

The Bulletin



Happy 90th birthday, Editor-in-Chief Bernard Linder!
Arthur Lonto photograph

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The Bulletin

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COLUMBUS CIRCLE STATION REHABILITATION

The September, 2007 issue of *At Your Service*, NYC Transit's newsletter, reports that the Columbus Circle station complex is getting an extensive rehabilitation, which costs \$107 million. This 42-month project is on schedule and should be completed in June, 2009. The IRT station was opened in 1904 and the IND station was 75 years old in September. This complex is used by about 200,000 riders a day, including those who transfer between the IND and the IRT lines.

The station entrances are located near several important buildings, including the 2002 Time Warner Center, the new Hearst Tower to the south, the refurbished Trump International Hotel at W. 60th Street, and the Museum of Arts and Design (formerly American Craft Museum) at 2 Columbus Circle.

The three main components of this project are:

1. A new W. 60th Street entrance and control area under southbound Broadway;
2. Rebuilding the Trump Circle entrance; and
3. Reopening an unused original entrance and rebuilding the Broadway island north of the Circle.

Work includes removing all concrete, exposing the structural steel, replacing deteriorated material, and rebuilding to modern standards. Of course, some historic elements will be restored.

Building the new W. 60th Street entrance required the most difficult construction, with excavation of about 1,000 cubic yards of hard rock.

Four new elevators will be installed in this rehabilitated station, which will be fully ADA compliant. To widen a narrow portion of the platform, a load-bearing wall on the

northbound platform will be replaced with steel roof beams and columns. The unused center IND platform will be converted to a passageway connecting the northbound and southbound mezzanines. Crew rooms, offices, and facilities on the IND mezzanine to the south will be upgraded. Also included are new lighting throughout, new floor and ceramic wall tile, and upgrading the plumbing, electrical, public telephone, fire alarm, and public address systems.

Temporary lanes of thick concrete decks for Broadway traffic allow the contractor to excavate and work underneath. During the day, the contractor receives permission to close two of the four lanes, but at night and in the rush hour, three lanes are open to traffic.

MONUMENT AT COLUMBUS CIRCLE

Columbus Circle received its name from its Christopher Columbus monument, erected in 1892 to commemorate the 400th anniversary of Columbus' discovery of America. The Italian language newspaper *Il Progresso* paid for this 72-foot monument.

Charles Scott's article, *Design and Construction of the IRT: Civil Engineering*, published in the *Historic American Engineering Record*, explains how the IRT subway tunnel was built below this 724-ton monument. Before building the subway under the monument, two shafts were sunk under the monument's foundations. They were sunk three feet below the subway foundation. A tunnel 6 feet wide and 7 feet high was driven from these two shafts under the foundation of the monument.

The tunnel floor was paved with concrete and wooden columns were placed between the concrete floor and the foundation of the

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NEXT TRIP — PASCACK VALLEY, APRIL 12

IND CONCOURSE LINE SERVICE CHANGES by Bernard Linder

When the subway was opened, C trains furnished Concourse express service during extended rush hours. C trains operated on the Concourse middle track, making express stops southbound weekday and Saturday

mornings and northbound during evening rush hours and Saturday afternoons.

This is an incomplete record of service changes:

C SERVICE BETWEEN 205TH STREET AND BROOKLYN

DATE	AM RUSH	SOUTH TERMINAL	
		MORNING (A)	PM RUSH
July 3, 1933	Jay Street (B)	Jay Street (B)	Jay Street (B)
July 1, 1937 September 4, 1938	Hoyt Street (C)	Hoyt Street	Hoyt Street (C)
December 15, 1940	Hoyt Street	—	Hoyt Street
January 10, 1944 December 30, 1946	Hoyt Street (D)	—	Hoyt Street

- (A) Until about 11:30 AM
 - (B) Trains displayed Jay St-Boro Hall signs, but were turned at Bergen Street. We do not know whether they carried passengers between these stations
 - (C) Three trains were laid up at Bergen Street after the morning rush and put in service there for the evening rush
 - (D) Three trains were turned at Utica Avenue. We do not know when this service began or was discontinued.
- In 1933, southbound theater C express service was operated weekdays leaving 205th Street from 7:46 to 8:11 PM. October 21, 1949 was the last time weekday C service was operated.

C HEADWAYS

WEEKDAYS				SATURDAY			
DATE	AM RUSH	MORNING	PM RUSH	DATE	AM RUSH	MORNING	EARLY AFTER-NOON
July 3, 1933 July 1, 1937	4	5	4	October 7, 1933	4	5	5
September 12, 1938	4 (A)	5	4	January 15, 1944 July, 1945	8	—	10
January 10, 1944 December 30, 1946	8 (B)	—	10				

- (A) Peak 3 minutes for 24 minutes
 - (B) Peak 6 minutes for 30 minutes
- From 1933 to 1940, trains ran from early morning until mid-afternoon. In 1944 and 1945, trains ran only during the AM rush and noon rush.

C TRAIN LENGTHS (IN CARS)

WEEKDAYS			SATURDAY					
Date	RUSH HOUR		DATE	AM RUSH—S	AM RUSH—N	MORNING	EARLY AFTER-NOON—N	EARLY AFTER-NOON—S
	Peak	Shoulder						
July 3, 1933	7	6, 5, 4, 3	October 7, 1933	6	3	3	6	3
1936 and 1945	10	8, 6	July, 1945	8	8	—	8	8

CC SERVICE CHANGES

Until the Sixth Avenue Subway opened on December 15, 1940, CC locals ran 24 hours a day, 7 days a week.

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IND Concourse Line Service Changes

(Continued from page 2)

WEEKDAYS		
DATE	NORTH TERMINAL	SOUTH TERMINAL
July 3, 1933	Tremont Avenue with Bedford Park Boulevard put-ins and layups — AM rush Tremont Avenue-mornings Bedford Park Boulevard — PM rush 205 th Street—other times When CCs were turned at Tremont Avenue, C trains must have stopped at 182 nd -183 rd Street	Chambers Street
August 19, 1933	Trains were no longer turned at Tremont Avenue. They were probably turned at Bedford Park Boulevard when C trains were running and at 205 th Street at other times	Chambers Street
December 16, 1940	Bedford Park Boulevard — rush hours	Chambers Street
This is a complete record.		
June 30, 1952	Bedford Park Boulevard—rush hours	Houston-Lafayette Street
November 1, 1954	Bedford Park Boulevard — rush hours	Chambers Street
August 30, 1976	Bedford Park Boulevard—rush hours	Rockaway Park Euclid Avenue

C SERVICE CHANGES

DATE	NORTH TERMINAL	SOUTH TERMINAL
May 26, 1987	Bedford Park Boulevard—rush hours	Rockaway Park Euclid Avenue
December 12, 1988	Bedford Park Boulevard—rush hours 145 th Street—midday and evening	Rockaway Park and Euclid Avenue—rush and midday Chambers Street—evening
October 26, 1992	Bedford Park Boulevard—rush hours 145 th Street— midday and evening	Euclid Avenue—rush and midday Chambers Street—evening

B SERVICE CHANGES

DATE	NORTH TERMINAL	SOUTH TERMINAL
March 2, 1998	Bedford Park Boulevard—rush hours 145 th Street— midday and early evening	Coney Island via West End
July 23, 2001	Bedford Park—rush hours 145 th Street—midday and early evening	34 th Street-Sixth Avenue
February 23, 2004	Bedford Park Boulevard—rush hours 145 th Street—midday and early evening	Brighton Beach

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Columbus Circle Station Rehabilitation

(Continued from page 1)

monument. With this temporary wooden underpinning in place, workmen built a solid masonry foundation. A

large steel girder, resting on two wooden trestles, was placed under the eastern edge and wedged tight against the monument's foundation.

