

The Bulletin



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ARCHITECTURAL DESIGNS FOR NEW YORK'S ORIGINAL SUBWAY

In this issue, we will describe the tile work in the Contract One stations. We were unable to publish this information in the Centennial Issue of the *Bulletin/Electric Railroads* because of a lack of space.

The City Hall station was different from all the others. The designers were able to obtain artistic effects by specifying timbrel vaults, which were constructed of thin terra-cotta tiles bonded with a string mortar and added

in successive layers to form a thin structural vault of great strength. White matte-finish tiles, emphasized near the edges with green and brown glazed tiles, were installed. Three of the vaults had leaded glass skylights, which opened upwards to vault lights in City Hall Park.

Details of the tile work in most of the other stations are listed in the table below.

COLORS

Station	Tile Tablets	Tile Bands	Cornice	Plaque	Notes
Worth Street	Blue/green	Buff	Green terra-cotta	Buff terra-cotta	Closed since September 1, 1962
Canal Street	Blue/green	Green	Buff terra-cotta	Green terra-cotta	
Spring Street	Blue	Light blue	White terra-cotta	Light blue terra-cotta	
Bleecker Street	Blue faience	Light blue	Blue faience	Blue faience	Marble wainscot cap
Astor Place	Blue faience	Blue	Green faience	Blue faience	
14 th Street	Blue	Blue and buff	Yellow faience	Blue faience	
18 th Street	Blue/green	Buff and violet	Violet faience	Green faience	Closed since November 8, 1948
23 rd Street	Black	Violet and white	Gray faience	Red faience	Marble wainscot
28 th Street	Blue faience	Buff bands with cream glass tile trim	Blue faience	Blue faience	Marble wainscot cap
33 rd Street	Blue	Buff and green	Yellow faience	Yellow faience	
Times Square	Blue	Pink and blue	Buff faience	Buff faience	Multi-color tile pilaster
50 th Street	Green faience	Blue	Green	Blue	
59 th Street	Green	Green and red	Green	Special	

(Continued on page 4)

SOUTH FULTON AVENUE LINE by Bernard Linder

Owners:

STREET CARS

November 21, 1899	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company

In July, 1899, the Board of Aldermen questioned the legality of laying tracks in the South Fulton Avenue center strip, which was designated as a parkway. The Common Council believed that the company should have laid its tracks on either side. On July 22, 1899, a temporary injunction was issued in Poughkeepsie restraining the company from laying tracks on South Fulton Avenue because work was begun before plans were submitted to the Common Council. Because they could have been arrested, the men stopped working on July 25, 1899. Company officials were unhappy and threatened to erect a car house in Yonkers if they were unable to reach their property on South Fulton Avenue.

Work began on a car house at South Fulton and Columbus Avenues in 1899. Until it was opened in 1901, cars were stored at the old car house and temporary track across the street. A gale blew out a part of the rear wall of the car house on December 11, 1899.

On November 21, 1899, cars started running from New Haven Station via West 1st Street, South 5th Avenue (South 4th Avenue in the opposite direction), East 3rd Street, and South Fulton Avenue to the car house at South Columbus Avenue. Tracks were laid on the bridge across the Hutchinson River, but they were never used. Passenger service was probably operated until 1908, after which the tracks were used for moves to the car house.

A new car house, probably on Garden Avenue, was under construction in 1926. The tracks were laid and the pit was ready for cars. On August 8, 1926, the cars were removed from the old car house and stored elsewhere. The next day the company started removing the tracks on South Fulton Avenue between East 6th Street and South Columbus Avenue. Work was completed on August 27.

SOUTH WESTCHESTER BUS COMPANY

In 1929, Third Avenue Railway decided to operate buses to areas that were not served by trolley cars. The company created a new subsidiary, the South Westchester Bus Company, which received a franchise on April 11, 1929. Fare was ten cents and trolley passengers paid five cents for a transfer to the bus.

On August 18, 1929, buses started operating on the following routes:

- LINCOLN AVENUE—From Stevens Avenue via Gramatan Avenue, West Lincoln Avenue, Bond Street, and South 14th Avenue to the Bronx city

line. This route served the south side of the city, nine blocks from the 5th Avenue trolley.

- 10TH AVENUE—From Gramatan Avenue via Stevens Avenue, South 10th Avenue, West 6th Street, Mundy Lane, and Kingsbridge Road to South 10th Avenue. This route served the south side of the city, five blocks from the trolley.
- FULTON AVENUE—From Locust Street via Grand Street and Fulton Avenue to East 3rd Street. This route was a feeder to the East 3rd Street New York, Westchester & Boston station.
- COLUMBUS AVENUE—From North 3rd Avenue via Prospect Avenue, Columbus Avenue, South 3rd Avenue, St. Pauls, and Washington Boulevard to Rockledge.

On August 30, 1929, the company announced that it would discontinue bus service in the next two weeks because the gross receipts did not pay one-third of the payroll for drivers and mechanics. The company paid \$400 for the franchise and expected to forfeit a \$1,000 bond. An Aldermanic Committee tried to keep the buses running, but they were unsuccessful.

On September 4, 1929, the company notified the Mayor and the Common Council that it would discontinue service Saturday night, September 7. After running the buses for two weeks, the average daily receipts for all four lines were only \$56.60, a daily loss of \$200. The company arranged with one of the older companies to advance money to run the buses and it used up all the money.

City officials complained that the company did not post signs or print schedules and that the buses were not given a fair trial, but they did not attempt to keep the buses running.

RESULTS OF OPERATIONS, AUGUST 18-SEPTEMBER 3

Receipts	\$954.50
Wages	\$2,511.96
Daily average receipts	\$56.10
Daily expenses	\$147.76

To pay wages, buses would have had to transport

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South Fulton Avenue Line*(Continued from page 2)*

1,478 daily passengers. To meet expenses, buses would have had to carry 3,000 daily passengers.

**WESTCHESTER SURFACE WAYS,
INCORPORATED**

On September 16, 1938, this company, which was not affiliated with the Third Avenue Railway System, started operating buses on Mount Vernon streets where Third Avenue discontinued service after operating buses for less than three weeks in 1928. The company apparently made a profit and was able to continue operating buses until it was absorbed by Westchester Street Transportation Company about June, 1971.

The following routes were operated:

- **54/MOUNT VERNON LOCAL (ORIGINALLY 1/THE CREEK)** — On September 16, 1938, buses started operating from Prospect and Gramatan Avenues to South Columbus and South Fulton Avenues, the Creek. (This is the site of the original car house.) We do not know when service was discontinued on South Fulton Avenue; however, we rode there in 1960.

The 2002 route — From South Fulton Avenue via Sanford Boulevard, South 11th Avenue, West 1st Street, and Gramatan Avenue to Prospect Avenue.

- **55/BRONX-MOUNT VERNON-YONKERS (ORIGINALLY 3/FLEETWOOD)** — On June 15, 1940, buses started operating from Gramatan Avenue, South 5th Avenue, Stevens Avenue, West Lincoln Avenue, Oak Street, North Terrace Avenue (northbound), Broad Street, and Midland Avenue to Fleetwood Station. Buses were through-routed with the Creek route.

On June 22, 1942, service was extended via Prospect Avenue, Columbus Avenue, South 3rd Avenue, Provost Avenue, and Light Street to Dyre Avenue Station. On September 30, 1954, service was extended to Cross County Shopping Center.

- **4/GLEN ISLAND (SUMMER ONLY)** — On July 7, 1940, buses started operating from Prospect and Gramatan Avenues via the Creek route, then via Pelham Parkway, Boston Road, Pelhamdale Avenue, and Shore Road to Glen Island. We know that buses were running in 1961, but we do not know when service was discontinued.

Checking our collection, we found several interesting issues of *Flashes and Ashes*, a publication of the National Railway Historical Society's New York chapter.

In the July, 1956 issue, Albert H. Bernhardt describes his recollections of the Bronx and Westchester Country trolley cars in 1900.

The Williamsbridge-Mount Vernon Line (see February, 1998 *Bulletin*), operating between Mount Vernon and E. 129th Street and Third Avenue in Manhattan, was a single-track line with passing sidings on White Plains Road. Because there was only one feeder cable, the voltage was so low that the lamps in the car were red hairpins in glass globes. In the summer of 1900, an additional feeder was strung from West Farms to New Rochelle. Every second turnout was not used, the tongue was plugged, and the trolley wire was removed. In the summer of 1900, track gangs cleaned out the turnouts and Linemen replaced the trolley wire.

There were no signals on this line. When a southbound car entered the siding, the Motorman yelled, "one behind" or "two behind" to the Motorman of the northbound car, informing him that he must wait for one or two cars before entering the single track. A second track was eventually installed and the cars were no longer delayed at passing sidings.

