

**Half-Hour Hot Spot Pix & Story
by Dan Pawling, Sr.**

I was in Connecticut recently and decided to return to NYC by train from Fairfield. I prep'd for this trip by charting the scheduled, or estimated, arrival times of east- (New Haven/Boston) and west- (NYC) bound trains. I used the Amtrak and New Haven Line of Metro-North schedules and the previously reported on "Railfan Timetable" for the chart and this story. I hoped to be looking in the right direction at the right time with a ready camera. I was on the west (NYC) bound platform. Here's what happened during the half-hour wait for my train.



Hot on the tail of the local Is Amtrak Regional # 164 making up lost time and running on the west-bound express track towards New Haven. Crossovers at South Norwalk allowed the east-bound trains to "shift lanes" as seen. Most likely, the trains shifted to the right just before reaching Bridgeport, CT in 5 miles.



Syracuse Trolley No. 1036

At the Train Show in Syracuse "The Plank Road Historical Society" display trolley No. 1036 which was the last Trolley to run in Syracuse. They have started the restoration Of the trolley. It was in very bad shape when they received it as it even had a tree growing up through the roof. The following is a little about "The trolleys of Syracuse" from their pamphlet.

"Trolley No. 1036 was designed by Peter Witt and built in 1916. It was one of 45 streetcars built. To our knowledge it is the only one still in existence.

This trolley ran in the Butternut-Salina Street area of Syracuse from 1916 to 1941. The first electric streetcar was built in Montgomery, Alabama in the 1880's. Prior to the streetcars horsecars were driving on the tracks. Their shape was similar to the trolley, but these were smaller and could only carry 12 passengers.

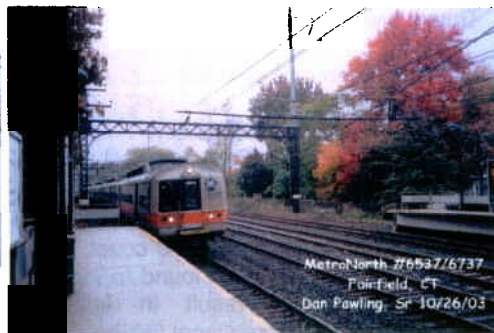
Trolleys were operated by conductors. Mr. Fuller, the original owner of the Fuller Brush Company, was a Conductor until the trolleys ceased to operate and he had to find other employment. The trolley fare was 5 cents. When a passenger wanted to get off, he would signal the conductor by pulling on the Pull cords that were located on either side of the car. Later on, buttons were installed to alert the driver to stop at the next corner.

The advent of the automobile in the early 1900's began the decline of the trolley system. The death knell came following World War II with the large scale move to the suburbs and the use of the auto for convenient commuting.

Trolley 1036, was a gift to Plank Road Historical Society, by The Dumichael family."



I remember this scene above from the mid-'30's -- the four track mainline, the catenary and structures and the brick station building. The raised platform is "recent." The outside tracks are normally for local trains, the inner ones for express traffic. Today, however, track maintenance has closed the east-bound local tracks. Note the boarding platforms extending to the express track -- on which MetroNorth # 6530/6730 is arriving for its 2:17 PM departure. I think that these MU cars are the "M-2's." Labelled for MetroNorth, they carry the CT State Seal and distinctive color.



A blast from it's horn signaled the arrival of MetroNorth # 6537/6737 on the west-bound local track for its 2:27 PM departure from Fairfield. It was great watching real trains at eye level and I'm glad my camera and I were ready most of the time.

WELCOME NEW MEMBERS

**Bruce Fottler
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**John A Consigli & Son
Steven
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**Gary Peters
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Above shows that same train leaving on the east-bound express track. Note the shared use of the ROW by the high tension line pylon spliced atop the catenary pillar.