

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 47, No. 1

January, 2004

The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

For general inquiries, contact us at era@inch.com.

Editorial Staff:

Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman
Contributing Editor:
Jeffrey Erlitz

Production Manager:
David Ross

©2004 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
Fourth Avenue Subway — Schedule Changes ...Page 2

INCREASED PATH SERVICE By Randy Glucksman

One week in advance of the reopening of the World Trade Center station, PATH issued a brochure about this event. Appropriate ceremonies were held on Sunday, November 23 (see December, 2003 *Bulletin*), and new timetables were issued. When I compared the current schedules with those dated April 29, 2001, and which were in effect in Sep-

tember 11, 2001, there was an obvious reduction in service to lower Manhattan. In 2001, peak hour service from Newark to World Trade Center ran on a 4-minute headway, while now 5 minutes is the norm. Our Editor-in-Chief, Bernard Linder, provided the following details about the peak hour headways since 1988:

NEWARK TO WORLD TRADE CENTER

Date	Trains	Headway
March 6, 1988	18	3
April 30, 1989	17	3 minutes for 36 minutes, then 4 minutes
April 29, 1990	16	3 minutes for 21 minutes, then 4 minutes
April 27, 1997	15	4
November 23, 2003	12	5

HOBOKEN TO WORLD TRADE CENTER

Date	Trains	Headway
March 6, 1988	9	3
April 30, 1989	8	3, 4
April 29, 1990	7	4
November 23, 2003	6	5

Because of the shift of jobs to midtown, there is more service to 33rd Street. The table

below shows the number of trains required during the AM and PM peaks:

Line	NOVEMBER 23, 2003		OCTOBER 27, 2002		APRIL 29, 2001	
	AM Rush	PM Rush	AM Rush	PM Rush	AM Rush	PM Rush
Newark to 33 rd Street	—	—	19	19	—	—
Newark to World Trade Center	12	12	—	—	15	15
Hoboken to World Trade Center	6	6	—	—	7	7
Journal Square to Hoboken	—	—	5	5	—	—
Journal Square to 33 rd Street	13	12	—	—	11	9
Hoboken to 33 rd Street	6	6	8	7	6	5
Total Trains	37	36	32	31	39	36
Total cars*	259	252	224	217	288	267

Newark to World Trade Center, April 29, 2001, 8 cars; all others, 7 cars

(Continued on page 14)

FOURTH AVENUE SUBWAY SCHEDULE CHANGES by Bernard Linder

Following is a complete record of schedule changes.

On November 17, 1949, Fourth Avenue Locals operated via tunnel between 95th Street and Astoria at all hours. During the PM rush, several trains ran from City Hall to 95th Street and from Canal Street to Astoria. After the evening rush, several trains ran light from 95th Street to 36th Street, where they were placed in service as West End Expresses or West End-Nassau Street Locals. Starting June 29, 1950, one train was placed in service as a Culver Local. One morning rush and one evening rush hour train from 95th Street to Astoria returned as a Brighton Local to Coney Island (discontinued December 1, 1955). One PM rush hour put-in from 36th Street to Astoria was discontinued November 27, 1967. After the evening rush, there were two trains from 95th Street to Times Square (one train after June 28, 1951) that returned as West End Expresses to Coney Island (discontinued January 2, 1961). Starting June 29, 1950, one train ran from Astoria to Canal Street after the AM rush (discontinued May 28, 1959). Effective November 29, 1951 before the morning rush, one train operated from Canal Street to Astoria (discontinued December 10, 1953) and one early evening Brighton Local from Coney Island to Astoria returned as a Fourth Avenue Local to 95th Street.

Schedules were revised on January 1, 1961. Fourth Avenue Locals operated to Continental Avenue during weekday midday and rush hours and to 57th Street at other times. After the AM rush, several trains ran from Continental Avenue to Whitehall Street, then light to Canal Street. After the PM rush, several trains ran from 95th Street to Canal Street. These trains were put in service at Canal Street, operating to Continental Avenue before both rush hours.

The most extensive schedule changes in many years were made when the Chrystie Street Subway opened on Sunday, November 26, 1967. Most RR trains ran between Astoria and 95th Street. Several morning rush hour trains operated from 95th Street to Queensboro Plaza and from Astoria to 59th Street-Fourth Avenue, after which they ran light to Coney Island Yard. Several PM rush hour put-ins operated from 36th Street to Astoria and from Queensboro Plaza to 95th Street. Rush hour trains were designated RJ and were through-routed with Broadway Brooklyn trains. Before the morning rush, several trains ran from Jamaica to 95th Street. During the morning rush, trains operated from 95th Street to Eastern Parkway or Jamaica. Evening rush hour put-ins from Eastern Parkway ran to 95th Street. After the evening rush, several trains ran from 95th Street to Jamaica, replacing QJ trains that did not operate northbound for about 45 minutes in the evening rush.

When the new 57th Street station of the Sixth Avenue Subway was opened on July 1, 1968, the schedules were revised again. RJ service between Jamaica or Eastern Parkway and 95th Street was discontinued. Instead, RR trains ran in the direction of heavy traffic between 95th Street and Chambers Street. One train from Astoria was laid up at Canal Street after the AM rush and was put in there northbound for the PM rush. During the AM rush, several trains from 95th Street were laid up north of Queensboro Plaza and were put in service there for the PM rush. Effective January 2, 1973, AM rush hour trains were no longer laid up north of Queensboro Plaza, but PM rush hour trains were still put in service there.

Starting January 19, 1976, several post-morning rush hour trains from Astoria discharged passengers at 36th Street and operated light to Coney Island Yard. Before the evening rush, several put-ins from Coney Island Yard or 36th Street Yard carried passengers from 36th Street to Astoria.

Effective April 28, 1986, all trains ran between Astoria and 95th Street. Chambers Street service and all other short-turns were discontinued.

Starting May 24, 1987, the designation was changed from RR to R and trains operated to Continental Avenue at all times. Alternate AM rush hour trains ran from Continental Avenue to Whitehall Street or 36th Street and alternate evening rush hour short-turns ran in the opposite direction. Effective May 16, 1988, PM rush hour short-turns started from Canal Street instead of Whitehall Street and three early morning southbound trains started from City Hall.

Starting December 12, 1988, trains operated to 179th Street at all times. Short-turns were the same as previously and several AM rush hour trains ran from 95th Street to Continental Avenue. Five early morning put-ins from Chambers Street carried passengers from DeKalb Avenue to 95th Street.

From June 10 to September 29, 1990, midnight trains ran from 179th Street to 34th Street-Sixth Avenue and from 36th Street-Fourth Avenue to 95th Street seven days a week. Several early morning put-ins ran from 57th Street-Seventh Avenue to 95th Street every day. During transition periods, trains were put in service or laid up at Canal Street or Whitehall Street.

Effective September 30, 1990, trains operated to 179th Street during extended rush hours, Continental Avenue during weekday middays and evenings, and 36th Street during midnights. Weekend trains ran to 36th Street during the midnight hours and Continental Avenue at other times. Short-turns were similar to the short-turns in the 1988 schedules. 36th Street shuttles made

(Continued on page 3)

Fourth Avenue Subway

(Continued from page 2)

express stops from 59th Street to 36th Street northbound. Weekend service was cut back from Continental Avenue to 57th Street-Seventh Avenue on May 26, 1991 and was extended back to Continental Avenue on July 26, 1992.

Extended rush hour service was cut back from 179th Street to Continental Avenue on October 26, 1992.

Effective September 8, 2002, midnight service was extended to Pacific Street seven days a week, with trains making express stops in both directions between 36th Street and Pacific Street.

At the present time, trains operate from 95th Street to Pacific Street during the midnight hours and to Continental Avenue (now called 71st Avenue) at other times. There is one early morning southbound put-in from 57th Street-Seventh Avenue and from 59th Street-Fourth Avenue every day. Several late evening trains from Queens are turned or laid up at Canal Street every day. Additional rush hour trains operate between Continental Avenue and Whitehall Street in the direction of heavy traffic.

NASSAU STREET SPECIALS

There were usually three Nassau Street Specials in each rush hour. Morning rush hour trains started running about 1934, but evening rush hour Specials did not start running until June 29, 1950. Route and destinations are as follows:

MORNING RUSH FROM 95TH STREET—WEEKDAYS

Date	North-bound	Manhattan Destination	South-bound	Southbound Arrive
June 23, 1949	X-VB	Nassau Loop	VT-X	Kings Highway or Coney Island-Culver
November 1, 1954	X-VB	Nassau Loop	VT-X	Ninth Avenue or Ditmas Avenue-Culver
May 28, 1959	X-VB	Nassau Loop	VT-L	62 nd Street-West End
January 3, 1961	X-VB	Nassau Loop	VT-L	Ninth Avenue

EVENING RUSH TO 95TH STREET

Date	Northbound Leave	North-bound	Manhattan Destination	South-bound
June 29, 1950	Coney Island Yard (light)	X-VT	Nassau Loop	VB-X
December 1, 1955	Coney Island Yard or 36 th Street Yard (light)	X-VT	Nassau Loop	VB-X
December 1, 1955	East New York Yard (light)	—	Broad Street	VB-X
May 28, 1959	62 nd Street (light)	X-VB	Nassau Loop	VT-L
January 3, 1961	Ninth Avenue	L-VT	Nassau Loop	VB-L

NOTES:

VB — Via Bridge

VT — Via Tunnel

X — Fourth Avenue express stops

L — Fourth Avenue local stops

Effective December 1, 1955, southbound evening rush hour Specials stopped at Myrtle Avenue and DeKalb Avenue.

