

The Bulletin



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HUDSON & MANHATTAN CENTENNIAL

There were joyous opening day ceremonies when Hudson & Manhattan trains started running on February 25, 1908. At 3:30 PM, 400 invited guests entered the 19th Street station, which was illuminated by the cars' emergency lights, whose power was supplied by batteries. A special Telegraph Operator on duty at the station signaled President Theodore Roosevelt, who was at his desk in the White House. The President then pressed a button, which rang a bell in the station. Power was turned on, the lights were lit, and the trains' compressors started building up air pressure. The crowd cheered when the 8-car train pulled out of the station. The next stop was the boundary line between New York and New Jersey, marked by a circle of red, white, and blue lights in the tunnel. The Governor of New York and the Governor of New Jersey shook hands between two cars, symbolizing the "formal marriage of the two states." When the dignitaries emerged from the station, 20,000 people cheered, boats blew their whistles, and church bells rang. There were speeches by William G. McAdoo, the President of H&M, the two Governors, and other officials. Then the dignitaries returned to Manhattan via H&M for an elaborate banquet at Sherry's.

Fireworks illuminated the sky over Hoboken just before midnight while 5,000 people waited to be admitted to the station. The line opened at midnight and the first train was packed with singing, cheering people. Trains operated on a 5-minute headway and the Manhattan platforms were crowded. Because the H&M trains ran on a 3-minute headway in the morning rush and the running time from Hoboken to 19th Street was only 8 minutes, Lackawanna ferry riding declined apprecia-

bly.

When construction began in 1874, the technique of building river tunnels was not perfected, and most people were reluctant to finance a risky venture.

In 1869, Colonel DeWitt Clinton Haskin, an engineer who helped build the Union Pacific Railroad, arrived in New York with the idea of building a tunnel under the Hudson River. In 1873, he incorporated the Hudson Tunnel Railroad Company to construct the tunnel. A year later, he obtained patents that proposed using compressed air. Work began promptly at the foot of 15th Street in Jersey City. At the end of 1874, a shaft was sunk 20 feet with brick walls four feet thick. Work was stopped because an injunction was obtained by the Delaware, Lackawanna & Western Railroad Company, which claimed that the tunnel company infringed on its property rights.

The injunction was removed in the summer of 1876 and wealthy Senator Jones of Nevada furnished money for the project. Construction resumed on September 18, 1879. Work progressed slowly until there was a serious cave-in on July 21, 1880. After making changes in construction methods, work resumed in March, 1881. Unfortunately, there was another blowout on March 31, 1882 because of sandy, loose soil. Construction procedures were changed again and the tunnel inched forward slowly. By mid-1882, over 1,000 feet of tunnel had been completed from the New Jersey side. Work stopped again when Trenor Park, the chief financial backer, died on November 7, 1882. British capital came to the aid of the tunnel project in 1889 and introduced the hydraulic shield that was used to build the London Underground.

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NEXT TRIP — GRAND CENTRAL TERMINAL TOUR, FEBRUARY 16

IND CONCOURSE LINE by Bernard Linder

Subway construction began in 1928 and was completed five years later at a cost of about \$33 million. Trains started running on July 1, 1933, less than a year after Eighth Avenue Subway trains were placed in service.

Concourse Yard, which had a capacity of 220 cars, originally extended only as far south as Bedford Park

Boulevard. To accommodate the additional cars required for service in the new Sixth Avenue Subway, the yard was extended south of Bedford Park Boulevard in 1939.

The following table is a subway construction progress report:

SUBWAY CONSTRUCTION

FROM	TO	CONTRACT AWARDED	WORK COMPLETED	BID—\$MILLIONS
148 th Street	161 st Street	June 4, 1928	November 30, 1932	\$8.23
161 st Street	167 th Street	October 18, 1928	January 31, 1932	5.92
167 th Street	175 th Street	November 21, 1928	August 31, 1931	4.81
175 th Street	183 rd Street	December 5, 1928	January 31, 1932	5.23
183 rd Street	Kingsbridge Road	February 27, 1929	January 31, 1932	3.84
Kingsbridge Road	Van Cortlandt Avenue	August 13, 1929	January 31, 1932	6.70
Van Cortlandt Avenue	Webster Avenue	August 21, 1930	July 31, 1933	2.69

STATION FINISH

STATIONS	CONTRACT AWARDED	WORK COMPLETED	BID—DOLLARS
155 th Street, 161 st Street, 167 th Street, 170 th Street	February 13, 1931	September 30, 1932	\$352,235
175 th Street, Tremont Avenue, 182 nd Street, Fordham Road	February 13, 1931	February 29, 1932	455,722
Kingsbridge Road, Bedford Park Boulevard	September 17, 1931	July 31, 1932	217,100
205 th Street	June 29, 1932	May 31, 1933	53,600

	CONTRACT AWARDED	WORK COMPLETED	BID — DOLLARS
Tracks—Concourse Line	September 16, 1931	November 30, 1932	\$528,954
Signals—Concourse Line	November 18, 1931	August 31, 1933	2,317,800
Power Equipment—Concourse Line	October 23, 1931	September 30, 1934	1,643,558
Grading—Concourse Yard	November 21, 1928	December 31, 1929	301,750
Tracks—Concourse Yard	November 19, 1930	August 31, 1931	226,825
Tracks—Concourse Yard Extension	February 15, 1939	January 31, 1940	161,000*
Signals—Concourse Yard Extension	May 2, 1939	January 31, 1940	31,600*
Line Equipment—Concourse Yard Extension	March 29, 1939	December 31, 1939	93,500*

*Appropriation

ROUTE AND SECTION NUMBERS ROUTE 106

SECTION

- 1 St. Nicholas Avenue between 148th and 149th Streets to 161st Street east of Ruppert Place
- 2 161st Street east of Ruppert Place to 167th Street and Grand Boulevard and Concourse
- 3 Grand Boulevard and Concourse from 167th Street to 175th Street
- 4 Grand Boulevard and Concourse from 175th Street to 183rd Street

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IND Concourse Line

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- 5 Grand Boulevard and Concourse from 183rd Street to Kingsbridge Road
- 6 Grand Boulevard and Concourse from Kingsbridge Road to:
 - 6-A Van Cortlandt Avenue and East Mosholu Parkway South
 - 6-B Van Cortlandt Avenue west of Jerome Avenue (connection to Concourse Yard)
- 7 Van Cortlandt Avenue and East Mosholu Parkway South to:
 - 7-A 205th Street and Webster Avenue
 - 7-B Van Cortlandt Avenue and Villa Avenue (connection to Concourse Yard)

RECONSTRUCTION OF UNDERPASSES

To avoid delaying vehicular Concourse traffic, most important crosstown streets were built with underpasses below the Concourse. It is believed that several were rebuilt because they were on the same level as the new subway tracks.

We never saw the original 167th Street underpass, but we saw the rebuilt one, which was below the station. At this convenient transfer point, two low-level side platforms protected by railings were built adjacent to the trolley tracks that were in the center of the roadway. Four stairways provided access to the area near the turnstiles on the subway platforms.

The 170th Street underpass was also rebuilt. We can vaguely remember riding the Bx11 170th Street Crosstown bus in 1930. At that time, the underpass was closed. The buses were rerouted and they crossed the Concourse at 170th Street. When the new underpass was opened, there were bus stops on the sidewalks under the subway tracks. Four stairways provided access to the area near the turnstiles on the subway platforms.

Third Avenue Railway's records indicate that the Kingsbridge Road underpass was also rebuilt. These notes describe the reroutes:

April 25, 1930	Discontinued operating in underpass under Concourse
February 20, 1931	Westbound cars use underpass under Concourse
February 25, 1931	Eastbound cars use underpass under Concourse
July 24, 1931	The underpass was opened to the public
November 20, 1937	Cars stop at station under Concourse

Until 1983, we observed the Bx20 (renumbered to Bx9) buses regularly. In the underpass, there was a westbound bus stop adjacent to a passageway extending from the north wall of the underpass to the station mezzanine. Eastbound buses, which did not operate through the underpass, crossed the Concourse on Kingsbridge Road. At the present time, the buses probably follow the same route.

Fordham Road did not cross the Concourse in an underpass. Opened on October 19, 1925, the center roadway of the Concourse was depressed north and south

of Fordham Road. To avoid disturbing this depressed roadway, the middle and the northbound local track were built east of the roadway. The southbound local track was shifted west of the roadway in a separate tunnel. The southbound platform at Fordham Road was narrow at the south end and wider in the middle. At the north end, there were two platforms separated by a wall.

PROPOSED CONCOURSE LINE EXTENSION

On September 15, 1929, the Board of Transportation released its plans for a 100-mile subway system, most of which was never built, including the Burke Avenue extension. This two-track line, whose estimated cost was \$8.9 million, would have extended 2.15 miles from 205th Street and Webster Avenue via Bronx Park, Burke Avenue, and Boston Road to Baychester Avenue. The Bronx portion of the Second Avenue Subway would have been built from the Harlem River via Third Avenue, Melrose Avenue, private right-of-way, Morris Park Avenue, Wilson Avenue, and Boston Road to Baychester Avenue. Both lines would have operated on the same tracks north of Burke Avenue.

CONCOURSE LINE OPENING DELAYED

Trains were scheduled to start running on January 1, 1933, but the opening was delayed because the city had no money to complete the construction work. It needed \$200,000 for lighting and other equipment. When civic groups complained, the Board of Estimate found the money. The Board of Transportation economized by removing underutilized turnstiles from Eighth Avenue Subway stations and installing them in Concourse stations. The June 24 opening was postponed because of the delay in shipping the turnstiles. Station columns were not painted because money was not available.

