

The Bulletin



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For general inquiries, contact us at nydiv@electricrailroaders.org or by phone at (212) 986-4482 (voice mail available). ERA's website is www.electricrailroaders.org.

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

Production Manager:
David Ross

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In This Issue:
Broadway BMT Subway — History
...Page 2

NYC TRANSIT'S BASE FARE WAS UNCHANGED; METROCARD PRICES ROSE ON FEBRUARY 27

Because of a large deficit and inadequate subsidies, NYC Transit raised the price of *MetroCards* on February 27, 2005 as follows:

TYPE OF METROCARD	PREVIOUS	PRESENT
7-day	\$21	\$24
30-day	\$70	\$76
7-day express bus	\$33	\$41

Grace periods extended to March 7 for 7-day regular or express bus cards and April 3 for 30-day *MetroCards*.

The two-dollar subway and local bus fare was not changed, but the express bus fare was increased from \$4 to \$5. Passengers buying a ten-dollar *MetroCard* will find that it is encoded for \$12 and riders investing larger amounts will still receive the same 20% discount.

With the introduction of *MetroCards* with discounts and *MetroCard* Vending Machines, fare collection has become quite complicated. To explain the complexities of the new equipment, the MTA Board approved the Station Customer Assistants (SCA) program. When 164 low-volume booths are closed, the Station Agents will be reassigned to work outside the booths where they will help customers with Automatic Fare Collection equipment and fare problems, explain fare policies and options, give travel information, and report emergencies and unusual occurrences.

Last May, NYC Transit initiated an SCA pilot program at the following stations:

- 34th Street, Eighth Avenue Line
- 34th Street, Sixth Avenue Line

- Grand Central
- Broadway-Nassau Street
- Woodhaven Boulevard, Queens Boulevard Line
- Kings Highway, Brighton Line
- 168th Street, Broadway Line
- 161st Street-Yankee Stadium
- 149th Street-Grand Concourse
- New Utrecht Avenue/62nd Street, West End/Sea Beach Lines

Fourteen Station Agents were selected and trained for their new assignments. They wear special uniforms with maroon blazers, and carry customer service kits, RTO radios, and portable transmitters. Nine work the AM tour, one works on the PM, and four cover vacancies.

FARE COLLECTION

When New York's first subway opened a hundred years ago, fare collection was not complicated. Passengers bought a 5-cent ticket from the agent, who also made change. They deposited their tickets in a box where another employee or the agent chopped them.

In 1912, the agent worked seven days a week and received one day off with pay each month. He earned two dollars a day with a ten-cent raise each year until reaching the \$2.40 a day maximum.

On May 10, 1920, the first recording coin-operated turnstiles were placed in service at 51st Street and 77th Street, Lexington Avenue Line, replacing the ticket choppers. The agent made change and collected the nickels from the turnstiles.

(Continued on page 18)

BROADWAY BMT SUBWAY by Bernard Linder

CORPORATE HISTORY

September 4, 1917	New York Consolidated Railroad Company (a Brooklyn Rapid Transit subsidiary)
June 7, 1923	New York Rapid Transit Corporation (a Brooklyn-Manhattan Transit subsidiary)
June 1, 1940	Board of Transportation of the City of New York
June 15, 1953	New York City Transit Authority

OPENING DATES

September 4, 1917	Trains started operating between 14 th Street-Union Square and Johnson Street, Brooklyn via the two northerly Manhattan Bridge tracks
January 5, 1918	Extended south to Rector Street and north to Times Square
September 20, 1918	Extended to Whitehall Street
July 10, 1919	Extended to 57 th Street
September 1, 1919	Single-tracked to Lexington Avenue
October 30, 1919	Second track was placed in service between 57 th Street and Lexington Avenue
August 1, 1920	Extended via the 60 th Street Tunnel to Queensboro Plaza and via the Montague Street Tunnel to DeKalb Avenue

ROUTE AND SECTION NUMBERS

ROUTE 33—WHITEHALL STREET, EAST RIVER, AND MONTAGUE STREET

Section	
1	Trinity Place and Morris Street to Whitehall and South Streets
2	Montague and Clinton Streets to Whitehall and South Streets
	ROUTE 5—BROADWAY-FOURTH AVENUE SUBWAY
1	Trinity Place and Church Street—Morris Street to Fulton Street
1A	Church Street, Vesey Street, and Broadway—Fulton Street to Park Place
2	Broadway—Park Place to Walker Street
2A	Broadway—Walker Street to Howard Street
3	Broadway—Howard Street to Bleecker Street
4	Broadway—Bleecker Street to Union Square
	ROUTES 4 AND 36—BROADWAY-FOURTH AVENUE SUBWAY

Section	
1	Broadway—Union Square to 27 th Street
2	Broadway—27 th Street to 38 th Street
3	Broadway and Seventh Avenue—38 th Street to 51 st Street
4	Seventh Avenue—51 st Street to 59 th Street
5	59 th Street and 60 th Street—Seventh Avenue to Second Avenue
	ROUTE 61—BROADWAY-FOURTH AVENUE SUBWAY
	60 th Street and Second Avenue to Queens Plaza North between 23 rd Street and 24 th Street

OPENING CEREMONIES AND FIRST TRAINS

On August 28, 1917, a test train with officials departed from Gold Street (Myrtle Avenue) at 3 PM and arrived at Union Square at 3:49 PM. The train departed from Union Square at 4:05 PM and arrived at Gold Street at 4:50 PM.

On September 4, 1917, an 8-car train composed of the new steel subway cars departed from Union Square at 2 PM. The Public Service Commission issued nearly a thousand invitations to officials who rode the special train, which set a record for speed. After leaving Union Square, the train stopped at Canal Street three minutes later and Pacific Street ten minutes later. It made the trip to Coney Island via the West End Line in only 27½ minutes. The official marched to Stauch's Pavilion in

Coney Island, where tables were set for 250 people. After lunch, the officials returned to Manhattan via the Sea Beach Line.

Regular Sea Beach service started at 7:40 PM and regular West End service between Union Square and Ninth Avenue began the next morning.

On January 5, 1918, trains started operating between Times Square and Rector Street. The Broadway Association in Manhattan and the Brooklyn Civic Club made the arrangements for a special train, which departed from Pacific Street at about 11 AM, operating via bridge to Times Square, where the officials inspected the station. The train left Times Square at 11:35 AM and stopped at Cortlandt Street, where the president of the

(Continued on page 3)

Broadway BMT Subway

(Continued from page 2)

Hudson & Manhattan Railroad boarded the train, which was turned at Whitehall Street. The train reached Times Square shortly after 12:00 and was followed by the first regular passenger train. Because there was no cross-over at Rector Street, trains were operated light to Whitehall Street, which was still under construction.

The officials who rode on the special train attended a luncheon at Murray's Restaurant, adjacent to Times Square. Among the guests were Stanley Y. Beach and his father, Frederick C. Beach, whose father, Alfred Ely Beach, built the first Broadway subway in 1870.

When service was extended to 57th Street on July 10, 1919, a special train with Public Service Commission, City, and Brooklyn Rapid Transit officials, and 42nd Street property owners operated from 57th Street to Coney Island early in the evening.

On May 7, 1920, three months before trains started running through the 60th Street Tunnel, Commissioner Delaney and his staff accompanied girls singing and marching through the tunnel between Queens and Manhattan.

The cost of building the Broadway Subway from the Battery to Queens was nearly \$30 million, excluding the two river tunnels, which cost about \$10 million. The new portion that was placed in service on January 5, 1918 cost about \$14 million, including station finish and track installation.

When the Dual Contracts were signed, they did not include a connection from the Broadway Subway to the Manhattan Bridge. After the contracts were signed, the New York Municipal Railway Corporation, a BRT subsidiary, agreed to spend \$500,000, the cost of building the Canal Street Subway and the connection to the Manhattan Bridge.

SCHEDULE CHANGES

On September 4, 1917, West End and Sea Beach trains ran to Union Square, making local stops in Manhattan.

Effective January 5, 1918, locals operated from Times Square to Rector Street, where passengers were discharged. Trains were operated light to Whitehall Street, which was still under construction. West End and Sea Beach trains ran to Union Square, making express stops in Manhattan.

Trains carried passengers to Whitehall Street starting September 20, 1918.

The first train to 57th Street was the 11:56 PM West End from Coney Island on July 10, 1919 and the first train from 57th Street left at 12:53 AM on July 11. Sea Beach and West End trains made express stops in Manhattan from 6 AM to 1 AM. Locals ran between 57th

Street and Whitehall Street.

The first train to Lexington Avenue was the 11:05 PM West End from Coney Island September 1, 1919. Sea Beach and West End trains operated to Lexington Avenue from 12:41 to 5:29 AM and to Times Square at other times. Locals probably provided service between Lexington Avenue and Whitehall Street, but did not run during the midnight hours.

Through service from Queens to Manhattan and Brooklyn started operating on August 1, 1920, as shown in the table below:

LINE	ROUTE	DESTINATION
Fourth Avenue Local	Via tunnel	Queensboro Plaza
Brighton Express	Via bridge	Times Square rush hours
Brighton Local	Via bridge or tunnel	Not available
West End Express	Via bridge	Times Square
West End Local	Via tunnel	City Hall rush hours
Sea Beach Express	Via bridge	Times Square

Schedule changes after August 1, 1920 were published in the following **Bulletins**: March and April, 2001; March and April, 2002; and March, April, and May, 2003.