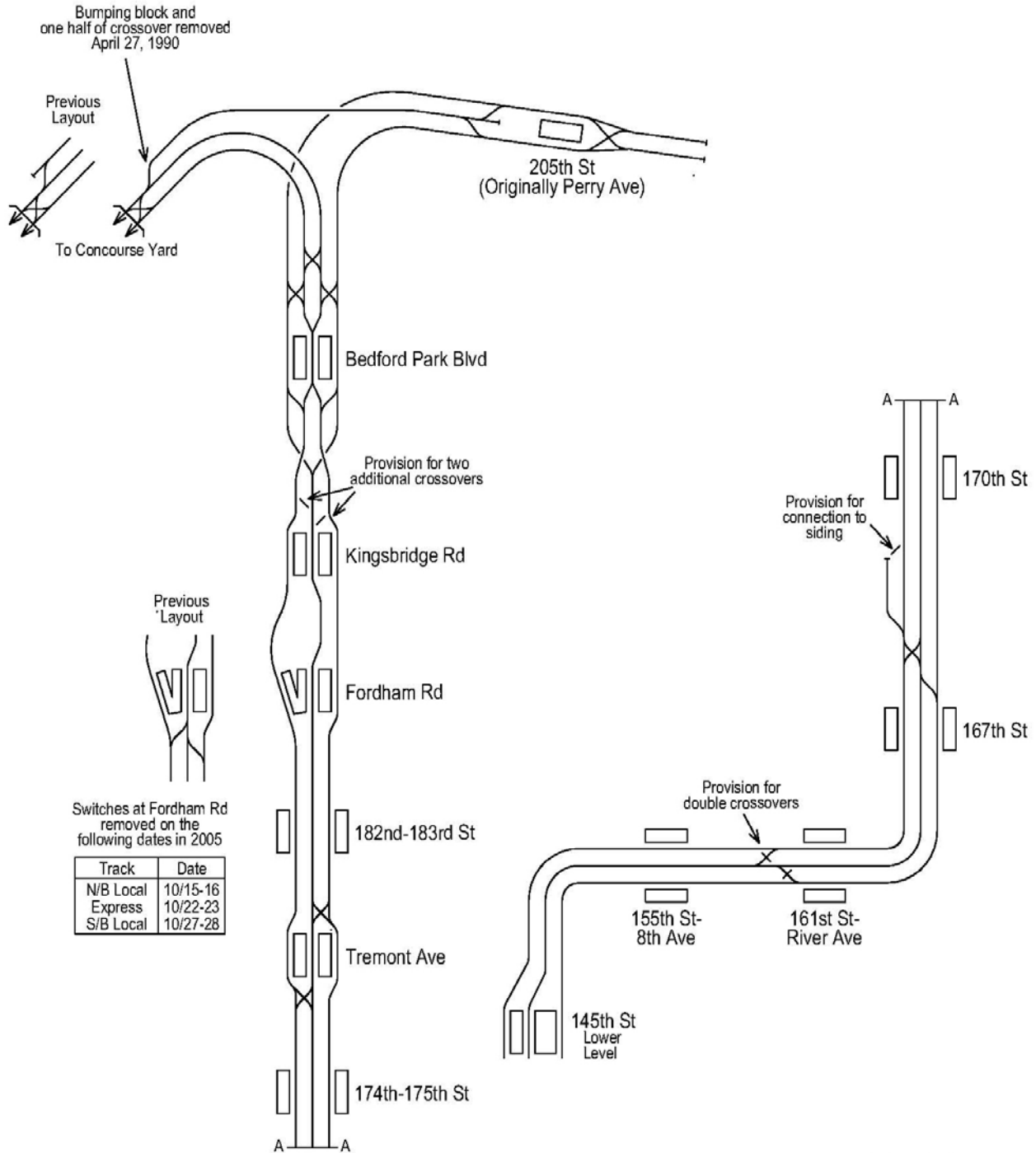
This strong, durable foundation has been supporting the monument for more than a century.

IND Concourse Line Service Changes

(Continued from page 3)

Concourse Line

1933 - Present

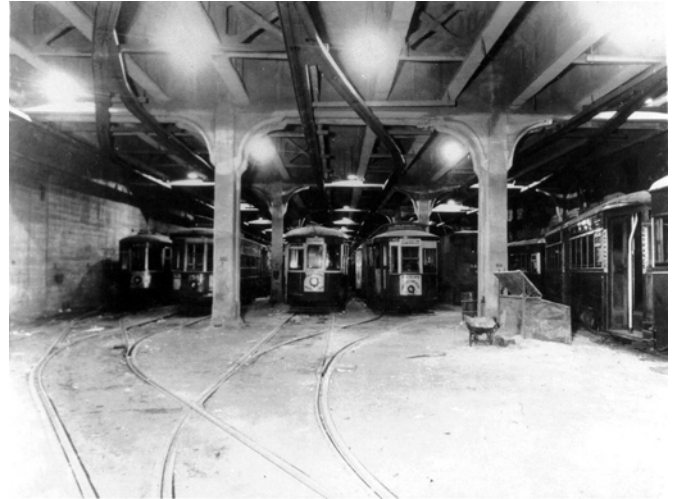


Data: B. Linder
Drawing: J. Erlitz

BROOKLYN TROLLEY DEPOTS (Photographs from the Bernard Linder Collection, except where noted)



East New York Depot, trolley service discontinued September 7, 1947. Photo shows trolley cars 6160, 1158, 8509, and 8377, along with Twin Coach bus 356 and Mack bus 442.



East New York Depot, featuring the following cars: 8305 (Tompkins Avenue), 2509 (Bergen Street), 8384 (Tompkins Avenue), 4302 (Bergen Street), and 6143 (Fulton Street).



East New York Yard on December 20, 1904.



Another shot of East New York Yard on December 20, 1904.



East New York Yard on December 5, 1915. From left to right, we see trolley cars 3708, unknown number, 9783, 161, and 160, with "L" car 655 on the extreme right.



East New York Depot, September 25, 1946, taken from the Alabama Avenue station.

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Brooklyn Trolley Depots

(Continued from page 5)



Canarsie Depot in September, 1916.



Canarsie Depot's yard, September 12, 1916.



Canarsie Depot's yard, Hegeman Avenue and Bristol Street, May 3, 1951.

Bernard Linder photograph



Canarsie Depot, Rockaway and Hegeman Avenues, May 3, 1951.

The depot was closed on May 27 of that year.
Bernard Linder photograph



Canarsie Depot, with several 8000-series cars posed outside.



Halsey Street Depot, Halsey Street west of Broadway, October 12, 1916. This depot was closed on October 6, 1929.

THE STRUCTURE OF NEW YORK'S ELEVATED LINES

by Henry H. Deutch

I worked for Harris Structural Steel Company from 1963 to 1968. Harris was the structural steel contractor for the construction of the Gowanus Expressway, both the 1940 version and the rebuild to serve the Verrazano-Narrows Bridge.

In 1940, the City of New York said that the (southern part of the Fifth Avenue) "L" structure would become an elevated highway. This was found to be unfeasible, as the structure was mostly cast and wrought iron and not steel. The total structure was replaced with steel members fabricated to look like the former cast and wrought iron construction. The existing foundations were used whenever possible.

With the Gowanus Expressway becoming a major connection to the Verrazano-Narrows Bridge, the structure was totally replaced using higher-strength steels. To keep the belief that the original "L" structure was still in use, the curved edging was duplicated.

Of the four Manhattan "L" lines, only the last (Second Avenue) was a steel structure; the other three (Third, Sixth, and Ninth Avenues) were iron structures. The Sixth Avenue "L" structure after demolition (also by Harris Structural Steel) never went to Japan to be returned at Pearl Harbor as the legend goes. The structure consisted of concrete-filled iron members that nearly bankrupted Harris in the demolition, and were unsaleable in the scrap market. From what I was able to learn, these members were dumped in the New Jersey Meadows to

support landfills. In the 1920s the Third and Ninth Avenue lines were reinforced with steel, and an express track was added on the Third Avenue route. The extension of the Third and Second Avenue Lines into the Bronx from 129th Street was all steel.

The Brooklyn "L"s were built after the Manhattan lines and in most cases they were steel structures. When the Culver Line was extended to meet the Brighton Line at W. 8th Street, the lightweight trusses were salvaged, and two replaced one to support "A," "B," and "D"-type equipment. The Fulton Street "L" was iron west of Rockaway Avenue, and steel east to Lefferts Boulevard. This is why the structure was demolished from Rockaway Avenue to Fulton Ferry in 1940. A transfer to the IND Subway was established at Rockaway Avenue for about sixteen years.

The *Bulletin's* Editor-in-Chief remembers that when he worked for the NYC Transit Authority, his supervisor told him that the columns that supported the Fulton Street "L" were hollow. He was also told that there was always a fear that they might be rusting on the interior and if that were to occur, the column would collapse. When this elevated line was dismantled in 1941, an inspection revealed that these columns were sealed so well that there was no rust.

This article was originally appeared in the discussion group of the Railway & Locomotive Historical Society, which kindly gave permission for us to publish it.



Fifth Avenue "L" at Third Avenue & 39th Street, September 29, 1941, looking north (left photo) and looking south (right photo).
both, Bernard Linder collection

Commuter and Transit Notes

No. 232
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Escalating construction costs could force MTA to scale back some portions of work on what are called "mega-projects:" East Side Access, Flushing Line Extension, the first phase of the Second Avenue Subway, and the Fulton Street Transportation Center (FSTC). MTA Chairman H. Dale Hemmerdinger told *The New York Times*: "We're in the middle of a construction inflation crisis and from the point of view as an agency that spends an awful lot of money, this is not good news." MTA Executive Director Elliot G. Sander ordered an immediate review of the budgets for these projects, which total \$12.5 billion, to identify where costs could be scaled back. The additional costs could be \$1 billion or more. Previously MTA had come under criticism for not including a Tenth Avenue station on the Flushing Line Extension or constructing the shell of the station, which could be completed at a later date if funds became available.

MTA METRO-NORTH RAILROAD (EAST)

Metro-North's efforts to combat falling autumn leaves were very successful in 2007, unlike the previous year, when car shortages caused by flat wheels sidelined 200 M-7s. (Details were reported in the January, 2007 *Bulletin*.) This time around there were few problems, as *On Track* (December, 2007) reported, due to corrective measures that were put into place. This included reprogramming the M-7 software and using two Water World Rail Washers that remove dead leaves from the tracks. For those wheels that did acquire flat spots, Metro-North placed a new tandem lathe (wheel truing machine) into service at Harmon Shop last September. This one-of-a-kind machine can handle upwards of 150% more wheels than a mill. In an eight-hour shift, a mill can finish 6 axles while the tandem lathe can cut 16 axles.

