark/Wilmington/Philadelphia/ Trenton), NJ Transit (Trenton/New York), Metro-North (New York/New Haven), CDOT-Shore Line East (New Haven/New London), and MBTA (Providence/Boston). Typically their fares are lower than Amtrak. However, member Steve Erlitz wrote that ***The Baltimore Sun*** reported that the best-kept secret for inexpensive traveling between D.C. and Baltimore is not by MARC, Amtrak, or even Greyhound. MARC at $7 each way is unreliable, has limited service (from Camden), and does not run weekends. Amtrak is expensive. Greyhound is $12 each way, but its Baltimore bus station is now in an industrial area that is hard to reach. From the Harbour area, the newspaper says, take the Light Rail to BWI and catch Metro's B30 airport Express to Greenbelt and the Green line. Cost is $7.65 peak.

Steve had some comments about the new schedules that went into effect on February 12. Some runs take a few minutes longer, and he believes he knows why. "Train 503, the second to D.C., now has 9 cars because of standees. I think they needed more running time. I took the Penn Line today because of the weather, but as I sat on #503, I got an email from MARC that said they were canceling #852, the evening express to Camden, tonight and running a 2 PM train. This is the first time they offered an early train because of weather. Of course it could make the trip and go back for the regular run, but that's asking too much."

Washington, D.C. area

Virginia Railway Express's new cab cars have entered service, but like most new equipment, there are teething pains. Customers have provided feedback on some of the minor problems, such as the PA system not being calibrated to the right stops or the speaker volume being too loud or too soft. The manufacturer is working to resolve these as well as other warranty issues.

Orlando, Florida

Member Bob Kingman forwarded a report from ***The Orlando Sentinel*** that the Federal Transit Administration has promised $250 million in funding to pay for preliminary engineering of the proposed 61-mile commuter line that would run through Volusia, Seminole, Orange, and Osceola Counties. As it stands now, the total cost for the project is $560 million. The first segment would run from DeBary to Orlando and is expected to open in 2009. It would be followed by the section, from Orlando

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to Poinciana, in 2013. The trains use CSX trackage, which is expected to be purchased by the state.

South Florida

Member Joe Gagne sent an article from ***The South Florida Sun-Sentinel*** reporting on efforts to utilize the Florida East Coast Railway's tracks between Jupiter and Miami for commuter trains. Since 1968, the line has been used for freight, and each day, 26 trains carry commodities such as limestone taken from the Everglades and goods arriving/departing from the area's seaports. Supporters see this line as a means of taking pressure off nearby I-95. This line would also serve markets that are at some points quite a distance from Tri-Rail. Environmental studies and identifying sources of funding (it could cost as much as $6 billion) are required before any construction begins, and supporters have targeted 2015 as the earliest that the service would begin.

A proposed schedule change that would move the departure time of the first southbound train from Mangonia Park has upset some riders. Train #P601, which departs at 4:32 AM and arrives at the Metrorail station at 6:10 AM, allows an arrival in Miami by 7 AM. Tri-Rail would like to move this train to 4 AM, which would put its arrival time at the Metrorail station at 5:33 AM, aiding any riders who need to be in downtown Miami by 6 AM. The next train would depart from Mangonia Park at 5 AM, thus inconveniencing some of the approximately 220 passengers who ride this train and need to be in Miami by 7 AM. Under the proposed schedule, they would arrive after 7 AM. Tri-Rail reported that it had received requests for this earlier service by airport workers. The agency plans to add 10 trains this month when construction of the New River Bridge is completed. One Tri-Rail official believed that both trains could be operated. Thanks to Joe Gagne for sending these reports.