We do not know when Saturday morning rush hour Nassau Street Specials started running. These trains operated from 95th Street via Fourth Avenue express tracks, bridge, and Nassau Loop. Trains returned via tunnel, Fourth Avenue express tracks, and the Culver Line. The last day of operation was June 21, 1952.

The last Nassau Street Specials operated on November 22, 1967, after which the Nassau Street tracks were disconnected from the Manhattan Bridge tracks. During the November 26-27 weekend, the track layout at the Manhattan end of the bridge was rearranged to provide service on the new Chrystie Street Subway.

Below and on the next page are some photographs showing the reconstruction of the DeKalb Avenue station and the streets above it during the Chrystie Street Subway project, and the way the station looked following the project's completion. There is also a surprise on page 5.

(Continued on page 4)



Fulton Street and Hudson Avenue, June 26, 1956.

← Bernard Linder photograph

Fulton Street, east of Hudson Avenue, June 26, 1956.

→ Bernard Linder photograph



Fourth Avenue Subway

(Continued from page 3)



Local rock-and-roll fans will recognize the theater in this photograph, taken at the intersection of DeKalb and Flatbush Avenues on April 24, 1957. It is now part of Long Island University.
Bernard Linder photograph



Flatbush Avenue and Fulton Street, looking north, April 24, 1957.
Bernard Linder photograph



Another view of Flatbush Avenue and Fulton Street, looking north, April 24, 1957.
Bernard Linder photograph



DeKalb Avenue's northbound platform, showing the old tower at the north end.
Bernard Linder collection



DeKalb Avenue's northbound platform, looking south, October 3, 1956.
Bernard Linder photograph



DeKalb Avenue's northbound platform, looking north, February 10, 1969. Note the false ceiling, installed as part of the reconstruction project.
Bernard Linder collection

(Continued on page 5)

Fourth Avenue Subway

(Continued from page 4)



Nearly new R-46 796, last car of a southbound **N** train, pays a call at DeKalb Avenue on January 4, 1977 (and then, as now, the letter **N** was designated for Sea Beach trains, not Brighton or West End trains). The false ceiling (which was placed above the platform level in both directions) is still there, but not for much longer.

Steve Zabel photograph, David Ross collection



The northbound platform of the Myrtle Avenue station, June 25, 1956. This platform is dark but still viewable from northbound Manhattan Bridge trains.

Bernard Linder photograph



The southbound platform of the Myrtle Avenue station, June 25, 1956. This platform was destroyed in the DeKalb Avenue Reconstruction project of the late 1950s/early 1960s.

Bernard Linder photograph



Another view of the southbound platform of the Myrtle Avenue station, taken from a stairway on June 25, 1956.

Bernard Linder photograph



The north mezzanine of the Myrtle Avenue station, June 25, 1956.

Bernard Linder photograph



Southbound tracks, looking north, north of the Myrtle Avenue station prior to reconstruction.

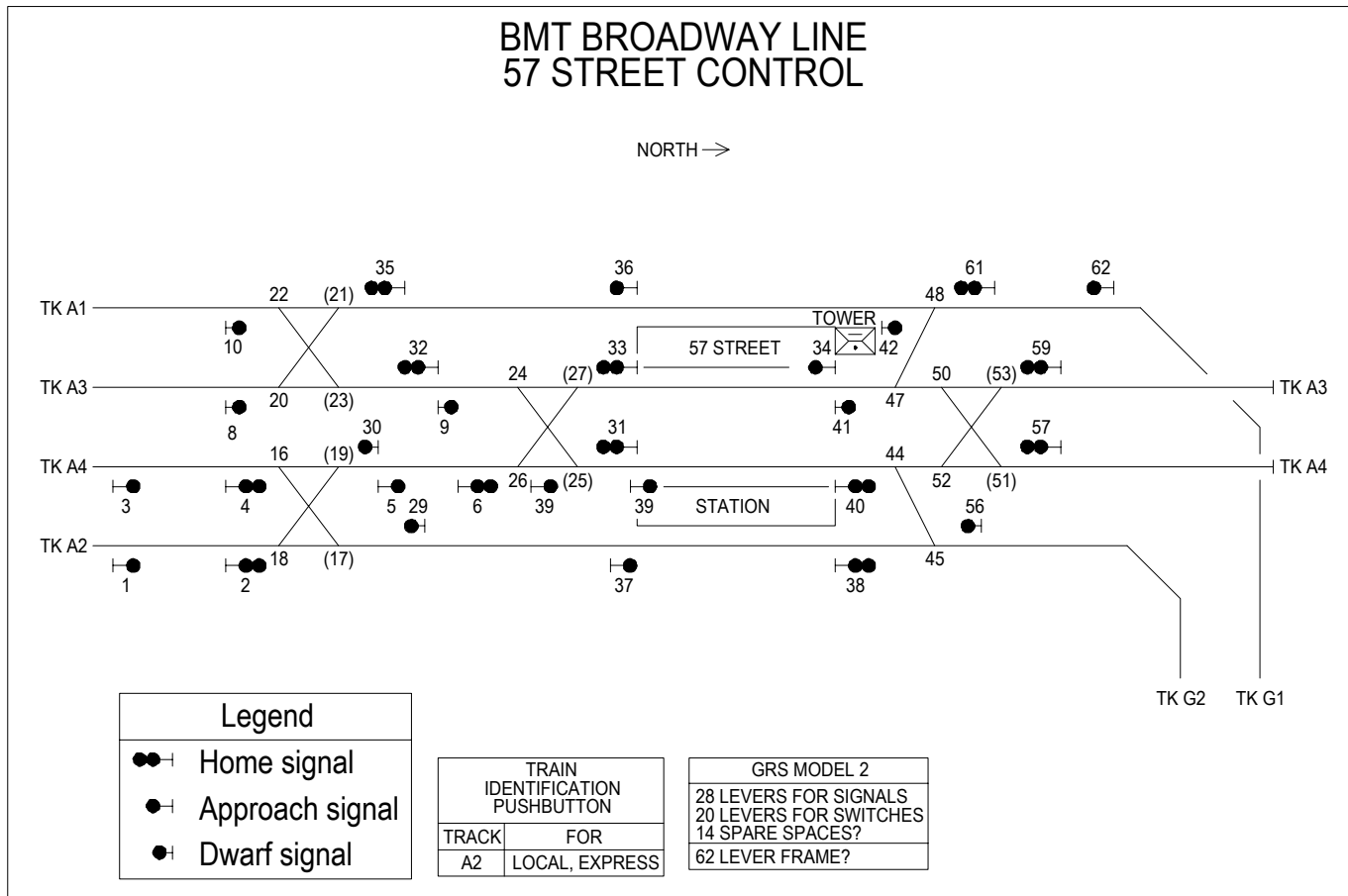
Bernard Linder collection

TECH TALK

by Jeffrey Erlitz

This month I am doing something a little different, presenting two very different track diagrams. The first one, shown below, is actually an interlocking diagram, showing all controlled signals and switches. This is 57th Street on the BMT Broadway Line *before* the installation of Centralized Traffic Control in the period from 1959 to 1962. The orientation of this diagram is the same as what used to be on the actual model board at this tower.

This interlocking was fairly typical for the BMT in that signaled moves were provided on *all* tracks at *all* switches. By this, I mean that there is a dwarf signal for a train to proceed past an interlocked switch rather than a red-over-red marker signal, which is common today to prevent reverse moves at some switches. At this point in time, I am not certain that this interlocking machine had 62 levers.



Pictured on page 16 is the track diagram for the JFK Airtrain system, which opened on December 17, 2003 (see Ray Berger's article in this issue). Except for a short tunnel section under a taxiway, the entire right-of-way is either elevated or at grade. The station at Terminal 4 is unique in that it is the only station contained

within the terminal building that it serves. All other stations in the terminal loop area are located in front of their respective terminal buildings and are connected to them with enclosed walkways.

Jeff may be contacted via email at jerlitz@pipeline.com.



Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

The day before Thanksgiving is the busiest day for many railroads. Metro-North is no exception, and it published a special four-day timetable for the period November 27-30, 2003, for which off-peak fares were in effect. On Thanksgiving Day, between 10 AM and 2 PM, tickets were collected at the gate at both Grand Central Terminal and Harlem-125th Street to ensure that fares would be collected from each rider. On the cover there was a woodcut of a turkey chasing a young lad. These schedules took into account that on Friday, about 25% fewer commuters would be riding.

Special timetables were also produced for the three-day periods December 24-26, 2003 and December 31, 2003-January 2, 2004. On these Fridays (December 26 and January 2), a Saturday schedule, with additional peak hour service was operated. On the Holiday Eves (December 24 and 31), there was extra outbound service between noon and 4 PM, regular service from 4-5 PM, and train consolidations after 5 PM. On New Year's Eve, there was additional inbound and post New Year's Eve service. Tickets were gate-collected for the latter.