On January 14, the next phase of the Hudson Line station rehabilitation project began. For approximately 18 months, the inbound platforms at the Philipse Manor, Scarborough, and Ossining stations are being replaced. Passengers still board morning trains from the opposite platform. Northbound trains arrive on the southbound platforms, and southbound trains arrive on the northbound platforms. Weekday off-peak customers at the Tarrytown, Philipse Manor, Scarborough, and Ossining stations will generally use the northbound platform for all trains during this phase.

All of the post-Thanksgiving to New Year's information, including Shopper Specials and Holiday Getaway trains, was removed from the new schedules, which were issued as of January 27. These schedules accommodate work listed below. Two extra inbound trains were scheduled on the New Haven Line on President's

Day (February 18). For St. Patrick's Day there is extra service only on the Hudson and Harlem Lines. All lines have extra outbound trains for Good Friday, March 21. New schedules will be issued on April 6. Here are the details:

Hudson Line: Minor schedule adjustments were made to five weekday trains to allow for construction at the Ossining, Scarborough, and Philipse Manor stations. Five inbound midday trains from Croton-Harmon — 10 AM express and 11 AM, 12 PM, 1 PM, and 2 PM locals — are operating five minutes earlier

Waterbury Branch: Train #1935 (6:45 AM Waterbury/Bridgeport) now departs at 6:40 AM because of track outages (for the catenary replacement project) west of Bridgeport.

New Haven Line: Extra Trains #3703 (5:30 AM New Canaan/Stamford) and #3607 (6:33 AM New Haven/Grand Central Terminal).

Beginning April 1, the use of hand-held ticketing devices by train crews will be phased in. After testing several devices, the railroad found the Intermec CN-3 to be the most suitable. At the January 28 Metro-North Committee meeting, Verizon Wireless was awarded a one-year, \$420,000 contract that provides unlimited data access and text messaging that will enable real-time credit card approvals.

As M-7s entered service, Metro-North began scrapping M-1s; however, 30 cars were retained for use on the Grand Central Terminal/Yankee Stadium service. Although that will not begin until April, 2009, the cars are available for use. On February 6, member Bill Zucker observed M-1s 8234-5, 8262-3, and 8362-3 at 125th Street; later, on Track 111 at Grand Central Terminal, assigned to a run to Croton-Harmon, 8254-5, 8282-3, 8304-5, and 8348-9 were seen.

MTA METRO-NORTH RAILROAD (WEST)

Again this year, Metro-North and New York Waterway issued a *Winter Contingency Bus Schedule to Tarrytown Station*, which is used on days when the Hudson River freezes to the point that the ferries that connect Haverstraw and Haverstraw are unable to operate. As of the end of January there were a few days when the ferries were suspended.

The Journal News reported that ridership has been going up and that service would be increased. Metro-North is seeking \$10 million in state funding to retain the service for the next five years, plus another \$5 million for expansion. The table below shows the average daily ridership since ferry service began running on September 5, 2001:

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Commuter and Transit Notes

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YEAR	RIDERSHIP
2001	70
2002	125
2003	175
2004	170
2005	200
2006	240
2007	250

CONNECTICUT DEPARTMENT OF TRANSPORTATION

A familiar face — former Metro-North President and MTA Chairman Peter Stangl — was one of four transportation experts who were hired to assist in the process of restructuring CDOT’s rail service.

The first of 11 model BL-20GH locomotives that are to be delivered to Metro-North this year is numbered 125. Resplendent in its New Haven colors, 125 was on display at the Brookville plant in Pennsylvania in early February. After some final testing, it could be delivered this month. As was reported in the July, 2006 *Bulletin*, Brookville was awarded a contract for up to 25 such units. Metro-North and CDOT are jointly funding 5, and Metro-North the other 6. Three options, so far not exercised, would see 5 for Metro-North, 4 for Staten Island Railway (without HEP), and another 5 that would be jointly funded by Metro-North and CDOT.

MTA LONG ISLAND RAIL ROAD

On January 28, MTA New York City Transit announced that due to completion of its Flushing Line work project, regular 7 weekend service would resume, and that the supplemental shuttle service between Flushing-Main Street and New York Penn Station would end. This service operated for three weekends beginning January 12. Please see the February *Bulletin* for details. The early completion date was attributed to good weekend weather, improved inter-departmental planning and, most importantly, the efficiency and productivity of NYCT’s in-house track forces, the contractor, and track and signal workers.

On February 7, LIRR reported that it had submitted the Draft Environmental Impact Statement (DEIS) for its Main Line Corridor Project (MLC). If built, this project would provide a much-needed third track in a critical 10-mile stretch between Floral Park and Hicksville. Besides offering greater capacity by allowing express trains to overtake locals, allowing reverse peak service, and faster recovery time in the event of incidents or delays, MLC will also offer improvements at grade crossings and upgrades to key bridges throughout the corridor. As part of the DEIS, there are two options:

OPTION A: Elevates the tracks at New Hyde Park Road and Covert Avenue. The New Hyde Park Road crossing is a very busy North-South roadway with 19,500 vehicles per day, which currently experiences extended traf-

fic backups due to the gates being down. New Hyde Park Road and Covert Avenue traffic would cross underneath the tracks, similar to the Roslyn Road crossing elimination presently under construction in Mineola. The S. 12th Street crossing, which experiences considerably less traffic than either New Hyde Park Road or Covert Avenue, would be closed and a pedestrian crossing would be constructed over the tracks to enhance the safety of New Hyde Park station customers. Urban Avenue would be closed to traffic, with a pedestrian bridge constructed over the tracks. About 7,500 vehicles per day that use this crossing would be diverted to a new bridge over the tracks, connecting Bond Street with Railroad Avenue. School Street would remain open at-grade with protection enhancements for vehicular traffic.

OPTION B: In the Village of New Hyde Park, Covert Avenue and S. 12th Street would remain as grade crossings with protection enhancements for vehicle traffic. The other proposed improvements would be identical to “Option A” described above, with New Hyde Park Road elevated, Urban Avenue’s traffic diverted to a new Bond Street bridge, and School Street remaining at-grade.

What’s the next step? Following a review by the Federal Transit Administration, it will be made available for public review and additional public hearings will be scheduled. If final FTA reviews are complete early next year, engineering design on the project will also take place next year, with an estimated construction start in the first quarter of 2010.

LIRR Conductors, Assistant Conductors, and Collectors will be receiving company-issued cell phones, which are to be used to keep customers updated on train delays and related travel information. For several years, Metra and NJ Transit crews have been issued cell phones.

NJ TRANSIT

At the January 17 Board meeting, it was revealed that the New York to Atlantic City rail service, ACES, which was to begin in December, 2007, has been put off until this summer. According to *The Atlantic City Press*, Executive Director Richard Sarles said that NJ Transit is still negotiating key details of the agreements with the three casinos that are financing the weekend service. Still to be determined is whether there will be one or more stops between New York and Atlantic City. Although the former P-40 diesels from Amtrak have been delivered, there was no word on the 8 multi-level cars that will be dedicated to this service.

During his evening commute on January 17, one of my co-workers reported seeing for the first time a train of multi-level cars in the PM rush, on a train bound for Trenton. This run covered the Northeast Corridor middle zone stations. On the opposite track on the same platform, there was a train of multi-levels assigned to a Trenton Express.

NJ Transit got some good news for its ARC Tunnel

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

(T.H.E. Express) project on February 5, when the Federal Transit Administration upped its rating to "medium high." This improves the project's rating and positioning for federal funding. NJ Transit Executive Director Richard Sarles, in a press release, said: "With the FTA's extremely favorable rating, we've taken a major step toward meeting the Governor's goal of getting shovels in the ground next year."

Since the expansion of service on the Pascack Valley Line on October 28, 2007, NJ Transit reports that ridership has gone up nearly 4%, and it has nearly met the agency's 12-month goal by transporting more than 20,000 off-peak passengers between November and January. Daily ridership now exceeds 6,400, nearly doubling the number carried six years ago. Still, there are some complaints about the lack of inbound service between 4 and 9:30 PM. This probably would not have been a problem if the two planned sidings at Montvale and Oradell had been built. They were removed from the project because of a lawsuit that was brought by elected officials in nine communities in Bergen County, only eight of which are directly served by the Pascack Valley Line. An article in *The Bergen Record* reported that while NJ Transit satisfied their initial concerns, some local officials oppose further expansion because additional trains could prevent emergency vehicles from moving freely within their communities. There are also complaints about the amount of time that drivers have to wait for crossing gates to clear, especially when there is a meet.

Within the next few months, a meeting will be held among Metro-North, NJ Transit, and Rockland County transportation officials to discuss improvements that can be made to the Pascack Valley Line. Last October the number of trains being operated was nearly doubled, including the introduction of weekend, midday, and more late-night service. These service additions were reported in the November, 2007 *Bulletin*. Topics to be discussed include the installation of additional passing sidings, double-tracking some sections, signaling improvements, upgrading platforms and train storage capacity. Train storage will take an important role in the next decade when the ARC Tunnel (T.H.E. Tunnel) project comes on line and passengers from Bergen, Rockland, and Orange Counties will have the option of a one-seat ride into Manhattan.