WEEKDAY HEADWAYS

Date	Line	Mid-night	AM Rush	Mid-day	PM Rush	Evening
June 26, 1916	West End and Sea Beach combined northbound at 36 th Street	N/A	3¼	3¼	3½	3¼
April 1, 1919	Sea Beach Express*	20	6	7½	6	7½

WEEKDAY NUMBER OF CARS

Date	Line	Mid-night	AM Rush	Mid-day	PM Rush	Evening
June 26, 1916	West End or Sea Beach (busier line)	N/A	6	2	6	3
June 26, 1916	West End or Sea Beach (less busy line)	N/A	5	2	5	2
April 1, 1919	Sea Beach Express*	1	7	2	7	2

*Trains left Times Square 7:47 PM to 5:26 AM. They were turned at Union Square at other times

NEW YORK CITY SUBWAY CAR UPDATE

By George Chiasson

The R-142S Arrives

As scheduled, the first two 5-car units of the R-142A Supplemental contract (generally referred to in summary as the R-142"S") were delivered on July 18, 2004. As with the R-142As in 2000-2002, the cars were based at E. 180th Street Shop during the acceptance phase, appearing throughout the IRT system (main lines, at least) through the late summer as their introduction to passenger service drew near. The 80-car R-142S group represents an additional acquisition to the R-142A contract, and are intended to grant the fleet flexibility required for increases in scheduled service, specifically on the Lexington Avenue Line. Their arrival will also replenish spare ratios that were consolidated to allow all remaining Redbirds to be retired. Like the 120 Option cars of the original R-142A acquisition, the R-142S is being manufactured by Kawasaki Rail Car at its facility in Lincoln, Nebraska as a "kit," then forwarded to the KRC plant in Yonkers for final assembly and static testing prior to delivery to MTA New York City Transit.

The second set of R-142S cars arrived on the property by the second week of September, followed by a third at the beginning of October. As expected this group is being assigned in total to ④, starting with 7731-7740 as a complete train set on October 25, 2004 — just in time for the Subway Centennial. Though they have tended to be introduced as separate 10-car train sets, the R-142S is completely interchangeable with the existing fleet of R-142As, and soon became mixed in operation as such. Indeed, the cars are officially being classified as "R-142A," and as time goes on the "S" designation will probably vanish. A second R-142S train (7741-7750) was in service on November 9, the third (7756-7765) on November 30, and the fourth (7766-7775) on December 27 to close out 2004. Unit 7776-7780 entered service on January 4, 2005 in company with an older R-142A set (7706-7710), followed by 7781-7785 in similar fashion on January 11. Through January 10, 2005 R-142S' from 7731 through 7795 had been delivered, though 7751-7755 had encountered problems during the process and was sidetracked. B-unit 7752 was actually returned to KRC in Yonkers during November and remained there as of February 18, 2005. All remaining cars were at Yonkers, with 7796-7800 and 7801-7805 visible from passing Metro-North trains. 7806-7810 will be the last unit of the R-142S group.

By November 29, 2004, weeks after the second R-142S train was placed in service, the first 10 of the 70 Option R-142As in use on ④ since October, 2002 (7661-7670) were forwarded to ⑥ in a corresponding manner. This expanded the standing fleet at Pelham

from 450 (where it had been set since September, 2002) to 460, which helps to support three trains added to rush hour schedules in February, 2004. In addition, the Option R-142As which had been swapped between ④ and ⑥ since August 15, 2003 were restored to their normal assignments, long after the conclusion of wheel and brake wear tests. 7681-7685 was sent back from ⑥ to ④ first on November 24, followed by 7726-7730 on November 30. The whole 10-car train farmed out to Jerome (7216-7220 and 7406-7410) was returned to Pelham at that time.

R-142 unit 6416-6420, seriously damaged in a loose rail incident near 110th Street-Lenox Avenue in January, 2004, was repaired and back in ② service as of August 13, 2004. There were no other changes through the year, nor were R-142 assignments at first impacted by arrival of the R-142S, though one facet of their deployment was expected to be the adjustment of R-142 fleet sizes among ②, ④, and ⑤ to increase available spares. Finally, after 65 of the 80 new cars were operational by the end of January and introduction of the R-142S reached a plateau of sorts, 5-car unit 7061-7065 was shifted from ④ to ⑤ on February 7, 2005. As of February 18, 2005 we have not been able to confirm a corresponding transfer of 6681-6685 from ⑤ to ②, but this is projected to be one of a few such moves as R-142S deliveries conclude.

R-62 Notes

On the same day the first R-142S train ran in ④ service, R-62s 1376-1380 and 1621-1625 were sent over to ③. There was no such change corresponding to the second train, but the transfer of R-62s from ④ to ③ resumed upon the acceptance of R-142S' 20 through 65 (or shortly afterward). For some sets it was the first time they were removed from ④ service since their initial deployment in 1984-85 while others were relocated for a second time, marking the completion of a process earlier initiated to permit the retirement of Redbirds from ⑦. In any case, the actual assignment of R-62s remains mixed, as trains have been shifted on the basis of available consist and (perhaps) SMS status as opposed to some kind of numerical order. To wit, a 10-car train composed of 1386-1390 and 1566-1570 was shifted from Jerome (④) to Livonia (③) on December 5; cars 1461-1465 and 1516-1520 on December 30; 1341-1345 and 1471-1475 on January 5, 2005; and finally 1306-1310 with 1336-1340 on January 11. In the end, 285 R-62s have been stationed on ③ for long-term use, and 30 left at Jerome for continued service on ④. More than anything, this reflects the comparatively mild equipment needs of the Seventh Avenue side (③) ver-

(Continued on page 5)

New York City Subway Car Update*(Continued from page 4)*

sus the sometimes overwhelming requirements on Lexington Ave. (4). As things stand currently, this assignment split may remain in effect for some time to come, regardless of its numerical irregularity.

R-62A Notes

When last we checked in on the R-62As in March, 2004, two 5-car units (1841-1850) were diverted to 3 in exchange for additional single units, and more of the same was expected to ensue. The fleet mix on 7 since that time remained virtually static, however, but for the "turning" of all 11-car consists. Starting on August 1 and fully effective as of August 5, 2004, the 5-car unit in each set was to face west (railroad south) and the 6 single units to the east (railroad north (Flushing)) end of the train. This enabled the Conductor to utilize the full-width cab between the fifth and sixth cars southbound and sixth and seventh cars northbound, thus avoiding the necessity (and hazard) of switching cabs and squeezing through crowds.

After a 10-car train was imported from 3 on February 26, the two "Grand Central Shuttle" (GCS) cab cars in the consist (1926 and 1940) sat in limbo at Corona until they were finally returned to Livonia and joint 3 and 5 service by May 1. Both had a full-width cab deployed at one end to accommodate OPTO on the Shuttle since 1999, and though a few other GCS cabs had already gone to 7 and been restored to full single units (1960, 1961, 1965), further such conversions were temporarily deferred. Following introduction of the first R-142S train on 4 and its resultant shift of a corresponding set of R-62s to 3, another 10-car train consisting of single units 1932, 1934, 1938, 1939, 1943, 1944, 1947-1949, and 1954 was reallocated to 7 on November 5, 2004. These were quickly integrated into Flushing Line service, and from that time forward it became common to find at least one complete 11-car set of single units on 7 at any given time, especially weekdays.

With more R-62s arriving from 4 through December and into January, the "leftover" train or two of R-62As that continued running on 3 throughout the general shifts to Broadway and Corona became intermittent in nature. Finally, by January 7 it was no longer appearing at all and on January 13, 2005 another set of 10 single units (1901-1903, 1906, 1911, 1915, 1916, 1921, 1925 and 1935) was forwarded from Livonia to Corona. Note that of the ten just two were set up as single units (1902 and 1903), requiring the GCS cabs to be removed from the rest before they could be placed in service on the 7. Cars 1901 and 1906 were the first to be seen in their reconfigured state as of January 22 (a Saturday), while 1902 was playing north motor in another consist. A week later, former GCS cab cars 1911, 1915, and 1916 were also on the 7 as reborn single units, while

1903 was not observed until February 10, 2005. R-62A 1921 reappeared on 7 as a single unit on Valentine's Day, leaving just two more (1925 and 1935) to presumably be converted back to single units for 7. Since the January 13 transfer, the surviving 27 single R-62As assigned to Livonia have been used exclusively on the Shuttle, which requires but 10 of them (6 cabs, four singles) at any time. Such a rich spare ratio (63%), made it all but inevitable that cars of this subgroup would wind up back on 3 as requirements demanded. Sure enough, a lone 10-car train of R-62As has been running on 3 on and off (and probably will continue to do so) since January 31.