Working conditions on Union Railway (a Third Avenue subsidiary) were better than working conditions on the Brooklyn trolley cars. Union Motormen were paid \$13.50 a week, but Brooklyn Motormen earned only \$12 a week. If a Union car broke down, the crew was allowed to bring it into the barn without completing the run. Brooklyn crews were paid by the run. If they were unable to complete their assigned run, they lost a day's pay.

TECH TALK by Jeffrey Erlitz

Well, here it is past the Independence Day weekend and there is still no sign of interlocking reconstruction work at Queens Village on the Long Island Rail Road. This work was started last year and was supposed to finish up this year. It doesn't look *that* will happen. If anyone out there knows what's going on, please do not hesitate to drop me a line.

The new train destination signs at the Flatbush Avenue terminal apparently were placed in service on July 22. They had been under test for what seemed to be a

long time. Like the other new signs at Penn Station and Jamaica, they are made by Solari & Company of Udine, Italy. The main destination board, located above the ticket office windows at street level, consists of amber-colored LEDs that are *very* readable. The first column, however, is a rectangular LCD panel that is lit in the color of that particular train's branch. If a train stops at Jamaica, and as far as I know *all* Brooklyn trains except one (#1728 to Huntington) stop there, there is a small

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Architectural Designs for New York's Original Subway

(Continued from page 1)

Station	Tile Tablets	Tile Bands	Cornice	Plaque	Notes
66 th Street	Yellow faience	Buff	Yellow faience	Blue faience	
72 nd Street	No faience or terra cotta				Multi-color tile panels
79 th Street	Green	Buff	Blue faience	Yellow faience	Multi-color tile pilaster
86 th Street	Blue	Buff	Blue faience	Yellow faience	Multi-color tile pilaster
91 st Street	Blue	Green	Yellow faience	Violet faience	Closed since February 2, 1959
96 th Street	Red	Pink	Buff	Buff	
Broadway:					
103 rd Street	Green	Green, pink, and red	Yellow faience	Blue faience	
110 th Street	Green	Buff, pink, and red	Green faience	Blue faience	
116 th Street	Blue	Light blue	Blue/green faience	Multi-color faience	
137 th Street	Silver/blue	White	Buff terra-cotta	Green terra-cotta	
145 th Street	Blue	Blue	White terra-cotta	Light blue terra-cotta	
157 th Street	Blue/green	Buff	Green terra-cotta	Buff terra-cotta	
181 st Street	Blue	Multi-color	—	—	Light buff brick, marble trim
Lenox Avenue:					
110 th Street	—	Green/buff	No terra cotta or faience		Blue/green tile panels
116 th Street	Blue	Buff	Light blue terra-cotta	Dark blue terra-cotta	
125 th Street	Blue	Pink	Green terra-cotta	Dark blue terra-cotta	
135 th Street	Blue/green	Violet	White terra-cotta	Green terra-cotta	
145 th Street	Blue/green	Buff	Buff terra-cotta	Green terra-cotta	
Bronx:					
Mott Avenue (present-day 149 th Street-Grand Concourse)	No terra-cotta or faience				Multi-color tile work
149 th Street-Third Avenue	Blue	Green	Light blue terra-cotta	Dark blue terra-cotta	

The following stations were omitted:

- Brooklyn Bridge—Most original wall area has been covered and the station plan was altered by the connection to the BMT
- Grand Central — No original wall area is exposed to view

- 168th Street—Data is not available

Our source for this article is “Architectural Designs for New York’s First Subway,” by David J. Framberger in *Historic American Engineering Record*, which was published in 1979 to commemorate the IRT’s Diamond Jubilee. This book is in the public domain.

NEW YORK CITY SUBWAY CAR ROSTERS AND ASSIGNMENTS, 1961-1971

by Eric R. Oszustowicz

Following is a compilation of information regarding the passenger car equipment of the New York City subway. All of the information has been obtained from official documents, although what actually ran in service compared to the official assignments may have differed slightly, and in some cases differed greatly. Please keep this fact in mind while reading this article. Much of it may be familiar to you, but I am sure that some is not.

Some of what is presented below complements or completes in greater detail what has been previously published in the *Bulletin*. I have also included captioned photos from the period involved. I hope you find this article of interest.

(Thanks go to Bill Zucker for checking the accuracy of the information presented herein).

FEBRUARY 16, 1961 BMT DIVISION ROSTER OF PASSENGER EQUIPMENT

Numbers	Type of Cars	Year Built
500, 503	Staten Island Trailer	1925
1600A, 1608A, 1616A, 1618A, 1620A, 1621A, 1624A, 1625A, 1627A-1629A	Q Motor	1904-1905
1601A-1603A, 1605A-1607A, 1609A-1613A, 1619A, 1622A	Q Motor	1908
1600B-1603B, 1605B-1613B, 1616B, 1618B-1622B, 1624B, 1625B, 1627B-1629B	Q Trailer	1904-1905
1622C, 1624C, 1625C, 1627C-1629C	Q Motor	1904-1905
1600C-1603C, 1605C-1613C, 1616C, 1618C, 1619C-1621C	Q Motor	1908
(TOTAL: Q Motors-48, Q Trailers-24)		
2000-2005, 2009-2099	B Motor	1914
2100-2199	B Motor	1915
2200-2299	B Motor	1916
2300-2398	B Motor	1917
2400-2499	BX Motor	1918
2501-2599	B Motor	1919
2600-2630, 2632-2699	A Motor	1920
2700-2749	A Motor	1921
2750-2767, 2771-2799	B Motor	1921
2800-2865, 2869-2899	B Motor	1922
2900-2924	Staten Island Motor	1925
4009-4034, 4039-4049	BX Trailer	1924
4581, 4583-4605	LO-V Motor	1916
6000-6003ABC	D Motor	1925
6004-6070ABC	D Motor	1927
6071-6077, 6079-6120ABC	D Motor	1928
6400-6493, 6495-6499	R-16	1955
7004-7028A,B,C,B1,A1	Multi-Section	1936
8010-8019	R-11	1949
8020-8067, 8070,8071, 8074, 8075, 8096, 8097 (contract in process of delivery)	R-27	1960

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NYC Subway Car Rosters and Assignments, 1960-71

(Continued from page 5)

APRIL 2ND, 1962 IRT CAR SERVICE REQUIREMENTS

North Terminal	Trains Required	Cars Per Train	Cars Required	Spares	Total Cars
242 nd Street	43 (R-Types)	8	344	28	372
Pelham Bay Park	47 (R-Types)	8	376	28	404
E. 180 th Street	34 (R-Types)	9	306	22	328
145 th Street	20 (R-Types)	9	180	14	
	8 (Steinway)	9	72	8	274
Woodlawn	30 (Lo-V)*	10	300	31	331
241 st Street	40 (Lo-V)**	10	400	42	
	3 (Steinway)	10	30	5	477
42 nd Street Shuttle	1 (4-car R-Type)				
	2 (3-car R-Types)	3-4	10***	0	10
Bowling Green-South Ferry Shuttle	1 (Lo-V)	2	2	****	2
Third Avenue "L"	11 (Note A)	5	55	8	63
Main Street	36 (R-Types)	9	324	26	350
TOTAL			2,399	212.	2,611

The actual fleet size was 2,685. 74 cars were considered "excess." These 74 cars were 12 Steinways, 9 Lo-V motors, 6 Lo-V trailers, 39 Flivver motors, and 8 Flivver trailers.

Notes:

*-On Woodlawn, 15 trains of 10 cars each were composed of 8 motors and 2 trailers, while the remaining 15 trains of 10 cars each were composed of 7 motors and 3 trailers. There were 225 motors with 23 spares and 75 trailers with 8 spares for a total of 331 cars

** -At 241st Street, the 40 Lo-V trains of 10 cars each were composed of 7 motors and 3 trailers. There were 280 motors with 30 spares and 120 trailers with 12 spares

All of the Steinways on all lines were motors

***-The spares for this line are included in the 242nd Street spares

****-The spares for this line are included in the 241st Street spares

Note (A) This line ran five-car trains composed of four motors and one trailer. The assignment included 44 Steinways built in 1938 with six spares, and eleven Lo-V trailers with two spares, for a total of 63 cars

The Flushing Line assignment included all of the R12s, R14s, and R15s

OCTOBER 29, 1962 IND DIVISION CAR ASSIGNMENT

Location	Car Numbers
207 th Street	1803-1852, 3000-3349
Concourse/168 th Street	100-211, 213-251, 815-1078, 1080-1191, 1193-1489, 1575
Jamaica	252-272, 274-377, 379-471, 473-814, 1490-1574, 1576-1802

Cars 212, 273, 378, 472, 1079, and 1192 were scrapped prior to October 29, 1962.

Total cars in IND fleet was 2,097.