IND EXTENDED AGAIN

The opening date was finally set for July 1, 1933. To train the crews, six trains were running on June 18 and light trains provided full service starting June 27. Civic organizations held a luncheon at the Concourse Plaza Hotel on June 29, then entered the 161st Street station and were allowed to ride a train.

The first northbound CC from Chambers Street passed 145th Street at 12:55 AM July 1, 1933 and arrived at 205th Street at 1:15 AM. This 4-car train was

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IND Concourse Line

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Portal at Concourse Yard, August 31, 1946.
Bernard Linder photograph



Concourse Yard before the ramp to the Jerome Avenue Line was built.
Bernard Linder collection



Concourse Yard, looking north from Bedford Park Boulevard Bridge, August 31, 1946.
Bernard Linder photograph



Concourse Yard, looking south from W. 205th Street, August 31, 1946.
Bernard Linder photograph



Concourse Yard, looking north from Bedford Park Boulevard Bridge, August 31, 1946.
Bernard Linder photograph



Concourse Yard looking south, with the ramp to the Jerome Avenue Line in the background.
Bernard Linder collection

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Hudson & Manhattan Centennial

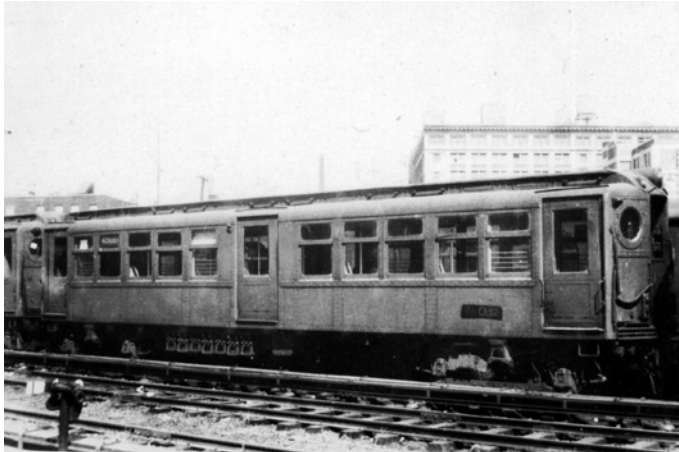
(Continued from page 1)

Work stopped again during the financial crisis of 1892 and was not resumed until McAdoo was able to raise capital for a new company. He believed that the tunnel could be completed because of technological advances in the last decade. Under his supervision, construction

proceeded rapidly.

The building of the Hudson & Manhattan Railroad tunnels was a major engineering achievement, which was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers on October 31, 1978.

(All photographs below, Bernard Linder collection)



Old Newark car.



Train of old Newark cars on Hackensack River Drawbridge.



Hudson & Manhattan car 373.



Car interior.



Hudson & Manhattan class "K" cars west of Journal Square.



Interior of class "K" 1200, July, 1958.

Commuter and Transit Notes

No. 231
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

As was reported in the January *Bulletin*, MTA approved fare increases and its FY2008 budget on December 19, 2007. LIRR and Metro-North fares will increase on March 1, NYCT subway and bus fares on March 2, and bridges and tunnels have a reprieve until March 16.

MTA would like to improve access to the west side of Manhattan for some of its riders. To that end, it is conducting a Penn Station Access Study to bring Hudson and New Haven Line riders into Penn Station. Results obtained will be presented in the Draft Environmental Impact Study which will consider these alternatives.

Hudson Line via Empire Connection (alternative #1):

- New station stops at W. 125th and W. 62nd Streets
- Off-Peak/Weekend only with no new stations

New Haven Line via Hell Gate Line (Alternative #2):

- New station stops at Co-op City, Parkchester, and Hunts Point
- Off-Peak/Weekend only via the Hell Gate Line with no new stations

The preliminary steps took place between November, 2000 and 2003, and did include routing of Harlem Line trains via the Hudson Line to Spuyten Duyvil and replacement of the abandoned wye track to the Empire Connection. This alternative (#3) was rejected for several reasons, including that the amount of time that would be saved would be negligible. If Alternative #1 and 2 come to be, there would be other transportation benefits including:

- The ability to transfer to Amtrak, LIRR, and NJ Transit trains
- Commutation to the vicinity of the proposed new stations
- Reverse commutation from the upper west side
- Discretionary travel to Long Island and New Jersey
- Improved access to Amtrak service

In the November, 1999 *Bulletin*, I reported that a public hearing had been held in Tarrytown on October 5, 1999 to discuss this same subject. This proposal was also published in the February, 2001 *Bulletin*. The full report, including stations which have been removed from consideration may be found at http://www.mta.info/mta/planning/psas/pdf/comp_results.pdf.

An updated plan for the East Side Access project to bring LIRR trains into Grand Central Terminal has been approved by MTA's finance committee. However, the revision could cause the project's completion to slip about six months to 2014. MTA's estimate for creating a new underground concourse beneath Grand Central Terminal originally was \$671 million. A single submitted

bid of \$980 million forced MTA to renegotiate the project's scope with the contractor, a joint venture of Judlau Contracting Incorporated and Dragados. The parties agreed to a revised \$734 million contract.

MTA METRO-NORTH RAILROAD (EAST)

Based on preliminary analysis of December ticket sales, in 2007 Metro-North set a new ridership record when it carried 80.1 million customers for the first time in its 25-year history. The 2007 on-time-performance of 97.6% nearly beat the OTP record that was set in 2006 of 97.7%. The goal was 97.5%. By line, overall OTP was as follows: Hudson, 98.4%, Harlem, 98.1%, and New Haven, 97.7%.

Design and construction work have been going on for several months at the Yankee Stadium station site. At the end of November, 2007, several design items were being reviewed, such as architectural finishes; coordination with NYCDEP for water, sanitary, and storm sewer connections; coordination with NYSDOT for the Exterior Street project; and structural steel packages for the west stairs and track bridge. The construction part involved mostly demolition of structures that will no longer be needed or will be replaced. Track 6 received attention as it was cleared and its sub-ballast constructed. This track also received new ballast, ties, rail and third rail. Piles were installed for the north half of the (Track) 4/6 platform.

A 32-year-old computer technician, who was just following the instructions of the global positioning system in his rental car as he was driving over the Green Road railroad crossing, turned right onto the Harlem Line tracks. When the car got stuck, he got out and, according to Metro-North spokesman Dan Brucker, "tried to stop the train by waving his arms, which apparently was not totally effective in slowing the train." The car was demolished, along with more than 200 feet of third rail. About 500 commuters were stuck on the train for more than two hours as a result of this incident, which occurred at around 7 PM, on January 2. Three trains out of Grand Central Terminal were canceled and ten others were delayed by up to 90 minutes. Repairs were completed by 2:30 AM. The grade crossing is located at MP 38.1 between the Mt. Kisco and Bedford Hills stations, a location that has seen its share of accidents in recent years. Mr. Brucker said that the driver would be held liable for the damage to the train and track, as well as other costs and loss of revenue.

The *New Jersey and The Region* section of *The New York Times* (January 6) featured several articles on transportation, including one for Metro-North. The reporter wrote that Metro-North would add additional

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Commuter and Transit Notes*(Continued from page 6)*

weekend express service on the Hudson Line (3 more round-trips on Saturdays and 2 more on Sundays), additional service between Scarsdale and Hartsdale during peak hours, and one new round-trip off-peak train on the Upper Harlem Line. On the New Haven Line, catenary replacement work continues, and the New Haven maintenance shop is being upgraded to handle the M-8s, which are scheduled for delivery beginning next year. Also, a new Rail Control Center is planned, a Rail Impact Detection System is being purchased that can determine if a car's wheels are damaged, and the automated car washer at High Bridge Yard is to go into service this year.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Member Howard Mann sent a report that CDOT began the second phase of its Danbury Branch Study, with a goal of issuing a recommendation within three years. The plan will look more closely at the five improvement alternatives documented in the first phase of the report, including re-electrifying the rail line, which runs between Danbury and South Norwalk, and expanding the branch to New Milford. From there, it will be determined which is the best course to improve the single-track line, which serves about 1,000 riders a day on diesel-powered trains and has struggled to expand service. Once this has been decided, the next step will be the environmental impact statement. Danbury was electrified at the same time as the rest of the New Haven Line in the first decade of the 20th Century, but following a hurricane was de-electrified in 1961. The catenary was removed in 1964.

CDOT's first study of the Danbury Branch began four years ago and public hearings were held two years ago. Other recommendations in the first phase included adding passing sidings rather than double-tracking the entire line. CDOT estimated it would cost at least \$200 million to acquire the right-of-way needed to add more tracks, while expanding the line to New Milford would cost about \$30 million and add 900 daily riders.

MTA LONG ISLAND RAIL ROAD

Like Metro-North, LIRR also did well with its OTP, when 94.07% of its trains arrived on time, the best since 1979. In 2006, OTP was 93.30%. Another fact – the railroad operated almost 5% more trains (244,565) annually than in 2002 (233,301).

LIRR was also featured in the *New York Times* article cited above. This year will see the elimination of the Roslyn Road grade crossing in Mineola, as well as work to reduce the size of the gap between trains and platforms. All platforms will be widened by one inch, and M-3 cars will get one-inch plates to extend their door sills while the M-7s will get two-inch plates. Reducing the number of standees would occur by adding two cars to seven trains in the AM peak and one PM peak train.

There will also be one new AM train from Farmingdale to Penn Station, and three evening trains to Farmingdale, Hicksville, and Far Rockaway. 600 new parking spaces will be available at the Deer Park station (Ronkonkoma Branch) and 34,694 troublesome arm rests, which have caused some commuters' clothing to tear, will be replaced. LIRR President Helena E. Williams would like to begin a demonstration project to promote commuting within Long Island, which would include identifying zones and offering discounted tickets. The East End Shuttle, which began operating on October 23, 2007, has seen an 833% increase in ridership since it began, and may be extended beyond its scheduled May 22 end date.