That influx of R-62s heading to 3 as the result of R-142S deliveries also paved the way for a slight expansion of the R-62A fleet at 240th Street Shop, which services the West Side's most intensive schedule requirements. With their replacement R-62s on hand, unitized R-62As 1846-1850 were liberated from 3 service and spied on 1 on December 1, 2004. The other set (1841-1845) remained stubbornly on 3 through the Holidays, then finally turned up on December 30, mixed into existing 1/9 equipment. Finally, as the most recent batch of 10 R-62As transferred to 7 began to finally enter passenger service through late January, 10 corresponding unitized R-62As (1771-1775 and 1826-1830) were returned to 1 by the end of the month. All had previously been stationed at 240th Street between 2001 and 2003. There may be another reason the 1/9 fleet was enlarged aside from existing service pressures. At some point, West Side IRT service is expected to be drastically altered to accommodate the temporary closure of the line to South Ferry, as the historic "loop" terminal is replaced by a new, full-size stub end facility. In actuality, the existing terminal as a designated landmark cannot be demolished, but rather the new terminal would be established to the side while the existing loops and connections between the East and West Sides are preserved. During the construction period, estimated to last up to five years, 1, 2, and 3 would revert to their post-9/11 character, with 1 through-routed to New Lots Avenue, 2 running local on Seventh Avenue-Broadway, and 3 functioning as a shortline express from 148th Street to 14th Street only. Presumably, equipment assignments would follow a pattern similar to that in place after 9/11 as well.

The Redbirds (...or What's Left of Them)

As promised, all 38 of the remaining World's Fair R-33 single units have been deployed in various utility duties since our last Update almost a year ago. There seems not to have been much development of hard assignments, however, so it would be difficult if not impossible to quote their specific status. Suffice it to state that they can be found at just about any carbarn on the system, if

(Continued on page 6)

New York City Subway Car Update*(Continued from page 5)*

not in the shops at 207th Street for some kind of modification or other. The lone exception remains Subway Series car 9327, for which Seashore Trolley Museum is campaigning to raise money for its transport to Kennebunkport, Maine along with long-retired R-22 (nee Work Motor) 7371.

A number of former "Reserve" main line R-33s have been handled through the New York City Transit Museum and used on March of Dimes or Special Excursions, as well as during the Centennial Subway Parade in October, 2004. 9010/9011 debuted in April, 2004 bearing a "restored" 1970 MTA silver and blue scheme. As the months passed toward the Centennial, these were joined by 9016/9017 in 1962-63 "Tartar" Red coloring, 9069 in the 1980s-era green and silver colors, and 9206/9207, also done up in MTA silver and blue. Against all of these positive developments, caution is offered as to the permanence of their preservation on MTA New York City Transit. 9075 was actually retained by the City of New York for static display, and moved to a site at the Queens Borough Hall in January, 2005. The car received another fresh coat of paint for this purpose, while its mate (9074) remains in a discarded state at Coney Island Yard.

Rider cars RD400 and RD401 (8986 and 8987) were released for work service by the summer of 2004, by which time work had already begun on additional units at Coney Island Overhaul Shop. By the end of the year R-33s 8956/8957 had been transformed into RD403 and RD402, respectively, while 8859, 8858, 8868, and 8869 were on the hoists for conversion to rider cars RD404 to RD407. At least ten other R-33s are also stationed at Coney Island (8834/8835, 8888/8889, 8890/8891, 8954/8955, and 8996/8997), possibly for the same reason. Rider car conversions aside, all but four of the former "Reserve" Redbirds (8812/8813 and 9000/9001) were removed from Concourse Yard by the Autumn of 2004 and wound up in dead storage, awaiting an unknown fate. At 207th Street with their third rail pick-up shoes removed (as of November 16) were 8816/8817, 8820/8821, 8862/8863, 8878/8879, 8892/8893, 8914/8915, 8936/8937, 8964/8965, 9020/9021 (now numbered 19020/19021), 9032/9033, 9038/9039, 9066/9067, 9070/9071, and 9138/9139.

Note: The following Subdivision B Update paragraphs, summarizes and/or expands upon work included in the February, 2005 New York Division "Bulletin." It covers events through January 14, 2005, prior to the Eighth Avenue Subway disruption.

Back To Coney Island, on an R-32!

On May 23, 2004, the newly-constructed portion of Stillwell Avenue was opened for passenger service. **F** trains were re-extended from Avenue X (with additional

work also performed at Neptune Avenue), while **C** was finally restored to operation from Brighton Beach to Coney Island. Related improvements were still underway on both levels of the W. 8th Street station as of January, 2005. At the same time, **D** trains were routed into the future Sea Beach (**N**) terminal, while West End Tracks 1 and 2 were to be completely rebuilt. **N** trains will continue to terminate at 86th Street until overall reconstruction of the terminal is finalized later this year. It should be noted that the older Sea Beach, Brighton, and Culver terminal tracks from 1919 were erected with "gilded" (unreinforced) Kings County Elevated steel recycled from the former East New York Junction area, while the West End terminal was built new at that time. As a result, the older three platforms were completely demolished and reconstructed (and the old steel discarded), while the West End terminal will retain its original base steelwork.

A week before **F** and **C** service was restored to Stillwell Avenue, 12 Phase II R-32s (mismates 3348/3549, 3382/3831, 3418/3863, 3420/3645, 3530/3741, and 3617/3776) were brought back to Coney Island to allow for the one additional train that would be required. At first it was assigned to **B**, which is generally where the 60-foot equipment based at Coney Island is congregated, but it was soon discovered that the side roller curtains dated from service patterns in effect prior to the service changes of July 22, 2001 and of no current use. Assignment to **W** was tried, but finally to keep this "oddball" equipment closer to the carbarn, it was assigned to **O** service after May 24, 2004. Following the partial reopening of Stillwell Avenue, a train or two of Coney Island-assigned R-68s (2776-2915) and R-68As could be found on the Concourse-based **D** during weekends, then as well on weekdays beginning some time in September. There were also trains of 60-foot Coney Island-based equipment (R-40, R-40M/42) used in Baseball Special service during the 2004 Yankees season, starting in June and ending with the final home game on October 20. These were identified as **D** trains, and operated from 161st Street to Coney Island.

More R-32s, and on the 75-Footers, Father Time Begins To Make His Move

To accommodate increased service on Coney Island-based lines starting November 14, 2004, ten more Phase II R-32s (3478/3479, 3546/3547, 3559/3904, 3926/3927, and 3942/3943) were imported from Jamaica (**EFR**) and joined the train already in service on **O**. Concurrently, these were partly compensated on **E**, **F**, and **R** by the importation of General Electric-rebuilt "Sigma" R-32s 3880/3881 and 3936/3937 from **A** and **C** service at Pitkin. This was the first time these cars had changed assignments since their initial delivery in 1988. Finally, as their long-term SMS commenced with the potential of greatly tightening equipment avail-

(Continued on page 7)

New York City Subway Car Update*(Continued from page 6)*

abilities, R-68s 2776-2795 were transferred from Coney Island (N Q) to Concourse (D) on December 13, 2004 to provide for contingencies. The process of freeing up such a relatively large group of 75-foot cars was achieved by moving four more "Sigma" R-32s (3892/3893 and 3934/3935) and eight standard "Phase I" R-32s (3424/3425, 3454/3455, 3538/3539, and 3870/3871) from Pitkin to Jamaica, then relaying 18 Phase II R-32s (3368/3369, 3482/3483, 3560/3561, 3564/3565, 3596/3597, 3684/3685, 3692/3693, 3832/3833, and 3908/3909) from Jamaica to Coney Island. Six additional Coney Island-rebuilt R-42s (4934-4939) were also reassigned from J Z L M to Coney Island, where they have blended into existing R-40M/42 consists on B N W.

Some time during the summer or early fall (by October 15, 2004), R-44 A-car 5248 was removed from service due to undisclosed problems, and a series of swaps made which grafted 5270 onto the remaining three cars in its place (forming set 5270/5249/5251/5250). A-car 5284, which had been stored out of service since the July 3, 1997 derailment at 135th Street that resulted in the retirement of 5282, was reactivated in place of 5270 and that set now consists of 5268/5269/5271/5284. It appears unlikely that 5248 will return to service, signifying the rapid pace of age which has gotten a grip on the R-44 fleet in general as it approaches the 35-year mark. In a somewhat related note, R-46 unit 6132/6133/6135/6134, which was heavily damaged in a fire at York Street station (F) on July 19, 2003, was ready to return to service on the F G R V (and sometimes E) as of May, 2004.

R-143 Happenings...Very Little

R-143 unit 8117-8120 is still held aside as a CBTC test unit and not used in passenger service. It has been used as part of some CBTC test trains proliferating on the Canarsie Line for the past few months, though. The two units outfitted with a prototype Siemens propulsion package (8205-8208 and 8209-8212) was cycled through Kawasaki's facility in Yonkers to receive a standard Bombardier installation. CBTC equipment installation and modifications have also been ongoing across the entire fleet, in anticipation of full system activation on L by some time in the summer of 2005.

Looking Toward the R-160: A Preliminary Timeline

Some time in 2005, two pilot R-160 trains are expected to arrive for evaluation. Barring further (and unexpected) modification, the base 660-car order placed under Contract R-160 will be threefold in nature, with two large options projected to follow at a later date as funds allow. If fully exercised, the complete order would

call for 1,700 cars to be delivered between 2005 and 2010. In general, these would provide 12 additional trains (plus spares) for system growth, and replace all R-32s, about 150 slant R-40s, all 100 R-40Ms, all Morrison-Knudsen and Coney Island-rebuilt R-42s, and all R-44s.