R-28 7904 at Sound-view Avenue. The R-28s were the last IRT cars delivered in the kale-green



R-4 433 at Sheepshead Bay. The R-1 through R-9 cars were the workhorses of the IND and later the BMT for 35 years. After the Chrystie Street Connection opened in 1967, they spread to the Southern Division of the BMT and later became the backbone of the Eastern Division until their retirement in 1977.

Steve Zabel photograph, Eric Oszustowicz collection

(sometimes referred to as olive drab) paint scheme. The Westinghouse cars spent many years on the Pelham Line (6), with General Electrics running on 2, 4, and 5 (until February, 1966, they had run on 3). After rebuilding into Redbirds, they ran on 2 until being moved to 5 in the mid-1990s, where they ended their career during the early part of the new millennium to become artificial reefs along the Eastern Seaboard.

Steve Zabel photograph, Eric Oszustowicz collection

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NYC Subway Car Rosters and Assignments, 1960-71

(Continued from page 6)

IRT PASSENGER CARS IN SERVICE AS OF FEBRUARY 14, 1963

Lo-V/Steinway

4026, 4029, 4031, 4032, 4035, 4036

4218, 4219, 4221

4519, 4520, 4521, 4523, 4531, 4534, 4535, 4537, 4540, 4543, 4546-4548, 4550, 4552-4554, 4556, 4558-4574, 4576-4578, 4580, 4591, 4593, 4595

4607-4609, 4614, 4616-4618, 4620, 4624, 4626, 4627, 4629, 4631, 4634, 4636, 4640, 4641, 4643-4646, 4648, 4649, 4651-4653, 4655-4657, 4660, 4663, 4666, 4667, 4670-4672, 4675, 4678, 4685, 4687-4689, 4691, 4696, 4697, 4699

4703-4705, 4707, 4708, 4711-4715, 4717-4719, 4721-4727, 4729, 4731, 4735-4737, 4739-4741, 4743-4752, 4755-4760, 4766-4769, 4771-4773, 4776-4778, 4781, 4783, 4784, 4786, 4788, 4792, 4795-4798

4800-4802, 4804, 4805, 4807-4811, 4815, 4817-4819, 4824, 4825, 4827, 4828, 4832-4834, 4836, 4838, 4841-4844, 4846-4850, 4854, 4855, 4857, 4858, 4862, 4864, 4868-4872, 4879, 4880, 4883, 4886, 4887, 4889, 4892, 4893, 4895

4900, 4902, 4903, 4907-4909, 4911-4916, 4919, 4922, 4923, 4925, 4926, 4928, 4930-4932, 4934, 4936, 4937, 4942-4944, 4946, 4948, 4950, 4953, 4955-4959, 4961-4966, 4968, 4970, 4972, 4974, 4975, 4978, 4979, 4983, 4984, 4989, 4991, 4993, 4994, 4998, 4999

5001, 5004-5006, 5008, 5010, 5011, 5014, 5019, 5022, 5024, 5027, 5030, 5032, 5034, 5035, 5039, 5042, 5044, 5046, 5047, 5050, 5052, 5055, 5058, 5060, 5062, 5064-5067, 5069-5071, 5074, 5076, 5082, 5083, 5085, 5087, 5092-5094, 5096-5098

5100, 5105-5109, 5112, 5114-5116, 5119-5121, 5123, 5126, 5128, 5132, 5134-5136, 5140-5142, 5144, 5146, 5147, 5150-5153, 5155, 5157, 5158, 5161-5163, 5165-5170, 5172-5176, 5178, 5180-5182, 5184, 5186-5192, 5194-5199

5200, 5201, 5203, 5205-5208, 5210, 5211, 5214-5218, 5220, 5222-5228, 5230, 5232-5241, 5244, 5246, 5248-5250, 5252, 5254-5257, 5260-5263, 5265-5281, 5283-5294, 5296-5299

5300, 5301, 5303-5306, 5308, 5309, 5311, 5312, 5314, 5316-5328, 5330-5333, 5335-5337, 5339-5342, 5345-5347, 5349, 5351-5354, 5356, 5358-5361, 5363, 5367, 5368, 5371, 5373-5375, 5377-5384, 5386-5388, 5390-5393, 5395

5400-5406, 5408-5410, 5412-5413, 5416, 5417, 5419, 5420, 5422, 5423, 5425, 5426, 5428, 5430-5438, 5440, 5443, 5444, 5446-5448, 5451, 5453, 5456, 5458-5460, 5462, 5464-5467, 5471, 5473, 5474, 5476-5486, 5488, 5490, 5492-5499

5502, 5507, 5508, 5510, 5512, 5515, 5518, 5521, 5523, 5524, 5529, 5531, 5532, 5538, 5539, 5546-5549, 5552, 5553, 5557-5559, 5566, 5571-5573, 5582, 5594, 5596-5599.

5601, 5603, 5605, 5609-5619, 5621, 5622, 5625, 5628-5633, 5635-5642, 5644-5647, 5649-5651, 5653-5659, 5661-5702

R-12 to R-33

5703-5999, 6200-6252, 6500-6672, 6674-6785, 6787-6899, 7050-7959, *8570-8685, 8688-8803, 8806-8895, 8904-8921, 9076-9135, 9138-9159

*At the time, R29s 8686-8687 and 8804-8805 were not yet delivered. Also, take note that the R-33s were not being delivered in numerical order

LO-VS/STEINWAYS/FLIVVERS* REMOVED FROM SERVICE FROM JANUARY 1-31, 1963

4025, 4030, 4060, 4062, 4068, 4076, 4081, 4093, 4097, 4098, 4099

4102, 4107, 4112, 4114, 4115, 4119, 4121, 4126, 4130, 4140, 4142, 4154, 4155, 4156, 4158, 4159

4216

4527, 4541, 4542, 4545

4621, 4623, 4625, 4630, 4632, 4633, 4635, 4647, 4679, 4692

4700, 4720, 4734, 4793, 4799

4820, 4851, 4860, 4863, 4890

4906, 4918, 4927, 4938, 4951, 4977, 4982, 4990

5013, 5020, 5033, 5041, 5048, 5068, 5073, 5080, 5089, 5091, 5099

5103, 5113, 5124, 5130, 5171

5242

5369, 5370, 5376

5445, 5450, 5487, 5491

5500, 5503, 5506, 5522, 5556, 5585

5627, 5660

*Although the Flivvers last ran in 1962, some were not deleted from the active roster until January, 1963

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NYC Subway Car Rosters and Assignments, 1960-71

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R33S PLACED IN SERVICE FROM JANUARY 1-31, 1963

8840-8841, 8854-8857, 8862-8863, 8894-8895, 8904-8921, 9080-9083, 9090-9093, 9096-9135, 9138-9159

From January 1-February 1, 1963, 98 new cars were received and 94 cars were removed from service

R-29S AND R-33S DELIVERED AS OF APRIL 1, 1963

8570-8685, 8688-8803, 8806-8983, 9076-9187

R-1 TO R-9 CAR ASSIGNMENTS AS OF DECEMBER 19, 1966

Location	Car Numbers
Concourse	150-399, 815-1449
Jamaica	100-149, 400-814, 1450-1802

Some cars scrapped

Cars 261, 395, 476, 829, 1610, 1669, 1712, and 1732 were temporarily on a special test running on the AA and BB lines and inspected at Pitkin Shop

The following are two AM car reports — cars that actually ran in service on all BMT lines during two separate AM rush hours (June 13 and 22, 1967). Showing the

two AM rush hour car reports nine days apart will give a more complete picture of BMT operations.

JUNE 13, 1967 BMT AM RUSH CAR REPORT

JUNE 22, 1967 BMT AM RUSH CAR REPORT*

Line	Type of Cars	Line	Type of Cars
Sea Beach	144 R32	Sea Beach	144 R32
Culver Shuttle	2 A-Type	Culver Shuttle	2 A-Type
West End-Nassau	6 R-11, 24 R-27/30, 64 R-32	West End-Nassau	40 R-27/30, 54 R-32
West End Express	178 R-32	West End Express	178 R-32
Fourth Avenue	240 R-27/30	Fourth Avenue	240 R-27/30
Brighton Local	214 R-27/30	Brighton Local	214 R-27/30
Brighton Express	176 R-32	Brighton Express	176 R-32
Franklin Avenue Shuttle	9 A-Type	Franklin Avenue Shuttle	9 A-Type
Jamaica	116 R-16	Jamaica	116 R-16
14 th Street-Canarsie	39 A-Type, 69 B-Type, 6 BT-Type	14 th Street-Canarsie	22 A-Type, 90 B-Type, 2 BT-Type
Broadway Short	5 A-Type, 24 B-Type, 49 R-16	Broadway Short	9 A-Type, 12 B-Type, 2 BT-Type, 54 R-16
Myrtle-Chambers	6 A-Type, 36 B-Type	Myrtle-Chambers	12 A-Type, 30 B-Type
Myrtle Avenue "L"	48 Q-Type	Myrtle Avenue "L"	48 Q-Type

*On June 22, 1967, all 10 of the R-11s were at 207th Street Yard having fiberglass replacement seats installed. The R16s' seats were also slowly being replaced during this time period



R-11 (R-34) 8011 at Dean Street on the Franklin Avenue Shuttle. In 1949, these stainless steel Budd-built cars were revolutionary. The R-11s, rebuilt as R-34s in 1964, spent their last days running on the Franklin Avenue Shuttle until 1976. One car (8013) survives in the Transit Museum.