The *New Haven Register* reported the completion of track and electrical work on the Waterbury Branch, and the return of peak hour train service. Midday service continues to be operated by buses, and that is evident in the October 26, 2003 timetable. To find out which trains are no longer "trains," I checked the April 27, 2003 timetable — from Waterbury: #1951 (9:17 AM), 1971 (2:16 PM), and 1981 (4:41 PM); from Bridgeport: #1922 and 1934 (12:30 and 3:33 PM). A CDOT spokesman told the *Register* that the state expected to save about \$100,000 per year by switching to buses, as these midday trains carried only 119 passengers. Thanks to member David A. Cohen for this news.

This story is usually the stuff of an "Urban Legend", but according to the *New York Daily News*, a 50-year old man, who admitted having a "couple of drinks," fell asleep on a Metro-North train during the evening of Friday, December 5, 2003. When he awoke in the North White Plains Yard, he said, he found the lights and heat were on and expected that someone would come and rescue him. After two hours, when no one came, he went to the end of the train and jumped down onto the roadbed, breaking his wrist as he landed. The passenger found a Metro-North manager who summoned the police, who called for an ambulance, which took him to a hospital. Now he is suing for \$600,000, and his wife, for loss of "consortium," in the amount of \$100,000.

MTA Metro-North Railroad (West)

Many west-of-Hudson commuters purchase a combined NJ Transit ticket/NYC Transit *MetroCard*. Since

those riders who transfer at Secaucus Junction (NJ Transit does not call its station Secaucus Transfer) must pass through a set of turnstiles, I wondered how this would be handled, as there must be a magnetic stripe that these NJ Transit turnstiles can read. The answer is that those commuters are issued an additional ticket, which allows access to Northeast Corridor trains.

Metro-North's 65 Comet Vs will be delivered according to the following schedule: January, 7; February, 20; March, 9; April, 5; May, 17; June, 0; and July, 7.

Another improvement for Pascack Valley Line riders is that construction on the passing sidings is set to get underway this spring. Completion of this project is planned for the summer of 2005.

Connecticut DOT

Special Shore Line East Holiday schedules were/will be operated on November 28 and December 26, 2003 and January 2 and 19 and February 16, 2004. Member Bob Underwood found this information posted at the New Haven station, but there were no copies for the taking.

MTA Long Island Rail Road

With Thanksgiving and Christmas both being on Thursdays, and in anticipation of lighter than usual riding for the Fridays, special branch timetables were issued for November 28 and December 26, 2003. On most branches, there were just a few trains that did not operate.

A year has passed since the first M-7s entered service, and their performance has exceeded expectations. They have been well received by the crews who operate them and by passengers. On the positive side, customers like the climate control and accessibility for the disabled. On the down side are the automated announcements that do not work properly by announcing incorrect destinations and are overly loud, and the external speakers, which add confusion when there are two or more trains adjacent to each other. Due to ADA requirements, there are fewer seats in each pair of cars, 211-213 vs. 238 on the M-1/M-3s. Contractually, the M-7s are supposed to operate 100,000 miles before requiring service. In the railroad industry this is called MDBF (mean distance between failures), and the M-7s' MDBF was 223,794, which is more than twice what was necessary. At the end of this first year, there were 160 in service, with 20-22 being delivered each month. My travels do not usually bring me to the LIRR, but I am sure that some of our readers have been tracking their deliveries, and if this information is sent to me I will publish it. By the end of 2003, 168 M-1s were supposed to be retired and then shipped to Mexico where they are

(Continued on page 8)

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

dismantled and sold for scrap. Prior to this, they are salvaged for parts at the Hillside Maintenance Facility. M-1s and M-3s contain asbestos and U.S. federal law is very strict on how these cars can be disposed of in the United States. Asbestos must be abated. Mexico does not have the same laws, and so Bombardier was awarded a contract to decommission 424 of them at a cost of \$14,000 per car.

Huntington area residents came out in force to express their opposition to the building of a new rail yard at a series of hearings held in November. More than 2,000 residents turned out to voice their opinions on a proposed 16-track facility for one of six sites in Huntington Station, Kings Park, East Northport, and Smithtown. In 2000, the MTA withdrew a plan for a similar facility in Greenlawn after residents also expressed opposition. The bottom line is that without a new yard, the railroad would be hard-pressed to add the rail service that Long Islanders have been requesting. The public had until the end of December, 2003 to submit their comments, and this year a Draft Environmental Impact Statement will be prepared. Whichever site is ultimately selected, the LIRR hopes to begin construction in early 2005 and have the yard built by 2011.

For about fifteen years, retired LIRR car 921 (Standard Steel, 1921) has been parked on the east-bound side of the Long Island Expressway (I-495) between Exits 51 and 52. This T-54 ("Ping-Pong") has been used as a Visitors Center, but reportedly it is closed half of the year and does not have indoor toilets. \$35 million has been allocated to build a new Visitors Center that would have restroom facilities, vending machines, and an information booth. Construction would start no later than 2007. In order to fund the estimated \$600,000 annual cost, it has been proposed that the facility be shared by the Long Island Visitors & Convention Bureau, the Suffolk County Police Department's Highway Patrol, and the State DOT. But there is a hitch. Federal highway regulations prevent both the Bureau and the Highway Patrol from building offices on the side of an interstate highway unless the use solely involves the federal highway and deals with automobiles. Senator Charles Schumer has asked the Federal Highway Administration to grant a waiver, but the FHA will not support a plan that "would include allotting major parts of an important rest area for office and administrative space." The FHA would work with local officials to develop a different plan. Thanks to member Joe Gagne for these reports from **Newsday**.

LIRR tickets may now be purchased from the railroad's website. Discounts are offered for all ticket types, and delivery via mail is promised within 3-5 business days. For example, one-way, round-trip, and weekly tickets will get you a 5% discount, while monthlies, be-

cause they are already discounted, receive a 2% reduction. Metro-North has had this program since 2001.

NJ Transit

As was reported in the December, 2003 **Bulletin**, Secaucus Transfer was opened for weekday use on December 15. In advance of this, Alan Kramer reported that the configuration of trainsets on the Bergen/Main and Pascack Valley Lines was changed. Behind the locomotive there is a low-door Comet I, then high-door cars, and finally the cab car. This was done to provide easier loading/unloading at Secaucus Junction and so this is not done through one door. Another reason is that this avoids creating a car shortage, because Comet Is and unrebuilt Comet IIs are not mixed with the rebuilt Comet IIs, Comet IIIs, Comet IVs or Comet Vs. Solid Comet IB trainsets are more commonplace, as Comet IIs cycle into rebuilding and return compatible with the Comet IIIs, IVs, and Vs.

An early morning fire on November 23, 2003 affected the park & ride lot in Wayne, and NJ Transit notified commuters that their bus tickets for Routes 193 and 194 would be honored on Montclair-Boonton trains. I wonder how many switched to the train permanently.

On the Saturday after Thanksgiving, 2003, NJ Transit operated six extra trains (three in each direction) on the Northeast Corridor Line. These trains ran about ten minutes ahead of the regularly scheduled ones.

FYI for November included a map of the entire NJ Transit system, including the River Line (SNJLRT). This map, unlike the MTA's September, 2003 map, included the Secaucus Junction station. There was also a detailed explanation of the icons that now appear on all rail timetables. Although this was reported in the December, 2003 **Bulletin**, **FYI** included explanations of *why* each was selected. So here they are:

- Atlantic City – Lighthouse representative of the one in Absecon
- Bergen County – Cattail plant representative of the Hackensack Meadowlands
- Gladstone – Horse for the U.S. Equestrian Team, which is headquartered near Gladstone, and the Far Hills Steeplechase
- Main Line – Water wheel representing the mills that operated along the Passaic River
- Montclair-Boonton – Goldfinch, New Jersey's state bird
- Morristown – Colonial drum, the colonial heritage found in Morris County
- Northeast Corridor – Statehouse dome
- North Jersey Coast – Sailboat, boating heritage of the Jersey Shore
- Pascack Valley – Pine tree, representing forests found along the line
- Raritan Valley – Statue of Liberty, symbol used by the Central Railroad of New Jersey, former opera-

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

tor of this service.

When NJ Transit announced the opening date for weekday service at Secaucus Junction, I wanted to see what the fare differential would be to ride into New York vs. Newark or Hoboken. What I found out is that there is no standard fare. The closest amount that could be considered a "standard" is \$77 from stations on the Northeast Corridor, North Jersey Coast, and Raritan Valley Lines. Following are the variances on each of the other lines (NJ Transit-controlled stations): Main/Bergen (\$23-\$84), Montclair-Boonton (\$23-\$73), Morris & Essex (\$25-\$73), and Pascack Valley (\$23-\$29). For stations where Metro-North controls the fares, on the Pascack Valley Line (Spring Valley, Nanuet, and Spring Valley) there is a \$26 surcharge, while on the Port Jervis Line (Port Jervis to Slootsburg) the difference is \$46. (Suffern is a NJ Transit station.) At Suffern, the difference is \$84. You can try to figure it out. New timetables were issued to reflect the trains, which stop at Secaucus Junction for all lines, except for Atlantic City, and all have a notice on the front which reads "INTRODUCING FULL SERVICE AT SECAUCUS JUNCTION RAIL STATION TO ADDITIONAL NJ DESTINATIONS."