LIRR is operating a supplemental shuttle service between Flushing-Main Street and Penn Station for up to five weekends beginning January 12 and ending February 11 to support a suspension of 7 subway service between Main Street and 61st Street. NYCT is installing crossovers for the new interlocking so that there will be switches on both sides of the 74th Street station. When placed into service, future General Orders that take out a local track will no longer require passengers transferring at 74th Street to take a ride to the Junction Boulevard or 61st Street stations and backtrack to local stations skipped. As part of this project, the existing Fisk Avenue (69th Street) Interlocking will be removed.

This LIRR service reminds me of a similar replacement service in January, 1991 (March 1991 *Bulletin*). At that time, shuttle service did not operate to Penn Station, but rather to Hunterspoint Avenue. NYCT was replacing the crossovers at the Fisk Avenue Interlocking. I was part of the General Order planning process at the time, representing the Department of Capital Program Management, and I remember that the Division of Track had requested three weekends, two for the work and one as a back-up for inclement weather. Members Jimmy Mattina and Glenn Smith represented the Division of Track. The weather cooperated and the job was completed in just two weekends. My son Marc and I rode the LIRR 7 Shuttle service, and I have one of the signs as a memento of our ride.

NJ TRANSIT

Former Executive Director George Warrington died of pancreatic cancer on December 24, 2007 at the age of 55. Mr. Warrington headed NJ Transit from March, 2002 until his resignation on March 30, 2007. Prior to his stint at NJ Transit, he was President of Amtrak. His transit career began at NJDOT in the 1970s; one of his first projects was managing the \$450 million bond issue referendum that raised the capital to start NJ Transit. For the duration of the 1980s, he served as Vice President and General Manager of NJ Transit's rail operations and was promoted to Deputy Commissioner and Chief of Staff in 1990. He left two years later to become the Executive Director of the Delaware River Port Authority, then went to

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

Amtrak, where, under his tenure, *Acela* service started. He is credited with many successes including getting the T.H.E. Tunnel project off the ground, as well as expanding rail service to match the growing ridership. In December, 2006, the first train of multi-level cars entered service on the Northeast Corridor. Railfans will remember him for officially doing away with the non-existent, but nonetheless enforced, rules forbidding rail/bus photography.

As my train was arriving at Secaucus Junction on January 3, the Conductor announced that because of 30-60-minute delays on the Northeast Corridor, he was told to advise us to go to Hoboken and use PATH. At Hoboken it was a short wait until a 33rd Street train arrived, and we departed soon after. However, we were held at Christopher Street and several of us were thinking that if the train had to be stopped at some station, 9th Street would have been a better choice for its proximity to the W. 4th Street station (A B C D E F V). After about ten minutes, we proceeded up to 33rd Street. When I arrived at my office, there were several alerts; the first one was sent at 6:54 AM.

I picked up a Customer Notice on the way home and found out what happened: at 6:20 AM, Train #3812 (5:25 AM Trenton/New York Penn) became disabled when the catenary came down while the train was crossing west of Newark, affecting all eastbound Northeast Corridor, North Jersey Coast, and Raritan Valley trains. 43 trains were delayed up to 90 minutes and 16 trains were canceled. Service adjustments were made, i.e., some trains made additional stops while others bypassed certain stations. Tickets were being cross-honored on parallel NJ Transit bus lines and PATH. Normal service was resumed at 9:30 AM. While this was going on, PATH service from Hoboken to World Trade Center and Hoboken to 33rd Street was suspended for a time due to what was reported as a track condition. Standing near the Conductor, I overheard some radio transmissions that there had been a track fire, a fact that was confirmed by a report on the WCBS/880 web site and by some fellow commuters who saw firemen at the Hoboken station. All service was reported as operating normally at 10 AM.

Here is something ironic about this incident: I transfer at Secaucus for an eastbound train to New York Penn, and one of my co-workers rides PATH from Hoboken. On this particular day, I went to Hoboken and transferred to PATH, while my co-worker, who was unable to enter the PATH station, rode NJ Transit to Secaucus and transferred to a train that delivered him to New York Penn.

On December 24, 2007 NJ Transit announced that the Mt. Arlington station, with nearly 300 parking spaces, would open on January 21. Mt. Arlington is located be-

tween Lake Hopatcong and Dover and will only be served on weekdays by Montclair-Boonton and Morristown Line trains. Nine days earlier, on January 12, the new Wayne/Route 23 station opened. This station is located between Mountain View and Little Falls and is served by Montclair-Boonton Line trains.

New timetables were issued for the Montclair-Boonton, Morris & Essex, Northeast Corridor, and North Jersey Coast Lines effective January 20. To the best of my knowledge, there were no notices issued for the interim period January 14-18, providing the times that trains stopped at Wayne/Route 23.

MONTCLAIR-BOONTON: Mt. Arlington and Route 23/Wayne stations were opened. The times of several trains were also adjusted, and two fewer trains stop at Great Notch (#1052 and #1087)

MORRIS & ESSEX: Adjustments made to several peak-period trains in conjunction with the opening of the Mt. Arlington station

NORTHEAST CORRIDOR: Due to speed restrictions — to replace cracked concrete ties on Track 1 between Iselin and Union (Rahway) and from Trenton to New Brunswick — times have been adjusted on trains by between 3 and 6 minutes. Speeds have been reduced to 60 vs. 90-125 mph, according to *The Trenton Times*

NORTH JERSEY COAST: Same speed restrictions as above plus between Bay Head and Belmar due to repair work being performed on the Shark River drawbridge

NJ Transit was also mentioned the aforementioned *New York Times* article. Rehabilitation of Trenton's station was the lead item. The transit agency will place 75 additional multi-level cars into service (for a total of 130) by year's end. 90 new enhanced ticket vending machines will have the capability of remembering a customer's last purchase and offer it as an option to speed up service. Two stations, Route 23/Wayne and Mt. Arlington, were to open in January (see above).

After several weeks of no deliveries, member Bob Kingman reported seeing multi-level car 7542 at Kenwood Yard on January 7.

As of late December, 2007, a joint *MetroCard*/Hudson-Bergen Light Rail ticket is available online to pay the fare on trips between Staten Island and New Jersey. The joint ticket contains both an Unlimited Ride *MetroCard* to pay the bus fare on the S89 or other NYC Transit local bus routes, and a HBLR flash pass for display on the light rail. The cost of this combined S89/HBLR pass is \$134. Tickets can also be purchased from the NJ Transit web site by selecting the *Quick-Tik* option and following the 5-step process under "Light Rail and Joint Light Rail."

Although it was planned that there would not be parking at Secaucus Junction, Edison Properties, an operator of parking facilities, has filed plans with the Meadowlands Commission to construct one on property that it owns near Secaucus Junction, which is the only station

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Commuter and Transit Notes

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without local parking. *The Star-Ledger* reported that many environmentalists and mass transit advocates oppose parking at the site, but the Corzine administration is in favor of it.

Here is some additional information concerning the recently opened Cush Tunk Siding on the Raritan Valley Line (January *Bulletin*). Tunk is located at MP 45.2 and Cush at MP 45.8. Trains can operate over this track at 45 mph. This siding is located between White House (MP 44.3) and Lebanon (MP 48.0).

Newark Light Rail received a new timetable on January 12. On weekends, inbound trains depart one minute later, relay time at Broad Street has been reduced from 12 minutes to 6 minutes, and outbound trains depart five minutes earlier than they did with the September 1, 2007 timetables. Weekdays, the last two inbound trains begin their runs at Grove Street at 11:55 PM and 12:45 AM, rather than at Branch Brook Park at 11:50 PM and 12:33 AM. The last two outbound cars, which formerly departed from Newark Penn Station at 12:50 and 12:55 AM, now depart at 1:00 and 1:10 AM and operate all the way to Grove Street instead of Silver Lake.

In the December, 2007 *Bulletin*, I wrote that the River Line timetable dated May 26, 2007 listed the name of the line as "Riverline" (one word). Thanks to member C. Allan Breen, who sent me a copy of the May 27, 2007 edition, which correctly named the line in two words. He also wrote: "NJ Transit has done far worse than this in the past. I have a No. 62 bus schedule dated: Effective June 25, 2988, which I found in a rack a Penn Station Newark at the time (1988)."

PORT AUTHORITY TRANS-HUDSON CORPORATION

On January 4, the Port Authority of New York and New Jersey voted to raise bridge and tunnel tolls and PATH fares effective March 2. There are some new fare options as can be seen in the table below.

OPTION	COST
One-way	\$1.75
2-trip	\$3.50
10-trip	\$13.00
20-trip	\$26.00
40-trip	\$52.00
1-Day	\$6.00
7-Day	\$18.00
30-Day	\$54.00
Senior	\$1.00
MetroCard (Pay-Per-Ride)	\$1.75

In the table below is a history of H&M and PATH fares over the years. Please note that while H&M was raising its fares, the subway fare in New York City was five cents until June 30, 1948.

INTERSTATE FARES

Date	Fare	Note
February 26, 1908	\$0.05	
December 25, 1911	\$0.07	
April 18, 1920	\$0.10	
March 19, 1950	\$0.15	
February 29, 1952	\$0.20	
September 21, 1957	\$0.25	
October 30, 1961	\$0.30	1
September 1, 1962	\$0.40	
April 30, 1967	\$0.30	
July 31, 1973	\$0.50	
June 3, 1994	\$0.75	
April 12, 1997	\$1.00	
March 25, 2001	\$1.50	
March 2, 2008	\$1.75	

(1) Newark fare was reduced from 40 cents to 30 cents upon PATH takeover, 4/30/1967

AMTRAK

Amtrak has settled a lawsuit with New York State over its removal from service several years ago of the state's rebuilt RTL Turboliner trainsets. The 1970s-built trainsets, which had been rebuilt at significant expense to the state, were removed from service due to numerous operational problems that caused New York State to sue Amtrak for \$477 million. Under the terms of the settlement, Amtrak is paying the state \$20 million and will join the state in investing another \$10 million toward improvements on the New York-Albany Line. Amtrak and the state will also share the proceeds from the sale or scrapping of the seven trainsets.