Eric Oszustowicz collection



Coney Island Yard. The closest car is 2071, one of the original 100 BMT "Standards" delivered in 1914. Also shown are a D-Type and an R-27/30. The "Standards" (ABs) lasted until 1969, the D-Types until 1965, and the R-27/30s until 1992.

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NEW YORK DIVISION BULLETIN - AUGUST, 2005

NYC Subway Car Rosters and Assignments, 1960-71

(Continued from page 8)

JANUARY 5, 1970 "B" DIVISION CAR ASSIGNMENT

Type of Cars	Numbers	Line
R-1 to R-4	100-779	A, B, CC, D (approximately 420 cars remaining)
R-4 to R-7	780-1449	E, F, EE, GG (approximately 650 cars remaining)
R-7 to R-9	1450-1802	QJ, KK, LL, M
R-10	1803-1852, 3000-3349	A, AA (1803-1852, later renumbered 2950-2999)
R-11	8010-8019	Franklin Avenue Shuttle
R-16	6300-6499	EE, GG
R-27/30	8020-8569	B, N, QB, QJ, RR
R-32	3350-3949	B, N, QB, QJ, RR
R-38	3950-4149	E, F
R-40/40M	4150-4301	E, F (4250-4301 later renumbered 4450-4501)
R-40M	4302-4349	EE, GG (4302-4349 later renumbered 4502-4549)
R-40	4350-4549	E, F (4450-4549 later renumbered 4350-4449)
R-42	4550-4583	N
R-42	4584-4695	A, AA, B
R-42	4696-4807	CC, D
R-42	4808-4851	RR
R-42	4852-4887	QB, QJ
R-42	4888-4923	KK, LL, M
R-42	4924-4949	E, F

APRIL 8, 1971 "B" DIVISION CAR ASSIGNMENT

Type of Cars	Numbers	Line
R-1 to R-4	100-839	CC, D
R-4 to R-7	840-1439	E, F, GG
R-7 to R-9	1440-1802	QJ, KK, LL, M
R-10	2950-3349	A, AA
R-11	8010-8019	Franklin Avenue Shuttle
R-16	6300-6499	EE, GG
R-27/30	8020-8569	B, N, QB, QJ, RR
R-32	3350-3949	B, N, QB, QJ, RR
R-38	3950-4149	E, EE, F, GG
R-40/40M	4150-4501	E, F
R-40M	4502-4549	EE, GG
R-42	4550-4583	N
R-42	4584-4695	A, AA, B
R-42	4696-4807	CC, D
R-42	4808-4851	RR
R-42	4852-4887	QB, QJ
R-42	4888-4923	KK, LL, M
R-42	4924-4949	E, F



R-40M 4284 at Avenue X. When the first R-40s (slant ends) were delivered, they were numbered 4350-4449. These cars were not air-conditioned. The second 100 non-air-conditioned R-40s were delivered as 4150-4249 and the air-conditioned R-40s (slant ends) were delivered as 4450-4549. The modified R-40s (R-40Ms) were delivered as 4250-4349. To rationalize the roster, 4350-4449 (non-air-conditioned, slant end) were renumbered 4250-4349, 4250-4349 (Modified) were renumbered 4450-4549, and 4450-4549 (air-conditioned, slant end) were renumbered 4350-4449.

Steve Zabel photograph, Eric Oszustowicz collection

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NYC Subway Car Rosters and Assignments, 1960-71

(Continued from page 9)



"A" motor 2651 entering the Avenue M station on the Brighton Line in November, 1961. 900 ABs were built from 1914 to 1922 (exactly 100 cars per year) plus 50 trailers in 1924. Originally built as single units, most were converted to 3-car "B" units. Some remained single units, and other combinations also were made. The ABs soldiered on until 1969.

Eric Oszustowicz collection



"BX" trailer 4021. These cars ran until the R-27s were delivered. Cars 4000-4044 ran as trailers in a 3-car set with cars from the 2400-2489 group on each end. Cars 4045-4049 had a Motorman's cab and were added to the ends of Canarsie trains during rush hours and were classified as "AX" units. In 1927, this practice ended and these cars became part of "BX" units with 2490-2499.


Eric Oszustowicz collection



Multi-section 7017 on a July 22, 1961 fantrip on the Brighton Line. These high-speed (58 MPH on level track) lightweight cars, with their high rates of acceleration and braking, were an experience to ride. Over the years 1936 to 1961, these cars roared all over the BMT's Eastern Division, spending much of their time on the Canarsie Line and, during rush hours, heading out to Lefferts Avenue after branching off at Atlantic Avenue. None were saved from the scrapper.



Eric Oszustowicz collection



Speaking of Lefferts Avenue (now Boulevard), here we see R-10 3106. The R-10s ran on the A line for most of their career until the late 1970s, when they were transferred to the CC and eventually (some) to the GG. In the 1980s they would appear mainly only during the rush hours due to the fact that the Conductor's operating position was between cars. They ran on the GG until 1985, the same year 110 cars were rebuilt and painted as green versions of the "Redbirds." They remained in  service until 1989. The last train to carry passengers was a New York Division-ERA fantrip that included a high-speed, virtually non-stop, run from Jamaica Center lower level to Jamaica Center upper level via Sixth Avenue.

Eric Oszustowicz collection



R-30 8553 on the Williamsburg Bridge during the summer of 1970. The R-30s had almost an identical career to the R-27s, although 162 of the R-30s (cars 8250-8411) were rebuilt in the mid-1980s for service on . Many of the non-rebuilt R-30s and some R-27s received the "Redbird" paint scheme. Eventually transferred to , the R-27s lasted until 1989, the non-rebuilt R-30s until 1990, and the rebuilt R-30s until 1993.

Eric Oszustowicz collection

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NYC Subway Car Rosters and Assignments, 1960-71

(Continued from page 10)



IRT Flivver 4158 in White Plains Road service in the Bronx. They last ran in service in 1962, although they appeared on the active roster until January, 1963. One explanation of the name "Flivver" was that their rough riding characteristics reminded one of a ride in an automobile of the same name.

Eric Oszustowicz collection



Lo-V trailer 5323, seen here in Third Avenue "L" service, where they ran into the late 1960s. During their last days, these cars would be the center unit of a five-car train with four 1938 Steinways.

Steve Zabel photograph, Eric Oszustowicz collection



Steinway 5642, seen here in Third Avenue "L" service. The Steinways were originally built for the steep Steinway Tunnels. When new, they were used for both Corona and Astoria service from Times Square. In 1949, the Times Square-Astoria service ceased when joint BMT/IRT operations ended on the Corona and Astoria Lines. When the R-12/R-14/R-15 cars arrived and provided all Flushing Line service, the Steinways were sent to the mainlines and finally ended their service lives on what remained of the Third Avenue "L".

Eric Oszustowicz collection



Steinway 5702. This was the last prewar IRT car built and the last car built for the IRT as a private company. Cars 5653-5702 were delivered in 1938 for World's Fair service. See caption for car 5642 for further information.

Eric Oszustowicz collection

R-14 5859 at the 110th Street station. Most of the General Electric R-14s were removed from service in the late 1970s and early 1980s when service cuts took place due to New York City's financial woes. At this time, many single-unit General Electric IRT cars, in addition to some R-10s and many R-16s, were stored out-of-service throughout the system. Some trickled back into service, but most of the General Electric R-10/12/16/17s never carried another passenger (nor did any of the R-14 or R-15 cars), with all but three of the R-21/22s returning to service. At one point, all of the R-16s were out of service, but most of the 6300-series were reawakened and ran until 1986, replaced by R-68s.

Steve Zabel photograph, Eric Oszustowicz collection



Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

In the June edition of *Mileposts*, Metro-North summarized its portion of MTA's \$21.1 billion 2005-2009 Capital Program. Metro-North's share is \$1.382 billion and will be used for:

- Purchase of another 36 M-7s and design and purchase of the first of 100 M-8s. This is a joint project with CDOT - \$364 million
- Additional rehabilitation of the Harmon Shop Complex - \$260 million
- Continued structural rehabilitation of Grand Central Terminal - \$238 million
- Track and Structures Maintenance Program - \$256 million
- Upgrade of Signal and Power Systems - \$176 million

On July 1, for reasons that were unclear, the leaders of the State Legislature rejected MTA's 2005-2009 Capital Program. This will delay billions of dollars in construction and repairs.