NJ Transit has been acquiring some former Amtrak F-40s. Three units have been observed as of the end of November, 2003: 274, 302, and 270. Thanks to member Bob Kingman for the report.

As was reported in the December, 2003 *Bulletin*, HBLRT did open a one-station extension from 34th Street to 22nd Street in Bayonne on November 15, 2003. However, there was little, if any, advance publicity surrounding it. I received a report that on the prior weekend crews operated the weekend schedule on Saturday and a full weekday schedule on Sunday. NJ-ARP reported that there were indeed ceremonies at 22nd Street on November 22, with numerous political officials in attendance. These included Senator Frank Lautenberg, Representative Donald Payne, and several state legislators who have supported HBLRT, including Rose Heck, Joe Doria (who also serves as Bayonne's mayor), as well as NJ Transit officials, including President George Warrington.

With the already announced opening of the River Line (formerly SNJLRT) on February 15, NJ Transit announced that The Rail Group, operator of the system under this DBOM project, would begin train schedule simulation on January 4. Initially, trains are being operated on 30-minute headways, which will be decreased to 15 minutes, which is what will be operated between 6 AM and 10 PM. Thirty-minute headways will be the norm at all other times. In advance of the testing, a *Holiday Train* was operated during December, 2003, which called at many stations during the late afternoon and into the evening. According to the press release, the

outside of the LRV was adorned with oversized wreaths and an oversized snowman was placed on the station platform. "Santa's helpers and the Grinch" handed out system and safety information as well as holiday treats.

Port Authority Trans-Hudson Corporation

Because I was out of town on Sunday, November 23, 2003, my first ride to the World Trade Center station had to wait until Monday, which was the first weekday. I rode the Pascack Valley Express, and most of the reasons for the delays that had occurred on the first day of service (August 4), were largely taken care of. All PATH trains had WTC signs in place of the temporary EXPL. I asked the Engineer if he had to re-qualify and he told me that only those who had been promoted after 9/11 had to do so. As I rode to Exchange Place when it opened on June 29, I had seen this station, which had its platforms extended to accommodate ten cars. Leaving Exchange Place, we traveled through Tunnel E (like Tunnel F), which had been entirely rebuilt. The roadbed is direct fixation with continuously welded rail, which made for a smoother ride. Rounding the curve into the "bathtub" (Ground Zero), one could not help but think about the many lives that were so tragically lost here a little over 26 months ago. The platforms and track of this temporary World Trade Center station are same as were used until 9/11. However, World Trade Center is an open-air station and as such is subject to the weather conditions outside. All of the trains that I saw had seven cars. Television news coverage of Sunday's opening showed the first train with car 801, which had been a part of the last train to leave from World Trade Center on 9/11, and it was "wrapped" with the logo of the rebuilt World Trade Center station. Alan Kramer wrote to tell me of his first trip, that same day. What he observed was that all signals were LED, and that most are timed. Some turn yellow before the previous ones are passed, and some are so restrictive that you have to stop or be tripped. There is also a repeating signal in the westbound tube, for which he could find no reason, as the "main" signal is clearly visible for quite a distance.

Upon arrival at World Trade Center, I found PA Vice-Chairman Charles Gargano and PATH General Manager Michael DePalo greeting commuters. Customer service agents handed out commemorative cases for *QuickCards*, pens, and a combined PATH Timetable, Map, and Guide. Previously, these were two separately published items. Exiting the station, I looked at the turnstiles, which bore decals indicating that one could use either a *QuickCard* or a *MetroCard*. However, only those *MetroCards* with a fixed value, meaning none of the unlimited-ride varieties, will be accepted, and unlike NYCT turnstiles, *MetroCards* travel through the turnstiles just like PATH *QuickCards*. PATH reported that the first day ridership was 20,000, which was below the anticipated 30,000. This is far below the 65,000 who

(Continued on page 10)

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

used this line prior to 9/11. Between 6 and 9 AM, NY Waterway carried 13,586. The previous Monday its ridership was 16,033, but before comparisons are made, it should be noted that ridership is lower during Thanksgiving week.

On November 29, 2003, the Port Authority announced that it hoped *Airtrain* would be open before Christmas, and on December 2, it gave the date as December 17. Figures: had it announced this perhaps a week earlier, I could have listed it in the "2003 Year in Review" section of last month's *Bulletin*. The cost to ride the monorail is \$5 from Jamaica or the Howard Beach **A** station, and this is on top of the LIRR (\$6.75 peak or \$4.75 off-peak) or \$2 subway fare. Built at a cost of \$1.9 billion, construction began on September 16, 1998. The December, 2002 *Bulletin* carried a story about *Airtrain*, which was written by member Raymond R. Berger.

PATH advised its riders that its ticket vending machines do accept the 2004-series \$20 bills, which went into circulation on October 9, 2003. This is a change from 1993, when the machines did not initially accept the 1990-series \$10 notes.

U.S. Transportation Secretary Norman Y. Mineta delivered the news, not a poster-sized check that usually accompanies federal grants, that New York City had received \$1.15 billion for two projects. The grants, \$400 million for renovating the South Ferry station, plus \$750 million for the new Fulton Street Transportation Center (FSTC), were actually wired electronically a few hours earlier. The following day it was expected that a third grant, \$1.7 billion, would arrive to pay for the permanent PATH World Trade Center station. The South Ferry Loop will be replaced by platforms with stub-end tracks and the FSTC projects are expected to be completed by 2007, while the permanent World Trade Center station should be completed by 2009.

Metropolitan Area

More than 75 years since its demise, the NY Westchester & Boston is not a newsmaker, but member (and my son) Marc Glucksman reported that in the Westchester Mall on Bloomingdale Road in White Plains, there is an exhibit about this railroad. Located on the fourth floor, adjoining the food court, the exhibit displays a piece of rail from the site that the mall was built on, tickets, timetables, and a larger than "full size G-Scale" model of the classic Stillwell style electric MU cars that served the NYW&B. An adjoining plaque gives the history of the railroad, citing late member Roger Arcara as a source. For those of us privileged enough to have known him, Roger was a dedicated railfan and the definitive authority on the history of the NYW&B.

Amtrak

The one-day strike that had been planned for October 3, 2003, and then delayed until November 14, did not occur. This may have been due to the fact that congressional negotiators approved \$1.2 billion in subsidies for this fiscal year. Amtrak president David Gunn reported that this would allow continued operation of the system's trains. On December 11, a federal judge ruled that the unions could legally halt work for one day.

Work was completed in November on a rebuilding of the staircase and escalators at the Seventh Avenue entrance to Penn Station. The contractor did an excellent job, and the area looks "brand new."

Amtrak issued its special timetable for the week of Thanksgiving, 2003. 70 extra trains were reported to have been operated that offered 40,000 seats. *Weekly Rail Review* reported that a record 600,000 passengers were carried during this period, which resulted in \$30.9 million in ticket sales.

After a hiatus of one Thanksgiving (because she arrived on Wednesday evening), I had the chance to once again pick up my sister-in-law at Newark Airport on Thanksgiving Day. This time my son Marc accompanied me, and we made the obligatory stop at Harrison, arriving there just before 9 AM. We saw several Northeast Corridor and North Jersey Coast as well as Amtrak *Metroliners* and *Regionals*, and *Acela* #2240. But the train we were waiting for did not disappoint us – "Holiday Extra 3043," the 9:50 AM departure from NY Penn to Washington, D.C. Leading (and powering the train) was MARC HHP 4912, with seven MARC single-level coaches, with one Amfleet car bringing up the rear.

Museums

The three-way trade that brought Red Arrow center entrance car 75 to Branford was a very complex transaction, which involved Branford, the National Capital Trolley Museum (Wheaton, Maryland), and the Electric City Trolley Museum (Scranton, Pennsylvania). NCTM received Washington Railway & Electric 650, which had been in East Haven since July 8, 1947. It was never restored and was even sold to a scrap dealer around 1952 but not removed from the property. Two years later, two members, Henry Ruschmeyer and the late Harry Hall, repurchased the car, donated funds to construct barn space, and eventually deeded the title to the museum. ECTM gained ex-Scranton 324, which was discovered during a demolition of a building, but that is a very long story, which can be found in the November, 2003 issue of *The Tripper*, which is published by the Museum.

Scheduled for 2004

Below is a listing of projects that were anticipated as coming on-line for the coming year. This information was correct as of December, 2003. Dates given were provided by the respective transit agencies, and there are lots of new services and lines, a few holdovers from

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

2003, and two question marks.