On December 19, 2007, Congress passed a transportation spending bill for FY 2008, which President Bush signed a few days later. The bill provides \$1.325 billion in funding for Amtrak, a 2.4% increase over FY2007. The bill also repeals a ban on subway tunneling under Wilshire Boulevard in Los Angeles that was passed in 1986 following a fatal methane gas explosion. The next day, LACMTA officials held a news conference hailing the repeal and calling for the start of planning and funding for a new \$5 billion subway line running approximately 12 miles from Wilshire and Western Avenue to Santa Monica and the Pacific Ocean.

In early January, unions representing Amtrak's Electricians, Dispatchers, and Machinists—about 10,000 workers — threatened to go out on strike if they did not get a new contract. The earliest that this could take place was January 30 at 12:01 AM, which would have marked the end of a 30-day cooling-off period mandated by federal law. These employees have been without a contract since December 31, 1999. On January 18, it was announced that there had been a tentative agreement, which provided relief for all commuters. Although the details were not released, what is known is that the contract follows the recommendations made by the Presidential Emergency Board on December 30, 2007.

If a strike had taken place, it would have been devas-

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tating to the commuters in the New York metropolitan area, as well as all other cities where Amtrak trackage is used or employees support the commuter operations. This is what was published concerning contingency plans:

- New York City Subway — Special **P** train service between Sutphin Boulevard-Archer Avenue and 34th Street-Eighth Avenue. The routing used would have been the Broadway-Jamaica Line to Essex Street (Track BJ2), the Sixth Avenue Line to W. 4th Street, and the "A/B" tracks to 34th Street
- NJ Transit: No service would operate into or out of New York Penn Station; however, trains to Hoboken would be unaffected. Executive Director Richard Sarles announced that part of the agency's plan was to operate seven shuttle bus services from stations in New Jersey that would connect with (increased) PATH service at Newark, Harrison, and Hoboken. Had there not been a settlement, the transit agency was set to issue a guide the following week. Mr. Sarles also said that it would have been difficult to replicate the rail service that would not have been operating.

INDUSTRY

According to a report from The Associated Press, MBTA's cost for carrying each passenger is 29 cents per passenger mile, which is 4 cents less than Chicago's Metra. Rounding out the list are NJ Transit (33 cents), Metro-North (46 cents), and LIRR (49 cents).

A friend sent a list of SEPTA PCCs that he had seen at the Brookville plant in Hazen, Pennsylvania, off of I-80. They are: 2092, 2105, 2111, 2118, 2142, 2143, 2156, 2159, 2163, 2170, 2175, 2181, 2191, 2704, 2712, 2713, 2716, and 2780. Also on the property were New Orleans RTA Riverfront car 463 and Canal Street car 2019, still displaying its CANAL ST roll sign.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

As was reported in the January *Bulletin*, the 2.6-mile Mattapan-Ashmont Line re-opened on December 22, 2007. Member Todd Glickman forwarded this report from a fellow Seashore Trolley Museum member. "By noon, PCC 3263 had derailed at Mattapan; 3262 broke down enroute to Ashmont, which was rescued by 3254, and 3087 was running with heavy traffic, a low speed plug, and Operator having trouble with wheel slip. Despite the problems (normal) customers seemed happy! Now we have yet to hear from those people along Brook Road who had frequent service for 18 months and are back to one bus an hour and nothing after 7 PM and Sundays." When I asked Todd about the testing process, he answered that Murphy's Law hit them.

A contract for 94 Blue Line cars was awarded to Sie-

mens in January, 2001, with deliveries to begin in 2004. They are to replace the existing fleet of 70 Hawker-Siddeley cars, which date from 1978-80 and according to *The Boston Globe* are showing their age. "Large patches of rust splotch the roofs and discolor the blue and white paint on the sides. Inside, beige electrical tape holds together tattered vinyl seats. Faux wood paneling gives the walls the vintage look of a den in the 'Brady Bunch' household." Now that MBTA and Siemens have reached an agreement that resolves the disputes that have delayed car deliveries, the first trains should be in service by the time you read this. All 94 cars should be in service by Summer 2009. Details of General Manager Daniel A. Grabauskas' comments chastising Siemens with words such as "sloppiness" were reported in the January, 2007 *Bulletin*.

The once cell phone-free bastions of the subway are now accessible, at least at some "T" stations. Riders with services from T-Mobile, AT&T, and Verizon Wireless are able to receive and make calls from the eight train platforms at the Park Street, Downtown Crossing, Government Center, and State Street stations. Wireless services are also available, for the first time ever, in the train tunnels connecting the four downtown Boston stations. Additional stations are to be added through 2009.

Additional service was operated to support FIRST NIGHT activities on New Year's Eve on all lines. On the Blue, Orange, Red, and Green Lines the Saturday schedule was supplemented with service being increased during the afternoon leading to rush-hour service levels from 7 PM through the conclusion of the event (about 2 AM). Some bus lines in the area also received added service. Commuter Rail operated a weekday schedule with additional train service, with train departures from South and North Stations scheduled between 1:45 and 2 AM.

Copies of the winter rating schedule cards ("Rapid Transit," in teal), were available on January 3, and Todd picked up copies. He wrote that it properly includes the Ashmont-Mattapan "M" service back in the Red Line section, but on the reverse, where the fares are explained, MBTA forgot to remove the mention of the Mattapan Trolley Shuttle Bus and to add the fare scheme back to the rapid transit section. Thanks to Todd for these reports.

BINGHAMTON, NEW YORK

Senator Charles Schumer supports a restoration of rail service between Binghamton and New York City and is asking Amtrak and NYSDOT to conduct a feasibility study. In a press release issued by his office, the Senator cited ongoing efforts (by NJ Transit – Lackawanna Cut-off) to restore rail service from Scranton to Hoboken. According to member Larry Kiss, the last Erie-Lackawanna train between Binghamton and Hoboken was the Hoboken-Chicago, *Lake Cities*, on January 4, 1970. This train used the Lackawanna route through

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Scranton, as opposed to the Erie route through Port Jervis. The last train from Binghamton to Port Jervis ran in 1965.

PHILADELPHIA, PENNSYLVANIA

After six years as SEPTA's General Manager, Faye L.M. Moore announced her resignation on December 21. Joseph M. Casey was promoted from chief financial officer and treasurer as her replacement. Mr. Casey came to SEPTA from Conrail in 1982. Thanks to member David W. Safford for this report.

Member Bob Wright wrote that Rotem/Sojitz is using the former Welded Tube plant in South Philadelphia to construct the Silverliner Vs. This is located across Weccacoe Avenue from what was the large B&O piggyback yard on Delaware Avenue (now Columbus Boulevard, bordering the east end of the yard - Weccacoe was the west boundary) and is now Columbus Crossing, the shopping center featuring IKEA. Welded Tube has track spurs from the CSX branch in the bed of Vandalia Street that accessed the yard complex close to Snyder Avenue (where SEPTA trackless route #79 grade-crossed it). Since the yard became a shopping center, CSX trains rarely use Vandalia Street and can usually be found on the ex-PRR/PC/CR Belt Line track on Columbus Boulevard. The Navy Yard site has rail but much of it has been disconnected from "outside" lines and would have needed to be extensively rebuilt for Rotem/Sojitz's use.

SEPTA announced its usual service adjustments for Regional Rail lines for Christmas Day and New Year's Eve. On Christmas Day trains operated on a reduced schedule. For New Year's Eve, special late night trains left Center City after midnight. There were also special trains leaving Trenton very late to provide connections from special NJ Transit trains from New York.

Member Lee Winson found this news about how SEPTA tackles snowstorms. "In-house SEPTA personnel are responsible for platform and parking lot snow removal and salting at the 7 stations between Temple University and Glenside. Third party contractors are employed for these duties at all other Regional Rail stations. Each contractor is responsible for 8-10 stations. The timing of the storm is critical. If the snowfall occurs during the day, the contractors' first task is clearing the station entrances and exits; then, later, when the cars are gone, they will return to clear the lots for the following morning."

SEPTA issued a new set of Railroad Division timetables on December 2, 2007, and member Gregory Campolo was kind enough to send copies. Some of the changes were reported in the January Bulletin. Each cover has the wording, "Revised Times." There are photos of the new Fort Washington station on the R5/Lansdale/Doylestown Line. SEPTA also issued an R7/

Trenton timetable that coincides with NJ Transit's new Northeast Corridor January 20 timetable. There is also a cover note that the new ticket office at Temple University is now open. Thanks to David W. Safford for sending this one.

WASHINGTON, D.C. AREA

Member Steven Erlitz wrote that after he read the December, 2007 **Bulletin**, additional information was published regarding MARC's promised service additions to the Penn Line. "There will be 500 seats on a 5:15 PM to Baltimore that will make BWI and Halethorpe only. We are still trying to figure out where they got the four or five cars from, but obviously a Brunswick Line train is getting pushed back. Also, there will be a 9:30 PM from Baltimore making limited stops to D.C. which will turn as the new 11:45 PM departure from D.C. to Baltimore. For now, this is the only 'weekend' service you will see since the train will arrive at most stops on Saturday morning. They have hinted that there will be a 2 PM Camden Line in the spring, but that would have to go with a reverse move which they have not announced (I cannot see it being a deadhead like Brunswick does since Baltimore is a destination too).