Torrential rains during the afternoon of Wednesday, June 28 caused damage to the roadbed and a suspension of service on the Harlem Line beyond North White Plains. Unfortunately, because some roads were closed, the replacement bus services were affected. Television news coverage focused on some of the angry commuters, especially those whose cars were damaged by water that collected in the parking lots. Metro-North crews worked overnight to make repairs, and service was normal for the Thursday morning trip to work.

Again this year, between June 24 and September 5, Metro-North is operating Rail/Bus service to the Berkshires. Harlem Line trains deliver passengers to Wassaic, where transfers can be made to buses, which make stops at Millerton, Copake, Hillsdale (all in New York State), and Great Barrington, Massachusetts. Many of the aforementioned stations were a part of the New York Central/Penn-Central's rail line to Chatham, over which service ended on March 19, 1972.

Additional pre-July 4 Holiday trains were operated on all lines. These extras were offset by cancellations later in the afternoon (shown as a negative number) as follows: Hudson, two (-1); Harlem, six (-2); and New Haven, five (-3). This same service plan is to be in effect for Friday, September 2.

On Track (Metro-North's employee newsletter) for May, 2005 had an article about the ACMUs. There was a brief history, from their arrival to original owner New York Central (1962 and 1965) to their rebuilding by Morrison-Knudsen (1980s) to their recent retirement. There were 87 cars that were delivered in three orders. Details can be found in the October, 2004 *Electric Railroads/*

New York Division Bulletin. A brief mention was made of their older siblings, the 1950-51 4500-series MUs that were also built for the New York Central. This group went to Penn-Central and were renumbered 1000-1099, but none ran for Metro-North. I remember these cars as having much larger windows than the ACMUs.

Over the weekend of the June Division meeting, I had the opportunity to view Highbridge Yard from both sides – on board a Hudson Line train and from the Harlem River Drive. I can confirm that all of the former west-of-Hudson Comet II cars that had been stored there are gone. Presumably, they are all undergoing refurbishment in Bath, New York.

Stewart Airport in Newburgh, New York has issued its master plan for the next 20 years, and it includes a Metro-North rail option – a three-mile link to the Port Jervis Line. Rail access plans are nothing new for Stewart Airport. Back in the 1970s, Stewart was promoted as the New York City metropolitan region's fourth airport.

MTA Long Island Rail Road

One project that the LIRR would like to get into construction is adding a third Main Line track between Bellerose and Hicksville. This two-track section serves trains of the Port Jefferson, Ronkonkoma, Oyster Bay, and Hempstead Branches. The first section (10.5 miles), between Bellerose and Mineola, could cost \$202.6 million. Residents who are opposed to the project, mainly because of the land that could be taken, came out to voice their opinions at a series of public hearings that were held in Nassau County during June. Their objections have not escaped the attention of some of their elected officials, who have threatened to withhold support for the 2005-2009 Capital Program.

Hamptons Reserve is being offered this year. Two cars on the Friday-only *Cannonball* (Train #2798) have been set aside for passengers who make a reservation. LIRR attendants serve beverages and snacks during the ride to the Hamptons. Reservations can be made for one trip or more, or for even the entire season. The cost of a one-way trip is \$32, which is made up of the one-way of \$14.50 plus the *Hamptons Reserve* fare of \$17.50. Those who purchase a fare on board can expect to pay an additional \$8.

Member Joe Gagne sent a clipping from *The East Hampton Star*, which reported that 100 years ago, the Long Island Rail Road operated a "horse and carriage train" on the Montauk Branch. This was done for the benefit of summer residents along the South Shore as far as Amagansett who wished to remove their horses and carriages from the city for use during their summer sojourns. On other roads, the practice is to ship each

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Commuter and Transit Notes*(Continued from page 12)*

separately. The carriages could be driven to Long Island City, and placed aboard the same train as the passenger – sort of an Auto Train of the early 20th Century.

NJ Transit

Commuters on the Pascack Valley and other lines, found copies of NJ Transit's new schedules on the seats when they boarded their trains on June 15. I overheard much discussion from my fellow commuters, mostly positive. The transit agency expects to save \$150,000 per year by printing them in-house. One very noticeable change is that the "accordion" fold makes folding them a lot easier. All weekday trains appear on one page, with inbound schedules at the top and outbound at the bottom. Each folder is somewhat heavier than the one it replaced, and because of the thinner paper, they kind of "flop over" when placed in a rack. **The New York Times** and possibly other newspapers reported this story. Previously, only the Morris & Essex was printed in a booklet format, but an NJ Transit spokesman told the **Times** that the M&E timetable covered 15 sheets of paper. The spokesman said that the Northeast Corridor timetable was rapidly approaching the threshold of becoming the same thing. The new editions now fit onto a single 27" wide sheet of recycled paper, whose 18 panels can be folded, accordion-style.

Where telephone numbers are listed, these editions no longer use hyphens to separate the area code, exchange and last four digits of the phone number. In its place, there is nothing. Borrowing something from Europe, the effective date appears: "as of 7.03.05", instead of "Effective July 3, 2005." However, with all of the "good" things about them, I have heard and read in Internet reports that not everyone is happy. Some of the negative feedback should be construed as positive, and hopefully when the next edition is published, some or all of these suggestions, which appear below, will have been implemented.

- They are more difficult to read than the previous editions
- Remove the text that reads "I'm going to," "I'm leaving," and "today is"
- Place arrows into the columns when trains are operating as express trains. To a limited extent, Metro-North employs this, but only with its peak hour trains
- The horizontal lines are not prominent enough to guide the reader's eyes all the way across the timetable
- The station list needs to be repeated either in the middle or on the right side of the timetable or the lines need to be darker
- It is much more difficult to follow the trains down the columns because the vertical lines are not

prominent enough

There were some timetable changes, especially on the Northeast Corridor Line. In the June **Bulletin** we reported that Amtrak had canceled some its *Clockers* and these new timetables provide the up-to-date information. There are still two *Clockers* in each direction: #624 and #640 (6:30 and 7:50 AM 30th Street/New York Penn) and #629 and #633 (5:30 and 6:09 PM New York Penn/30th Street). NJ Transit has replaced some of the *Clockers* by adding two cars to Train #3928 (7:51 AM Trenton/New York Penn), and adding Trains #8861 and #8865 (4:39 and 5:15 PM NY Penn/Trenton). Note that these trains do not operate to Philadelphia. Some railfan publications have given April 18 as the official date that NJ Transit took over this service from Amtrak.

As was reported in last month's **Bulletin**, NJ Transit changed its policy whereby rail passes were honored on the first inbound trip of the first business day of the following month. Naturally, there was confusion as to when this became effective, and so notices were produced to explain that commuters would not be affected on July 1. NJ Transit crews received the following information in a Tariff Bulletin that read: "July monthly passes will expire following the last scheduled trip on July 31, June monthly passes will be valid until noon on July 1." Dan Stessel, an NJ Transit spokesman, in an interview on NewsRadio880, told Wayne Cabot that in the future there could be "grace periods" for extenuating circumstances.

July 1, besides being the effective date for the fare increase, was also the start of the July 4 weekend. Two extra trains (#8849 and #8853, 2:26 and 3:25 PM New York Penn/Trenton) were operated on the Northeast Corridor. Those headed to the New Jersey Shore found three additional trains: #8301 (3:49 PM from Newark to Bay Head) and two trains from NY Penn to Long Branch (#8247 and #8249, at 1:52 and 2:48 PM). On the Raritan Valley Line there was one extra train, #8529 (3:07 PM, Newark/Raritan). Other adjustments involved extending one train to High Bridge and combining two other trains. Morris & Essex Line riders' extra service was Train #8939 which departed from New York Penn at 3:10 PM and ran to Denville. On Monday, July 4, weekend/major holiday schedules were in effect on all lines except for the Montclair-Boonton and Pascack Valley Lines.

This fall, NJ Transit expects to begin construction on the \$150 million project that will build a 2-and-3-track connection between the Pascack Valley Line and a station to be built near Giants Stadium and the proposed Xanadu Entertainment complex in the Meadowlands. Transit officials are estimating that 10,000-20,000 people would use this method to attend events at Giants Stadium. Passengers on all NJ Transit rail lines would ride to Secaucus Junction and transfer for the 5-mile, 8-minute ride to the Meadowlands from there. However,

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

Raritan Valley line passengers would have to transfer at Newark and again at Secaucus. Diesel trains would shuttle between Hoboken and the new station, with a 23-minute run time including a stop at Secaucus. NJDOT will make \$71 million worth of road work at the complex, including new connections with the New Jersey Turnpike and improvement to Routes 3, 17, and 120. Completion is scheduled for December, 2007.