Chicago, Illinois

Metra reported that ridership in 2006, at 79.9 million passengers, was the highest in its 23-year history. When NICTD's South Shore Line is included, the region's commuter rail services provided a record 84.3 million rides in 2006. That beats the previous Metra-South Shore record, set in 2001, by nearly 2%. Since 1983, when ridership was 58.9 million passenger trips, the number of commuter rail riders in the region has jumped 43 percent. Compared to 2005, Metra saw an increase of 5.2%. The two largest gains were on the SouthWest Service Line to Manhattan, and on the North Central to Antioch. The SWS went up 17%, providing 2.1 million rides, while the NCS increased 19% over last year, providing 1.2 million rides. The busiest route continues to be the BNSF Line to Aurora, on which there were 15.8 million trips in 2006. Ridership on this line rose 2.7 percent compared to last year. Thanks to Bob Hansen for this report.

A new Metra Electric timetable was issued as of January 8. Member Jim Beeler, who sent copies, is very good about keeping me up to date with regard to Metra and NICTD. And, if he has not missed any, the one that was replaced had been in use since November 1, 2004.

Jim also reported Metra has announced a new train on the UP-North line to Waukegan to be called *The Sunrise Express*. It will begin running on April 2, leaving downtown very early and making a round trip. There was no press release; it has only been announced on TV. Details will be reported as soon as they are known.

The Chicago Sun-Times *(*via ***Weekly Rail Review***) reported that Metra would phase out its remaining snack bar cars over the next two years. The cars, serving alcoholic beverages, snacks and other refreshments, were being only operated on Metra's Milwaukee North Line to Fox Lake, Milwaukee West Line to Elgin, and Rock Island Line to Joliet. "We want to utilize the full capacity of every car," said a Metra spokesman, "and it [generates] only minimal revenue that isn't worth taking up the additional seating." At the February Division meeting, member Eric Oszustowicz showed slides of one of these single-level cars, which date from 1949.

Just as this column was being completed, Jim emailed that as of April 1, Metra discontinued service to the Clyde station on Burlington Northern Santa Fe's Aurora Line. This station was the fourth station west of Chicago's Union Station. The reason cited was that on average, 64 passengers boarded there each day. No doubt, a new timetable will be issued.

Dallas, Texas

Member Karl Groh sent several articles from ***The Dallas Morning News***. Included was a photo of a Red Line LRV that hit an automobile that was left abandoned inside the entrance to the tunnel. There were no injuries and the driver was later identified. This brought to mind a photo that appeared in an old issue of ***Headlights***. I searched through my collection and finally located the issue in question – May, 1960. In that issue, PTC PCC 2034 was backed out of the trolley subway. The 21-year-old driver told officials that she did not know the city very well and was "was just following a bus." Her license plate on her black 1964 black Mustang was very appropriate – JAM 831.

Another article from ***The Dallas Morning News*** reported that DART was considering raising fares. Here are a few examples of what is proposed: a local (one rail zone) ride would go from $1.25 to $1.50, two zones, $2.25 to $2.50, and Reduced, 50 to 75 cents.

Salt Lake City, Utah

On February 23, Utah Transportation Authority officials introduced the first of eleven MP-36 locomotives. When service begins next April, service will operate Mondays-Saturdays from 5 AM-11 PM, with 30-minute headways during daytimes and hourly at night. There may be Sun-

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day service in the future. Thanks to member Ray Berger for this report from the KSL-TV website.

Railway Age reported that UTA plans to run three-car trains that will be made up of two new Bombardier bi-levels plus on ex-NJ Transit Comet I. As was reported in the February ***Bulletin***, UTA has purchased 29 Comet Is, and it is anticipated that 15 will be in service on opening day. Also on order are 12 bi-level cabs and 10 bi-level trailers. The 30 ex-Metra gallery cars are being held and will not be refurbished until ridership grows.

Albuquerque, New Mexico

Rail Runner carried its 300,000th passenger on February 21. The lucky passenger received a goodie bag of Rail Runner memorabilia, including a scale model of the Rail Runner Express, and a certificate to ride the train free for one month once the zone-based fares kick in April 1. The introductory fares were $2 (one-way), $3 (daily round-trip) and $50 (monthly). Senior/reduced fares were half of those rates. Effective April 1, those fares were $2 (one-way), $4 (unlimited day pass), $38 (10-one way passes), and $38 (monthly). Again, senior/disabled are half of those fares.