Member C. Allan Breen wrote that the Jersey Central Railroad was always his favorite railroad, and provided a correction to the news item in the February *Bulletin*. At one time, the Main Line had four tracks from Jersey City all the way to Raritan (not to Dunellen), which he says is still visible (minus the two tracks) between these points. During 1956 CNJ retired 3.64 miles of one of the four main tracks between Bound Brook and Raritan.

"When I was young this was a really fantastic train watching corridor. Besides all of the CNJ trains, one would also enjoy B&O and Reading passenger and freight trains, and on rare occasions, PRR and LV de-touring trains due to service disruptions. Around 1874, the Central of New Jersey mainline was relocated to its current location between Westfield and Plainfield. At that time the line was expanded to four tracks from two. The original route was further north from where Midway Ave. is today and approximately along E. 3rd Street. I just became aware of this about 4 years ago. The Scotch Plains station is supposed to be still there – enlarged and used as a house."

After a long dry spell, member Bob Kingman wrote that he saw three multi-levels on January 29. "7010 and 7011 were at Kenwood Yard, plus there was a third car that had no markings what so ever – no stripe, no NJT, no number, and no safety decals. However, the next day, he was able to see that this car was riding atop a TTX flat car. Apparently, CP Rail didn't drop it off at Plattsburgh on its way south from Quebec. It is just a shell, but the markings on the end of the car indicate it is/will be 'NJT 7249.' It was shipped back to Plattsburgh/Montreal. Two more cars, #7012, 7529, appeared on February 7."

Beginning April 7, three daily trips will be added to the S89 bus line which connects Hylan Boulevard/Richmond Avenue (Staten Island) with the 34th Street Bayonne station of HBLRT. The S89 currently operates from 5:45 to 8:30 AM and from 4 to 7 PM on weekdays. The new trips are scheduled for 5:25 and 7:03 AM from Hylan Boulevard/Richmond Avenue and 5:02 PM from 34th Street. Ridership has grown to 800-900 per day since the service began September 4, 2007. In December, a Joint MetroCard/Hudson-Bergen Light Rail monthly ticket became available at a cost of \$134.

PORT AUTHORITY TRANS-HUDSON CORPORATION

PATH held a ceremony at the Harrison Maintenance Facility on January 23 to introduce the first PA-5 (5820) to the press and other invitees. For now, all I was able to find out is that they will be numbered in the 5000-series, and that initially, only some of the cab cars will have CBTC equipment. The PA-5s are stainless steel and have three doors, like the predecessor PA-4. Kawasaki is building 340 under a \$399 million contract that was awarded on March 31, 2005. There will be a host of other differences including four sets of two video monitors on each car to show announcements, news, weather, and sports programs from WNBC. NBC Universal is paying the \$15 million cost of installing the monitors and upgrading the equipment in stations under a seven-year contract which was awarded on August 16, 2007 (October, 2007 *Bulletin*). PA will earn up to \$300,000 annually. "Next Station" information will also be displayed. The first trains should be in service by the end of this year, with the existing fleet being completely

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Commuter and Transit Notes

(Continued from page 10)

replaced by 2011.



AP photograph



AM NY photograph



AM NY photograph

Member William Fahey wrote that “this (first) photo demonstrates how groundbreaking the original PATH

car design of 1964 was since the new cars are not that much different than that almost fifty-year old look. Remember, in 1964, the standard rapid transit car was the ‘Redbird’ cracker box design. A classic is a classic. The new 787 doesn't look that much different than the 707 of 1958 for that matter. Of course, a Genesis looks a lot different than an F unit and an MCI J model doesn't remotely resemble an MC-5. The new, New Haven Line M-8s are quite striking looking, too. They were designed by Ceasar Vergari, who will be doing all Metro North graphics for the time being, including the new Genesis paint scheme.”

METROPOLITAN AREA

In the table that appeared in the February *Bulletin* showing the time that there is a train operating on the lines of the LIRR, Metro-North, and NJ Transit, there were some small gaps under the New Haven and NJ Transit listings. Member Carl Loucks wrote that had I included Amtrak, there would have been a train operating over the entire length of the Northeast Corridor during the overnight hours. On the New Haven Line there is ALWAYS a train on the line. AMTRAK #66 leaves Penn Station at 3:15 AM and passes New Rochelle before the last train arrives at New Haven, 3:44 AM. Running time Penn to New Rochelle is 27 minutes so it is close, and the Metro-North New Haven RTC Desk always has a train on the line. The same goes for the New Jersey portion of the NEC: AMTRAK #67 leaves Penn Station at 3 AM, before the last train gets to Trenton at 3:21 AM.

The state commission that was charged with investigating whether or not New York City Mayor Michael Bloomberg's proposal for Congestion Pricing is feasible issued its report on January 31 and the answer was in the affirmative by a vote of 13-2. While the Mayor did not get everything he requested, he got most of it. The area that would be subject to the additional charges was shortened to 60th Street but the hours will remain from 6 AM and 6 PM, Mondays through Fridays. Mr. Bloomberg wanted to include the area south of 86th Street. Drivers would still get credit up to \$8 for E-ZPass tolls that were paid, but those without this electronic toll collecting device would be charged \$9. Trucks would pay \$21, but those with low emissions would pay \$7. In addition there would be a \$1 taxi surcharge for trips that begin or end in the zone. Metered parking rates would also be increased.

AMTRAK

A Winter System Timetable (Form T-1) was issued effective January 21 and will remain in effect through April. According to my records, this is only the fourth time that a Form T-1 has been issued in January. The cover shows Seattle's King Street Station with several trains, and the Seattle skyline in the background. Again, several pages of advertising were included.

A water main break between W. 58th and W. 59th

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

Streets in Manhattan on Saturday, February 9, caused Amtrak to suspend service via the Empire Line from Spuyten Duyvil into New York Penn Station. Department of Environmental Protection crews worked to repair the 12-inch break, which sent water flooding onto the tracks, which are in a cut at that location. It was not immediately known what caused the break. **NY1 News** reported that two northbound and two southbound trains were canceled.

One of our members reported that as the time frame to restore service on that line was uncertain, Amtrak made emergency plans to operate select trains on a detour routing that took northbound trains out of NY Penn Station via the Northeast Corridor over the Hell Gate Bridge, dragged in reverse by an electric locomotive to where the NEC entered Metro-North tracks at New Rochelle. At this point, the electric motor was cut off, and the dual mode P-32ACDM that had been facing the rear assumed the lead. It then proceeded toward New York City westward on the New Haven Line to Woodlawn Junction (CP112), southward on the Harlem Line to Mott Haven Junction (MO or CP5), around the Wye, and northward on the Hudson Line to Spuyten Duyvil, where it rejoined its normal routing toward Albany. Most other trains operated from Albany to either Croton-Harmon or Yonkers, with a transfer to Metro-North or buses to Penn Station. He also sent video footage that was taken at Fordham showing (northbound) Train #49, the *Lake Shore Limited*, operating southbound.

However, member Josh Weis reported that the original plan was to reroute all service, but in fact all that happened was that most trains were "double-ended" south of Albany. These consists (with an engine on each end) were turned back at Croton to provide northward/westward service. One set, for example, which came down on Train #236 (Saturday) with P-32DMAC 716 (S) and P-42DC 80 (N), sat at Croton to become Train #285 (Saturday). Metro-North laid these trains up on Track 2 north of CP-34 while they waited to return north. Amtrak passengers were carried by Metro-North between Croton-Harmon, Yonkers, and Grand Central Terminal. Amtrak then provided redcaps and buses at Grand Central Terminal to deliver them to Penn Station. I listened in from 8 AM-3 PM Saturday and the only thing that went south of Croton was a train that came down single-ended as Train #254 - it discharged passengers at Croton, got a Metro-North pilot, and ran south to Mott Haven to wye the equipment. This trainset ran back to Rensselaer as a 70-minute-late Train #233. Train #261 (Saturday) was represented by having passengers take a Metro-North train to Poughkeepsie, where they were transferred to "highway transportation." SUPPOSEDLY (I say that because I didn't see it myself) Train #48, due

to arrive Croton at 6:40 PM Saturday, was terminated at Croton, with passengers put onto a Metro-North deadhead to Grand Central Terminal; supposedly this equipment was held for the equipment from Trains #68 and #64 and moved as one huge equipment move via MO-CP 112-CP 216-Harold-Sunnyside in the middle of the night. Train #49 (Sunday) originated from Penn Station and was towed by electric motor to New Rochelle, where the motor was cut away and the train did indeed run west to Woodlawn, south to Mott Haven, around the wye, and up the Hudson Line, arriving at Croton-Harmon about 85 minutes late. On Sunday, I wasn't able to follow much, but it seemed everything was normal by 8 PM, with 15--minute delays between EMPIRE and INWOOD.

Member Frank Miklos pointed out that this is another reason why it would make sense to construct a tunnel linking Penn Station with Grand Central (ARC "Plan G") instead of building the deep level terminal for NJ Transit trains under 34th Street. The limited amount of rail funding should be spent wisely. A link between New York's two major rail transportation hubs would be a wise investment.

Another report was from a friend who was at Croton-Harmon with his sons — watching trains — who saw two Amtrak trains. One was parked on a siding, and the other was powering northward towards Albany leaving the Croton-Harmon station. Both had a Genesis at each end, which he thought was odd.