In connection with the other sidings to be constructed on the Pascack Valley Line, NJ Transit Executive Director George Warrington announced that on weekdays, 12 trains, in addition to the existing 23, would be operated as follows: six roundtrips between Spring Valley and Hoboken and three roundtrips between North Hackensack and Hoboken. This service plan takes into account the fact that the next siding will be located in Nanuet, over 13 miles and 10 stations away.

With New Jersey's Transportation Trust Fund rapidly running out of money, Acting Governor Codey has signaled his support for a slight increase in the state's gas tax. The plans call for this issue to be tackled after the budget has been completed. This could occur after the election this November, and there could be political ramifications for those who supported this tax increase. TTF monies are used for road and rail improvements.

While visiting Easton, Pennsylvania with some friends on June 18, we happened to be near the Norfolk-Southern (ex-Lehigh Valley) tracks when an extremely long freight train came along. The second car from the end was NJ Transit Comet V car 6010. At that exact moment, we were riding on a mule-powered barge on a canal of the Lehigh River, and the train was partially obscured by trees. But, I got to thinking that if I had a camera, and if I had been in a location more conducive to photography, and if that Comet V had been the trailing car, what a story – push-pull freight trains!

Upon approval by NJ Transit's Board, for a payment of \$85,000, the City of Camden will lease for 20 years 4.03 acres of an inactive portion of the Pemberton Branch. This property can only be used as a public greenway, bicycle or jogging path, or other recreational roadway. NJ Transit can terminate the lease beginning in the 11th year upon 12 months notice should the property be needed for railroad or other public transportation purposes.

Factoid: Did you know that each day at Hoboken, 330 trains operate over a system of 230 track switches that direct trains to and from 18 platforms?

As of June 20, all *Bayonne Flyers* now operate with two-car trains. Previously, just 6 of the 18 weekday trips were two-car trains. The decision was praised by Bayonne Mayor Joseph Doria, Jr. On July 1, all *Bayonne Flyers* added a stop at the Essex Street station. For the record, the other *Flyer* stops are: 22nd

Street, 34th Street, 45th Street, Liberty State Park, Exchange Place, Harborside Financial Center, Pavonia-Newport and Hoboken.

New *River Line* timetables were issued as of July 1, to update the fare structure. Base fares went from (a bargain) \$1.10 to \$1.25. Some of the other fares that also were increased were Seniors/Disabled, \$.50 to \$.60; One-Zone with Transfer, \$1.55 to \$1.80; and Monthly Bus Plus to Philadelphia, \$58 to \$64. The Light Rail monthly remained unchanged at \$41.

Metropolitan Area

In the February, 2005 *Bulletin*, I reported that the community boards representing Forest Hills, Rego Park, and other areas along the abandoned LIRR Ozone Park Branch had passed resolutions to prevent a restoration of rail service and to convert the right-of-way into a bicycle trail and jogging path. *The New York Times* (City Section – June 5) carried a story stating that when residents of the Rockaways learned of this proposal, they revived their efforts to restore the 30-minute ride that they lost nearly 50 years ago. The Rockaway subcommittee of the Regional Rail Working Group, a transit advocacy group, meets monthly. It has estimated that reviving the line would cost \$400 million, which is “a fraction of the \$6 billion proposed for a new rail service from Kennedy Airport to Lower Manhattan.” New York State Assemblywoman Audrey I. Pheffer, who represents the Rockaways, advocates the renewal of the line.

During late June, while riding past the Kawasaki plant in Yonkers, there were no subway cars to be seen; however, there were two ex-METRA cars, 7851-7852, now owned by Virginia Railway Express.

On April 1, 1962, the library in Orangeburg, New York opened in the abandoned New York Central West Shore station. The caption with a photo which appeared recently in *The Rockland Journal News* reported that the station was owned by Irving Maidman of Nyack. He leased the station to the library for a “small fee.” At the time, the library owned 1,253 books. If Mr. Maidman's name sounds familiar, it is because he was one of the principal owners of the New York, Susquehanna & Western Railroad. In 1973, the Orangeburg Library moved to a larger facility in a former school, where it remains to this date. Passenger service on the West Shore ended on December 10, 1959.

Another library story, this one in *The New York Times* (Westchester Section—June 5) reported that the Briarcliff Library, also housed in a former railroad station, is in jeopardy of losing its charter because it is overcrowded, among other things. Briarcliff was a station on the New York Central's Putnam Branch between Millwood (north) and Pocantico Hills (south). The “Put” lost its passenger service on May 29, 1958.

Museums

Two MTA New York City Transit subway cars have left

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Commuter and Transit Notes

(Continued from page 14)

the familiar surroundings that they have had for more than forty years for their new home in Maine. Member Todd Glickman told me that R-22 37371 (ex-7371) and R-33 9327 arrived at the Seashore Trolley Museum in Kennebunkport on June 15. The plans call for them to be equipped with trolley poles and at that time they will start a new career. The cars were built in 1957 and 1964, respectively. See photos on this page.

Miscellaneous

Former NY State DOT Commissioner Joseph Boardman has been confirmed as the new Federal Railroad Administrator.

Other Transit Systems

Boston, Massachusetts

Todd Glickman also reported the following news from Boston. On June 25 the new summer rating began for the MBTA. The schedule cards are blue, but "Night Owl" service is cancelled as of this date, due to budget issues. **The Boston Globe** reported that two years into the contract for operation of MBTA commuter trains, the Massachusetts Bay Commuter Railroad Company has logged an average monthly on-time rate of 92.5 percent, while its \$1 billion, five-year contract with the MBTA says that "trains shall always arrive on or ahead of schedule." In the 23 months it has run the trains, it has never met the 100 percent on-time goal, according to monthly records obtained by the **Globe** from the MBTA. Amtrak, the previous operator, had an on-time rate of 90.7 percent. Amtrak's contract only called for a 95 percent on-time standard. A spokeswoman for MBCR blamed massive snowstorms last winter for the poor performance. Not meeting the goal is costly. After a six-month grace period, which ended on December 31, 2003, the "T" has fined the consortium \$1.125 million for its tardy service since January, 2004. Under the agreement, fines range from \$250 for a late off-peak

train to \$2,000 for a canceled peak train unless excused by circumstances outside the contractor's control.

Kawasaki bi-level cars 900-903 were delivered for initial testing early in the year, and then returned to Kawasaki for modifications. They returned to the MBTA in May, but are not yet in service. Over the weekend of June 18-19, 904-907 arrived on property. This group is equivalent to the ones currently in the fleet (700 (trailers) and 1700 (cab cars), but the new ones have lavatories, and are numbered 900-932. 28 of them are financed by the MBTA; the other five are financed by Rhode Island to augment service to Providence. Rhode Island's five cars will not be dedicated in service there, but rather put in the pool of available cars. The latest word is that trains that now terminate in South Attleboro will be extended to Providence by the end of the year. No word if weekend service to Providence will commence at that time (all weekend trains now terminate in South Attleboro).

For July 4, an enhanced schedule was operated on the Blue, Green, Red, and Orange Lines. Commuter rail trains were on a Saturday schedule with some trains held 45 minutes after the Esplanade fireworks.

In the course of doing research in some of my old *Commuter Notes* columns, I came across something that I had written in the January, 1996 **Bulletin** concerning an early MBTA proposal for a modern fare collection system. Contrast this with what I wrote in last month's **Bulletin**. "On November 14 (1995), the MBTA Board of Directors voted to award a \$38 million contract, the first stage of a projected \$100 million project to purchase a state-of-the-art fare collection system. The first installation will occur at four Orange Line stations, where cards using magnetic strips would be used, by late 1996. By 1998, when the system is fully operational, tokens would no longer be used, spelling an end to the jobs of 172 fare collectors. The oldest of the current tokens

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Ex-NYC Transit subway cars 37371 (formerly 7371) by itself (top) and coupled to 9327, at the Seashore Trolley Museum. Todd Glickman photos

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

which are used, was initiated by the Metropolitan Transit Authority in 1951. Several commemorative tokens are also in use. The predecessor company, the Boston Elevated Railway, also used tokens."

Camden, New Jersey

PATCO is giving free transfers to the *River Line*, which provides local distribution of its passengers. Thanks to member David W. Safford for the report.