The New Mexico Department of Transportation announced that a future extension of its Rail Runner commuter rail service to Santa Fe would be built in the median of I-25. State authorities making the announcement said that they hoped to have the extension in service by 2010. Thanks to ***Weekly Rail Review*** for this report.

Seattle, Washington

An open house and tour at the completed Link Operations and Maintenance Facility in Seattle's SODO neighborhood just south of downtown was held on March 5. This is just another step in the process of the start-up of light rail service. Service will operate 20 hours a day. The 15.6-mile segment between downtown Seattle and the airport will open in 2009, and Sound Transit is working to start building the section to the University of Washington as soon as 2008 with existing local taxes and a proposed $750 million federal grant. The November, 2007 Roads & Transit ballot measure is proposed to expand the system by more than 40 miles.

San Francisco, California

Ray Berger reported that Muni was having problems with its newly acquired ex-NJ Transit PCCs. None are in regular service as they are having problems conforming to Muni's environment. Issues include door operators, brake actuator control boxes, controller drums, and more. Twenty cars are needed for service and usually 12 to 17 PCCs are running with 8 to 11 Milan Peter Witts available to fill in.

I spoke by telephone with Ray and he told me that that it was very nice to be in San Francisco with 13 or so PCCs and 8-11 Milan Peter Witts in service on line F. Line T was quite an experience. He walked and photographed all the way from Sunnydale/Bayshore to 4/King. Service was much more regular because the sightseers were not around to cause the bunching that took place on the previous four weekends.

Southern California

Member Paul Hilzen accompanied his wife, who attended a business conference in Santa Clara. He wrote that he "went along hoping to get some good traction time. Although the weather was chilly, the rain held off and I enjoyed three days of railroading. On Friday, March 2, I boarded Caltrain at Lawrence Street (Santa Clara) and rode to San Francisco. It's a push-pull operation, and northbound the train is pushed. As a result, I got the railfan window - a magnificent view as we got close to San Francisco. I bought a one-day MUNI pass at the Caltrain station, rode six trolley lines and two cable cars, and paid short visits to the Geneva Avenue Yard and the MUNI museum near the Ferry Terminal. Saturday was truly a special day. I drove to the Western Railway Museum, which is located less than an hour's drive north of San Francisco on a portion of Sacramento Northern trackage. The collection consists almost entirely of Bay Area streetcars and interurbans. Following several rides, I was lucky enough to get a shop tour with Fred Krock, who also escorted me into numerous cars that are generally off-limits. Many thanks to Fred and Steve Graves, who showed me a wonderful day at the museum. On Sunday, my wife and I rode the Roaring Camp Railroad through the majestic redwood forest near Santa Cruz. The consist of 5 open cars was pulled by a Heisler, one of three geared locos that run in regular service. Later, we drove north along the coast to route 92, then east to Oakland Airport to catch a flight back to New York City. All in all, a wonderful but too-short trip!"

London, United Kingdom

On February 19, almost four years to the day (February 18, 2003) it was implemented, the congestion-charge zone was doubled in size. City officials are seeking to improve on the 10% reduction in traffic that was entering the city center. The charge is the equivalent of $15.60 per day for the right to bring a vehicle into the zone. Traffic cameras are set up at the entrance points to take photos of the vehicles, and computers match the license plates to databases showing who has paid, and who has not. Those who have not paid are assessed a penalty. The extended zone comprises the area bounded by Hyde Park to Earl's Court and includes shopping areas like Chelsea, Knightsbridge, Kensington, and Notting Hill. The investment in this project was more than $195 million for the 693 cameras which were installed at 137 locations. Net revenues are anticipated to be between $49 and $78 million a year. These monies are supposed to fund more buses and improve roads and bicycle paths. However, the main goal is to reduce traffic congestion and air pollution.