Components of the 660-car base order are as follows: The R-160A (Dash 1) will be 340 cars constructed by Alstom, consisting of 85 4-car units numbered 8313-8652. These will be assigned to East New York for J Z L M and are likely to mix with the existing R-143s. The R-160A (Dash 2) will be 60 cars constructed by Alstom, consisting of 12 5-car units numbered 8653-8712. These are projected for assignment to Jamaica, most likely for G (until such time that route may later be transferred to Coney Island). The R-160B will be 260 cars constructed by Kawasaki Railcar Corp., consisting of 52 5-car units numbered 8713-8972. These are projected for assignment to Coney Island, and though no specific route has as yet been identified it would be reasonable to foresee their use on N and Q. Production deliveries of the base 660-car order is expected to occur between 2006 and 2008.

While requirements or other unforeseen occurrences can certainly change the projected chain of events, as we sit in early 2005 the process would commence with arrival of the 340 4-car unit R-160A (Dash 1)s at East New York. There they would both replace the Coney Island R-42s directly, and free up all Morrison-Knudsen R-42s for movement to Coney Island. There, they would a) permit the retirement of approximately 150 slant R-40s; b) enable retirement of remaining Coney Island-rebuilt R-42s; and c) free up approximately 84 R-68As for transfer to Pitkin, where they in turn would replace a similar quantity of R-44s. Assignment of the 260 R-160Bs to Coney Island would continue the exportation of all remaining R-68As and an as yet undetermined quantity of R-68s to Pitkin to complete the replacement of R-44s, of which there are presently 272. Of the 12 5-car units built by Alstom, five will ostensibly go to Jamaica to provide for system growth and one to replace the General Electric-rebuilt R-32 ("Sigma") equipment. They could also facilitate a separation (of sorts) of G from other Queens IND services, which may in turn pave the way for at least the partial implementation of CBTC on the Crosstown Line. Of course, at this early stage these projections may (and often do) prove to be less than completely accurate, but in answer to long-time demands for "some idea" as to how the R-160 replacement will begin to unfold, these conclusions are based upon the present arrangement of facts, taken to a logical conclusion. There likely will be no official proclamations of such a nature for some time to come, in all probability well after actual deliveries begin.

TECH TALK by Jeffrey Erlitz

By mid-March, Long Island Rail Road M7s 7401/2 were running around testing, along with 7393/4 and 7395/6. Cars as high as 7404 had been delivered.

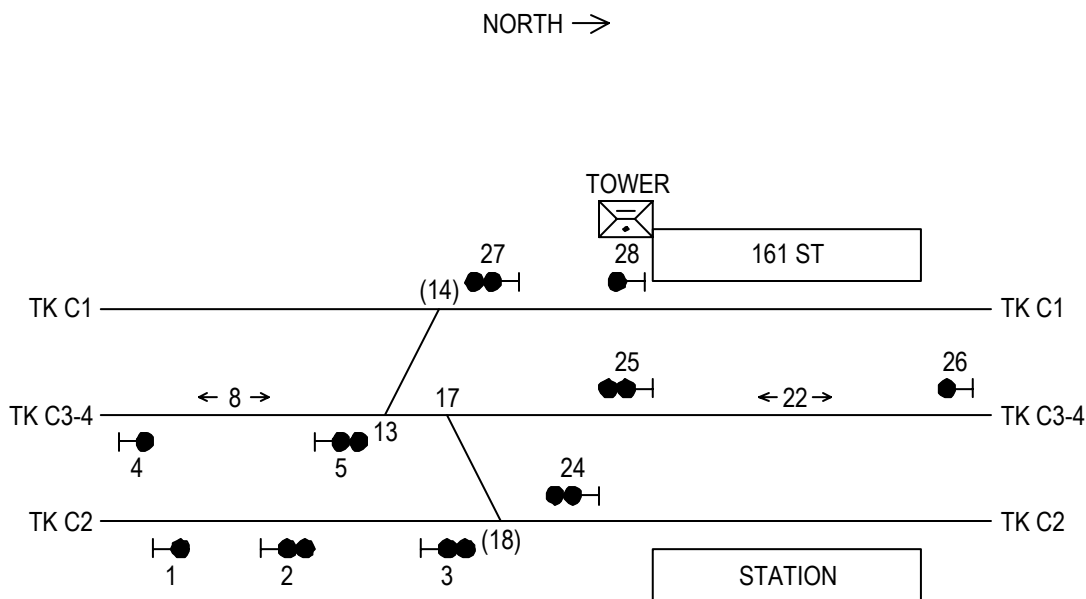
File this one under those that got away from me. Last fall, between September 11 and 16, the interlocking machine at 161st Street on the Concourse Line was removed from service. Unfortunately for me, I only found out about this about four months after it happened. I never did get to photograph it. This work was performed under the Concourse Line signal rehabilitation job, S-32308-R. As I understand it, appropriate space could not be found for the new relay room at this location, so the space of the existing tower is being used. All signals are operating as automatic block signals except for home signal 24, which was removed from service and is

undoubtedly acting as a stop-and-stay marker signal. The switches are blocked and clamped in their normal positions. If necessary, the switches can be hand-cranked reverse and flagged through the area. This tower had a 28 lever GRS Model 5 interlocking machine and is shown below in its last configuration. The note referring to signals 28 and 27 has to do with work that was performed under contract S-32392, Speed Restrictions at Priority Switch Locations-Phase II. This was done in the fall of 1997. Other than that, this interlocking remained unchanged from the time it was installed in 1933.

Work continues on the Automatic Train Supervision contract (S-32333) on the IRT. The ATS circuits were

(Continued on page 9)

IND CONCOURSE LINE 161 ST CONTROL



GRS MODEL 5
10 LEVERS FOR SIGNALS
4 LEVERS FOR SWITCHES
2 LEVERS FOR DIRECTIONAL CONTROL
1 MASTER LEVER
11 SPARE SPACES
28 LEVER FRAME

NOTES:
MASTER LEVER 10 CUTS OUT INTERLOCKING FEATURES ON TRACK C3-4;
28 SIGNAL IS TIED TO 27 SIGNAL.

Tech Talk

(Continued from page 8)

placed in service at 167th Street between September 13 and 18 of last year. Field performance testing commenced October 31 last year for the 148th Street group of relay rooms and central instrument rooms on the Lenox Avenue Line from north of 96th Street to 148th Street. This testing lasted until December 4. Field per-

formance testing was conducted on the Broadway Line during this same time period. The Grand Central group on the Lexington Avenue Line was tested starting November 21 and continued through the end of the year. The Pelham Line was tested from November 28 through February 25 and the Jerome Avenue Line was tested from January 2 through March 25.

Jeff may be contacted via email at jbe456@optonline.net.

NOSTALGIA CORNER

We continue our survey of the Canarsie Line, which is currently being modernized, including the installation of Communication-Based Train Control (CBTC). This

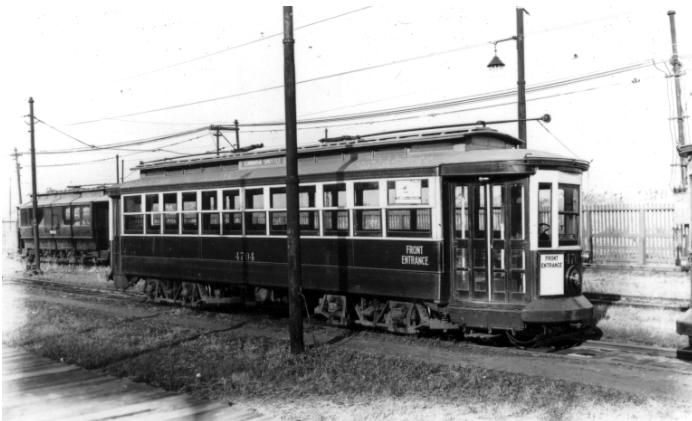
month, we focus on the trolley cars that met the trains at the Rockaway Parkway terminal.



Trolley car 8302 on the Rockaway Parkway Line (now bus route B-42) at the Canarsie Line's Rockaway Parkway terminal.
Bernard Linder collection



Another view of the Rockaway Parkway station, taken on May 3, 1951.
Bernard Linder collection



The other end of the Rockaway Parkway trolley line, at the Canarsie shore.
Bernard Linder collection



Here we see car 4705 on private right-of-way at Flatlands Avenue in 1941.
Bernard Linder collection

Commuter and Transit Notes

by Randy Glucksman

On a personal note, this month marks 40 years of membership in the Electric Railroaders' Association. When I joined in 1965, my interest was the New York subway. Through friendships with members Gary Grahl, Frank Parco, and the late Roger Arcara, Alan Hannock, and Hal Spielman, my interests were expanded when we visited other transit properties. Back in 1965, there were fewer ERA members who were employed in the transit industry. Names that come to mind are George Abere, Ray Berger, Herb Frank, Don Harold, Bruce Lane, Bernie Linder, Randy Litz, Frank Parco, Bob Presbrey, Herman Rinke, and Martin Schachne. After I got out of the Army, I became an employee of the NYC Transit Authority, starting as a Conductor. Over the course of my over 25-year career I was promoted through the ranks to Trainmaster, and was appointed to Superintendent, retiring as a Manager in the Department of Capital Program Management. There have been many changes in the transit field over the course of these four decades, but that is a topic for some other time.