Philadelphia, Pennsylvania

From member Lee Winson, here is a complete report with commentary on SEPTA's R8/Fox Chase Line project. Prior to mid-June this line shared a 3.5-mile section north of Wayne Junction to the Cheltenham station with CSX freight trains. Beyond that point to Fox Chase, the line is already single-tracked. Over the past several years, CSX has expanded freight service in this corridor, which caused passenger and freight trains to compete for the same track space more frequently. While SEPTA currently dispatches all trains in this area, CSX has the right to assume this responsibility at any time. Last year, SEPTA and CSX concluded it would be better to separate the shared trackage so each railroad has its own single track. (Not everyone agrees with this approach). The new signal system replaced wayside signals with cab signals — allowing trains to operate in both directions. The system provides automatic train control with overspeed protection — that is, if an Engineer disobeys a signal or exceeds the speed limit on the track, the train will shut down. The CSX signal system does not include these safety features. Recently a new passing siding was installed near the Lawndale station. The final steps to separate passenger and freight service in this area took place June 17-19. Beginning June 20, R8 trains began operating on a single track between the Wayne Junction and Cheltenham stations under new schedules. Several service adjustments were necessary to accommodate single-track operation. Peak hour service had minor revisions only. However, a few non-peak trains are being held for several minutes at the passing siding to allow a peak train to pass. This additional travel time is reflected in the schedule. Riders at the Olney and Lawndale stations now board all trains on the inbound platforms. The outbound station at Olney is being closed; however, at Lawndale, the current outbound station will remain open so that riders can pass through to access the inbound platform. Both tracks will continue to have active train service, so customers are advised to be alert for approaching trains at all times on both tracks. Beginning in January, 2006 SEPTA crews will make station improvements at Olney, Lawndale, Cheltenham and Ryers — including the installation of high-level platforms that will reduce travel time and make the stations accessible to disabled riders.

Now that you are up to date with current operations, here is a look back. Until 1960, the Fox Chase-Newton Line was a quiet, sleepy route served by diesels. But northeast Philadelphia began to grow rapidly in the 1960s and patronage shot up. The City of Philadelphia acquired RDCs from Budd in 1962 (the last RDCs built) and pressed them into service, then electrified the line to Fox Chase. RDCs continued to serve the upper end of the line to Newtown, which was lightly patronized. After a failed attempt by SEPTA to run Newtown trains itself, service between Fox Chase and Newtown was "temporarily" suspended. Plans to reactive service, desired by Bucks County, were thwarted by powerful NIMBYs in Montgomery County and the line remains out of service.

Lee also reported that for the "Live 8" concert, SEPTA offered special all-day event passes for July 2. Free concerts (with popular musical groups) were also held in eight other cities: Barrie, Canada; London; Versailles; Berlin; Moscow; Rome; Chiba, Japan; plus Johannesburg, South Africa. This was done to persuade the leaders of the countries in which these cities are located who were to gather at a summit meeting in Scotland which began on July 6 to give more money to Africa. South Africa is not a member of the G-8. All of the concerts were well-attended, with an estimated 1.5 million in Philadelphia. The one-day passes were sold for \$8, and could be used for unlimited transportation anywhere on SEPTA buses, trolleys, subways, and trains (excluding travel on the R7 Line to/from Trenton, for which the fare is \$7 each way, or \$14 round-trip). Six-minute headways were operated on the Broad Street Subway and Market-Frankford Subway-Elevated Lines. Bus routes in the downtown area were detoured around the concert area and were subject to delays and traffic congestion. Most Regional Rail lines were on normal hourly Saturday schedules, with extra cars added to trains. NJ Transit's *River Line* operated its normal off-peak half hourly service, but extended service hours on certain days to provide later service. The same passes were available for Welcome-America, which was held on Monday, July 4.

Thanks to David W. Safford for sending copies of the Regional Rail schedules that went into effect June 19. The Subway-Surface routes got new schedules one week earlier, on June 12.

Washington, D.C. area

MARC reissued its train service guide in May. Thanks to member Steve Erlitz for sending copies.

The exceptionally hot weather on many days during May and June caused heat restrictions which slowed Virginia Railway Express trains. VRE operated its annual Independence Day Express to the Fireworks on the Mall in Washington, D.C. on Monday, July 4, 2005. There was one train on the Fredericksburg and Manassas Lines. Regular fares were in effect.

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

There was one minor schedule change on July 5, on the Manassas Line. Train #325 now departs 15 minutes earlier, leaving Union Station at 1:15 PM, and Train #336 leaves Broad Run at 2:45 PM, 25 minutes earlier. On the Fredericksburg line, Amtrak #93 now stops and will pick up VRE passengers at L'Enfant. The scheduled departure time is 5:56 PM.

Eight car-trains have come to VRE, with each line being assigned one. Other trains had consist changes. In July, six additional cars were placed into service. On July 18, one more *Sounder* set was returned to Seattle and replaced with gallery cars.

South Florida

Allen Harper, chairman of the South Florida Regional Transportation Authority, blasted CSX for its poor dispatching, which he termed "totally inept" after the on-time performance dropped to near zero during the week that ended June 25. This contributed to one of the most significant monthly drops in ridership since construction on the second track began in 2002. According to *The South Florida Sun-Sentinel*, most trains were late on June 20 because signals were suspended to get a new section of track into operation south of Hollywood. In the following days riders did not fare much better when freight trains were operated during rush hour, an apparent violation of the agreement between CSX and FDOT. Talks are underway whereby Tri-Rail would assume the responsibility for dispatching the 72-mile line, which is owned by the State of Florida. Thanks to Joe Gagne for sending this report.

Chesterton, Indiana

At the end of 2004, Chicago Loop employment was down 13% since 2001, and because this is NICTD's primary market, ridership decreased by 0.8% last year. However, ridership at the other end of the line, South Bend Airport, grew 10.6%. METRA Electric experienced a 4.7% decline during the same period. Overall METRA ridership was down 0.1%.

Last year, NICTD shop forces completed installing AC propulsion systems in the 1982 cars, 1-44 (except 17, 26, and 41). The exceptions are for replacement cars that were delivered in 1992. In that same group, 83% (34/41) have been rebuilt. Four of the 1992 cars are scheduled for AC propulsion this year.

Minneapolis, Minnesota

On its first anniversary, the Hiawatha Light Rail Line has exceeded all ridership expectations. *The Star Tribune* reported that the nearly 6 million rides that have been taken in this period are 61% higher than was forecast prior to the start-up of service. With the popularity of the service, revenues were higher than expected, but Metro is looking for even higher revenues, so effective July 1, the \$40 monthly rail pass was replaced by a \$78 monthly transit pass good on buses and trains. Chal-

lenges for the next few years are adding more parking at 28th Avenue in Bloomington and at Fort Snelling, the two major park-and-ride lots, repairing faulty ticketing machines and getting the quick-pay transit credit cards to work as promised, and improving the on-time performance. Thanks to member Neil Carlson for sending this report.

Salt Lake City, Utah

Early next month, a new station, 900 South, which is located between the Ballpark (1300 South) and Courthouse (500 South) stations, will open. Construction began in April. This is the first new station to be built since the line opened in 1999, and was requested by the City of Salt Lake.

The Utah Transit Authority received good news from the Federal Transit Administration when it granted the transit agency a Record of Decision that moves its proposed commuter line one step closer to the start of construction. Receipt of an ROD clears the way for UTA to begin acquiring property. In November, 2000, voters in Salt Lake, Davis, and Weber Counties approved a ¼-cent sales tax increase to fund additional transit services.

Albuquerque, New Mexico

Completion of the first Bombardier bi-level for the New Mexico Mid-Council of Governments (MRCOG) was celebrated on June 14. State and local officials were joined by Bombardier personnel to celebrate this occasion. Deliveries are scheduled to begin this month and continue through October. The cars will be used in commuter service to be known as *New Mexico Rail Runner Express*, between Belen and Bernalillo, which is expected to begin by December.

Toronto, Ontario, Canada

At the end of March, GO Transit awarded Bombardier another contract for ten more bi-levels. The first cars are expected this month, with deliveries continuing through the middle of next year. At that time, GO Transit's fleet of bi-level cars will stand at 395. Since production began in 1976, more than 750 have been built.

Kennedy became the eighth station on GO Transit's Stouffville Line when it opened on June 8. This raised the total number of stations to 56. Provincial and local officials were on hand to greet commuters with free coffee, pastries, and other goodies. Kennedy is located between Agincourt and Union Station.

Japan

My Japan trip report, which appeared in last month's *Bulletin*, brought lots of comments. One of my coworkers, who is very familiar with Japanese railways, told me that the predominant gauge in Japan is 42 inches, which the Japanese refer to as conventional lines. The Shinkansen trains and some private railways run on standard gauge, 4'8½". Member Dennis Cavagnaro wrote that as a USMC pilot he spent three tours at the Marine Corps Air Station, Iwakuni, in the 1960s and

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MONTHLY COMMUTER RAIL FARES IN THE UNITED STATES by Randy Glucksman

The table below was adapted from one that was prepared by the New Jersey Association of Rail Passengers (NJ-ARP). I expanded it to show additional commuter rail systems. Recent fare increases by Metrolink,

NJ Transit, and Virginia Railway Express are also included. As you can see, commuting costs in the New York metropolitan area are the highest in the United States.