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China

In recent years my wife and I have taken trips in March, and this year when an opportunity to go on a tour to China came up, we jumped at it. The trip began with a 13½-hour non-stop flight aboard an Air China Boeing 747-Combi from JFK to Beijing. Westbound we flew the Polar Route, and eastbound, also non-stop, we flew via Alaska and Northern Canada (12½ hours). This was my third trans-Pacific flight – the others being our 2005 trip to Japan and my taxpayer-paid trip to Vietnam in 1970 when I was in the U.S. Army.

Below, there are two China reports - mine followed by member David W. Safford's.

The morning after we arrived, one of the top news stories on China's English TV station was that a windstorm in Toxon, China, blew three cars of a train off of the tracks. The area where this occurred is known for such storms. More than 30 were injured, and due to the winds it took some time for crews to remove the wrecked cars because of the weather conditions.

With to the movement towards a capitalist economy, more of the population has moved into the middle class, and the result is that the automobile industry is booming. Throughout the areas that we traveled, there were lots of new highway projects under construction. In many of the cities that we visited there were clocks that counted down the time (in seconds) until the traffic light would change for a straight move or a turn. A few of the other members of our group had visited China years ago, and they told of how much things had changed over the years. China's population is about 1.3 billion.

During the course of our tour we saw all of the major sightseeing attractions in and around Beijing, Zhouzhuang, Suzhou, Nanjing, Hangzhou, and Shanghai. For me, the highlight was walking/climbing a portion of the Great Wall, which is the largest man-made structure, stretching nearly 4,000 miles. Astronauts have reported that it is visible from space. It was constructed between the 5th Century B.C. and the 17th Century. Another important site that was visited was Tiananmen Square, the largest public square in the world. It came to the world's attention on June 3, 1989 when hundreds of thousands of students assembled there to protest their government and the Communist Party. More than 1,000 were killed. Before leaving for China, a friend who had been at Tiananmen Square five years ago told me that while standing there she could "feel" the movements of those tanks which confronted the demonstrators in 1989.

Beijing will host the 2008 Summer Olympics, which will take place in August, 2008. We saw evidence of construction of two new stadiums in which the events will be run, as well as the Olympic Village.

Metros exist in many Chinese cities, including three that we visited: Beijing, Nanjing, and Shanghai. Unfortunately, because our hotel, which was brand new, was located on the outskirts of Beijing, and the tours which were followed by dinner ended so late in the evening, it was not possible to ride their metro. However I did get to ride portions in the other two cities. In Nanjing, several of the other tour passengers indicated their interest in taking a ride, but when the time came they all begged off, and so my wife and I did the ride ourselves. A 15-minute taxi ride, which cost 11 Yuan (US $1=7.66Y), including a 1Y nighttime surcharge, brought us to the Xinjieko station. Nanjing's Metro Line 1 opened during August, 2005. The next line, to be numbered 3, is presently under construction. This system is 17 km (10.56 miles) long and has 13 stations, with both side and center island platforms, of which 8 are underground and 5 are above ground. Vending machines are in Chinese, but there is a button on the touch screen for English. Fares range from 2-4Y, and (blue) tokens, the approximate size of an American half-dollar with a smart chip inside, are dispensed from the machine. You use this screen to indicate the length of your trip and are told the fare. Touching a pad on the turnstiles with this token opens the gates. The six-section trainsets were built by Alstom, and are of the "open gangway" type (no storm doors between cars) like the cars used on the Paris Metro Lines 1 and 14 (Meteor). All of the trains that I saw were operated by one person, a man. There were video screens in each car which presented some programming and advertising. There were police in the stations, but they did not stop me from taking photos.

We rode to the Olympic Stadium terminal, the south end of the line, which is approximately half of the system. To exit the station requires inserting the token into a slot which captures the token, and if the fare is sufficient, the gates open. We purchased new tokens for our return ride, and after having re-entered the paid area, the guard who was standing on the arriving platform motioned to me that he would have allowed us to go around a small gate that would have negated us from paying for the return ride. I thanked him anyway.