MTA Metro-North Railroad (East)

As of mid-March, all 180 original M-7s had been delivered and 164 were in service, and by January 2006, the entire first option for 300 cars should also be on the property. Prototype cars 4000/4001 were the last cars of the initial car order and arrived in February. They had to be sent back for modifications to bring them up to production standards.

There is another difference between Metro-North's and the Long Island's M-7s. The M-7As of MNRR have a major modification from the way they were delivered. At the A end, opposite the corner of the roof from the engineer's position and diagonal to it on the B end of the car is a roof vent that sticks significantly above the roofline of the cars. They were installed as a means to reduce any vulnerability of the cars to fine powdery snow that would be kicked up en route. In a way, they make the roofline look like the cars they just replaced, the ACMU! The more things change, the more they stay the same!

Metro-North and the Long Island Rail Road both issued new Ticket and Fares brochures to reflect the fares that went into effect on March 1. The most expensive monthly tickets to NY Penn or GCT are: \$394 (New Haven), \$357 (Wassaic), \$355 (Ten Mile River), \$353 (Poughkeepsie), and \$342 (Montauk). West-of-Hudson fares also were increased on the same day, and tickets from Port Jervis and Spring Valley to NY Penn are \$323 and \$214, respectively.

Not all ticket vending machines are alike. Metro-North awarded a contract to purchase 14 Full Service TVMs,

77 Express TVMs, and 27 CTVMs (Credit-Only Ticket Vending Machines). The CTVM has the functionality of a full-service machine and will be capable of selling all ticket types, as well as joint MetroCard/Railroad tickets, but will only accept credit/debit cards for payment. These will be used only on Metro-North, while the Express TVMs are only for the LIRR.

Each month, approximately 11,000 Metro-North and 17,500 LIRR customers subscribe to the Mail&Ride program, which is administered by the same company, the Bank of New York.

My trip to the February Division meeting using the Hudson Line took place in daylight and I had a chance to observe which Comet II cars remained in High Bridge Yard. They are (from North to South): 5174, 5174, 5984, 5986, 5990, 6173, 5992, 6178, 5983, 5981, 6180, and 6182. Two days later, while driving on the Harlem River Drive, I saw two additional cars that were hidden from view, one east-of-Hudson (blue window stripe) and one west-of-Hudson car (black window stripe).

MTA Metro-North Railroad (West)

The October 31, 2004 timetables were reissued with a "Revised March 1, 2005" date. There is also a bubble on the cover regarding the new fares that went into effect on that date.

Connecticut Department of Transportation

A friend of member Bob Underwood spotted ex-Virginia Railway Express cars V201 and V220 on a SLE train in Milford en route to Stamford during early March. Since VRE is holding on to all of the cab cars for now, the train had one of the Bombardier cabs.

MTA Long Island Rail Road

On February 24, the Town of Oyster Bay became the owner of the Oyster Bay Station, after the LIRR deeded the property to the town. Plans call for the station to be restored to its 1902 appearance and to become part of a town museum that will also incorporate the turntable and G-5s steam locomotive 35.

General Order No. 106 went into effect at 12:01 AM, March 14, and will remain in effect until May 22. These new timetables take into account construction projects (please see below) and some service reductions on the Hempstead and Babylon Branches. Two lightly traveled peak trains, Train #719 (7:23 AM Hempstead) and Train #760 (4:47 PM Flatbush Avenue), were canceled. Adjustments were made to several trains under which departure times were changed and stops were added. Oyster Bay Branch Train #556, which formerly began its run at Hunterspoint Avenue at 3:29 PM, now originates at Jamaica at 3:50 PM. Afternoon service from Hunterspoint Avenue begins at 3:40 PM. On the Babylon

(Continued on page 11)

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

Branch, three eastbound and three westbound weekend trains were canceled. They are Trains #6106, 6124, and 6144 (1:26 PM, 4:26 PM, and 8:27 PM Penn Station/Babylon). The three westbound trains are #6101, 6117, and 6135 (12:13 PM, 4:06 PM, and 8:06 PM).

There is construction taking place on the Main Line and Port Jefferson Branch, affecting midday weekday service. Third rail replacement and grade crossing renewal projects have been scheduled between Carle Place and Hicksville. Eastbound midday Huntington trains have been adjusted six minutes later and westbound midday Huntington trains are adjusted 19 minutes later. Port Jefferson service was temporarily reduced from a train every 90 minutes to every two hours. All work listed below takes place during midday hours on weekdays.

- Montauk Branch: Seven trains are affected by grade crossing renewal programs between Babylon and Sayville. Three eastbound trains from Babylon (9:25 AM, 11:26 AM, 12:26 PM) and two westbound trains (10:30 AM from Patchogue and 2:02 PM from Speonk) are replaced by buses. Two westbound trains (11:23 AM from Montauk and 1:30 PM from Patchogue) will be temporarily combined.
- Oyster Bay Branch: Due to track, work one eastbound and one westbound train are temporarily cancelled. In addition, schedules for eastbound trains will be adjusted 12 minutes later and westbound trains, 16 minutes later in order to lessen gaps in service.
- Long Beach Branch: A signal improvement project is the reason that eastbound trains are being adjusted 7 minutes later and westbound trains, 29 minutes earlier.
- Port Washington Branch: Only one track will be available during midday weekdays as rehabilitation work continues on the Murray Hill station. Eastbound trains are adjusted up to five minutes later and westbound trains are adjusted up to four minutes later.
- Jamaica Station and Brooklyn: A track tie replacement program is affecting customers on Hempstead and Far Rockaway Branch trains traveling to and from Brooklyn.
- NYSDOT work on the Roslyn Road grade crossing elimination project will result in major weekend track outages on May 15 and May 22.

For St. Patrick's Day (March 17) and Good Friday (March 25), extra service was operated on many lines.

Last year, the LIRR recorded an OTP of 92.7%, the same as occurred in 2000. Although this was below the goal, which was not specified in the March edition of

Keeping Track, the OTP did continue a rising trend. It is hoped that with more of the M-7s in service this year, the OTP will increase.

The Audio Visual Paging System is now in service at Bayside, Bridgehampton, Freeport, Great Neck, Hampton Bays, Hicksville, Patchogue, and Ronkonkoma. Customers at these stations are now benefiting from real-time announcements that are specific to the station and branch. By the end of 2005, there could be as many as 40 stations so equipped.

NJ Transit

When Metro-North raised fares last month, one would have thought that the fare hold-down problem would have gone away — well, it did not. NJ Transit was planning to increase the price of a monthly ticket from Suffern to NY Penn from \$239 to \$270, but the newest problem is that a Sloatsburg/NY Penn ticket is \$255, which means that Metro-North will probably be subsidizing the rides of some commuters again.

As could be expected, commuters who spoke at the fare increase hearings generally opposed the idea. NJ Transit needs to close a projected \$60.6 deficit in the FY2006 budget. **The Star-Ledger** reported that at the hearing that was held in Summit, there were complaints about habitually late trains, overcrowded cars, and dirty stations. Commuters said that the agency should improve operations before looking to increase fares. **The New York Times** (New Jersey Section — March 6) reported that 154 people testified at these hearings, while another 310 sent email messages and 13 mailed letters. Representatives from several rail commuter associations voiced the opinion that the fundamental problem was with the way the state inadequately funds the transit agency and the refusal of the Legislature to raise the state gasoline tax to assist mass transportation. Another point that was brought up by NJ-ARP is NJ Transit's plan to increase off-peak fares by 32.1%. The group cited the transit agency's own October, 2004 "Quarterly Ridership Trends Report," which showed that Saturday and Sunday off-peak usage in the fourth quarter grew 15% on Saturday and 10.6% on Sunday vs. the same period in 2003. As a comparison, overall rail ridership rose 7.1% in the same quarter. Off-peak ridership is discretionary and if alternative, less expensive, modes of transportation can be found, those riders will disappear. Another interesting note is that the transit agency's fare structure is well-balanced. Monthly ticket-holders, who represent 50% of all riders, contribute 47% of all revenue, weekly users represent 3% of all riders and contribute 3% of the revenue, and off-peak riders, at 21%, contribute 20% of all revenue. A news item concerning this issue was published in the March **Bulletin**.

NJ-ARP occasionally provides a status report on NJ Transit rail projects. This one appeared in the February, 2005 **Newsletter Report**. Details on these projects can

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

be found in previous issues of the *Bulletin*.

PROJECT	STATUS	CURRENT DEADLINE	ORIGINAL DEADLINE
HBLRT to Port Imperial	Test Runs	Late March, 2005	2004
HBLRT to 50 th Street	Under Construction	Late 2005	2004
Pascack Valley Sidings	Preliminary R-O-W clearance	2007	2000
Raritan Valley Siding	Funding authorized	2007	2007
Cut-Off Service	Federal funding authorized	2008	2003

As of February 15, the Hamilton station has a ticket agent between 5 AM and 1 PM on weekdays, and from 9 AM to 5 PM on weekends. NJ Transit made added this position, which augments its six TVMs, after determining that Hamilton had grown into one of the busiest stations. The ticket window was built into an exterior wall of the station so customers do not have to enter the building. Hamilton, which is located between Princeton and Trenton, opened on February 21, 1999.

In the September, 2004 *Bulletin*, I reported that I had seen a number of out-of-service Comet Is and Metro-North Comet IIs. When I rode through that same area in early March, none of the cars were there.