TRANSIT OPERATOR	CITY	MILES	STATION	MONTHLY
CDOT/MTA Metro-North Railroad	New York	51	Fairfield	\$308
		25	n/a	n/a
NJ Transit	New York	48	Princeton Jct.	\$301
		27	Metuchen	\$224
MTA Metro-North Railroad (East)	New York	52	Brewster	\$289
		26	Port Chester	\$197
MTA Long Island Rail Road	New York	49	Smithtown	\$267
		25	Hicksville	\$203
MTA Metro-North Railroad (Port Jervis Line)	New York	50	Salisbury Mills	\$270
		25	n/a	n/a
MTA Metro-North Railroad (Pascack Valley Line)	New York	50	n/a	n/a
		25	Pearl River	\$215
MARC	Washington, D.C.	49	Brunswick	\$200
		25	Dorsey	\$150
SEPTA	Philadelphia	50	n/a	n/a
		24	Frazer	\$163
NICTD	Chicago	50	Beverly Shores	\$206
		23	East Chicago	\$137
Virginia Railway Express	Washington, D.C.	54	Fredericksburg	\$231
		24	Woodbridge	\$174
Metrolink	Los Angeles	46	Irvine	\$217
		24	Fullerton	\$140
MBTA	Boston	50	Fitchburg	\$198
		26	Lawrence	\$181
Caltrain	San Francisco	49	San Jose	\$172
		25	Redwood City	\$93
San Joaquin Regional Transit Authority/Altamont Commuter Express	Stockton-San Jose	49	Tracy	\$162
		22	Pleasanton	\$113
METRA	Chicago	49	Fox Lake	\$154
		25	Wheaton	\$100
Coaster	San Diego	42	Oceanside	\$132
		26	Solana Beach	\$105
Tri-Rail	Miami-West Palm Beach	48	Delray Beach	\$80
		24	Ft. Lauderdale	\$80
Trinity Railway Express	Dallas	50	n/a	n/a
		27	Richland Hills	\$70

Commuter and Transit Notes

(Continued from page 17)

early 1970s. That air station is 10 miles, as the crow flies, from Miyajima. In those days, the Shinkansen had not yet made it to that part of Japan. Recently, I looked through a box of photos that I took during my tour in Vietnam, and sure enough, there was a picture of Mt. Fuji. I took it from the airplane (a Seaboard World Airlines Boeing 707) that was bringing me back to "the world," as the USA was referred to by those of us who were stationed over there.

From the History Files

70 Years Ago: In August, 1935, the first order for 57

GG-1s was delivered to the Pennsylvania Railroad. Subsequent orders would bring the fleet to 139. Most went to Penn-Central, and 8 ended their careers at NJ Transit. They were retired in 1983 after having served faithfully for nearly 44 years. Several "G's" have been preserved.

50 Years Ago: In August, 1955, the New Haven Railroad's Danbury Branch was de-electrified because of damage sustained as a result of a hurricane. Every few years there is talk of re-electrifying this branch, but nothing is being done at this time.

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

Tech Talk

(Continued from page 3)

airplane logo in the middle of the rectangle. Undoubtedly, this indicates the connection to *Airtrain* at Jamaica.

At the top of the stairs leading from the street level to each platform is a very large color LCD panel, also backlit in the color of the branch, showing the departure time, destination, and all intermediate stops. These are the same type of displays at the ones recently placed in service at Jamaica. Down at platform level, the destination signs are similar to the ones at Jamaica, except that they are contained within the overhead combination track indicator/exit/subway transfer signs.

Starting on Monday, May 2 and continuing until Sunday, September 4, the northbound platform at 231st Street station on the Broadway Line is out of service for station rehabilitation work. Prude Construction is the contractor for this job, which is contract A-35932. ① trains are bypassing the station in the northbound direction only.

For an even longer period of time, ① and ② trains started bypassing Alabama Avenue station on the BMT Jamaica Line on June 13 and will continue to do so until December 11. You may recall that the pre-Dual Contracts stations on this line (Alabama Avenue to Crescent Street) were rebuilt way back in the first Capital Program (1982-1986). Currently, Ahern Painting is working here under contract C-33233.

For one week, from June 27 to July 3, southbound ② and ⑤ trains bypassed Prospect Avenue station on the Lenox Avenue-White Plains Road Line. This was to permit M.A. Angeliades, working under contract A-35953, to install platform guardrails and light posts.

There is not much news this month so I will present a very short version of "What I Did on My Summer Vacation," though this trip happened back in May!

In the image below, taken on May 7, LACMTA (Los Angeles County Metropolitan Transportation Authority)



148/149 are caught just north of the 1st Street station in downtown Long Beach, California. They are near the end of their run from downtown Los Angeles.

The first car is in the new, two-tone gray paint scheme.

In this image, taken a little later the same day, Port of

Los Angeles 500 is seen traveling south, having just left the Ports O' Call station on the San Pedro trolley operation.



This car and its sister, 501, are brand new recreations of the Pacific Electric 500-series cars. The originals were built by St. Louis Car Company between 1902 and 1909. The replicas were built at a Port of Los Angeles facility in Wilmington, across the channel from where they are now running.

In the next image, LACMTA 602 is laying over at Union Station before leading a four-car train to North Hollywood.



Next, I took a ride on the new Pasadena Gold Line. Here we see LACMTA 232 south of the Highland Park station on the only real street running trackage on this line. There were, surprisingly for me, standees on this Saturday afternoon. They really could have used two-car trains rather than the single units.



I spent the next day walking all around downtown San Diego. Having never before seen the Bayfront Line, I was very impressed with it, from both the urban redevelopment and urban transportation perspectives. In this image (right) we see MTDB 2026+2020 departing

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Around New York's Transit System

OPTO Trains Making Incorrect Station Stop

Trains in One-Person Train Operation (OPTO) service stopping short of the correct car stop sign must pull up for a proper station stop. Train Operators who overrun their station must notify the Control Center and give the reason for the overrun. If the Control Center wants the train to bypass the station, the Train Operator must tell the passengers to get off at a station where they can transfer to a train running in the opposite direction.

If the Control Center wants doors opened adjacent to the station platform, the Train Operator must tell the passengers to walk through the cars to the nearest open door. He/she must open the first crew door adjacent to the platform and key open all remaining crew doors. After all passengers have safely boarded and alighted, doors must be keyed closed and the Control Center must be notified that the train is ready to proceed.

Diamond Route Signs

There is a reduction in the use of diamond route signs. After May 29, 2005, the only routes designated with diamonds are  Pelham Express and  Flushing Express. All other routes must be designated with circles.

Coupling R-44/46 Cars

The electric portions of the couplers on the R-44/46 cars are equipped with shutters that swing open, exposing the electrical contacts when making contact with a mating coupler shutter. Before bringing the cars together, both electric portion shutters on the cars to be coupled must be closed. An open shutter will not allow the proper hook arrangement, the pneumatic and electrical trainline connections will not be established, and the electric portion pins will be damaged. If the shutter is open, the Train Operator must determine whether the safety chain is holding it open. When it is released, the

Train Operator must ensure that the shutter is closed. If the shutter is stuck open, the cars must not be coupled until the condition is corrected.

Brakes in Emergency

When there is an undesired application of the train's emergency brake, the Train Operator or Conductor must notify the Control Center. If possible, the following trains will be rerouted until the condition is corrected. The Train Operator must attempt to recharge the train and transmit the results to the Control Center.

If the Train Operator does not know why the brakes applied in emergency, he/she must secure the train and inspect both sides of the trackway and a sufficient distance behind the train. Train Operators must climb between cars when they are unable to inspect both sides of the train due to obstructions such as station platforms or river tunnels. To remove debris from the trackway, the Train Operator should use a shoe paddle, which will prevent the possibility of being injured by sharp objects and avoid making contact with the third rail.

When the Emergency Brake Valve is activated, the crew must determine why and by whom it was activated. If they are unable to obtain this information, they will reset the valve and notify the Control Center.

Single Car Moves

Movement of single rail cars in yards or any other location on NYC Transit property is prohibited. With the exception of cuts and adds for shop purposes, Train Operators must not move single cars. If the consist of a train is reduced to a single car, all movement must be stopped, the single car must be secured, and supervision must be notified.

Diesel-electric locomotives, electric locomotives, married pairs, and four- or five-car multiple units are not covered by these instructions.

Tech Talk

(Continued from page 19)

the Seaport Village station on the Orange Line. This particular interval is operating only as far as El Cajon. Alternate trains operate all the way to Santee.

Enjoy the rest of your summer and I will see you in September!

Jeff may be contacted via e-mail at jbe456@optonlinenet.