MUSEUMS

A fundraising effort is underway by the Seashore Trolley Museum to pay the costs of transporting MBTA Boeing LRV 3424 to the museum. The cost of shipping the unit "whole" is \$35,000. If the car is split into two sections, the cost will be \$3000 for each of these actions: splitting the car, shipping (times two), and reassembling the cars, for a total of \$12,000. Naturally, the museum is opting for the latter. Donations may be sent to STM Fund 570.

MISCELLANEOUS

Railway Age publishes an annual passenger car review and outlook for North American cities. The backlog of undelivered cars decreased for the first time since 2004 as can be seen in the table below. Car deliveries also fell. Details of car deliveries, new/overhauled, appear below the table.

YEAR	DELIVERIES	BACKLOG
2002	1,653	2,946
2003	1,286	3,973
2004	1,257	3,301
2005	1,212	2,749
2006	1,702	3,002
2007	1,044	3,726
2008	N/A	3,372

COMMUTER/INTERCITY CARS:

New: LIRR, 24; NJ Transit, 66; GO Transit, 21; UTA, 10;

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

Trinity Railway Express, 4; VRE, 12

Overhauled: Amtrak, 262; Caltrans, 19; GO Transit, 22

RAPID TRANSIT CARS:

New: NYCT, 266; WMATA, 128

Overhauled: MARTA, 68

AUTOMATED RT:

New: Vancouver, 8

LRVs:

New: Calgary, 30; CATS (Charlotte, 6; Denver RTD, 9; LACMTA, 7; Metro/Minneapolis, 3, Phoenix Metro, 50; Seattle Link, 11

Overhauled: PAT, 11

STREETCARS:

New: Seattle/South Lake Union, 3

DMU:

New: Austin, 2; South Florida RTA, 2

A backlog of work on new and overhauled cars continues for: ACE, MRCOG (Albuquerque), Anacostia Streetcar (Washington, D.C.), MARTA (Atlanta), MBTA, Capital Metro (Austin), Calgary, Caltrans, CTA, GRCTA, DART (Dallas), Denver RTD, Edmonton, GO Transit, LACMTA, MTA MD (MARC), Miami-Dade, Monterrey, Montreal (AMT and STM), Nashville, NJ Transit, New Orleans RTA, NYC Transit, PATH, PAT (Pittsburgh), Portland, SEPTA, SCRRRA (Metrolink), SFRTA (Tri-Rail), Sound Transit, TTC (Toronto), Vancouver, VRE, and WMATA.

Orders for new or rebuilt cars are likely to develop this year for: ACE, AMT, Amtrak, MBTA, DART, Denver RTD, Edmonton, Metro Houston, LACMTA, Metro-Dade, Minneapolis (Northstar), Monterrey, Montreal (Metro), NICTD, NJ Transit, NYC Transit, SF Muni, TTC, UTA (Salt Lake City), and Metrolink (SCRRRA), Vancouver. It is very interesting that the order for NJ Transit is composed of 110 EMUs and 8 DMUs, while SF Muni would rebuild 4 PCCs.

SUPER BOWL XLII

The New York Giants, who won Super Bowl XLII by defeating the New England Patriots 17-14, were honored by the City of New York with a ticker-tape parade on Tuesday, February 5. Actually, with the shift to electronic reporting, ticker-tape is no longer used, so the city ordered a half-ton of confetti, made from recycled packaging paper. The paper was donated by Atlas Materials, Incorporated of Brooklyn and distributed in 25-pound bags to the buildings that line the parade route. It was the first such parade since Mayor Bloomberg took office, and the first since 2000, when the New York Yankees last won a World Series. In the near future, a granite marker will be installed in the sidewalk on lower Broadway between Bowling Green and the Woolworth Building, joining the 164 that are already there. Each marker commemorates a previous parade through what is known as the Canyon of Heroes. The parade began

at 11 AM, and was followed by a ceremony at City Hall where team members were presented with keys to the city. Upon conclusion of the ceremonies in New York City, the celebration moved to Giants Stadium in New Jersey.

Attendees were advised by MTA New York City Transit to utilize **123ACEJRW** to either the Rector Street, World Trade Center, Chambers Street, Wall Street, or Broad Street stations, rather than **456** to Brooklyn Bridge. Crowding conditions at the City Hall, Brooklyn Bridge, or Park Place stations could have forced trains to bypass those stations during the parade.

Metro-North operated two extra inbound trains, one each on the Hudson and Harlem Lines. The Hudson Line train departed from Poughkeepsie at 8:41 AM and stopped at New Hamburg, Beacon, and Peekskill, and arrived in Grand Central Terminal at 10:11 AM. On the Harlem Line, there was an 8:28 AM departure from Southeast, which stopped at Brewster, Goldens Bridge, Katonah, Mount Kisco, North White Plains, and White Plains and arrived at Grand Central at 9:46 AM. There was return service in the form of a 2:36 PM departure from Grand Central Terminal that made stops at Beacon, New Hamburg, and Poughkeepsie, plus a 3:25 PM departure that ran express to Croton-Harmon. Metro-North reported that due to limited equipment on the New Haven Line, extra cars would be added to some trains as equipment became available.

Fourteen extra trains, six westbound between 9 AM and 9:55 AM and eight eastbound between 2:09 PM and 3:48 PM, were operated by LIRR.

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

On January 21, member Todd Glickman reported that the first revenue service using the new Siemens Blue Line cars 0708/0709 and 0710/0711 was targeted by January 31, 2008, depending on ability to finish required burn-in testing. Ten days later he reported that this was put off until mid-February, and it is expected MBTA will do a media event. It seems the cars needed a few more weeks of burn-in, testing, and mileage accumulation. **Headlights** (October-December, 1979) reported that the first of the Hawker-Siddeley-built *Bluebells* entered service on July 16, 1979. At the time, each car cost \$540,000. They replaced the Osgood-Bradley (1920s) and St. Louis (1951) cars.

In late January, the 89th Type 8 Breda, 3889, has joined the line-up, leaving just 6 more: 3885 and 3890-94.

The Boston Globe reported that MBTA counted an average of 1,368 daily round-trip riders for the Greenbush Line in December, 2007, which is up from the 893 customers who were carried on its first morning, October 31, 2007. The line was projected to attract about 4,300 daily commuters within three to five years of

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Commuter and Transit Notes

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opening, but the “T” says it never estimated how many riders the line would attract before that. What has been determined is that many of the riders had previously used the Hingham commuter boat, and that the number of cars is not being reduced significantly. Massachusetts Governor Deval Patrick has made further expansion of commuter rail a transportation priority. He has contended that the economic benefits of bringing commuter service to Fall River and New Bedford by 2016 would justify the estimated \$1.4 billion expense. State Transportation Secretary Bernard Cohen said the Fall River-New Bedford project is unusual in that early planning efforts are focused as much on economic development and community planning as environmental factors.

On the MBTA website, there is a map showing the signal strength along its rail lines that have WiFi. It can be found at http://www.mbta.com/riding_the_t/wifi/default.asp?id=14401. In fact, enroute to work on February 4, the train in which he was riding had been so equipped and Todd was able to check his email and do some Web surfing. Todd wrote: “the original promo was that the system would be tested on the Worcester Line. But of course trainsets get moved all over the place. The last that I heard there were 41 coaches outfitted, mostly 900-series bi-levels, but also some 500-series singles. There have even been reports of a few on the north side. This morning’s consist was six bi-levels and one single; usually this train has seven bi-levels, so there were many more standees than usual. Two outfitted coaches, 916 and 927, were in this consist.”

At its February 7 Board meeting, MBTA approved a \$190,244,152 contract with Rotem USA Corporation, Incorporated for 75 bi-levels (28 cab-control cars without restrooms and 47 blind-trailer coaches with restrooms) plus unspecified options. Between 1990 and 2006, Kawasaki was the sole-source for rolling stock, having delivered 140 bi-levels (25 cab cars and 115 trailers). What is interesting is that since 2006, Rotem has won contracts from SCRRA (Metrolink) (please see news item below), Tri-Rail, and SEPTA, which last April exercised one of its options, yet the first car is to be delivered to any property. There are reports that prototype cars for SEPTA are due before the end of this year. In a press release, MBTA wrote: “This procurement will allow for the replacement of aging single level coaches, reaching their useful life expectancy of 25 years, with bi-level coaches equipped to meet increasing service demands.” Wait a minute – 25 years for the useful life of the “T”’s coaches? Just take a look around the New York metropolitan area and see the age of the oldest equipment. Metro-North still rosters 30 M-1s, built between 1971 and 1973, and NJ Transit’s Comet-1s are the same age, although they received an overhaul in 1986-87. How about the Comet-1bs which trace their

heritage to 1968 when they were Arrow-1s? Let’s also not forget about the M-2s (1973-76), and NYCT still operates nearly all of its 600-car fleet of R-32s, which were delivered in 1964-65.