Recently there have been news stories about what is called "Chinglish," where sometimes literal and non-literal English translations have been made of Chinese words. In fact, there are people working to correct these sometimes humorous translations. In the Nanjing metro, besides the signs for NO SMOKING, NO SPITTING, NO EATING, DRINKING, etc. I found signs that read PLEASE DON'T CHASE AND CREATE A DISTURBANCE and OFFER SEAT TO THOSE WHO NEED IT. There was also a take-off on London Underground's MIND THE GAP, although here it was CARE THE GAP. In Shanghai, a station sign cautioned NO JUMPING OFF THE PLATFORM AND ONTO THE TRACK. Finally, there was this sign on a subway car door: CAUTION, RISK OF PINCHING HAND.

Our final two days in China were spent in Shanghai. The talk among the more knowledgeable tour members

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was that this city has surpassed Hong Kong in importance for finance, etc. It is a truly modern city with dozens of modern skyscrapers, and lots of traffic. The plan for our last afternoon was for shopping. Knowing this, I informed our guide in advance that this would be my time for riding the metro. Being a resident of Shanghai, he was familiar with the system. When we arrived at the shopping area, he told our bus driver to get me a taxi to take me to the Huang Pi Nan station of Line 1.

There are presently five metro lines, and in the few hours that were available to me, I was able to ride a portion of each. Shanghai's first line opened in April, 1995, and the most recent extension occurred last December. New lines and extensions are under construction. Some of the stations have glass door partitions which line up with the trains' doors, much like RATP's Meteor Line in Paris. I also saw these barriers being constructed at other stations. Our Shanghai guide later told me that this was due to the number of suicides that were occurring. Purchasing a ride is similar to Nanjing, using a touch screen (with an English option) and selecting the route and station that you need. However, instead of dispensing a token, Shanghai opted for a credit card-sized plastic card which reads: "Single Journey Ticket." Fares range from 3-7Y. I purchased a 4Y ticket and began my ride at the Huang Pi Nan station of Line 1. Because of the free transfers, this would be all the fare that I would require for my entire ride.

I rode one station to People's Square (Renmin Guangchang) and transferred to Line 2. It was a very long walk between the two lines. Four stops later I arrived at Shiji Avenue where I switched to a Line 4 train for six stops, which brought me to Baoshan Road. This station, which is above ground, is the first/last station where it shares the tracks with Line 3, also known as the Pearl Line. It uses cars built by Alstom in 2003. These lines remain together for an additional 9 stations, and then separate. At the southern terminal, Shanghai Nan Zhan (South Railway Station) there is another long corridor which connects to Line 1. At the end of Line 1, I transferred to Line 5. This line uses four-car Alstom-Satco trainsets, while the other four lines use six-car trainsets, with the "open gangway" like Nanjing. Platforms are both center island and side platform. In the approximately three hours starting at around 3 PM that I rode this metro, nearly every train was very crowded.

In Hangzhou, our hotel was across the street from the railway station, and after breakfast, before we headed for Shanghai, I went over to have a look. After finding the departure level, and being nearly run over by crowds of exiting passengers, I found the ticketing hall and began looking for the departure area. Before I could get there I had to pass an employee who was inspecting tickets. As I did not have one, I showed him my camera and made gestures of taking pictures, and he was kind to wave me through. There are two waiting room sections – the smaller was the soft-seat waiting area. At the other end this hall was a gate to the track level with two employees who punched tickets. I asked the young lady if she spoke English, and she told me that she did. I then asked if it would be possible to go to the platform to take a few photographs. At that point she took off her white gloves, and handed the ticket punch to her male co-worker and escorted me down to the platform. She offered that the train which was about to depart was air-conditioned, and the (older) one on the adjacent track was not. I then asked her why I had seen passenger trains powered by diesel engines when there was overhead wire. Her response was that the electric does not work.

There were trolleybuses in some of the cities we visited, but in all cases, many streets had overhead wires, but no trolleybuses were operating on them.

For those who are interested in buses, in several cities I observed some which had a front which resembled the Flxible/Grumman Model 870/Metro design. I was told that they were built by the Yangtze Company.