NJ Transit may add another transportation mode to its portfolio. With the passage of Assembly Bill A-3674 (58-13), the transit agency would have the ability to operate ferry service. Some of the sponsors of this bill were looking out for their constituents who rely on this mode to commute. The State Senate must pass a similar bill, which must be signed by Acting Governor Codey.

Port Authority Trans-Hudson Corporation

In connection with the news item in last month's *Bulletin* about fare collection at the Harrison station, I remembered that at one time intrastate riders could get a partial refund of their fares. In my collection I found copies of tickets that entitled the rider to that refund, if the ticket was presented to an agent within 30 minutes of the time punched.

One of my coworkers reported that over the weekend of February 26-27, many of the turnstiles at Hoboken were replaced with models capable of accepting both QuickCards and MetroCards.

Amtrak

One would think that the governor of a state would want to do almost anything in his power to retain jobs and prevent unemployment. Well, apparently that is not the case in Indiana. According to *Inside Indiana Business*, Gov. Mitch Daniels, who, at one time worked for the current President Bush, has told IIBs partner, Network Indiana, that he is opposed to doing anything to save the federal Amtrak subsidy. Even though approxi-

(Continued on page 13)

PM

VOID IF DETACHED

AM

UNLESS PM STUB IS ATTACHED

GOOD ONLY ON DATE AND TIME PUNCHED BELOW.

DAY	HR.	MO.
1	17	1 JAN.
2	18	2 FEB.
3	19	3 MAR.
4	20	4 APR.
5	21	5 MAY
6	22	6 JUN.
7	23	7 JUL.
8	24	8 AUG.
9	25	9 SEP.
10	26	10 OCT.
11	27	11 NOV.
12	28	12 DEC.
13	MIN.	
14	30	10 40
15	31	20 50

PORT AUTHORITY TRANS-HUDSON

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- SEE REVERSE SIDE

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10	26	10 Oct.
11	27	11 NOV.
12	28	12 DEC.
13	29	MIN.
14	30	10 40
15	31	20 50

PORT AUTHORITY TRANS-HUDSON

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Not Good for Pa
- SEE REVERSE SIDE

PM

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GOOD ONLY ON DATE AND TIME PUNCHED BELOW.

DAY	HR.	MO.
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11	27	11 NOV.
12	28	12 DEC.
13	29	MIN.
14	30	10 40
15	31	20 50

PORT AUTHORITY TRANS-HUDSON

JOURNAL

REFUND COI
Not Good for Pa
- SEE REVERSE SIDE

Commuter and Transit Notes

(Continued from page 12)

mately 1,000 Hoosiers are employed at Amtrak's Beech Grove repair facility, the Republican governor questioned the spending of taxpayer funds to subsidize Amtrak riders. You can listen to his remarks by clicking on <http://www.insideindianabusiness.com/player.asp?ID=2064>.

Keystone (Harrisburg-Philadelphia) train schedules were revised as of March 7, the day that the long-planned project to upgrade the line began. These schedules are to be replaced on April 25. Departure times of 9 eastbound and 12 westbound trains were changed so that their new times are up to 20 minutes earlier to 30 minutes later than previously. The work, which is funded by PennDOT and Amtrak, is being done in sections: Lancaster to Parkesburg and Paoli to Philadelphia. The following work will be performed:

- Installation of 80 track miles of new concrete ties
- 40 new track switches to be installed
- A new signal system between Lancaster & Harrisburg
- Upgrade of 16 existing bridges & culverts
- Upgrade of catenary and electrical substations to support use of electric locomotives

Last year, as part of this project, Amtrak installed 63 miles of continuously welded rail and installed more than 46,000 wood ties in selected areas between Overbrook and Lancaster. Thanks to member Glenn Rowe for this report.

The last run of *The Three Rivers* took place March 8.

Miscellaneous

Progressive Railroading (February, 2005) had an article about transit agencies that were seeking fare increases. Besides NJ Transit (which held public hearings during February), some of the other agencies were Portland's Tri-Met and Salt Lake City's Utah Transit Authority. Tri-Met sought to raise its fare five cents on April 1, while UTA proposed to raise the adult cash fare in two steps, \$1.35 to \$1.40 in 2005 and \$1.40 to \$1.50 in 2006. Under the same 2-step process, Day Passes would go from \$2.70 to \$3.50 and then to \$4.00. Monthly fares would be treated similarly. Calgary Transit increased fares on January 1: cash adult fare from \$1.25 to \$1.40, youth 10-ticket books, \$10-\$12, and monthly passes from \$65 to \$70. Remember, those fares are Canadian dollars. Not mentioned in the article were all New York MTA fares that went up: the subway on February 27, and Long Island Rail Road and Metro-North on March 1. Bridges & Tunnels tolls rose on March 13.

A mystery: during the morning of March 6, member Bob Kingman spotted the following former Metra *Gallery* cars in the D&H (CP Rail) Kenwood Yard: 8732, 8741, 7827, 7817, 7819 and 7820. Just to add to the

Chicago motif were two green-and-white ex-BN SD-40-2s (BNSF 7826 and FURX 7225), assembling the train. Can anyone let us know to where the cars are destined?

In early March, the American Society of Civil Engineers issued its annual report card on fifteen infrastructure issues (alphabetically) from aviation to wastewater. Some of the other categories were bridges, dams, energy, schools, and security. This is what ASCE had to say about rail and transit:

Rail earned a C-. "For the first time since World War II, limited rail capacity has created significant chokepoints and delays. This problem will increase as freight rail tonnage is expected to increase at least 50% by 2020. In addition, the use of rail trackage for intercity passenger and commuter rail service is increasingly being recognized as a worthwhile transportation investment. Congestion relief, improved safety, environmental, and economic development benefits result from both freight and passenger market shifts to rail creating a rational for public sector investment. The freight railroad industry needs to spend \$175-\$195 billion over the next 20 years to maintain existing infrastructure and expand for freight growth. Expansion of the railroad network to develop intercity corridor passenger rail service is estimated to cost approximately \$60 billion over 20 years. All told, investment needs are \$12-13 billion per year."

Transit received a D+. "Transit use increased faster than any other mode of transportation, up 21% between 1993 and 2002. Federal investment during this period stemmed the decline in the condition of existing transit infrastructure. The reduction in federal investment in real dollars since 2001 threatens this turnaround. In 2002, total capital outlays for transit were \$12.3 billion. The Federal Transit Administration estimates \$14.8 billion is needed annually to maintain conditions, and \$20.6 billion is needed to improve to 'good' conditions. Meanwhile, many major transit properties are borrowing funds to maintain operations, even as they are significantly raising fares and cutting back service."

Other Transit Systems***Boston, Massachusetts***

More than a year after restarting the process to find a contractor that would equip its underground network to enable the use of mobile telephones, the MBTA Board granted a license to InSite Wireless. The first contractor, which was selected in 2002, abandoned the project after failing to reach agreements with the mobile service providers. Under the terms of the 15-year license, the MBTA is guaranteed minimum fees of nearly \$4 million. Five firms had competed for the contract. The project will be introduced in phases, beginning at the subway platforms at Park Street, Downtown Crossing, Government Center, and State Street, and also includes the tunnels connecting those stations. Once installed, passengers will be able to use mobile phones and hand-

(Continued on page 14)

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

held PDAs. The license also includes the right to expand the wireless network to other stations and tunnels, a move that would generate additional non-fare revenue for the "T."

In an effort to address a budget shortfall, on March 2, MBTA General Manager Michael H. Mulhern fired 33 managers and administrative staff. In addition, the GM will ask the board to borrow \$10 million from the "emergency fund" and also consider the elimination of Nite Owl weekend bus service and its subsidies to private suburban bus lines. So far this year, about 100 of 6,000 employees were also let go. *The Boston Globe* reported that many of those had been away from their jobs for more than a year or had exhausted their sick time. Still to come are the elimination of about 100 Operator positions when the switch to single Operators is implemented on the Green Line. Later in the month, the "T" voted to raise parking fees 50 cents a day at some subway stations, to cut subsidies to suburban bus lines, to nix the after-hours Nite Owl bus service, to end two Inner Harbor ferry routes, and to work with the lowest number of "T" employees in six years. On the same day, General Manager Mulhern, who had served in that capacity for three years, announced his retirement, effective June 1. Mr. Mulhern started as a bus operator, 26 years ago. Thanks to member Todd Glickman for these reports.

Camden, New Jersey

Member David W. Safford sent an article from *The Philadelphia Inquirer* that reported on the hearings that were held on the subject of expansion of PATCO. David wrote: "Having failed a few years ago to persuade residents to allow construction of light rail commuter lines (the much-maligned *River Line* was in lieu of badly needed lines into the populated areas), New Jersey is going to try again to provide transit to South Jersey. This time instead of NJ Transit, the Delaware River Port Authority will take a shot at it, and instead of light rail, is proposing heavy rail transit, similar to the existing (and highly successful) Lindenwold Line. The bait is the construction of wholly grade separated lines in response to fears of grade crossing and pedestrian accidents consequent to street running."

Under consideration are three alignments:

- Using old railway rights-of-way through Westville, West Deptford, Woodbury, Wenonah, Mantua, Pitman, and Glassboro. There could also be an extension to Millville in Cumberland County.
- Running down the median of Route 55 through Deptford, Washington Township, Harrison Township, and Glassboro. This too, could be extended to Millville.
- Following Route 42 though Gloucester, Washing-

ton, Monroe, and Winslow Townships.