"As far as the other 'pie in the sky stuff' mentioned, most of it is by 2020, which means I won't see it (I plan to leave the area after I retire in '09) and it's not the millions that will be needed for infrastructure but the blessing of CSX. Even with the third track on the Camden Line that has been talked about since I started riding in 1991, I don't see 20-minute headways in the future. We would just settle for a real mid-day train (Noon). Finally, Metro fares went up January 6. Off-peak remains as-is, base \$1.35, but peak base goes to \$1.65 and on up. New fares are on their web site."

Beginning Monday, January 7, Virginia Railway Express implemented a new policy entitled **STANDING MEANS DETRAINING**. This came about as a result of recent queuing issues. VRE explained it as follows: "When a train pulls into a station, the Conductor will assume that any passenger standing is intending to detrain - therefore that train will wait at the station until no one is standing. To prevent your train from becoming delayed, please remain seated. Once the train has departed, passengers can then begin to queue as long as they plan to get off at the next station."

Metrorail's vision of what its new 7000-series cars would look like was included in a January press release. They would be "sleek and silver on the outside, with 64 ergonomic seats and resilient floor tiles." In addition, the carpeting would be gone, as well the fiberglass seats, which would be replaced with stronger, yet thinner stainless steel for more leg room. Thanks to member Raymond Berger for this report.

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WMATA Photographs

NORFOLK, VIRGINIA

Nine LRVs will be built by Siemens for THE TIDE, Norfolk's new 7.4-mile light rail line, for which ground was broken on December 8, 2007 (January **Bulletin**). The S-70 model, which is already in operation in cities such as Houston and San Diego, was selected. Deliveries of the cars, which are costing \$31 million, should start during mid-June, 2009, with operations in early 2010.

Railway Age reported that Virginia Beach is seeking a \$15 million grant from Virginia's DOT to help pay for an existing Norfolk Southern right-of-way if the line is ever put up for sale. The NS route would be a "logical" extension of Norfolk's LRT project. NS has reportedly put a \$40 million price tag for the 10.6 miles of unused track, which Virginia Beach thinks is too high.

CHARLOTTE, NORTH CAROLINA

To say that the recently opened Blue Line (Lynx) is a success story is an understatement. **The Charlotte Observer** reported that to shorten the long lines of people

waiting to buy light-rail tickets before big events such as Carolina Panthers games, CATS is installing two new ticket vending machines at the Interstate 485/South Boulevard station. System-wide, there are 36 TVMs, three of which are spares, and it is these machines which were sent to the I485 station. CATS also installed a pre-fabricated ticket booth staffed by a transit official, who can answer questions and sell tickets manually. Since its November 26, 2007 opening, the highest daily ridership was 12,000, but the average should be about 9,100.

Some improvements are already in the planning stage, such as:

- Later service on Friday and Saturday nights — currently the last train leaves the Seventh Street station at 1 AM but terminates at the Scaleybark station, half-way down the line
- Scheduling a train to depart from Seventh Street that runs the entire route
- Higher-than-expected midday ridership has transit officials considering whether to use two-car trains during the day. Now, service alternates one-car and two-car trains during rush hour, but then uses only one-car trains in the middle of the day
- Reduce midday headways from 15 to 12 minutes

ST. PETERSBURG, FLORIDA

The elected officials in Pinellas County all agree that additional sources of revenue are required if a light rail system is ever to be built. Suggestions range from increasing the local sales tax by one-half cent to developing public-private partnerships. Securing federal funding is also under consideration. Thanks to member Dennis Zaccardi for sending this report from the **Largo Leader**.

JACKSONVILLE, FLORIDA

The city of Jacksonville awarded a consultant a contract on November 27, 2007 to do a feasibility study on commuter rail for the region which would reach the Georgia state border to about 30 miles south of Green Cover Springs at Palatka to St. Augustine. The main goal is to operate commuter service from St. Augustine to Jacksonville to the former (1919) Seaboard Jacksonville Terminal (presently a convention center), which last saw passenger trains on January 3, 1974. There could also be service from Palatka, Gainesville, or Hilliard. The consultant will have to examine all rail lines, active and not, passenger and freight capacity, condition of the right-of-way and bridges, speeds, station locations, parking needs, and neighborhood impacts. What type of equipment — locomotive and coaches or DMU — will also have to be determined. Thanks to member Stephen Drost for sending this news, which came from the Railway & Locomotive Historical Society's **South-east Chapter Newsletter** (December, 2007).

CLEVELAND, OHIO

Cleveland's RTA reported that it is in the midst of a rail

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car overhaul program. Since the heavy rail car program began four years ago, RTA has spent \$6 million. The program is expected to take three more years. 15 RTA mechanics have been specially trained for the project, which is rehabbing 40 of 48 HRVs that are needed for peak service. The five-year capital plan calls for spending \$18.6 million, including \$2.1 million in 2008. RTA is using a vendor to rehabilitate 34 of the 48 LRVs in the fleet. 16 vehicles have been completed to date. The multi-year effort will cost \$2.5 million in 2008, and \$29 million total. RTA will also spend \$8.7 million and continue to rehabilitate 34 miles of one-way light rail track.

CHICAGO, ILLINOIS

In the nine months that Train #303 (5:40 AM Ogilvie Transportation Center/Waukegan) has been operating, ridership has grown from about 60 passengers to more than 300 per day, more than triple the initial predictions. This UP North Line train, which was started on April 1, 2007, also has an unofficial nickname – *Sunrise Express*. Its supporters cite this growth as a sign that there is a need for more alternatives to the area's congested highways. Metra is planning reverse commute service to serve other areas in northwest Cook, McHenry, DuPage, and Kane Counties, but money, or the lack thereof, is deferring these plans. The equipment for Train #303 turns from an inbound train, #300, which departs Waukegan at 4:20 AM. Ridership has also increased on this train, from fewer than 50 to more than 100 riders each day. Thanks to member Jim Beeler for sending this report from *The Chicago Tribune*.

Despite its financial situation, CTA continued its tradition of offering penny rides on New Year's Eve from 8 PM December 31 until 6 AM Tuesday, January 1.

Illinois Governor Rod Blagojevich has set some conditions for approval of transit funding legislation. Illinois would become one of two states to provide free public transit to seniors at all times of day. This would apply only on so-called fixed-route buses and trains, not for paratransit or other specialized services. Pennsylvania is the other state that provides free rides for its senior citizens (65+). Thanks to Bob Hansen for these reports.

NEW ORLEANS, LOUISIANA

The St. Charles Line was extended from its temporary terminus at Napoleon Avenue to Carrollton Avenue on December 23, 2007. The streetcars are running between Canal Street and Riverbend seven days a week to midnight. Cars operate every 10 minutes on weekdays and every 15 minutes on weekends. An article in *The New York Times* reported that 8 cars are required for service, compared to the 15-18 that were used prior to Hurricane Katrina. Remember that the Perley Thomas cars date from 1923-24, so they will be 85 years old this year. They also provide all of the service on the Canal Street and Riverfront Lines. Fares are \$1.25.

Passengers must transfer to buses at the end of St. Charles Avenue for the ride down South Carrollton Avenue to South Claiborne Avenue. No transfer is required for this bus. Streetcar service on the final section of the route, along South Carrollton Avenue, will resume this spring.

PORTLAND, OREGON

Member Mark Kavanagh sent this report. "Portland is intending on setting up neighborhood meetings about potential new streetcar routes. Portland City Councilor Sam Adams, who is also running for Mayor in 2008, would like to put streetcar lines all over Portland, almost resembling what the city had at one time. However, they made it clear in an article in *The Portland Tribune* that if a neighborhood is against an idea of a route in their area, they will build in neighborhoods that want it. It would be interesting to see how this goes. I could easily see a line going east along Belmont or Hawthorne Avenues, as those neighborhoods tend to be very environmentally conscious with heavy transit usage, and both at one time had streetcars.

"Another item: Construction on the new MAX line along 5/6th Avenues in Portland was suspended from November 17, 2007-January 2, 2008. The purpose was to encourage more holiday shoppers to come downtown. This allowed parking and thru traffic on both. Buses remained on 3/4th. This is the first time since the Transit Mall was originally opened in 1977 that cars will have full access to 5/6th Avenues for the entire length through downtown. A lot of good info can be found on <http://portlandmall.org> for updates on MAX's progress downtown. As far as the Green Line construction along I-205, that will continue uninterrupted during the holiday season."

Mark attended the ceremony where the name of the new commuter service was announced (December, 2007 *Bulletin*). He wrote that "18 people chose the name, which will be WES for *Westside Express Service*, or *Westsider*. A name was drawn out of the hat for the prize of an Annual Tri-Met pass. All 18 winners will be invited for a VIP exclusive preview ride of the line before it opens. The line will run from Wilsonville to Beaverton. 90% of the line runs on the old Oregon Electric r-o-w currently operated by the Portland & Western RR. There is new r-o-w being built in Beaverton, including street running to bring it into the Beaverton Transit Center, where there are transfers to buses and the Red and Blue Lines MAX trains. The line is scheduled to open on September 12, 2008, which is also the 10th anniversary of the Westside Light Rail. Tri-Met General Manager Fred Hansen, was quoted as saying this is unique, and possibly the first suburb to suburb commuter rail line in the U.S. (I guess he is discounting the new line outside of San Diego that started on December 28, nine months before WES will open)."

KIRO-TV reported that in the first five days after the

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December 12, 2007 opening of its South Lake Union Streetcar, ridership is averaging 6,000. No fares were being charged through the end of December. City officials are anticipating 900 when the \$1.50 fare is in effect.

SAN FRANCISCO, CALIFORNIA

Caltrain estimates that converting from diesel to electric power will allow it to accommodate 52% more riders per day by 2017 and plans to run at least 110 trains per weekday, compared to today's 96 trains, once the electrification is completed in 2014. There would also be an approximate \$3 million savings in diesel fuel. But, before this can take place, Caltrain needs to fund this construction project, purchase additional cars, and get a waiver from FTA so that it can operate light rail trainsets on the tracks, which also see freight service.