David W. Safford and his wife made a two-week trip to Shanghai, which preceded my own trip by about a month. David wrote that he had work there for a few days, and they stayed on as neither of them had been in Asia before. He also wrote that "transit systems there have been heavily impacted by the explosive population growth of the urban areas. This is due to immigration from the rural areas, which (I was told) is in large part illegal, but how are you going to keep 'em down on the farm? Shanghai is up to 12 million and Nanjing 7 million, with two 'smaller' cities between (Wuxi and Suzhou) over 4 million each. Moreover, much of the explosion has been within the last 12 years.

"Naturally the infrastructure is stressed in all respects. You have not lived until you are driven (non-resident foreigners may not drive in China) through a Shanghai rush hour, which in truth seems to last all day. Literally thousands of bicycles, electric bicycles, motorcycles and truck variations compete for every square inch of pavement with cars, trucks, buses, and pedestrians. (Yes, I mean that they use the sidewalks as freely as the road, with the extra fillip that on the sidewalks there are no direction rules. A special treat is walking down a darkened side street at night with a dead silent electric bike overtaking you with its lights off to conserve battery power.)

"Sensibly, the governments are making huge investments in public transit. Shanghai has five Metro lines open (#4, intended to be a circle line, still has a gap) (*Editor's Note: This was due to a building collapse*) and are projected to open five more by the end of 2010. Nanjing has one, with one more scheduled for completion by 2009. (All of this is told to me by local sources. In the

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time available I was in no position to do the research necessary to confirm any of this.) I rode most of the lines, and found them fast, frequent, and crowded. The acceleration of the equipment appeared to be well in excess of that deemed prudent by U.S. systems, but they needed it. All of the cars appeared beautifully maintained and free from graffiti. The older cars in Shanghai were Alstom/Siemens, the newer Bombardier. (Again, this is observation of the trains ridden, and may not be universal.)

"One curiosity: Line 3 (the 'Pearl Line,' for reasons unknown) was listed in my guidebooks as light rail, but is, in fact, heavy rail. Indeed, Line 4 shares its track for a substantial ways. I may only speculate that it was recently upgraded to increase its capacity, which I positively assure you is needed! In addition to the Metros, there are huge fleets of diesel and electric buses, but no street cars. Their fleets include something new to me: one line uses battery buses. I happened on the charging station where a bus was parked with a pantograph up against two parallel rails. As we watched, the pantograph came down, the bus moved silently away, and another took its place.

"The newer Shanghai Metro cars have an LED display on the interior ends of the cars giving terminal and stop information continuously. The more recent (I assume) alternate Chinese and English, but the older ones are Chinese only. All signage is in both Chinese and English. This is in addition to bilingual recorded announcements. We were told that all students are required to be bilingual in either Japanese or English, with the vast majority choosing English. Indeed, a hazard of Shanghai tourism is being continually stopped on the street by students eager to practice their English. Once, however, you leave Shanghai you are on your own, linguistically, unless you run into someone young enough to be in the English language studies. We had planned an excursion on our own, but were deterred by the fear of being unable to find the proper return train, or of understanding when it was called.

"We rode the intercity rails from Wuxi to Nanjing and then back to Shanghai, but both time at night. The first trip was in a bi-level 'soft seat' (i.e. first class) coach, and the second in a soft seat single level coach. These appeared to be modern, but the level of maintenance is so high that I can't be sure. There were no diners, but an attendant sold tea and coffee at your seat.

"Unfortunately the stations are as thoroughly closed off as Sing Sing, leaving no opportunity for viewing the equipment, since we had no means of driving out of the central area. Both in Nanjing and Shanghai the stations were enormous, easily two city blocks long and three or four stories high. In addition to this, tickets are purchased in yet a separate building in both cities. Both stations had soft seat waiting rooms, but in Shanghai the hard seat waiting area appeared to be the plaza in front, where hundreds camped out in all weathers. It appeared that you had to show a current ticket to get past a street barrier."