The subject line of Todd’s email read: “I’m not sure this is something to be proud of...,” so of course my curiosity was piqued. It turns out that there was a link to *bostonnow.com*, which reported that the on-time performance of the “T”’s commuter rail system continued to gradually improve in January, to 77%. This means that trains arrive at the platform within 5 minutes of their scheduled arrival time. OTP reached a low for the year in November at 69%. However, commuters on some lines experienced an improvement and others almost none at all. Only the Fairmount Line declined, falling from 82% to 73% between December and January. The Fitchburg Line went up by 23% to 83% when compared to December. Over on the Newburyport-Rockport Line, which *bostonnow.com* termed, “beleaguered,” riders have been delayed four times since December due to a faulty drawbridge. This resulted in an incremental improvement of only 1.8%. We in the New York metropolitan area seem to be extremely fortunate, as the reported OTP for LIRR, Metro-North, and NJ Transit consistently exceeds 90%, and sometimes falls in the high 90s. On December 10, 2007, MBTA exercised the three-year option ahead of the base contract’s expiration date of June 30, 2008 (January *Bulletin*). OTP line summaries can be seen in the table below. Thanks to Todd for all of these reports.

STATISTICS

Commuter Rail on-time percentage

Commuter Line	Oct.	Nov.	Dec.	Jan.
Providence	72.0%	63.9%	64.8%	72.9%
Fairmount	45.3%	71.4%	82.6%	73.0%
Franklin Via Fairmount	36.2%	50.3%	47.2%	57.1%
Franklin	60.9%	63.7%	63.9%	71.4%
Greenbush	58.3%	79.3%	85.9%	90.3%
Kingston	85.1%	69.7%	80.6%	85.0%
Middleborough	81.0%	60.2%	73.0%	81.4%
Needham	50.9%	47.3%	65.0%	71.8%
Plymouth	85.5%	80.1%	83.5%	89.9%
Stoughton	73.6%	59.8%	61.7%	72.2%
Worcester/Framingham	48.4%	58.1%	64.5%	69.3%
Newburyport	84.1%	81.0%	73.3%	75.1%
Fitchburg	63.9%	61.2%	60.5%	83.5%
Rockport	75.2%	73.8%	70.3%	75.8%
Lowell	93.0%	88.0%	82.9%	88.9%
Haverhill	71.4%	76.3%	62.0%	75.3%
Haverhill via Wilmington	65.2%	78.3%	62.9%	76.1%
Overall	69.5%	69.0%	70.5%	77.0%

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Commuter and Transit Notes*(Continued from page 14)***PHILADELPHIA, PENNSYLVANIA**

Member David W. Safford sent this report from *The Philadelphia Inquirer* (January 18). "Fairy tales can come true, it can happen to you —, or so it seems on occasion. The rather improbable scheme floated a few months ago to develop a streetcar line running from a PATCO connection at the long-disused Franklin Square station north and south along the Delaware River waterfront may actually be funded by the Delaware River Port Authority, which harvests tolls from the Commodore Berry and Benjamin Franklin bridges spanning the river as well as operating PATCO itself. One fly in the ointment is that DRPA is currently financially running on empty due to a lavish distribution of largess to various non-transportation projects, and is seeking to double tolls to rejuvenate their treasury. An appendix to the scheme is a branch to meet up with the city subway-surface lines at the present City Hall terminal. It is not clear that they would interconnect, partly because the city trams run on a different gauge, but principally because of the politics of differing ownership. The article projects a ten year permit/design/construction period, but the old crystal ball is pretty cloudy."

On the other side of the river, the same financial package includes a furtherance of the proposals to build a branch of PATCO into south Jersey, but this scheme is hung up on local opposition. It is revealed truth among the residents that every stop along the present line is a focus of untold evil wafted to the hitherto unsullied communities by rail transit. The absence of statistical evidence is a mere fact and thus worthy of little or no consideration.

David had an opportunity to inspect the "new Ft. Washington Station" on the R5 Line in early February. The old station still stands a few yards to the north, but a completely new station building, complete with high-level platforms and ADA compliance, now serves passengers. Not only is there a full station on the inbound side, but the outbound side features a passenger shelter. The design is the rather decent new SEPTA standard, with green metal roofs and glass shelter walls. A new pedestrian underpass was part of the project, a great safety feature as the parking is on the outbound side, formerly forcing the dashing commuter (yes, I remember Dashing Dan) to dart across the tracks to catch his morning departure. Finally, the parking lot, formerly in large part roughly graded gravel, is now fully paved and striped, taking some of the challenge out of parking.

Here are a few Philadelphia reports from member Lee Winson. SEPTA's new General Manager, Joseph M. Casey, who has been with the Authority for 26 years, in a letter to riders, said in part: "I believe we can make a major difference by focusing on the fundamentals – providing safe, reliable, convenient, and comfortable ser-

vice — and I am committed to accomplishing this by making customer service and courtesy, cleanliness, communications, and convenience our first priorities, at every level of the organization."

For the annual Philadelphia Flower Show, which is being held from March 2-9, SEPTA is selling a *Bouquet Pass* (\$9), which is an opportunity for railfans to tour the system because it offers unlimited riding on all modes, including Regional Rail. However, visitors from New York City are cautioned that the passes are not good on the R7 to/from Trenton. Ahead of that, between February 2 and February 10, SEPTA offered discounted admission tickets and its TURBO Pass to attendees of this year's show. A TURBO Pass, also \$9, included admission to the Auto Show and "all-day, unlimited travel" on the SEPTA system of buses, trolleys, subways, and Regional Rail for a single day during the course of the Auto Show. The pass was validated via a hole-punch through the pre-printed date upon presentation to a SEPTA Conductor, Cashier, or Operator. These passes were not valid on morning peak-hour Regional Rail trains between 6 and 9:30 AM, nor for travel to or from Trenton.

Expansion of the parking lot at the Trevese station (West Trenton R3 Line) is finished and the lot has been increased from 95 to 219 spaces. The fee is \$1/day (exact bills or coins). Cars parked in the surrounding neighborhood will be ticketed. (Suburban communities around Philadelphia do not like commuters parking on their side streets).

AM rush hour and midday Market-Frankford riders are benefiting from more service as of February 10. "L" trains are now running every 4 minutes until 9 AM from 69th Street Terminal heading east, and until 9:24 AM from Frankford Transportation Center heading west. After those times, the headways were reduced from 10 to 6 minutes up till 2:30 PM. SEPTA reports that this represents a 12% increase in service. Under the previous schedules, the 4-minute headway extended from 7:01 to 8:33 AM from 69th Street Terminal and from 7:10 to 8:38 AM from the Frankford Transportation Center. Lee wrote that when he rode the MFSE in the 1970s, the rush hour headway was 3 minutes, though midday headways were 10 minutes.

BALTIMORE, MARYLAND

Member Steve Erlitz sent this report (and copies of Penn/Camden Line schedules, in a slightly new format) about the first installment of expanded MARC service, which began on the Penn Line on February 11. The State of Maryland is paying the \$6 million cost in a effort to help reduce traffic gridlock, provide additional capacity, and meet the needs that are projected to result as part of the federal government's upcoming Base Realignment and Closure effort. Currently, MARC carries 30,000 riders a day. The Penn Line averages 19,597 riders each day. Steve added that with Train #448, technically, MARC now runs on Saturday! Below are the

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

new trains that run between Union Station in Washington, D.C. and Penn Station in Baltimore:

- Train #450 departs Washington, D.C. at 5:10 PM, stopping only at New Carrollton and Seabrook
- Train #447 departs Baltimore at 10:30 PM, stopping only at BWI Airport, Odenton, Bowie State, and New Carrollton
- Train #448 departs Washington, D.C. at 11:45 PM and makes all stops to Baltimore

WASHINGTON, D.C. AREA

Thirty-two years ago this month (March 29) WMATA began running Metro trains on the Red Line, and now its General Manager has told *The Washington Post* that \$150 million is needed to keep the system in a state of good repair. The money would be used to make immediate repairs and upgrades to its power system, track structures, and station platforms. Specifically, transformers for power substations to supply the additional electricity required to run more eight-car trains would be purchased; \$20 million would replace one-fourth of the (worn) track fasteners and repair deteriorating concrete at eight outdoor station platforms. Metro's current budget does not include funding for capital repairs, and the Board will have to come up with a way of funding these projects.

WMATA was notified in January that the proposed 23-mile Metrorail extension from Falls Church to Dulles Airport would not receive federal funding. According to a report in *The Washington Post*, a senior FTA official said the report sent to Congress has not been updated since 2006 and does not reflect the project's deteriorated status. The official, who spoke on condition of anonymity because of the negotiations' sensitivity, said the consultant reports do not reflect the additional risks of the project, which have caused FTA to increase the cost estimate. The process of putting a dollar value on risk occurs with all projects seeking FTA funding, the official said. So far, about \$140 million in local funds have been spent on this project, and some construction agreements were signed (May, 2007 *Bulletin*). Government officials in Virginia are looking at ways of salvaging this project, which they believe is essential.

Warning – Don't Touch. The Virginia Railway Express in an email alert notified passengers that there had recently been incidents where the luminescent tape on the vestibule doors was being peeled off. This tape is located around the handles and kick plates of the doors, and is used to help passengers see in low light conditions. "Because this tape is for passenger safety, please resist the urge to remove it. Thank You."

NORFOLK, VIRGINIA

Railway Age reported that on January 28, Skanska USA Southeast was awarded a \$40 million contract by Hampton Roads Transit to build 4.5 miles of Norfolk's

planned 7.4-mile, \$231.1 million light rail line. The contract covers the laying of track between Norfolk State University and the eastern end of the line at Newtown Road, including a bridge over Broad Creek. Work was to start this month along the former Norfolk Southern right-of-way that will take about 18 months to complete. Opening day is set for early 2010.