- Houston, Central Rail Line 7.4 miles – February
- Camden to Trenton, SNJLRT 34 miles – February 15
- New Orleans Canal St. Line to Greenwood Cemetery – March
- San Jose/San Francisco, Caltrain, “Baby Bullet” Express Service – March
- Hiawatha Light Rail Line, Minneapolis, Downtown to Ft. Snelling, April 3
- Tri-Rail, Interstate (Yellow) Transit Line, 5.6 miles – May
- Pittsburgh, PAT, Overbrook Line Stage II, 5.5 miles, LRT – June
- San Jose, VTA, Tasman East LRT extension, 6.4 miles, I-880/Milpitas – Summer
- Little Rock, Heritage Line, 2.1 miles between Little Rock and North Little Rock – Summer
- Hoboken 2nd, 9th Street (Hoboken) and Lincoln Harbor (Weehawken) – HBLRT – Summer
- Philadelphia, SEPTA, Girard Avenue LRT, 8.2 miles – September
- Sacramento RTD, LRT extension, Mather Field to Sunrise, 2.8 miles – September
- San Jose, VTA, Extension Amtrak/CalTrain/ACE to Campbell, 4.8 miles – November
- Minneapolis, Hiawatha extension, Ft. Snelling/St. Paul International Airport and the Mall of America – December
- Washington, DC, WMATA, Largo Station (Blue Line) opens, 3.1 miles – December
- Washington, DC, WMATA, New York Avenue Station (Red Line) opens – December

Now, the unknown:

- Salt Lake City, TRAX, 4 block extension from Delta Center to Intermodal Station

- San Juan, Puerto Rico, Tren Urbano

Other Transit Systems

Boston, Massachusetts

“Big-Dig” aside, Bostonians have begun digging a little deeper into their pockets to ride the MBTA. As was expected, the MBTA Board voted to raise fares in November, 2003. Subway fares are now \$1.25, up from \$1, and bus fares went up from 75 to 90 cents. The top price for a commuter rail ticket is \$198 monthly and \$6 one-way. Riders also got a guarantee that fares would remain unchanged until at least January, 2006, and that a Riders Oversight Committee will be established to track service complaints. In addition, more two-car trains are being run on the Green Line, express service will be added on the Fitchburg Line, and fifteen more Commuter Rail Conductors will be hired to help ensure that all fares are collected. Thanks to member Todd Glickman for the report from **The Boston Globe**.

Philadelphia, Pennsylvania

New Regional Rail timetables went into effect on November 9, 2003. Changes included the closing of the



2320, seen here at Elmwood Depot, was the first SEPTA PCC to return to Philadelphia from the latest overhaul effort. It has now been joined by 2321 (see next page).

John Pappas photograph

Wissinoming station (R7/Trenton Line). SEPTA attributed this closing to light ridership, as only 25 riders per day boarded trains there, and also a need to reduce expenses. Adjacent stations Bridesburg and Tacony are 0.8 and 1.2 miles away, respectively. The R6/Cynwyd schedule, which was issued in September, 2003, was not replaced. Departure time changes were made for weekday off-peak R2/Warminster trains. R6/Norristown – Schuylkill Flyer Express service was restored during

weekday peak hours. R7/Trenton operating times were adjusted to provide better connections to NJ Transit service in Trenton. Sunday R8/Fox Chase service was reduced to operate every 90 minutes instead of every 60 minutes. Midday Weekday R8/Chestnut Hill West service midday was reduced from every 30 minutes to every 60 minutes.

SEPTA operated extra Thanksgiving Day service on the Broad Street and Market-Frankford Lines. The following day, “Santa Express Trains” were operated on the aforementioned lines as well as the R5 from Paoli

(Continued on page 12)

Commuter and Transit Notes*(Continued from page 11)*

and R8/Chestnut Hill West Lines.

From **Cinders**: 2321 (formerly 2738) became the second PCC-II to return to Philadelphia. Also, I have not yet seen it yet, but there is an inspection car that can be cut into *Acela* trainsets, and it is 10003, which is numbered after 10001-10002, *Beech Grove* and *Corridor Clipper*. Only eight of the original 26 E-60s remained on the roster at one time last year, as several have been scrapped, including 620 and 621, and there are but 13 converted *Metroliner* cars. Seven are cab control cars, five are coaches assigned to Michigan Service, and there is also 9800, a conference/cab control car.

Pittsburgh, Pennsylvania

On October 15, 2003, the catenary in a one-mile section of the reconstructed Overbrook Line was energized to permit car, track, and signal testing. Over the next few months, additional sections of this five-mile line will be placed into service as work continues for the line's opening in June.

Member Mel Rosenberg reported that the first of 28 new LRVs constructed by CAF in Spain was delivered on November 19. Delivery did not go as planned, because when Maryland State Police checked the permits for these over-sized vehicles, since the weights and dimensions did not match those on the permit, the LRVs spent the night at the weigh station until the paperwork was corrected. They departed the following day for the South Hills Maintenance Facility. These cars will supplement the existing 55-car order of Siemens-built cars, which arrived between 1984 and 1986. CAF is expected to deliver 23 of these cars by June, and will also be performing a rehabilitation of the existing cars.

Washington, D.C. area

The first four-car train of rehabilitated Bredas was placed into service on October 27, 2003. Alstom Transportation, which is located in Hornell, New York, was awarded a contract in December, 2000 to overhaul 364 of Metrorail's subway cars. Contract completion has moved from August to December of 2005. The cars that are being done are the 2000-2075 and 3000-3289 series, which were constructed between 1983 and 1988. Thanks to **Weekly Rail Review** for the report.

An earthquake, calculated at 4.5 on the Richter Scale, hit an area west of Richmond, Virginia on December 9. CSX and VRE decided to operate trains at reduced speeds on the Fredericksburg Line until such time as the tracks could be inspected. This was resolved within an hour, and normal speeds were resumed.

Atlanta, Georgia

Progressive Railroading reported that Georgia Governor Sonny Perdue authorized \$4 million in bonds to match \$21 million in federal funds that have been earmarked for the \$281.5 million Macon-Griffin-Atlanta commuter service. These funds will be used to manage

the project, purchase equipment, complete engineering, and acquire property for stations. This route is one of seven that has been proposed for Atlanta. Negotiations have been on going with Norfolk Southern to lease trackage. No opening date has been set.

South Florida

The South Florida Regional Transportation Authority (Tri-Rail) issued yet another version of its August 14, 2000 timetable, with this one bearing an August, 2003 date. During a short visit in early November I noticed that many miles of concrete ties had been installed, and every station between West Palm Beach and Fort Lauderdale that I was able to see had new construction, i.e., the overhead bridge that connected or will connect both platforms. As of October, approximately 78,000 feet (more than 14 miles) of mainline track has been completed. When the double-tracking project is completed early next year, Tri-Rail anticipates running a 20-minute headway during rush hours.

Chicago, Illinois

Acting on complaints about turnstiles, which were found only on the Metra Electric Division, Metra's board, at its November 18, 2003 meeting, ordered their removal. According to a report that was forwarded to me, the first turnstiles were removed within an hour of the decision. For years, train crews have been checking tickets, so the special magnetically coded tickets and turnstiles can now be relegated to collectors. The Board also directed its staff to research the possibilities of adding restrooms to 10 Metra Electric stations to address another frequent passenger complaint.

Thirteen of the twenty-six stainless steel *Highliners* under construction will be equipped with a restroom, something that the existing Metra Electric fleet does not have. Metra officials promise that all future replacements and they expect this to take place within the next decade, will ensure that all trains have at least one restroom. This does come at a cost of reduced seating, because the cars that have them will have 16 fewer seats, due to ADA requirements.

Chicago's subway and bus fares went up as of the first of January. Robert Hansen reported that the 25-cent increase is the CTA's first since 1991 and brings the base fare to \$1.75. The cost of transfers went down from 30 cents to 25 cents. The prices for 1-day, 7-day, and 30-day passes remained unchanged.

St. Louis, Missouri

Public hearings were held, and Metro's Board of Commissioners has voted to implement some service reductions on Metrolink. As of January 12, weekday peak hour headways have been increased from 7½ to 10 minutes system-wide. Based on ridership, weekdays between 8:30 AM and 3 PM service will operate every 20 minutes, rather than the current 10, east of the Emerson Park station in Illinois. There were also modifications to a number of bus lines. Thanks to member Den-

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

nis Zaccardi for the report.

Phoenix, Arizona

In November, Valley Metro Rail selected Kinki Sharyo to build 36 LRVs for Phoenix's planned 20-mile light rail system. Kinki Sharyo competed against Bombardier, Siemens, and CAF for the \$115 million contract, which comes with options for 39 more cars. Construction on the first segment, which will connect West Phoenix and the East Valley with downtown Phoenix, is expected to begin this spring, with the opening planned for December, 2006. K-S vehicles are operating for HBLRT, DART (Dallas), and VTA (Santa Clara).

San Francisco, California

CalTrain held public hearings to receive input on its proposed "Baby Bullet" service. Schedules were also available on its website. It is proposed that three trips be operated in each direction during the rush hours. *Baby Bullet* trains would depart from San Jose Diridon Station at 6, 7, and 8 AM and 5, 6, and 6:57 PM and from 4/King at 6:30, 7:30, and 8:30 AM and 4:30, 5:30, and 6:30 PM. Running time on these trains would be 57 minutes. By comparison, locals typically take 1:35 while limiteds require 1:22.