As of January 1, BART began additional service. Here is a summary of what has been done:

- More trains, after 7 PM Monday-Saturday and all day on Sunday – 15-minute headways replace 20-minute headways (33% service increase)
- Double the number of trains to most stations on the SFO Airport/Millbrae Extension
- Faster commute times and direct service from Millbrae to downtown San Francisco
- Earlier start time for train service to SFO – 5:31 AM (16 minutes earlier)

Monday - Friday 4 AM - 7 PM

- Pittsburg/Bay Point (Yellow Line) runs directly to SFO instead of Dublin/Pleasanton (Blue Line)
- Richmond (Red Line) trains run directly to Millbrae

After 7 PM Monday-Friday & Weekends/Holidays

- Pittsburg/Bay Point (Yellow Line) goes directly to SFO instead of Dublin/Pleasanton (Blue Line)
- Dublin/Pleasanton (Blue Line) replaces the Richmond (Red Line) and goes directly to Millbrae.

These two lines combined provide San Bruno, South San Francisco, and Colma riders with double the number of trains, every 8-10 minutes, instead of the previous service, which was up to 20 minutes.

On January 1, BART implemented the second of four CPI-based fare adjustments. Most BART commuters will see between a 10- and 30-cent increase in fares, making the average fare \$2.92, or 21 cents/mile. Since BART fares are distance-based, the fares on the shortest trips will go from \$1.40 to \$1.50. The longest commute trip, between Pittsburg/Bay Point and Millbrae, goes from \$6.30 to \$6.60. In May, 2003, BART's Board of Directors approved raising fares every other year based on the average of inflation over the course of two years minus 0.5% to force BART to find cost savings instead of relying on inflationary revenue increases. Thanks to Todd Glickman for sending this report.

LOS ANGELES, CALIFORNIA

The New York Times reported that at the end of November, 2007, Los Angeles County MTA voted 11-1 to install fare gates at its stations. This would mark the end of the honor system that an estimated 5% are thought to abuse by not paying their fares. Installation would cost \$30 million, and maintenance would cost \$1 million per year. It is estimated that an extra \$6.77 million annually would be recovered in fares and other savings.

OCEANSIDE, CALIFORNIA

Sprinter service, which was scheduled to start on December 28, 2007, did not begin until January 13, and on that date, it was an invitation-only celebration. There were some reports the delay was attributed to safety issues. **Railway Age** reported that the ceremonial first run did take place on December 28, 2007.

MONTREAL, QUEBEC, CANADA

Agence Métropolitaine de Transport (AMT) awarded Bombardier Transportation a \$381 million contract on December 18, 2007 to construct 160 stainless-steel multi-level cars. The contract includes a base order of 30 cars and options for 130 additional cars, which will be manufactured at Bombardier plant in La Pocatiere, Quebec. The first deliveries are planned for the third quarter of 2009. NJ Transit's multi-level cars are also being built there. An artist's rendering on Bombardier's web site shows a trainset of NJ Transit multi-level cars in the AMT color scheme. The Government of Quebec, which is funding the project, exercised the options. AMT's last car acquisitions were 22 Bombardier aluminum bi-level cars in 2003. That group was comprised of 2000-2003 (cab) and 2020-2037 (trailers). Please credit member Andre Kristopans for the roster information. Andre maintains several transit roster web sites, including <http://community-2.webtv.net/ajk100/COMMUTERRAILCARS/page2.html>, which contains a comprehensive listing of all North American commuter operators. Bombardier also built the Montreal subway fleet, single-level coaches for the Rigaud Line, and replacement EMUs for the Deux-Montagnes Line.

Member Todd Minsk wrote that on the back panel of the (French edition) Montreal AMT suburban timetables, each is marked "English version available on request."

TORONTO, ONTARIO, CANADA

GO Transit awarded Siemens Canada its largest contract ever for \$280 million to design, supply, install, and commission a new train control signal system at Toronto Union Station. When completed, it will replace the outdated system that has been in operation since the 1920s. **Metro Magazine** reported that the initiative is part of the GO Transit Rail Improvement Program (GO TRIP), a billion-dollar expansion initiative funded by the governments of Canada and Ontario, as well as Greater Toronto Area municipalities, through the Canada Strategic Infrastructure Fund (CSIF). CSIF provides federal funding to large-scale transportation infrastructure pro-

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jects of major national and regional significance.

During November, 2007, the Toronto Transit Commission voted to spend C\$13 million to build three light rail lines: Sheppard Avenue East; Etobicoke-Finch Avenue West; and Eglinton Avenue from Kennedy Road to Pearson International Airport. Seven LRT lines were proposed last March as part of TTC's Toronto Transit City project, including one that would run along Don Mills Road. Details were reported in the May, 2007 *Bulletin*. Construction could begin next year and these lines could be operational by 2012. Thanks to member Frank Pfuhrer for this report.

On December 21, 2007, Bombardier announced that it was awarded a five-year contract by GO Transit worth US\$125 million to maintain its rolling stock. This contract comes with up to 15 years of options. Bombardier has been maintaining GO Transit's fleet since 1997. This past November, Bombardier won a 15-year contract with 15 years worth of options to operate its trains.

TAIPEI, TAIWAN

Todd Glickman visited Taipei, on a business trip during mid-January. He learned that the Taiwan Railway Administration (TRA) has decided to end the use of ticket clippers (punches) that have been used to check passenger tickets for more than 100 years. Instead, ticket stamps such as those used on Japan's *Shinkansen* system will be used. It is hoped that stamps will make it easier to keep train coaches cleaner, and also the stamps will not damage the magnetic strips that are used on some tickets. The 100 stamps were purchased for NT\$3,500 (\$US108) each, and will start being used this month. In other news, TRA announced that online orders for tickets will be available beginning in February.

BANGKOK, THAILAND

Todd Glickman reported that since its opening, Bangkok's BTS *SkyTrain* has primarily used magnetic-stripe cards for fare media, with RFID cards used only for frequent users who desire stored-value cards. Sometime between my last visit here (July, 2007) and now, RFID proximity cards have been added for unlimited ride users. The magnetic-stripe cards are still used for exact-fare, distance-based single rides, and are retained by the exit gate.

The proximity cards are available for multiple ride

"SmartPass" users. Options are as follows:

- 20 Trips = 440Baht (average 22B/trip) for adults; 340Baht (average 17B/trip) for students
- 30 Trips = 600Baht (average 20B/trip) for adults; 450Baht (average 15B/trip) for students
- 40 Trips = 800Baht (average 20B/trip), plus four free trips; 600Baht (average 15B/trip, plus four free trips) for students. (As of January, 2008, ~30Baht/1US\$).

SmartPasses are valid for 30 days from first use, and have a five-year lifetime from date of first use. Unlimited travel distance is permitted per ride. (These fares are less of a concession than previously, where for example a 30 Trip card for adults was 540B.) The newly-branded SKY SmartPass is a refillable proximity card for those who ride less frequently. The initial fee is 100Baht, with a minimum refill of 100Baht and maximum refill of 2000Baht. They have a five-year lifetime from date of first use. There is a 30Baht issuing fee for a new SmartPass, which is not included in the value of the card.

Finally, there is a one-day SmartPass featuring unlimited rides for 120 Baht, which can be used only on date of issue. Distance-based rides can be up to 40Baht, and so for those who will travel just a few round-trips in one day will find this a bargain.

FROM THE HISTORY FILES

100 years Ago: On February 1, 1908, the New York & North Shore Traction Company operated its first trolley into Port Washington. Vincent Seyfried's book entitled *New York & North Shore Traction Company* reported that throngs of people lined the main streets of Port Washington greeting and cheering the arrival of the first car. Appropriate ceremonies were held and refreshments were served at the nearby Cove Inn for about 100 guests. Regular service began the following day. The entire system, which reached Hicksville, was abandoned, on May 2, 1920.

60 years Ago: On February 17, 1948, trolley service ended on Phoenix's final line, 2/Washington Street. This December, Valley Metro Rail will begin operating LRVs on what is billed as a "starter line" between Phoenix, Tempe, and Mesa, a distance of 19.6 miles. There will be 27 stations. Several extensions have been named: Northwest, Tempe South, Central Mesa, Glendale, I-10 West, and Northeast.

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

A TIMETABLE NOTE

by Larry Kiss

When looking at old timetables, many times the cover has a statement such as, "The time shown in this folder is Eastern Standard Time, which is one hour earlier than Daylight Saving Time."

In the spring, when clocks were moved forward one

hour for Daylight Saving Time, the timetable remained on Standard Time. Therefore, if the timetable showed a 6 AM departure time, the actual departure time under Daylight Saving Time was one hour later at 7 AM.

THE RELIABLE M-1 COUPLERS

By Henry T. Raudenbush

The M-1 cars purchased by MTA for the Long Island Rail Road were a significant leap forward from the railroad's existing equipment, combining the best features of railroad and rapid transit technology of the time. An important feature was the use of a fully-automatic coupler, providing tight-lock coupling, pneumatic uncoupling, and connection of all electrical and pneumatic trainlines. Such a coupler would be different from the AAR knuckle-type coupler then used on all the existing rolling stock of LIRR. In case of a breakdown, or for moves to and within shops and yards, it would be necessary to provide adapters to permit coupling of M-1 cars and other equipment. The specification did not limit the coupler to one supplier, but the car builder for the M-1s, The Budd Company, eventually chose to purchase the WABCO N-2 type coupler, which had previously been used on the Cleveland "Airporter" cars and was the original equipment on the cars of the PATCO Philadelphia-Lindenwold Line.