CHARLOTTE, NORTH CAROLINA

Effective February 4, CATS began deploying fare inspectors aboard its Lynx light rail cars to insure that all passengers have valid tickets. Those without are subject to receiving \$50 summonses, plus they will be asked to leave the train at the next stop, where they must purchase a \$1.30 ticket and wait for the next car. The line opened last November 26, and CATS reported that there had been some reliability problems with the ticket vending machines, but they have now all been resolved. Thanks to member Phil Hom for sending this report from Charlotte's *News 14*.

ATLANTA, GEORGIA

On April 10, 1949, the last trolleys operated on the streets of Atlanta with the abandonment of Routes 19A (Almond Park) and 19B (River). *Headlights* (May, 1949) reported that trackless trolleys were the replacements to the Almond Park turnback and with buses until the streets to the River terminus were repaved. Street-car rides were free all day on April 9. Now, nearly 59 years after these events, there is a plan to construct a new light rail system. *The Atlanta Journal-Constitution* reported that ten miles of track would be constructed on two lines:

- Peachtree Street in midtown and downtown
- A loop serving the Georgia Aquarium and Martin Luther King, Jr. Historic District

To cover the \$190 million cost of construction, a special tax district would be created around a few blocks of the tracks, slightly raising property taxes on businesses and multifamily homes — \$240 to \$360 a year for the typical owner of a \$300,000 condo. Single-family homes in the area would be excluded. In addition, the city would kick in \$47.5 million. Before anything gets done, the City Council must give its approval. Atlanta's Mayor favors holding a local sales tax referendum in 2010. Thanks to member Dennis Zaccardi for sending this article from *The St. Petersburg Times*.

TAMPA, FLORIDA

Tampa Bay Area Regional Transportation Authority (TBARTA) officials learned on January 25 that they would have to compete with other cities for scarce federal dollars to fund their proposed commuter rail line. The rest of the year will be spent developing a regional transportation plan for a line connecting Pinellas and Hillsborough Counties, although TBARTA is composed of seven counties. Key to the success of obtaining federal money is getting lots of local funding.

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Commuter and Transit Notes*(Continued from page 16)***ORLANDO, FLORIDA**

Just when you thought that it was a done deal for the commuter service in the Orlando area, a spokesman for state Chief Financial Officer Alex Sink said she opposes the liability agreement between FDOT and CSX, and without it, the deal cannot go through. The agreement would protect CSX from liability in any accidents on a commuter line that is part of the deal. It also requires the state to take responsibility, even if CSX was negligent in its use of the line. The liability agreement at a cost of \$2 million per year is the final unfinished piece of a \$491 million package between the state and CSX, wherein the state would buy 61 miles of CSX trackage in the Orlando area and pay CSX for improvements to its freight operations into a hub planned for Polk County. This insurance policy would cover any accidents on the commuter line, even accidents caused by CSX. "It would be extending public money for a private enterprise" said a local lawyer, who also said that "it creates an environment where they are not encouraged to do the right thing... If they kill somebody at a train crossing, the state of Florida is on the hook." A CSX spokesman said: "the agreement was standard in every state where CSX operated on tracks also used by passenger trains, including Amtrak." He also said, "it provides for up to \$200 million of coverage per year." CSX would pay an annual fee of about \$10 million to run freight trains on the line 12 hours a day. Thanks to Dennis Zaccardi for sending this report from **The Tampa Tribune**.

SOUTH FLORIDA

On January 12, residents of Jupiter and environs were invited to attend a weeklong transit planning workshop to help design a commuter rail station that would be served by Tri-Rail. This was done under the auspices of the Treasure Coast Regional Planning Council. After a few days, **The Jupiter Courier** reported that the public wants more than one rail station in Jupiter, which is about 13 miles north of Mangonia Park, or 17 miles from West Palm Beach. The routing would use Florida East Coast Railway trackage. Those involved with this plan estimate that getting federal grant money could take six years, and construction would take two more years. Member Karl Groh who sent the articles from which this was written, included his own comment: "I should live so long."

After knocking out WMATA's Dulles Airport Extension (please see report above), the Federal Transit Administration announced that it will not fund Dade County's North Corridor extension to 27th Avenue. Bob Kingman sent an article from **The Miami Herald** reporting that this project no longer qualifies for up to \$700 million in matching construction funds. This turnabout comes after FTA gave this project a "medium" rating last year. This year it has been downgraded to "medium-low,"

which means it is unworthy of federal funds. Metro-Dade officials described the downgrade as "a setback, but not a fatal blow" to a rail plan that has become a rallying point in Miami-Dade's black community for a quarter-century. Federal analysts say the county has not set aside enough money to maintain and modernize the existing Metrorail and bus system -- especially after the new rail corridors come on line after 2014. The county had been hoping to get the matching federal funds by 2009, so that construction could begin in 2010, and the opening of the 9.5-mile extension, with seven new stations, taking place by late 2014. County officials see this as a temporary six-month setback as they seek to rework the financial projections.

CHICAGO, ILLINOIS

Member Jim Beeler wrote that the transit funding crisis has been resolved, avoiding the massive service cuts and fare increases that were scheduled for January 20. There were two surprises: at the last minute the Governor attached free rides for seniors to the legislation (February **Bulletin**). He did not talk to any of the agencies about this and really irritated the legislators. However, they did pass the bill anyway, but just barely. This is scheduled to go into effect on March 17. Also, despite the funding, Metra raised fares by 10% as of February 1 to cover capital needs. If there is any good news, the increase should forestall any fare hikes in 2009 and 2010. This is only Metra's sixth fare increase in its nearly 25-year history. Transit will have a dedicated source of funding, as the sales tax rates are going up ¼% in DuPage, Lake, McHenry, Kane, and Will Counties. In Chicago, once approved by the City Council, the real estate transfer tax will increase. The \$5 weekend pass, formerly good for both Saturday and Sunday goes up to \$7 and is only good for one day. The good news is that \$7 is still less than the round-trip fare from most fare zones. Other than railfans, Jim was not sure how many people really used the pass on both days.

On January 23, the RTA Board approved \$26.6 million worth of changes to CTA's \$577 million contract with Bombardier. This agreement covers the base order of 206 rail cars plus Option 1 for 200 additional 5000-series cars, which will feature wireless connectivity (cellular modems) to their electronics system so that:

- Train Operators will be able to view live video from any railcar when the passenger intercom unit is activated, so that they can provide information to first responders
- In the future, suitably equipped emergency vehicles could also access rail car video via this wireless connection
- Diagnostic information will be available in real time to shop personnel, enabling them to quickly identify problems and develop repair strategies. This new diagnostic system will help reduce

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Commuter and Transit Notes*(Continued from page 17)*

breakdowns and ensure that when problems occur, technical troubleshooting will begin in real-time, reducing the impact on customers.

Another contract modification is the seat fabric, which is being upgraded to an anti-stain/anti-microbial fabric that is newly available in the industry. As part of the final design phase, CTA asked Bombardier to perform an industrial design assessment to determine what additional enhancements could be made to improve the functionality and appearance of the rail cars without affecting the production and delivery schedule. Features such as seat design, flat panel information screens, and windscreen and lighting design will all be evaluated and additional costs estimated for consideration. Ten prototype cars are scheduled for delivery next year, and after acceptance, the base contract and Option 1 cars should begin arriving in 2010 and end in 2012. These cars will replace the 2200-series Budds (1969-70) and operate on the Blue and Pink Lines, as well as the 2400-series Boeing-Vertols (1976-78) that serve the Green and Purple Lines. The last new cars that CTA purchased were the Morrison-Knudsen 3200-series, which were delivered 1991-1994.

NEW ORLEANS, LOUISIANA

A head-on collision of two Canal Street trolleys occurred on Monday, February 11, sending 21 passengers and both operators to hospitals. The crash took place in Mid-City, and it was not clear why the cars were operating on the same track. Both streetcars sustained moderate damage, and had been moved from the scene shortly after 9 AM. Service was resumed by about 10 AM. In the interim, buses were used. Thanks to Bob Kingman for this report.

DENVER, COLORADO

Denver RTD awarded Siemens a \$184 million contract for 55 SD-160s on February 4. This is the largest order for LRVs that Siemens has ever received, and will complete RTD's fleet of cars that will be required for its FasTracks program. Siemens has built all of Denver's cars. In its press release, Siemens reported that over the past 20 years it had sold 895 LRVs.

LOS ANGELES, CALIFORNIA

The Southern California Regional Rail Authority reported that delivery of its new cars has been delayed due to what was termed "problems in product availability." Deliveries are now expected to start in mid-2009. In 2006, Rotem was awarded a \$177 million contract to build 33 cab cars and 54 trailers that are equipped with a crash management system.

OCEANSIDE, CALIFORNIA

After several consecutive days of checking, on January 29 there was a posting on the NCTD website that *Sprinter* would (finally) begin revenue service on March 9.

Member Ray Berger provided this very complete report. "On two different days I rode the *Coaster* to Oceanside and took NCTD Route 302 (local) or 320 (express) to Escondido. Despite the bitter cold, rain, and very high winds, I waited for the shadow service, which ran according to the published public timetables on exact 30-minute headways.