Los Angeles, California

Thanksgiving Day service was offered for the first time on selected lines. The San Bernardino Line operated what was called a modified version of its regular Sunday schedule. There were four trains in each direction with the first westbound train leaving San Bernardino at 10 AM, and the last eastbound train leaving Los Angeles at 8:55 PM. "Thanksgiving Family Treat Service" was provided between Riverside and Irvine along the Inland Empire-Orange County Line. The first of the six southbound trains left the Downtown Riverside station at 10:15 AM, the last northbound train departed from the Irvine Transportation Center at 8:30 PM. Adults who purchased tickets for Metrolink trains on Thanksgiving Day got a 25 percent discount – and each paid adult was entitled to take up to three children (age 18 and under) with him or her for free! Also, round-trip tickets purchased on Thanksgiving Day were honored for a return trip on Friday.

On November 17, 2003, striking mechanics agreed to arbitration of the remaining contract issues, thereby ending a five-week long strike that affected Los Angeles transit services.

Singapore, Malaysia

It is not often that I get news from here, but Todd Glickman filed this report. "I had a chance to ride the new North-East MRT line in Singapore. It opened this past June, and interconnects with the previously existing East-West and North-South lines. Denoted in purple color on system maps, it runs from Harbour Front in the south to Punggol in the northeastern part of the island

city-state. The trains are unitized six-car sets, with walk-through articulation. Each car has four doors per side, longitudinal seats (62 per car), and ceiling handholds along the center of the car. Yes, one can still be a strap-hanger in Singapore. The trainsets use AC propulsion as denoted by the telltale multi-pitch whine. Station stops are announced automatically, using a woman's voice that has a British accent. She even throws in 'mind the gap!' for good measure. Each car has six plasma TV screens that show commercial messages; station information scrolls along the bottom. There are also two ceiling-mounted LCD displays that also show station information. Operation is totally automatic. In fact, there is no cab; the trainsets have a similar appearance to airport people-movers -- with a covered driver's console that can be used in an emergency. In a throwback to tradition, there are two railfan windows, one at either side of the front car. In automatic operation, dwell time is set and doors close automatically after a warning signal. I saw no door holding at any time, even during rush hour. There are supposedly roving customer service personnel; I thought I saw one sitting in the middle of the train. He wasn't wearing a uniform, but was holding a two-way radio. Stations are immaculate -- there was not one piece of litter on any platform or train. Station cleaners were everywhere. Like the older lines, modern faregates use proximity cards. Fares range from S\$0.80 to S\$1.80 depending on distance traveled. Station platforms have screen doors, so all stations are well air-conditioned. Station mezzanines and transfer corridors along the new line are spacious and well-lit. They are also 'ADA-compatible,' or would be if there was an ADA-like law in Singapore (the older lines are not)."

From the History Files

50 Years Ago: On January 24, 1954, the Cleveland Railway Company abandoned the street car, when service ended on the Madison Avenue Line. Although Cleveland Railways owned a fleet of 75 PCCs, it did not participate in this event, because it had made its last runs 10 months earlier on March 8, 1953, after which the cars were sold to the Toronto Transportation Commission, where they continued to run until 1982. The Shaker Heights Rapid Transit continued operating PCCs until they were replaced by Breda LRVs in 1981. In 1978, successor Greater Cleveland RTA repurchased nine of these cars, and they ran until the end of 1984.

40 Years Ago: On January 26, 1964, one year and three days after they closed out service on the Chicago, North Shore and Milwaukee, the *Electroliners*, now rechristened *Libertyliners*, began a new career on Philadelphia's Norristown Line, running between Norristown and 69th Street. Please see **From the History Files** in the November, 2003 *Bulletin* for further information.

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

Increased PATH Service

(Continued from page 1)

Following is a comparison of the current headways with the April, 2001 (before 9/11) headways.

Line	HEADWAYS		Time of Day
	November 23, 2003	April 29, 2001	
Newark to World Trade Center	5	4	Rush Hour
	15	20	Saturday Evening
	15	30	Early Weekend Mornings
Hoboken to World Trade Center	5	4	Rush Hour
*Journal Square to 33 rd Street	5	6	Rush Hour
	10	12	Weekday Midday
Hoboken to 33 rd Street	10	12	Weekday Midday
	6	7	Evening Rush
	6	10	After Evening Rush
	10	12	Weekday Evening
Journal Square to 33 rd Street via Hoboken	15	20	Saturday Evening

*Weekdays, the last late evening train runs 37 minutes later than in April, 2001



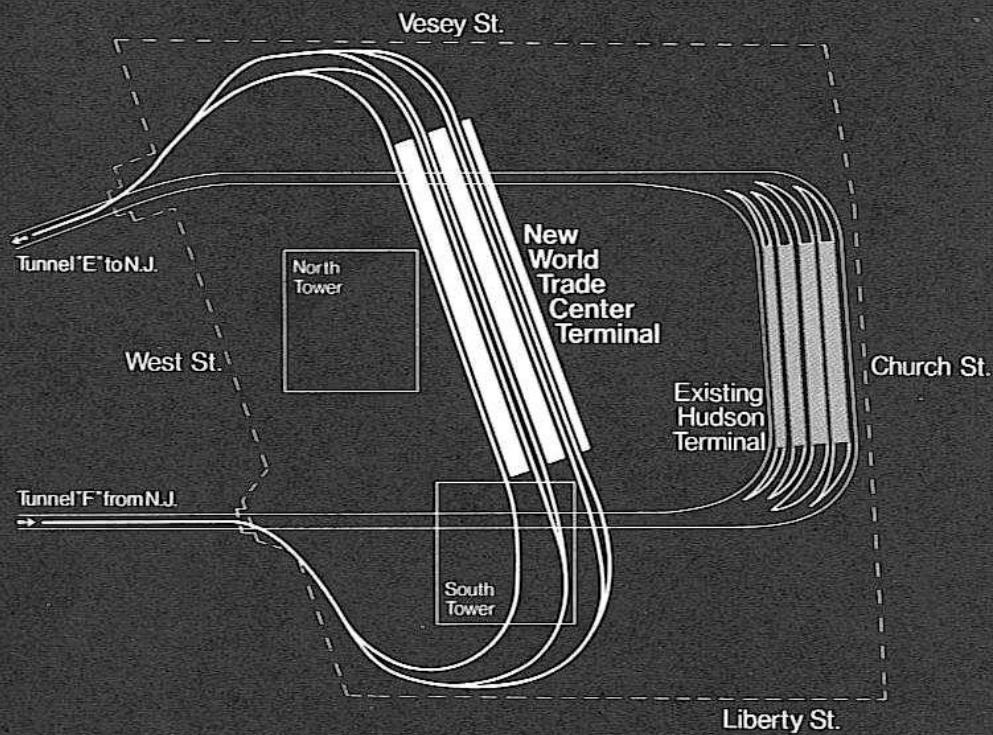
Above are three photographs showing Hudson Terminal in its final days.
Bernard Linder photographs

(Continued on page 15)

Increased PATH Service

(Continued from page 14)

**PATH World Trade Center Terminal
Tracks and Platforms**



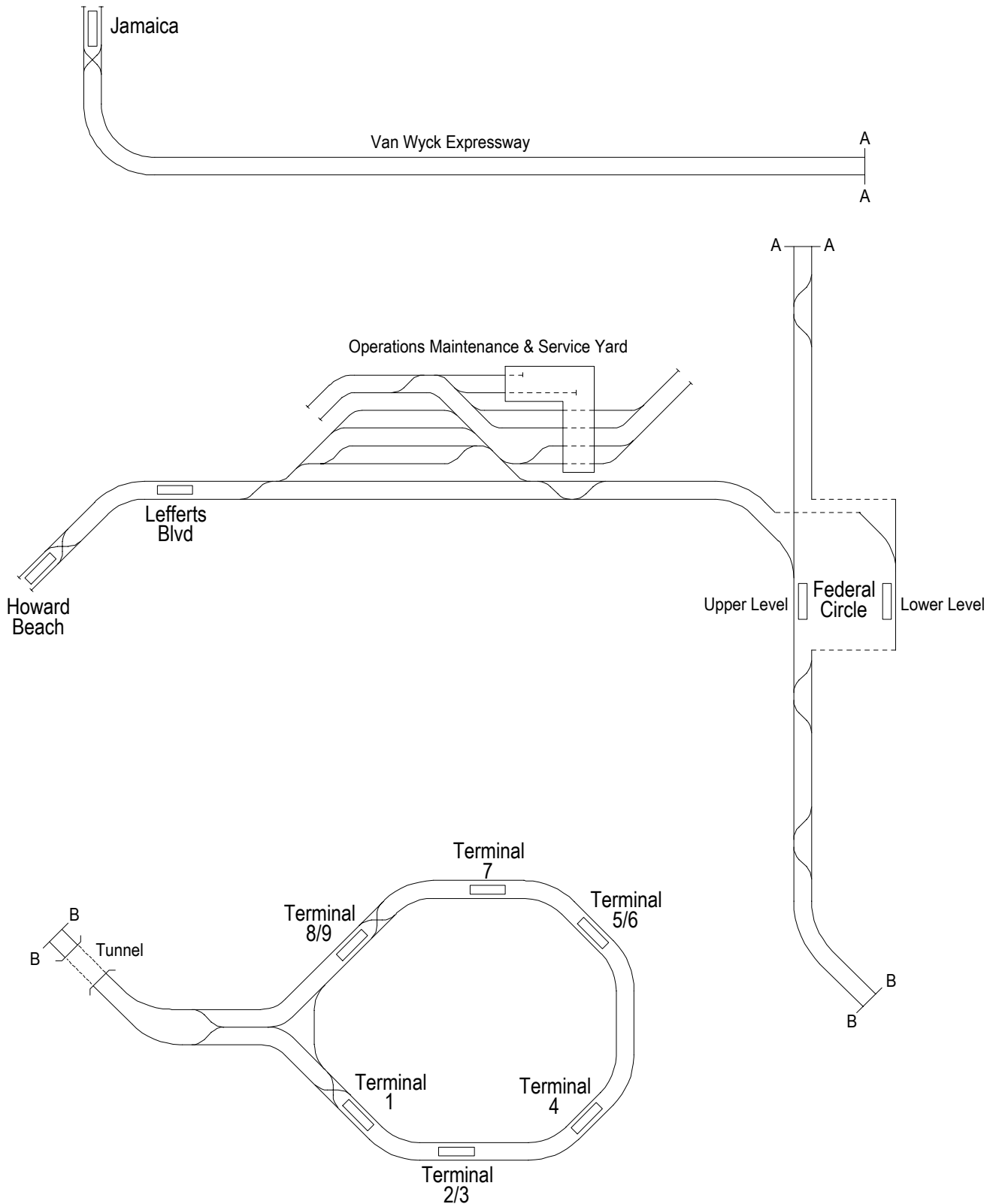
From a 1971 Port Authority brochure about the new World Trade Center terminal.
Bernard Linder collection