A coupler adapter was specified to be provided on each pair of M-1 cars. It was also specified that it not weigh more than 25 lbs. WABCO said it could not get it that light, and it was agreed that it could be heavier as long as it could be handled by one man. At the next meeting, WABCO came in with a guy who looked like Arnold Schwarzenegger, holding the sample adapter in one hand, elbow in against his waist. He set it down with a BOOM on the conference table. Actually, while it weighed 50 lbs, there was no difficulty in handling it even for one not the muscular type. This was quite different from the adapter to the WABCO H-2C coupler used by NYCT, which weighed over 150 pounds.

The M-1s were shipped by the following route: Budd temporarily installed a triple valve on each car, to provide pneumatic service braking, and installed the coupler adapter and an air line adapter at each end of the string. The Reading picked them up at the Red Lion plant in Philadelphia with a road switcher, which came out on the New York Branch at Philmont and went down the line to Wayne Junction. At that point, an engine was put on the rear (north) end of the string and pushed them down to 16th Street Junction, did a switchback on the Norristown branch, and then shoved them up the curved interchange track to PRR at the west end of the North Philadelphia station. Pennsy (actually Penn Central by that time) picked them up with a GG-1, headed west, and took them to 30th Street. While the engine ran around, PRR Car Inspectors looked them over, then the GG-1 took them right up the New York Division, through the tunnels, and via Penn Station to Harold interlocking, where they were left on the interchange siding just east of the tower. The next morning, they were left on the Harold siding through the whole morning rush hour, and

LIRR Trainmen were told to announce to commuters that they could see the new cars as they went by.

Delivery of the first 14 cars was expedited for non-technical reasons, and they were shipped one married pair at a time. Budd had been having a problem with vandalism damage to PATCO cars, which were shipped to Lindenwold in normal freight moves. This took most of a week, mostly spent standing in yards in bad neighborhoods, and a good many windows got broken even with a Wackenhut guard on board. When Budd found out the RDG-PRR-LIRR charge for the special move of two M-1s to Long Island would be no higher for a shipment of 10 cars, the company decided that it was worthwhile to ship all the cars that way — overnight and no damage. For about the first 100 cars, the next move after arrival at Harold was for LIRR to put a diesel on the east end, take them to Jamaica, and reverse back into the Dunton Inspection Shop.

Eventually it proved impractical for Budd to share that shop with LIRR, and a shop was built at Shea Stadium on the Port Washington Branch. When the cars were being moved to that location from Red Lion, an LIRR diesel would couple on the rear (west) end at Harold, and after the GG-1 got out of the way, the cars would be shoved to Shea, and into the test site, which had a facing switch from the eastbound track, allowing the diesel to cut off and leave the site without having to run around the cars.

When the M-1As for Metro North were delivered, they came by the same process to Shea. After acceptance testing on LIRR (temporarily equipped with LIRR contact shoes and cab signals), an LIRR diesel towed them to Harold and a Conrail diesel coupled on the east end and took them over the Hell Gate Bridge and up to New Rochelle. At that point the engine ran around, and then took them down the Harlem Division through Woodlawn, around the Wye at MO, and up the Hudson Division to Harmon.

One shipment of M-1s was delayed en route due to a bearing problem that showed up between Philmont and Wayne Junction. The string was parked in the yard at the latter point, and sat all day beside passing MUs on the Reading. In the evening, with the cooperation of the Reading, the car was moved into the Electric Car Shop, and Budd swapped the problem truck with another.

The M2s were assembled at General Electric's Erie plant, and were delivered somehow to the test site at South Norwalk, on some sidings beside the Berkshire Line and nearby team tracks. When General Electric had to wrestle with a problem of excessive roll, a set of M-2s was sent to Shea and did some testing on LIRR. By the time of the M-3s, the world had changed. A Con-

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The Reliable M-1 Couplers

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rail crew based in South Philly took the string from Red Lion with a diesel via the Reading New York Branch, the Lehigh Valley, and the Aldene Connection, through Newark Penn Station to Manhattan Transfer. An Amtrak E-60 electric then took them through the tunnels to Har-old, after which the rest was the same.

Murphy missed an opportunity to demonstrate his

law. Just before the M-1, Budd also took the order for the Metroliner MUs. These originally had a hook-type automatic coupler. They, too, carried an adapter to permit coupling to knuckle-type couplers. One could imagine that the first time a breakdown occurred in the Penn Station tunnels, it would involve a Metroliner and an M-1, each with different, non-compatible automatic couplers. The adapters would not be able to couple to each other. Thankfully, this did not happen.

Around New York's Transit System

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weekday evenings, 20 percent on weekday mid-days, and 33 percent on weekends at a cost of about \$2 million

NYC Transit's Severe Weather Contingency Plans

NYC Transit has announced that during severe weather conditions, the following service modifications will take place (affecting mostly overnight operations):

- **5** Dyre Avenue Shuttle extended to 149th Street-Grand Concourse
 - **7** terminated at Grand Central; **S** 42nd Street Shuttle runs all night
 - **S** Rockaway Park Shuttle extended to Euclid Avenue
 - **B** and **W** suspended after the PM rush (approximately 6:30-7 PM)
 - **C** service to Continental Avenue suspended.
- Thanks to member Bill Zucker for this information.

SUBDIVISION "B" CAR ASSIGNMENT

The Subdivision "B" car assignment was revised on December 16, 2007. Although peak train requirements are the same as the October 29, 2007 assignment, this assignment lists the acceptance of 36 new R-160A and R-160B cars, which are in service on **J/Z**, **L**, and **N**.

Eight additional R-42 cars were put on long-term hold because R-160s replaced them.

The following are different from the October 29, 2007 assignment published in the December, 2007 *Bulletin*.

CARS REQUIRED DECEMBER 16, 2007

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
F	140 R-32, 248 R-46	140 R-32, 224 R-46	N	88 R-68, 120 R-160B	72 R-68, 120 R-160B
J/Z	120 R-42, 32 R-160A	120 R-42, 32 R-160A	W	50 R-40, 8 R-68, 24 R-168A	50 R-40, 16 R-68, 24 R-68A
L	144 R-143, 48 R-160A	128 R-143, 48 R-160A			

IND Concourse Line

(Continued from page 4)

very crowded. The Chief Engineer and other officials were on board the first southbound CC, a 6-car train that departed from 205th Street at 12:57 AM.

Marker lights were:
A trains: RED RED

C trains: GREEN GREEN
CC trains between Chambers Street and 205th Street: WHITE WHITE
CC trains between Chambers Street and Bedford Park Boulevard: GREEN WHITE
CC trains between Chambers Street and Tremont Avenue: WHITE GREEN

LAST AND FIRST TRAINS by Randy Glucksman

With the expansion of the hours of service by Metro-North on April 1, 2007 and NJ Transit on October 28, I thought that it would be interesting to see just how much time there is where there is no train running on a particular line or branch.

MTA METRO-NORTH RAILROAD – OCTOBER 6, 2007

LINE/ BRANCH	LATEST DEPARTURE FROM	TRAIN	DEPARTURE TIME	STATION	ARRIVAL TIME	FIRST DEPARTURE FROM	TRAIN	DEPARTURE TIME	AMOUNT OF TIME THAT NO TRAIN IS ON THE LINE	NOTES
Hudson	GCT Croton-Harmon	701 801	1:50 AM	Poughkeepsie	3:57 AM	Poughkeepsie	802	4:15 AM	0:18	
Harlem	GCT	603	1:53 AM	Southeast	3:37 AM	Southeast	602	4:30 AM	0:53	
New Haven	GCT	1502	1:49 AM	New Haven	3:44 AM	New Haven	1503	4:12 AM	0:28	1

Note 1: Train #1304 Departs from GCT at 1:53 AM, but only operates to Stamford, arriving there at 3:11 AM.

NJ TRANSIT – OCTOBER 28, 2007

LINE/ BRANCH	LATEST DEPARTURE FROM	TRAIN	DEPARTURE TIME	STATION	ARRIVAL TIME	FIRST DEPARTURE FROM	TRAIN	DEPARTURE TIME	AMOUNT OF TIME THAT NO TRAIN IS ON THE LINE
Atlantic City	Philadelphia - 30 th St.	4601	12:50 AM	Atlantic City	2:23 AM	Atlantic City	4604	4:35 AM	2:12
Gladstone	Hoboken	405	12:45 PM	Gladstone	2:13 AM	Gladstone	400	4:50 AM	2:37
Port Jervis via Bergen	Hoboken	41	12:05 AM	Port Jervis	2:31 AM	Port Jervis	42	3:54 AM	1:23
Suffern via Main	Hoboken	1101	12:55 AM	Suffern	2:05 AM	Suffern	1100	4:54 AM	2:49
Montclair/Boonton	New York Penn	6201	12:34 AM	Montclair State Univ.	12:47 AM	Montclair St. Univ.	6200	4:57 AM	4:10
Montclair/Boonton	Montclair St. Univ.	1043	1:27 AM	Lake Hopatcong	2:22 AM	Mt. Olive	1050	4:47 AM	2:25
Morristown	Hoboken	603	1:45 AM	Dover	3:06 AM	Lake Hopatcong	800	4:07 AM	1:01
Northeast Corridor	New York Penn	3805	1:41 AM	Trenton	3:21 AM	Trenton	3806	3:48 AM	0:27
North Jersey Coast	Newark	5347	2:10 AM	Bay Head	3:55 AM	Long Branch	3202	4:00 AM	0:05
Pascack Valley	Hoboken	1601	12:43 AM	Spring Valley	1:54 AM	Spring Valley	1600	5:05 AM	3:11
Princeton	Princeton Jct.	4103	12:58 AM	Princeton	1:03 AM	Princeton	4106	5:03 AM	4:00
Raritan Valley	Newark	5505	2:05 AM	Raritan	3:08 AM	Raritan	5404	4:45 AM	1:37

MTA LONG ISLAND RAIL ROAD – SEPTEMBER 10, 2007

In the New York metropolitan area, the Long Island Rail Road is alone in providing all-night service on some of its branches. This occurs on the Port Washington, Port Jefferson, and Babylon Branches.