"Shadow service is the regular complete operation of a timetabled rail service, making all stops, opening and closing doors and dwelling in stations for imaginary passengers, making the proper public address announcements and observing that the proper signals and switches are set and used. The only thing is that no passengers are carried. The purpose of this 'shadow service' is to familiarize the train operators and other operating personnel with the exact train operation and to test the reliability of the operation for management. In the case of *Sprinter* service, the problem was the unreliability of the grade crossing signals and gates. Frequently, *Sprinter* cars were too light to trip the roadside circuits. They were observed approaching grade crossings with the gates in a raised position and no lights or signals flashing, as if there were no train there at all. Of course, the solution was to slow the trains down to about 5 mph or less, as they approached these crossings to be sure they were working. That meant the trains couldn't make it from Oceanside to Escondido in the allotted 65 minutes per the timetable. The solution was the readjustment of the roadside relays and the continued testing to ensure reliability of the equipment. They didn't want to have such troubles once regular passenger service was started as the management fears collisions due to this inoperative grade crossing equipment.

"The stations are really fenced in and photographs are not good, but between stations everything is open and taking photos is wonderful. Each station platform has folding gap fillers that have to be flipped each time a train stops. There are four for each side of each platform (8 per stop). Fences make it appear that rail stations are really cattle pens! I was able to get many pictures at about 10 locations: Oceanside (several points), Vista, San Marcos, Palomar College, Andreassen Drive/Mission Road, Escondido (several locations), San Marcos Junction, and CP Holdout. With 30-minute headways you had to wait a long time for subsequent intervals and with the ride on *Coaster* to/from San Diego, the total time at the *Sprinter* operation wasn't tremendously long.

"They dedicated the line with the official opening ceremony on December 28, 2007 to be sure the necessary funding for the line was received, but then promptly provided no service until the grade crossing troubles were resolved. At this point, it now is resolved; lights in parking lots are now all working. I saw and photographed palm trees being planted and secured at the Escondido

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NYC TRANSIT SUBWAY CAR ROSTERS

SUBDIVISION "A"

CAR NUMBERS	EQUIPMENT	CAR CLASS	BUILDER	YEAR(S)	CONTRACT PORTION
1301-1625	GE	R-62	Kawasaki	1983-85	Primary
1651-2475	WH	R-62A	Bombardier	1984-87	Primary
1101-1130	Alstom	R-142	Bombardier	2003	Option I
1131-1250	Alstom	R-142	Bombardier	2003	Option II
6301-6980	Alstom	R-142	Bombardier	2000-2003	Primary
6981-7180	Alstom	R-142	Bombardier	2002-2003	Option I
7211-7610	Alstom	R-142A	Kawasaki	2000-2002	Primary
7611-7730	Alstom	R-142A	Kawasaki	2002	Option
7731-7810	Alstom	R-142S	Kawasaki	2004-2005	Supplement
8001-8010	AEG	R-110A	Kawasaki	1993	Prototype (A)

(A) Class inactive

SUBDIVISION "B"

CAR NUMBERS	EQUIPMENT	CAR CLASS	BUILDER	YEAR(S)	REBUILDER	YEAR(S)
2500-2724	WH	R-68	WH-Amrail	1986-87		
2725-2924	WH	R-68-1	WH-Amrail	1987-88		
3001-3009	GE	R-110B	Bombardier	1992 (A)		
3350-3499	GE	R-32A	Budd	1964-65	MK	1988-1990
3500-3649	WH	R-32A	Budd	1964-65	MK/GE (to GE)	1988-1990
3650-3799	GE	R-32	Budd	1965	MK	1988-1990
3800-3949	WH	R-32	Budd	1965-66	MK/GE (to GE)	1988-1990
3950-4049	GE	R-38	St. Louis-GSI	1966	GE	1987-1989
4050-4149	WH	R-38	St. Louis-GSI	1966-67	GE	1987-1989
4150-4249	WH	R-40	St. Louis-GSI	1968-69	Sumitomo (to GE)	1987-1988
4250-4349	GE	R-40	St. Louis-GSI	1968-69	Sumitomo	1987-1989
4350-4449	GE	R-40	St. Louis-GSI	1968-69	Sumitomo	1989
4450-4549	WH	R-40M	St. Louis-GSI	1969	Sumitomo (to GE)	1989
4550-4949	WH	R-42	St. Louis-GSI	1969-70	MK/NYCTA	1988-1989
5001-5200	WH	R-68A	Kawasaki	1988-89		
5202-5479	WH	R-44	St. Louis-GSI	1971-73	MK/NYCTA (to GE)	1991-1993
5482-6207	GE	R-46	Pullman Standard	1975-78	MK	1990-1991
6208-6258 (C)	GE	R-46	Pullman Standard	1977-78	MK	1991-1992
8101-8312	Bd	R-143	Kawasaki	2001-03		
8313-8652	Alstom	R-160A-1	Alstom	2006-08		
8653-8712	Alstom	R-160A-2	Alstom	2005-08		
8713-8972	Alstom	R-160B	Kawasaki	2005-08		
8973-9232	Alstom	R-160B	Kawasaki	2009-10 (B)		

(A) Class inactive

(B) Option I cars

(C) Even numbers only

Around New York's Transit System

Second Avenue Stores Lose Customers

When Second Avenue Subway construction began, concrete barriers, heavy equipment, and chain-link fences were placed on the west side of Second Avenue's sidewalks between E. 91st and E. 95th Streets. Because paths through the construction site provide the only access to many stores, pedestrian traffic has declined appreciably.

A newspaper article reveals that 29 storekeepers stated their revenues dropped by \$3 million from a year ago. Losses of 20 percent were typical. Recently, the remaining small businesses asked New Yorkers to help them, and politicians initiated a "Shop Second Avenue" campaign to bring back the pedestrians. MTA is starting a marketing campaign, designing a logo, and posting information about the affected businesses on its website. It will hold weekly meetings and develop better signage to help shoppers find the stores. Two Assemblymen are introducing legislation to offer tax credits, rebates, and grants to storekeepers.

As soon as construction shifts to the east side of Second Avenue, shop owners will be unhappy. Businesses near E. 86th Street and E. 72nd Street will face the same challenges when subway entrances are built there.

Expensive Floors for Subway Stations

NYC Transit will try to save money by installing cheaper floors in subway stations. An analysis revealed that the cost per station is \$1.7 million for fancy granite, \$1.4 million for porcelain tile, but only \$421,000 for a concrete floor. Porcelain tile floors have not held up

well, and are cracking and chipping. Concrete floors look drab, but they are durable and seem to last forever.

Materials used on the floors of underground stations are:

- Porcelain tile (23 stations)
- Granite (25)
- Other (quarry, specialized concrete) (79)
- In design or construction (8)
- Original concrete (143)

Transit Center's Glass Dome is Too Expensive

The Fulton Street Transit Center, which is under construction, will connect Fulton Street **2****3**, Broadway-Nassau Street **A****C**, Fulton Street **4****5**, Fulton Street **J****M****Z**, Cortlandt Street **R****W**, and PATH's World Trade Center station through underground passageways. To build a new entrance, several buildings near Fulton Street and Broadway were razed. The entrance was to be covered with an oculus, a glass and steel domelike structure, which would direct natural light into the subway. The estimated cost was \$370 million, but NYC Transit received only one bid for \$870 million, which was rejected. Transit officials have not decided how they will proceed.

Underground portions of this project may be completed by late 2009.

Subway and Bus Fare Increase

When the subway and bus fare is increased on March 2, passengers paying \$7 for a *MetroCard* will receive a card worth \$8.05, a 15 percent bonus. But this \$1.05 is not enough for an additional ride.

Commuter and Transit Notes

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terminal and I noted no troubles with the grade crossing signals in my observations over several days. I think they want an extra 30 days of uninterrupted operation before they start to carry passengers, rather than hastily start service."

FROM THE HISTORY FILES

70 years ago: On March 11, 1938, trolley service ended in Charlotte, North Carolina. According to *Motor Coach Age* (November, 1985), during the summer of 1937, the Duke Power Company requested permission to motorize all of its routes and add extensions as well as neighborhood loops. 39 buses ordered from the Yellow Coach Company at a cost of \$275,000 started arriving in early 1938. March 11 was the final day of streetcar service; however, it was not until March 15 that a ceremonial "last run" was made. The horse car lines of the 19th Century gave way to electric cars in the 20th Century, and after a gap of a little more than 69½ years, modern LRT returned to Charlotte on November 26,

2007, when the 9.6-mile South Corridor Line began operating. As has been reported in this column, there are plans to greatly expand the system.

50 years ago: On March 2, 1958, after nearly 68 years, the Milwaukee and Suburban Transport Corporation, successor to The Milwaukee Electric Railway & Transport & Light Company, ended trolley service in Milwaukee, Wisconsin. The first electric trolley ran on Wells Street on April 3, 1890. *Headlights* (April, 1958) reported that in the weeks prior to abandonment, many riders re-discovered the car line to West Allis and riding was heavy, especially on weekends, as parents took their children for one last streetcar ride, which in many cases was also their first. On the Wells Line, 16 additional cars were assigned on the final night. While there was no parade or big celebration, one specially decorated car left each of the three cities served by the cars to an 8 PM ceremony at 37th and Wells Streets with dignitaries who had boarded the cars earlier.

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