Bangkok, Thailand

Todd Glickman travels frequently to Southeast Asia for his job at MIT (that's what he does when he's not on WCBS Newsradio). Mid-March found him in Singapore, Manila, and Thailand. Todd emailed that there is not much new to report in Singapore and Manila; however, he sent this update on transit news in Bangkok. Bangkok's two relatively new mass transit systems are the elevated BTS Skytrain, opened in 1999, and the underground MRT, opened in 2004. Todd has a write-up and pictures of each that can be found at http://world.nycsubway.org/asia-oceania/bangkok.html.

"Construction of the first extensions of the Skytrain is now underway: a 1.5-mile extension of the Silom line, and a 3.1-mile extension of the Sukhumvit line. These are due to be completed in 2008 and 2009 respectively. Traffic on Sukhumvit (Bangkok's version of NYC's Broadway) is severely impacted in the construction zone, where one lane is blocked in each direction. This has elevated the traffic situation there from 'horrible' to 'nightmare.' On BTS, additional security has been put in place since my most recent visit this past December. A security guard is now stationed at each surface entrance of every station, and does a cursory search of all packages, handbags, briefcases, etc. The March 10 edition of ***The Bangkok Post*** quoted Finance Minister Chalongphob Sussangkarn as saying that only two of the five proposed new transit lines should be built in the near-term. The five lines, approved last November would have a combined length of 70 miles, and cost approximately 165 billion baht (about US$4.7 billion). The current interim government, in place since last fall's coup, is expected to have less than a year in office. But Transport Minister Admiral Thira Haocharoen and the head of the state-run Mass Rapid Transit Authority of Thailand (MRTA) both say that all five mass transit rail lines approved by the cabinet for Bangkok are equally necessary and would tremendously assist commuters." Todd, of course, agrees.

From the History Files

100 Years Ago: In April, 1907, the New Haven Railroad's Cos Cob generating plant was fired up for the first time, which allowed for the operation of test trains. In its final years its existence was controversial, and it finally closed in October, 1986 and was demolished in October, 2000.

25 Years Ago: On April 24, 1982, electrification was extended 5.4 miles on the North Jersey Coast Line from South Amboy to Mattawan. The ***Bulletin*** (from ***Cinders***) reported that Arrow IIIs were used for all service, and that the weekday service pattern was the same as the

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old one, except that the South Amboy trains now ran to Matawan. Weekend schedules were recast. On July 2, 1988, the electrification was extended another 15.6 miles to Long Branch, where it remains to this day. Diesel service is provided along the rest of the route, 15.7 miles to Bay Head.

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

LETTER TO THE NEW YORK TIMES
by Herman Rinke

Member Lee Winson came across this Letter to the Editor which appeared in **The New York Times** *dated August 2, 1938. Herman Rinke served the Electric Railroaders' Association in many capacities, including President, Vice President, Secretary, Membership Secretary, and New York Division Chairman. Herman passed away in June, 1976.*

BUSES VS. TROLLEY CARS
Substituting Former for Latter Seen as Unsatisfactory

TO THE EDITOR OF THE NEW YORK TIMES:

I came close to witnessing what easily have resulted in a more horrible accident than actually occurred when a crowded Fourteenth Street crosstown bus ran across a sidewalk filled with unsuspecting men, women and children, at Thirteenth Street and Avenue A, and came to rest only after plunging into the side of a tenement building. The store into which it crashed was empty.

The incident merely illustrates one item or factor of safety which Manhattan had to sacrifice with its widespread acceptance of the bus as a "substitute" for the trolley car. The apparent cause of this accident was a collision between the bus and an automobile driven by an inexperienced person, causing the bus operator to become incapacitated momentarily, thus allowing the bus to meander all over Avenue A. The final result was twenty-one injured, four of them seriously.

Not only do trolley cars not mount sidewalks as the results of collisions, but of greater importance, practically 100 per cent of the street cars in operation in the United States today are equipped with some variety of the familiar "dead man's control," which brings rail vehicles to an emergency halt upon the incapacity of the motorman from any cause.