For more on the reopening of PATH's World Trade Center station, please see the Port Authority Trans-Hudson Corporation section of *Commuter & Transit Notes* on page 9.

Tech Talk

(Continued from page 6)

JFK Airtrain



JFK AIRTRAIN UPDATE — REVENUE PASSENGER SERVICE BEGINS by Raymond R. Berger and Raymond J. Mercado

Wednesday, December 17, 2003 was a very dark, grim, cloudy, windy, and rainy day, typical weather for mid-December, just five days before the shortest day of the year. The temperature, however, was in the mid-40s, probably mitigated by the warm exuberance of urban transportation enthusiasts overjoyed by the opening of the complete JFK Airport *Airtrain* system that afternoon.

The December, 2002 *Bulletin* included an article on the JFK *Airtrain* that described a tour of the maintenance shop and control center sponsored by the New York Chapter of the National Railway Historical Society on Saturday, July 13, 2002.

The June, 2003 issue reported on the tragic accident of September 27, 2002 in which an *Airtrain* employee was killed while operating car 121 during a test of braking distances with a fully loaded train. To simulate these conditions, concrete blocks were placed on the floor of car 121 to equal the weight of a fully loaded car. The concrete blocks shifted and crushed the operator, who was running the train in manual mode. A subsequent investigation blamed the operator for running the train at 55 mph through a curve restricted to 25 mph, causing the shift of the concrete blocks. Further, the investigation also blamed the supervisor on the right-of-way who was unaware of the braking problems the operator had experienced in two previous trips. He did not notice the disparity between the planned stopping distances and those that actually occurred.

On April 15, 2003 an eleven-page report was issued by the Port Authority, which recommended the initiation of an *Airtrain* Oversight Board to monitor conformance to new safety procedures. Later in the year, the National Transportation Safety Board reviewed the report, confirmed its findings, and concurred in its recommendations. With that, training of *Airtrain* employees resumed after a delay of almost an entire year.

New York Governor Pataki selected Wednesday, December 17 as the day to begin passenger service, as it marked the 100th anniversary of the Wright Brothers' first flight at Kitty Hawk, North Carolina. At about 10:30 AM a ceremony was held by politicians at Station D, the Jamaica Terminal, and free rides were offered to them and the news media to introduce them to the new transportation system. Later, at about 2:00 PM, the general public was invited on to the station platforms. Finally, at exactly 2:09 PM, the first train in service from Jamaica Station pulled out, consisting of cars 101 (north) and 108 (south). Waiting in the station with the second train was cars 121 (north) and 105 (south).

The train maintained its 55-mile per hour speed and

was only slowed as the first train from Station A, Howard Beach preceded the train into the outer loop. There were only four or five passengers on board with luggage. However, the train was very crowded with visitors and airport employees who wanted to experience a ride on *Airtrain* on the first day. Besides the two writers of this report on the first train from Station D, Jamaica Station, was former New York Division Chairman and Director Glenn Smith, who reveled in the opportunity to view the line from the front window.

To correct the December, 2002 report in the *Bulletin*, there are two types of cars which are distinguished by the number of On Board Vehicle Controllers: the 22 cars in the 100-series have one controller and the ten cars in the 200-series have two. Of course, the 100-series cars are coupled back-to-back so the OBVC is at each end of the train.

During the 6:00 AM to 11:00 PM period, two services are operated counter-clockwise around the outer loop within the airport; one terminates at Station A, Howard Beach and the other at Station D, Jamaica. Each service runs between a four- and eight-minute headway. During overnight hours, between 11:00 PM and 6:00 AM, services are combined into a single route with a 12-minute headway. These services normally operate with two 100-series cars coupled into trainsets.

Also during the 6:00 AM to 11:00 PM period, a single service is run clockwise, serving the nine airline terminals with six stations. The running time around the inner Loop is eight minutes and headways range between two and four minutes. Only single cars numbered in the 200-series are used because these cars must be able to reverse direction at various crossovers on the line. Of course, this service does not run during overnight hours and passengers are instructed to use the outer loop line instead.

MetroCard Vending Machines are located on both sides of the turnstiles at both Station A, Howard Beach and Station D, Jamaica as passengers must pay to enter or leave the *Airtrain* system at those points. There is no fare collection at the other stations. Fare is \$5.00, payable only through the *MetroCard* fare media. Additionally, there are Long Island Rail Road Ticket Vending Machines at Station D, Jamaica. Many passengers seemed to feel this fare was somewhat excessive, but it is mostly lower than fares for using other means of transportation, especially taxis between the Airport and Manhattan.

Each station is totally enclosed with 72-inch-wide sliding glass platform doors that match the 72-inch-wide

(Continued on page 18)

JFK AirTrain Update

(Continued from page 17)

doors on the cars. At present only one- or two-car trains are operated, but because each station platform is 240 feet long, a four-car consist is possible in the future. An interesting feature at Station D, Jamaica, was the unused airline check-in counters and baggage handling facility on the station platform level. One wonders how these check-in counters will be used in the future. Noticeable was the limited information signage directing arriving *Airtrain* passengers to the passageway leading to the Long Island Rail Road Jamaica station, where those passengers will change trains for Manhattan.

All cars are 60 feet long and have soft longitudinal seating, plus space for wheelchair tiedowns and luggage storage area. Each car has two Dellner couplers, one at each end. These are similar to the original R-44 cars, with two sets of electric portions, one on each side of the coupler head. Another feature on every car is blue-grey and maroon carpeting, which matches the seating colors. Cars are also equipped with a two-line-high interior electronic message display and an automated public announcement system in order to comply with Americans with Disabilities Act requirements.

Of course, Bombardier Transportation Services built

the 32 cars, of which 28 are scheduled for 16 peak hour trains as follows:

- Station A, Howard Beach to Airline Terminals (Outer) Loop - 6 two-car trains = 12 cars
- Station D, Jamaica to Airline Terminals (Outer) Loop - 6 two car trains = 12 cars
- Airline Terminals (Inner) Loop - 4 one-car trains = 4 cars

Power is supplied at 750 volts direct current and each car has two linear induction motors, giving the riding quality and sounds similar to the PUTRA operation in Kuala Lumpur, Malaysia and Skytrain in Vancouver, Canada.

One ponders the future growth potential and possibilities *Airtrain* holds in the years to come. Unfortunately, the Bombardier-built Mark II cars do not meet Federal Railway Administration crashworthiness requirements that would have to be met before any extension on the existing Long Island Rail Road can be realized. Funding for any expansion, perhaps to LaGuardia Airport or Manhattan, would be expensive indeed. The current cars would consume track capacity that the Long Island Rail Road does not have and the use of another right-of-way would certainly be met with opposition. Time will tell.

AMERICAN FLAGS ON THE LONG ISLAND RAIL ROAD

If you think that one person cannot make a difference, think again. Thanks to member James A. Dell'Oglio of New Hyde Park, the Long Island Rail Road is putting decals of American flags on the new M-7s and also on the older cars as they go into the shop. After September 11, 2001, many properties that did not have flags on their equipment started applying flags. James, who is a regular commuter, noticed no flags on the LIRR's cars.

After several informal inquiries, it was apparent that the LIRR had no plans to install them. The cars had flags a long time ago, when Francis Gabreski was in charge. He was a war veteran. James wrote several letters to the Rail Road, and the LIRR public affairs office even called him at home. Good work, James!! Your persistence paid off.