LINE/ BRANCH	LATEST DEPARTURE FROM	TRAIN	DEPARTURE TIME	STATION	ARRIVAL TIME	FIRST DEPARTURE FROM	TRAIN	DEPARTURE TIME	AMOUNT OF TIME THAT NO TRAIN IS ON THE LINE
Ronkonkoma	Ronkonkoma	2003	1:46 AM	Ronkonkoma	3:04 AM	Penn Station	2004	3:15 AM	0:11
Oyster Bay	Jamaica	574	11:41 PM	Oyster Bay	12:34 AM	Oyster Bay	500	5:12 AM	4:38
Hempstead	Hempstead	705	2:00 AM	Flatbush Ave	2:51 AM	Flatbush Ave	704	2:59 AM	0:08
Far Rockaway	Flatbush Ave	2802	1:09 AM	Far Rockaway	2:08 AM	Far Rockaway	2805	3:21 AM	1:13
Long Beach	Penn Station	802	12:48 AM	Long Beach	1:40 AM	Long Beach	805	3:13 AM	1:33
West Hempstead	West Hempstead	900	12:53 AM	Valley Stream	1:08 AM	West Hempstead	901	5:37 AM	4:29
Montauk	Jamaica	2702	1:02 AM	Montauk	4:01 AM	Speonk	2731	4:37 AM	0:36

TECH TALK

by Jeffrey Erlitz

We have a lot of "catch-up" to take care of; this month I will cover the Long Island Rail Road.

Construction started back on January 31, 2007 for short-term improvements at the Shea Stadium station on the Port Washington Branch. LoDuca Associates, Incorporated was awarded a \$233,300 contract to install a new platform canopy roof, rehabilitate stairs, repair concrete platforms, paint, and install new lighting.

After an agreement was signed with Forest City Ratner Corporation earlier in the month, construction started on February 20 for a temporary Vanderbilt Avenue Yard. Five storage tracks and a drill track will be constructed on a parcel of property east of the existing yard. When completed, this will enable the developer to demolish the existing yard and commence construction of a sports arena for the Nets basketball team.

February 28 saw the completion of the Syosset station closed circuit television installation project. Twenty-four cameras, twelve per platform, and six television monitors were installed, one on the west end and two on the east end of each platform. Much like the CCTV installations on the subway, these monitors allow the train crew to observe the entire platform to ensure all passengers are clear of the platform edge before closing the doors and signaling the engineer to proceed. The platforms at Syosset probably have the highest degree of curvature of any station on Long Island.

Preliminary design was completed on March 30 for the reconstruction of the Atlantic Avenue viaduct. This included development of 30% design documents that will be used to procure the design/build contracts for the construction phase of the project. The first contract will address the sections of the viaduct with the most significant deterioration. All structural steel above the top of the columns will be replaced.

Also on March 30, a contract was awarded to Powell Electrical Manufacturing, Incorporated for \$15.5 million for new substations at Hempstead, Inwood, and Floral Park. The existing substations will be replaced with modular substations complete with new a.c. and d.c. switchgear, rectifiers, transformers, and motor-generator sets. Railroad forces will construct the foundations and make final terminations.

Powell was also awarded a separate contract on the same date to replace the substations at Little Neck, Nassau Boulevard, Lindenhurst, and Rockville Centre.

The upgrade of the Automated Material Handling System at the Hillside Maintenance Complex was essentially completed on May 7. The storage retrieval machines and conveyors, data communications network, train movement alarm system, and central monitoring system were all upgraded.

Jacobs Civil Consultants, Incorporated was awarded a

design contract on June 26 for Phase 2 of the Jamaica Central Control Building Fit-Out. The project includes design for new interior space for the basement and the fourth and sixth floors of the building. The finished floors will provide additional office space and equipment rooms for LIRR employees.

A design contract for a new commuter parking lot at Ronkonkoma was awarded to HDR/Daniel Frankfurt on July 26. The new parking lot is located on the north side of the railroad at the east end of the station and will have a capacity of 325 spaces. The work will include new asphalt paving, lighting, drainage, sidewalks, signage, and fencing.

Also on July 26, Gannett Fleming Engineers & Architects was awarded a contract for final design of the new Babylon Car Wash. This facility will provide the capability to wash both electric and diesel trains. The design of the new facility enhances train wash operations and includes an automated wash process with system redundancy for improved car-cleaning capability.

The construction of a new HVAC (heating, ventilating, and air conditioning) repair facility at the Hillside Maintenance Complex was completed on July 31. This is where the rooftop-mounted HVAC units on the M-7 and C-3 cars will be maintained. Specialized test and repair stands for the HVAC units, storage racks, a new bridge crane, compressor test stands, and various shop equipment were included in this project.

July 27 saw completion of the design phase for the conversion of the Wantagh and Amityville Interlockings from a relay-based system to a vital micro-processor configuration. The design provides for control of both interlockings from Babylon. Currently, these interlockings can be controlled from either Babylon or Valley Tower in Valley Stream. I am guessing that only Babylon will have this ability when this project is completed.

Construction started on August 16 for a new station building and other station improvements at Valley Stream. Angelakis Construction Corporation was awarded the contract. The new station building includes a ticket office, a waiting room, and public restrooms, as well as mechanical, electrical, and communications rooms. Site improvements to the station plaza area, rehabilitation of the existing platform waiting room and elevator enclosure, new lighting under the viaduct, and a new public address system are part of this project.

Beneficial use was achieved on September 7 when MTA Police District 3 moved into its new Jamaica Headquarters in the Jamaica Vertical Circulation Building (home of *AirTrain*, amongst others). Included in the new 20,000 square foot facility are office spaces, locker rooms, conference rooms, processing rooms, and hold-

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Around New York's Transit System

Increased Subway and Bus Fares

In the November, 2007 *Bulletin*, we reported that a subway and bus fare increase was inevitable. Although NYC Transit had a multi-million dollar surplus in 2007, it expects large deficits in 2008 because of interest payments on bonds.

MTA's website informs us that the new fares, which will probably be in effect in March, 2008, are as follows:

The base subway and local bus fares remain \$2. The \$5 express bus fare will not be increased. But *Metro-Cards* will be more expensive.

TYPE OF METROCARD	CURRENT FARE	PROPOSED FARE
Pay-Per-Ride	Add 20% to purchase of \$10 or more. Initial minimum purchase \$4 (A)	Add 15% to purchase of \$7 or more. Initial minimum purchase \$4 (B)
1-day Fun Pass	\$7	\$7.50
7-day Unlimited Ride	\$24	\$25
14-day Unlimited Ride	N/A	\$47
30-day Unlimited Ride	\$76	\$81
7-day Express Bus Plus	\$41	\$41

(A) Average cost per ride \$1.67

(B) Average cost per ride \$1.74

Transfer policies and senior citizens/disabled/student reduced fare discount policies will not be changed. Also unchanged will be paratransit fares for Access-A-Ride in New York City and AbleRide in Nassau County.

Increased Subway Service

At its monthly meeting on December 19, 2007, MTA approved the following increases in subway service, which will probably go into effect in December, 2008.

- **R** trains will run between 95th Street and Continental Avenue and **N** trains will be routed via bridge at all times at a cost of \$3.6 million. At the present time, **R** trains run between 95th Street and 36th Street-4th Avenue and **N** trains operate via tunnel during late evenings and midnights
- **M** service will be extended from Chambers Street to Broad Street during midday on weekdays and from Broadway-Myrtle Avenue to Chambers Street on weekends at a cost of about \$2.4 million. We do not know whether evening service will be increased
- **B** service will be extended from 9:30 PM (at DeKalb Avenue) to 11 PM on weekdays at a cost of \$827,000. There is no service on weekends
- **G** service will be increased by 50 percent on

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Tech Talk

(Continued from page 19)

ing cells.

Lipsky Enterprises was awarded a construction contract on September 14 for work at the Seaford station. Work to be done includes replacement of the elevated platform, canopies, platform-level waiting room, access stairs, and elevator, as well as a new escalator and other site improvements.

Hinck Electrical Contractors commenced construction on September 20 for the replacement of 4,000 feet of submarine cable at Wreck Lead Bridge between Island Park and Long Beach. These cables supply traction power for the third rail.

Siemens Transportation Systems was awarded a contract on October 1 for a SCADA (Supervisory Control And Data Acquisition) system to provide state-of-the-art monitoring and control of LIRR's traction power network.

PB Americas was awarded the design contract for the relocation of the West Side Storage Yard Substation on October 3. This project is part of the Hudson Yard Overbuild Support project. Various "things" need to be moved out of the way so that the platform over the

yards can be built. The new substation will be built beneath W. 33rd Street between Tenth and Eleventh Avenues. This is where the street currently dips down but as part of this project, the street will be regraded to be level, or nearly so.

Also on October 3, HNTB Corporation was awarded the design contract for the replacement of the West Side Storage Yard non-vital, relay based signal system with a vital micro-processor based signal system. This supports the relocation of the tower and the overbuild construction.

A new commuter parking lot east of the Valley Stream station was opened to the public on October 5. An existing parking lot was expanded from 117 to 311 spaces. The work included asphalt paving, lighting, drainage, signage, striping, and landscaping.

On November 26, design work was completed for extension of the Maintenance of Way Repair Facility in Holban Yard in Jamaica. This building extension is 8,800 square feet and will contain two tracks and a 50-ton overhead crane. The design includes the rehabilitation of the existing facility and a new Frog Welding Building. All track maintenance and repair equipment will be able to be maintained here.

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