Separately, the DRPA is investigating two light rail proposals in Philadelphia: extending the existing Subway/Surface lines from City Hall to the waterfront or constructing a new line from the Spring Garden station on the Market-Frankford "L" via a reopened Franklin Square station, just west of the Ben Franklin Bridge on the Lindenwold Line, south along the Delaware River to a terminus at the Pier 70 shopping plaza. (The article mentioned that this would be either "trolley or light rail").

One of our members who was at the meeting at Rowan wrote that there were between 60 and 80 interested attendees, including the President of Rowan, who told all that he was "solidly behind their proposals." *The Courier-Post* reported that there been a pro-commuter rail shift, both from members of the public and elected officials. This differs from the anti-transit mood of ten years ago.

Philadelphia, Pennsylvania

David also wrote that "the reconstruction of the east end of the Market-Frankford 'L' is, at last, in sight. It is so thorough as to truly justify the ads saying that 'You are riding on the NEW "L".' Work included structural renovations of all stations including handicapped access, fare-free crossovers, escalators, etc. The last stations, Berks, Huntingdon and Church, should be complete in the fall, bringing the 20-year project to its conclusion." (*Editor's Note: Please notice that this only about the FRANKFORD portion of the line. The MARKET end is in trouble, as was reported in the January, 2005 Bulletin.*)

"Reconstruction of Suburban Station is about 75% complete. Finish work such as hung ceilings, new lighting, and new stair enclosures is appearing over more and more of the station. A new elevator and stair entry is complete at 16th Street, providing the first direct barrier-free entry to the concourse, from which all platforms are now elevator accessible. Sprinkler piping is spreading throughout, although none appears to be functional as yet. As I had earlier guessed, air-conditioning of the concourse is scheduled, as well as a doubling of the amount of retail space chewed from pedestrian circulation areas. Another street elevator will open this summer. The last item scheduled, a new electronic signage system, is not scheduled to be on line until 2006." Thanks to David for these two reports.

At almost the eleventh hour, Pennsylvania Governor Ed Rendell shifted \$68 million in federal highway funds to SEPTA and PAT, thereby averting service cuts or layoffs until the end of the fiscal year in June. This is part of a \$412 million bail-out that should keep all transit service running through January, 2007. PAT immediately announced that it would not implement the planned 25-cent fare increase or any of the service cuts.

Years ago, subway/elevated lines used marker lights on the front of their trains to designate the destination

(Continued on page 15)

Commuter and Transit Notes*(Continued from page 14)*

and line of the particular train. By looking at these marker lights, Towermen and Dispatchers would know how to route the train. Many passengers also understood this system. NYC Transit discontinued this practice in the 1980s. The last car class that was delivered with them were the R-38s, and after they and the R-32s were rebuilt, the end bonnets no longer had a place for marker lights. Member Lee Winson sent a report that SEPTA still uses marker lights on the Broad Street Subway, and publicizes this fact on its maps. This is the arrangement today:

- White – Local, all stops
- Green – Express, stops only at selected stations
- Yellow – Broad/Ridge Spur – trains operate to 8th & Market via Ridge Avenue
- Blue – Special, extra service to special events such as specials to the Pattison Avenue Sports Complex

There is a note concerning the express trains, and it reads: "The stops that express trains make has varied over the years. Express service began in the late 1950s when express tracks were added to the tunnel. Consult a current map or schedule for current stops. An 'express station' — an island platform serving both tracks — is not necessarily an express stop."

Less than a week after receiving the information that appears in the paragraph below, member Harry Pinsker notified me that the whole thing was put on hold. Nonetheless, with Harry's approval, I decided to keep the report in for the data that it contained.

It was not yet spring when SEPTA announced a "Spring Cleaning" as it pertained to its older unused rolling stock. All un-rebuilt PCCs as well as other cars have been advertised for sale. Some of the PCCs had seen service on the Chestnut Hill Trolley and the Holiday Loops.

PCCs: 2168 (green), 2728 (silver), 2799 (maroon), 2194 (work car — orange), 2054 (air car — silver), and 2160 (work car — green). Also, derelict PCC GOH cars at Midvale that were not sold to Brookville for conversion to PCC-II cars: 2117, 2150, 2748, and 2799

Broad Street Subway cars: 1, 51, 1025, and 166

Market-Frankford Budd cars: 610, 628, 632, 639, 845, and 846

Sweeper: C145

Not on the list, but most likely to be sold also, are PCC 2732 (green with silver roof) and 2785 (green). After the sale of the above cars, only two historic PCC cars would remain at SEPTA: 2733, which is on display at 1234 Market Street (SEPTA Headquarters) and PCC 2187, a work car, painted orange, which would be the only PCC that would still be operable. The 18 PCC-II cars are stored at Elmwood, waiting for the return of

Route 15 service, possibly by June of this year. Finally, Peter Witt 8534 was returned to its owner, BVTA. It is at Scranton and will be put on display.

In the January *Bulletin* we reported that SEPTA utilized some of its PCC-IIs in a special service in the University City District on October 16, 2004. *Cinders* reported that the cars that were used were 2320, 2324, and 2328. Also from *Cinders*: Last October, the last Reading *Blueliner*, 9125, was sold to the New Hope & Ivyland Railroad. 9125 had been the crew car on SEPTA's wire train until its replacement by former NJ Transit Arrow II 1237, which has been renumbered 601.

For the annual Philadelphia Flower Show, SEPTA, besides operating extra service, also offered some special promotional fares for those who were attending. The event was held between March 6 and 13, at the Pennsylvania Convention Center, which occupies the same site as Reading Terminal (Market East station). The *Bouquet Pass*, which was sold at a cost of \$8, provided unlimited transportation on all of SEPTA's regional rail, subway, trolley, and bus lines. SEPTA sales offices sold admission tickets at a cost of \$21 (adult) and \$12 (child) and included a \$5 discount.

SEPTA's *Metro* page reported, as mentioned on the previous page, that three Frankford "L" stations, Church, Berks, and Huntingdon, will be rebuilt. As previously reported, they are the final remaining stations to be reconstructed as part of SEPTA's almost 20-year effort to rebuild the 5.25-mile eastern end of the Market-Frankford Line. The Frankford "L" was built in 1922 as an extension to the Market Street Subway—"L." While the Market Street Line was built by the Philadelphia Rapid Transit Company, the Frankford extension and trains for it were built by the City of Philadelphia and leased to PRT. (The Broad Street Subway and its trains were also built by the city and leased to PRT.) Thanks again to Lee Winson for this report.

Washington, D.C. area

For several years, there has been a cross-honoring arrangement in effect between Virginia Railway Express and MARC. The initial intention was to increase ridership on both services and increase cooperation across state lines. Unfortunately, MARC riders realized very few benefits from the program, as VRE has significantly fewer southbound morning trains than MARC has northbound (and vice versa in the evening). After looking at ridership patterns, VRE realized that the agreement was completely one-sided and, together with MARC, has decided to end the cross-honor agreement effective April 25, 2005. VRE passengers will be required to pay the regular MARC fares when they continue their commute on MARC.

Until April 1, Virginia Railway Express accepted comments from the public on a plan that would increase rail fares, modify the discount ticket structure, and institute a \$2 step-up fare for Amtrak tickets. The problem is the

(Continued on page 16)

Commuter and Transit Notes*(Continued from page 15)*

same one that is affecting many transit agencies. For fiscal year 2006, VRE's budget requires an additional 5.5%, or approximately \$1 million, for ongoing operations. An additional \$525,060 is being contributed by local jurisdictions, but overall fare revenue needs to rise 2.75%. VRE proposes to increase the Monthly ticket discount from 33% to 34% and decrease the 10-Trip ticket discount from 10% to 8%. There would be no change in fare discount to the 5-Day pass or the single or round trip ticket. The actual percentage of fare increase will vary depending on the type of ticket purchased and the zones traveled. Most increases will be less than 3% and no rider will have more than an overall 5% increase in his or her fare.

Manassas Line passengers who rode Train #328 (6:45 Manassas) on March 16 had a special visitor on-board. He was none other than the VRE's CEO, Dale Zehner, who was there for an on-board "Meet the Management." While Mr. Zehner normally commutes on VRE, he took this opportunity to field commuters' questions about VRE service. Additional dates and trains are being planned, and he was expected to ride on a Fredericksburg Line train before the end of the month.

Tampa, Florida

For the third consecutive year, HARTline's (TECO) light rail proposal has gotten a "not recommended" rating on the "Annual Report on New Starts." The Federal Transit Administration has notified the transit agency that the light rail proposal will not make a list of projects recommended to receive money for planning and construction. HARTline officials say the letter essentially kills light rail in Hillsborough County any time in the near future. And it means the agency will focus more on improving bus service. Thanks to member Dennis Zaccardi for this report.

North Florida

Two elected officials from Orange County and Orlando have revived plans for a light rail system that would connect Orlando's airport and the Orange County Convention Center on International Drive in downtown Orlando. It was in December, 1999, that a similar project was stopped when Governor Jeb Bush transferred state funding for the planned 72-mile system (June, 2000 **Bulletin**) to road construction. There were other problems when some of the Orange County Commissioners could not agree on who would pay the local share and the downtown routing. This time, the local officials are in agreement on the routing. Thanks to Dennis Zaccardi for the report.