CORRECTIONS

Last month's feature article about Fourth Avenue Line car assignments contained several errors, which were brought to our attention by member Bill Zucker.

Bill reported that D-Types did appear on the Fourth Avenue Line after 1928. From February 13-15, 1963, Sea Beach Line D-Types were shifted to West End Line service (used on the Broadway-West End Express as well as the West End-Nassau Street Local). This latter assignment resulted in their appearances with limited regularity on Fourth Avenue-Nassau Street and Brighton-Nassau Street services.

During their last year, D-Types made several appearances on the Broadway-Fourth Avenue Local during January and February, 1965.

Bill also provided the following chronology of R-1 and R-9 assignments on Fourth Avenue:

July, 1949	100-199 (including 103) to Fourth Avenue Local
October, 1949	Astoria subway service begins. 190-199 were surplus and returned to IND
Ca. 1951	190-211, 213-220 to Fourth Avenue Local
Ca. 1952	103 returned to IND, 221 to BMT
July 24-27, 1953*	222-241 to BMT
October 9, 1954* to June 23, 1955*	100-102, 104-211, 213-241 gradually returned to IND (not in numerical order)
September 5, 1956* to October 18, 1957*	1748-1802 to BMT
September 2-15, 1958*	1748-1802 returned to IND

*Dates listed in December, 2003 *Bulletin*

COS COB POWER HOUSE by Thomas J. Blalock

When the New York, New Haven & Hartford Railroad was electrified during the first decade of the twentieth century, the conventional third rail type of power distribution was not used. Instead, because of the long distances involved, a pioneering high-voltage overhead catenary, which utilized single-phase, 25-cycle alternating current at 11,000 volts (the same system later adopted by the Pennsylvania Railroad), was installed.

Another pioneering aspect of this installation was that the motor cars had to be equipped with dual sets of controls to allow them to operate on this catenary or from a third rail. At Woodlawn Junction in the Bronx, this line merged with the Harlem Division of the New York Central, which utilized third rails running into Grand Central Terminal (there was not sufficient clearance for catenary in the Park Avenue Tunnel).

A power house was built at Cos Cob, Connecticut (near Greenwich) to generate the 25-cycle alternating current for the catenary, and it went into operation in 1907. Four Westinghouse 3,000-kilowatt steam turbine-driven generators were installed initially. These were actually three-phase machines used to supply single-phase power, and it was discovered that this unbalanced loading caused serious overheating. Accordingly, in 1908, the generators were modified, one by one, to incorporate what is known as an "amortisseur," or damper winding, to reduce the heating caused by the single-phase loading.

In order to increase the efficiency of power distribution even further, auto-transformers were used to raise the generator voltage to 22,000 volts. Similar transformers located along the line then reduced the voltage back down to 11,000 volts for the catenary itself.

By 1915, additional 25-cycle power was being supplied from a substation known as "West Farms," located at E. 174th Street and Bronx River Avenue in the Bronx. This power originated from the Sherman Creek Station of the United Electric Light and Power Company, located on the Harlem River at W. 201st Street in Manhattan, and it supplemented the Cos Cob Power House.

By the 1970s, this supplementary power was being purchased from the Consolidated Edison Company, which had inherited the operations of the former United Electric Light and Power Company. Financial problems forced the railroad to avoid the high penalty charges which occurred if their power requirements exceeded a certain "demand" limit. Thus, it actually resorted to the extreme measure of shutting off the power to the catenary for five minutes every half hour!

Unfortunately, the architecturally interesting "mission style" Cos Cob Power House gained an unsavory reputation through the years due to its dirty smokestack output. Its boilers were converted from coal to oil in the early 1980s, but this did not completely solve the problem.

During the late 1980s, the power supply to the catenary was changed from 25-cycle to 60-cycle. This was made possible by the development of solid-state rectifier equipment for use on the motor cars, which allowed direct current to be fed to the motors rather than the a.c. frequency. Thus, a higher frequency was acceptable for the catenary distribution.

Since 60-cycle power could be obtained directly from the local utilities, the Cos Cob Power House was shut down in 1987. It was not demolished, however, until the year 2000.

Today, the old New York, New Haven & Hartford line is the New Haven Division of the Metro-North commuter railroad. In Grand Central,

the motor cars used on that division can be identified by their folded-down "pantograph" mechanisms on top. These trains can utilize the third rail power from Grand Central to Pelham. At that location, the pantographs are raised to make contact with the overhead catenary for the remainder of the route through Connecticut, just as has been done ever since 1907!

(Editor's note: In the July, 1993 Bulletin, Randy Glucksmann reported that the new third rail between Woodlawn and Pelham was placed in service between late April and early May, and work had begun to remove the no-longer-needed catenary.)



Life has its ups and downs....CDOT M-4 8903 and mates at New Haven on February 17, 1992 with pantographs up, and a train of Metro-North New Haven Line equipment at what is now called Harlem-125th Street on April 6, 1991 with pantographs down.

David Ross photographs

Around New York's Transit System

Precautions When De-Energizing Third Rails

When third rails are de-energized in the vicinity of Kawasaki R-142A/R-143 cars, the train's emergency brakes must be applied and the emergency brake valve in the operating cab must be activated. Until the power is removed, the train has stopped, and the emergency brake is applied, the current collectors and brake resistor assemblies are alive. The filters are discharged immediately and the line breaker remains open after the train's brakes are placed in emergency. Train Operators in charge of Kawasaki R-142A cars (7211-7730) and R-143 cars (8101-8312) must inform the Control Center when third rails are de-energized.

Safety Glasses for Train Operators and Conductors

Train Operators and Conductors must wear safety glasses while on duty. However, they may wear sunglasses while operating or working in outdoor areas after sunrise and before sunset. But they must wear their regular safety glasses in the subway or outdoors at night. They will be subjected to disciplinary action if they are caught wearing sunglasses in the subway or outdoors at night.

Rules for Passing Red Signals

A Train Operator must stop 15 feet short of a red automatic signal or at the yellow insulated joint marker plate on the third rail protection board. He/she must always call the Control Center's Desk Superintendent immediately and report the location of the original signal unless the signal has an "AK" sign, the signal is on a track that the Train Operator knows is a storage track or a yard lead, an authorized employee gives the Train Operator the signal to proceed, or the signal changes to yellow or green. If the Superintendent does not acknowledge the original radio transmission, the Train Operator must transmit the message again. If the transmission still is not answered, the Train Operator must wait two minutes and call from a wayside telephone if no visible train is ahead or ten minutes if a visible train is ahead.

When a Train Operator is authorized to key by a red automatic signal, he/she must slowly pull up to the signal, bridge the insulated joint with the first set of wheels, come to a complete stop, and ensure that the automatic stop remains in the clear position. If the signal has a (K) faceplate sign, the train must come to a complete stop and the Train Operator must press the Automatic Stop Arm Manual Release Lever or use a special key to lower the stop arm. The train must not exceed ten miles per hour and the Train Operator must be prepared to stop short of a visible object.

Service Animals on the System

A service animal is an animal (usually but not always a

dog) that provides assistance to a person with a disability. If an employee wants to check, he/she may inform the passenger that "NYC Transit only allows pets on the property if the pets are enclosed in containers." If the passenger says it is a service animal, it can ride with the passenger. The employee may ask the passenger to explain the tasks the animal performs. If the explanation is not satisfactory, the passengers and the animal may be ordered to leave the system.

Discharging Trains at Terminals

When approaching the terminal, and again when arriving there, the Conductor must announce that the passengers are required to leave the train. The Conductor must open and close the doors, de-zone the Master Door Control Panel, open the crew emergency doors at both operating positions, and open the door nearest the platform entrance. When starting lights are displayed, Conductors must open all doors.

If a train is standing in a station due to a delay, the Conductor must close the doors during hot, cold, or inclement weather. Before leaving the station, the Conductor must reopen and close the doors.

Correction

Members Ray Berger and Jeff Hakner reported an error in the December, 2003 *Bulletin*. The nomenclature for the SMEE cars was described incorrectly. It is the Westinghouse Air Brake (WABCO) nomenclature for the integrated braking system developed jointly between WABCO and the Board of Transportation's New Car Engineering office for the R-10 and subsequent car contracts. It was also used in the East Boston Tunnel Cars (SME, not SMEE) and possibly partially used in the original Cleveland rapid transit cars.

The nomenclature is this: "Straight air, Motor (motor car, as opposed to trailer), Electropneumatic, Emergency," not "Equipment." These are the four main braking components of the Westinghouse braking system that was developed for rapid transit railcars, mostly at NYC Transit. The East Boston Tunnel cars did not have an electric portion, only straight air, hence SME. SME was an older technology that had different componentry but worked in roughly the same way. The Cleveland cars used some SMEE brake parts in conjunction with their Cineston control system.

SMEE braking was part of all New York City subway cars (as built) from R-10 to R-36. Cars with WABCO's replacement schedules, RT-1 and RT-2, were compatible with SMEE cars. These include (as built) R-38 through R-42, R-62, and R-68A.

Many thanks to Andrew Grahl for the new cover photograph of a train of LIRR M-7s in the yard at Long Beach.