In this connection, we do not know what a 1938 model trolley car would now be doing instead of the bus. There are such things as mechanically new, silent, swift, comfortable, streamlined street cars and they are being purchased by cities from coast to coast. We have 100 of them in Brooklyn. However, we do today that our bus substitution has not solved the traffic problem, has not speeded up surface transportation, both of which were items that were loudly claimed for it in the beginning, and we also know, from the strong odor, that the bus is contributing a sizeable percentage of the air we breathe on the streets. "Not all that is new is progress."

HERMAN RINKE

New York, July 21, 1938

Last New York City Trolley Car Ran 50 Years Ago

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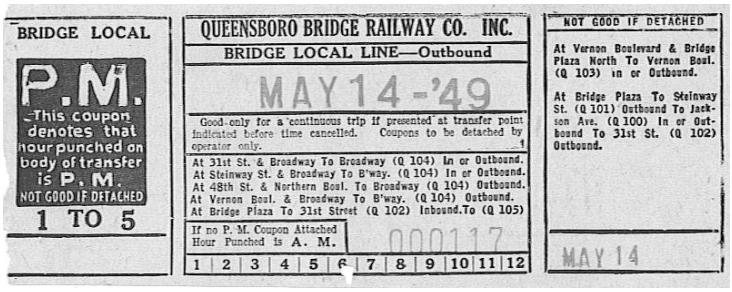
Following is an incomplete record of trolley fare changes:

Effective August 1, 1944	3 cents or 2 for 5 cents on trips from Welfare Island (present-day Roosevelt Island) to Manhattan or Queens
1949	5-cent fare, 2 cents for transfer to buses
Effective July 1, 1953	8 cents from Manhattan to Queens and 2 cents for transfer to buses; 5 tokens for 25 cents on trips from Welfare Island to Manhattan or Queens
Effective January 1, 1954	10 cents from Manhattan to Queens and 3 cents for transfer to buses; 4 tokens for 25 cents on trips from Welfare Island to Manhattan or Queens



Melvin Rosenberg collection

Around New York's Transit System

Weekend 7 Service Curtailed

To make track and signal changes that will result in greater flexibility, 7 service was curtailed for six weekends starting with the February 17-20 holiday weekend and continuing until the March 31-April 2 weekend (except March 17-19, for St. Patrick's Day). From 12:01 AM Saturday until 5 AM Monday (or Tuesday, February 20), trains from Main Street switched to the middle track south (west) of 69th Street and were single-tracked to 61st Street-Woodside, where they terminated. Passengers traveling to Manhattan were advised to transfer to E F R trains at 74th Street; E F trains were operated every 6 minutes instead of the usual 8 minutes. Bus service was provided for passengers whose destination was a local station in Queens. Middle track M was out of service between south (west) of 33rd Street and south (west) of 61st Street-Woodside from February 20 to 5 AM March 26.

When service was curtailed during several previous weekends, trains from Main Street terminated at the Queensboro Plaza lower level, where passengers could transfer to N trains and to Q trains, which were extended to Ditmars Boulevard from 57th Street. Single-tracking was in effect on 7 between the crossovers south (west) of 33rd Street and Queensboro Plaza.

Work had to be completed before the Mets play their first game at Shea Stadium on April 7. To transport the crowds during the baseball season, full service must be operated on 7.

Financing the 7 Extension

In the March, 2007 ***Bulletin***, we published an article describing the proposed Flushing Line extension. A February 14 newspaper article reveals that the city agreed to pay $2.1 billion for the extension, but NYC Transit does not know whether it has the money to pay for cost overruns. Another unbudgeted cost is $150 million for new subway cars required for service on the extension. If there is a cost overrun for the extension, it could jeopardize construction of the Second Avenue Subway and LIRR East Side Access.

MTA's Chief Executive Officer and the Deputy Mayor involved in this issue believed that the extension will be built. However, the Chairman of a New York State Assembly committee that oversees MTA is concerned that overruns could endanger the capital program.

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