South Florida

This month, Tri-Rail expects to open a 5.4-mile section of double-track railroad between Belvedere Road and 45th Street in Palm Beach County. The transit agency is hoping that these additional tracks will help to improve

the on-time performance of its trains.

Little Rock, Arkansas

By mid-February, Little Rock's trolley had carried its 50,000th passenger since service began on November 1, 2004. The **Arkansas Democrat-Gazette** reported that no accidents have occurred, and no side-view mirrors have been ripped from vehicles parked along the route. Only one parked vehicle blocking the line has been towed, and no major breakdowns have occurred on any of the three streetcars. Prior to the start of operations, motorists were cautioned about parking along the route, especially in the River Market District, which is narrow. To assist motorists, a white line was painted in the street to denote where vehicles should not be. The busiest day of the week is Saturday, when ridership averages 1,115. By all accounts, Little Rock officials are declaring the 2½ mile line a success. Thanks to member Karl Groh for sending the report.

Seattle, Washington

Sound Transit opened bids in February for the last major construction contract for building the initial segment of Central Link light rail. The lowest bid for the Tukwila section of the route came in \$24.7 million below the cost that Sound Transit's engineers estimated. This contract is for the southernmost section, approximately five miles of predominantly elevated trackway extending from the southern end of Seattle's Rainier Valley to Tukwila. Of the ten contracts that have been awarded, only one has come in over estimate.

San Francisco, California

After losing two contracts (by not bidding), to operate commuter service, Amtrak successfully retained the CalTrain contract. Previously Amtrak chose not to bid on the contract renewals for Boston and the Los Angeles Metrolink service. Under the terms of the contract extension, which runs through June, 2009, Amtrak will continue operating CalTrain's commuter service between San Francisco, San Jose, and Gilroy. There are two one-year options. CalTrain will pay Amtrak approximately \$180 million during the three years of the contract extension, subject to the fulfillment of performance clauses. Amtrak has been the contract operator of the CalTrain service since 1992. Thanks to Robert Hansen for the news.

Recognizing the rich history of electric rail transportation in the Bay Area, a group of local merchants commissioned a painter to create a mural on one of the walls of the former station in Piedmont. Member Dennis Cavagnaro sent me an interesting letter which briefly describes some of these trolley and interurban services. Dennis wrote: "Oakland is across the Bay from San Francisco and the two cities are now connected by the Oakland Bay Bridge (damaged in the 1989 earthquake) and BART. Before the bridge was built in 1937, two separate electric interurban railways served the East Bay (Oakland, Berkeley, Piedmont, Alameda, and

(Continued on page 17)

Commuter and Transit Notes*(Continued from page 16)*

Emeryville) and San Francisco, by delivering passengers to the ferries. After the Bay Bridge was completed, three electric railroads operated over it. Two ceased operations in 1941, leaving only the Key System. The Key had five routes (A, B, C, E, and F) from the East Bay to San Francisco. Key also operated the street lines in Oakland and Berkeley (until 1948).

"Key System articulated units operated over the bridge until 1958. At that time, the tracks were removed and replaced by automobile lanes. Twenty-nine units were sold to the General Urquiza Railway in Buenos Aires, Argentina. (*Editor's Note – I rode in some of those cars when I visited in 1967.*) Two units in operating condition survive at the Western Railroad Museum in Buena Vista, California. Line 'C' ran through Oakland to Piedmont, which had a covered station at 40th and Piedmont Avenues. This pie-shaped station now houses a coffee shop, and its interior walls are decorated with a dozen B&W photos of trains and streetcars. On the mural, which was completed in January of this year, are featured Key System 159 and the man holding the key, the system's founder, Francis Marion 'Borax' Smith. The key was chosen as it was a rough map of the system." (Please see photo below.)



Dennis Cavagnaro photograph

San Diego, California

Western Transit reported that the Metropolitan Transit System held a public hearing in December to solicit comments on proposed bus routing changes in the Eastern Mission Valley when the Mission Valley Extension opens this June*, between Rancho San Diego and La Mesa. There will be four new stations in the 5.8-mile section: Grantville, San Diego University, 70th Street, and Alvarado Medical Center.

*A few days after writing the paragraph above, I received an email from one of our members which contained an article from the **Union-Tribune** (March 2) reporting that San Diego Trolley officials announced that the opening date would be July 9, and that there would be no charge for riding until July 10. The official opening ceremonies are to be held on July 8. On March 1, it was reported that crews had conducted low-speed tests along a section of the line, using one of the LRVs. The centerpiece of the project is a 4,000-foot tunnel and underground station at San Diego State University. There is also lots of public artwork at the station. This new line will be known as the Green Line.

Los Angeles, California

As a result of the January 26 crash which resulted in the death of 11 and injury to another 200, Metrolink has imposed a prohibition on passengers being seated in the first 11 seats of a car that is being pushed by the engine. This restriction will remain in effect while the accident investigation is being conducted by the National Transportation Safety Board and others.

Calgary, Alberta, Canada

On December 20, Calgary Transit awarded Siemens Transportation Systems a C\$120 million (US\$99 million) contract to construct 33 SD-160 LRVs. Delivery of the first cars is set for the fall of 2006. The history of Siemens-supplied LRVs goes all the way back to 1978, and the order will bring the fleet up to 150.

London, United Kingdom

For a period of twenty months, which began in January, travelers at Heathrow Airport Terminal 4 have to take a shuttle bus to the Piccadilly Line station at Hatton Cross. The reason: construction of an extension to a fifth terminal at the airport, which is set to open in March, 2008. Shuttle buses run every five minutes, but the trip can add about ten minutes to trip time. The stop for Terminals 1, 2, and 3 is not affected. Hatton Cross is the first station outside of the airport. Of course, passengers have other options like the Heathrow Express, which requires just 15 minutes, but at a cost of about \$26.50 (one-way) or \$49.50 (round-trip). One-way fares via the Piccadilly Line are \$7.20 at \$1.90 to the pound.

From the History Files

35 Years Ago: In April, 1970, the Canadian Pacific Railway placed the first *Gallery* cars into service on the Rigaud Line. Canadian Vickers built nine cars, 900-901 (cabs) and 920-926 (trailers). In 1982, all were conveyed to STM, predecessor to Agence Metropolitaine de Transport, and they are still in service today.

25 Years Ago: On April 26, 1980, Amtrak retired the last GG-1, which was assigned on that day as the motive power for the *Broadway Limited*. The name *Broadway Limited* disappeared into railroad history on September 9, 1995.

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

Around New York's Transit System

42nd Street Shuttle Train is "Wrapped"

A three-car train of R-62A cars on the 42nd Street Shuttle was recently "wrapped" in advertisements for "Deadwood," a show appearing on Home Box Office (HBO). The "wrapping" included the seats, doors, seats, ceilings, and interior walls, not just the usual advertising spaces. When News Editor Randy Glucksman and his son, Marc, observed the train on March 3, the consist was N-1926-1927-1930-S. Although all advertising spaces in a given car (or, at least, on one side of a

given car) have been dedicated to a single advertiser for several years, we believe that this is the first time that an entire train has received this treatment. According to *The New York Times*, HBO paid \$100,000.

"Redbird" Becomes Exhibit in Queens

R-33 9075 was recently repainted at Coney Island Shops and was delivered to Queens Borough Hall on January 25 for use as a static display outside the building. It was graffitied soon thereafter, and, upon repair of the damage, a 24-hour police guard was established.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

On or about February 1, 2005, several trains of R-32s that had been used in **(C)** service started being used in **(N)** service instead.

DATE	LINE	TYPE OF CARS
January 31, 2005	(B)	R-68
February 24, 2005	(W)	R-68
March 9, 2005	(A)	Train composed of S-4 R-38s, 2 R-32s, 4 R-38s-N
March 9, 2005	(C)	Train composed of S-4 R-32s, 2 R-38s, 2 R-32s-N
March 18, 2005	(B)	R-68A

MetroCard Prices Rose on February 27

(Continued from page 1)

When the fare was increased to ten cents on July 1, 1948, the turnstile slots were altered to accept dimes. But when the fare rose again to 15 cents on July 25, 1953, NYC Transit switched to tokens, which were occasionally changed to discourage hoarders from making a profit after fares were increased.

The first *MetroCard* was sold on January 6, 1994 and new turnstiles accepting *MetroCards* and tokens were installed gradually. When *MetroCards* were introduced, Railroad Clerks' titles were changed to Station Agent. NYC Transit expected to discontinue tokens, but many passengers did not like the complicated *MetroCards*. Agents stopped selling tokens on April 13, 2003, just before the fare was increased to two dollars.

SUBWAY FARES

During the intervening years, fares were increased regularly, as shown in the following table:

DATE	SUBWAY FARE	DATE	SUBWAY FARE
July 1, 1948	10 cents	July 3, 1981	75 cents
July 25, 1953	15 cents	January 2, 1984	90 cents
July 5, 1966	20 cents	January 1, 1986	\$1.00
January 4, 1970	30 cents	January 1, 1992	\$1.25
January 5, 1972	35 cents	November 12, 1995	\$1.50
September 1, 1975	50 cents	May 4, 2003	\$2.00
June 28, 1980	60 cents		