

The Bulletin



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In This Issue:
Brooklyn Trolley Depots
...Page 2

TWO BROOKLYN ELEVATED LINES OPENED 120 YEARS AGO

The Myrtle Avenue "L" and the Fulton Street "L" started running in 1888. At that time, Brooklyn's population was increasing rapidly and the newly-opened Brooklyn Bridge cable railway's Sands Street station was a busy terminal. To furnish transportation, several companies built elevated lines leading to Fulton Ferry and Sands Street.

FULTON STREET "L"

Revenue service began April 24, 1888. The first train departed from Nostrand Avenue at 5 AM and arrived at Brooklyn Bridge (Kings County Terminal) at 5:23. During rush hours, four-car trains operated on a five-minute headway alternating to Brooklyn Bridge and Fulton Ferry. Trains were cut to 3 cars, then to 2 cars after the morning rush. They ran on a 10-minute headway in the evening. The last train left Nostrand Avenue at 12:10 AM and Fulton Ferry ten minutes later.

The line was extended in stages, reaching Grant Avenue (City Line) on December 28, 1893 and Lefferts Avenue on September 25, 1915.

TYPE C UNITS

During the 1920s, BMT converted its subway cars and several elevated cars to multiple-unit operation. One Conductor was able to open and close all the doors on the train. To convert gate trains, it was necessary to enclose the ends of the car, remove a portion of the car body, and install doors.

The first two Type C units, cars 1500 and 1501, composed of two motor cars and a trailer, were operated in 1923. Because the doors were near the center of the car, there was slow loading. Two years later, 1502-1526 were rebuilt with the doors nearer to the

ends of the cars. Motors were originally 1200- and 1400-series gate cars and trailers were rebuilt from 100-series gate cars.

In 1938, three or four 5-car gate trains were operated in addition to two-unit (6-car) C-Type trains during midday and evening hours. The C-Types provided less than half of the rush hour service. After service was cut back to Rockaway Avenue on June 1, 1940, rush hour service was frequent and gate trains must have been operated in addition to the C-Types. Fulton Street "L" riding fell off rapidly after 1948 when the IND Subway was extended to Euclid Avenue. By June 26, 1952, seven 6-car trains were able to handle the rush hour ridership, which reached a new low. Because there were 12 spare 3-car units (one unit was scrapped in 1951), nine 3-car units were transferred to the Southern Division between July 1, 1952 and July 1, 1953. These cars provided rush hour service on the West End Line between Bay Parkway and Coney Island until December 10, 1953, after which through subway service was operated to Coney Island at all times. On July 1, 1953, additional Type Cs were transferred to the Culver Line for rush hour service between Kings Highway and Coney Island. They continued in service until October 30, 1954, after which D trains operated via the Culver Line to Coney Island. With only three spare units available for Fulton Street service, there was an occasional car shortage, and gate trains reappeared. Rush hour service was reduced again on December 10, 1953 and only six trains were required. The car shortage was probably

(Continued on page 6)

NEXT TRIP — PASCACK VALLEY, APRIL 12

BROOKLYN TROLLEY DEPOTS (A companion to an article in the January, 2008 *Bulletin*)

Editor's Note: In the January, 2008 issue, we described the emergence of the Brooklyn-Manhattan Transit Corporation from the ashes of the Brooklyn Rapid Transit Company. The article included photographs from several BRT/BMT trolley depots. In this issue, we present additional Brooklyn trolley depot photographs.



Flatbush Depot (Utica Avenue and Avenue N) opened on April 27, 1903. This photograph was taken circa 1910.
Bernard Linder collection



Flatbush Depot's yard on December 6, 1915.
Bernard Linder collection



Bergen Street Depot circa 1916. This depot, on Bergen Street between Troy and Albany Avenues, closed on September 1, 1934 and the building was razed. A new building on the site housed a trolley coach depot from September 15, 1948 to July 27, 1960.
Bernard Linder collection



Bergen Street Depot looking northeast, September 26, 1916.
Bernard Linder collection



Bergen Street Depot looking southwest, October 26, 1916.
Bernard Linder collection



Bergen Street's east yard looking northeast, October 26, 1916.
Bernard Linder collection

Two Brooklyn Elevated Lines Opened 120 Years Ago

(Continued from page 1)

solved.

The Fulton Street "L" ceased operating on April 27, 1956 and the remaining Type Cs were scrapped. The tracks on Liberty Avenue were disconnected from the Fulton Street "L" and connected to the ramp leading to the IND Subway. At the present time, **A** trains furnish through service to Lefferts Boulevard and Far Rockaway.

MYRTLE AVENUE LINE

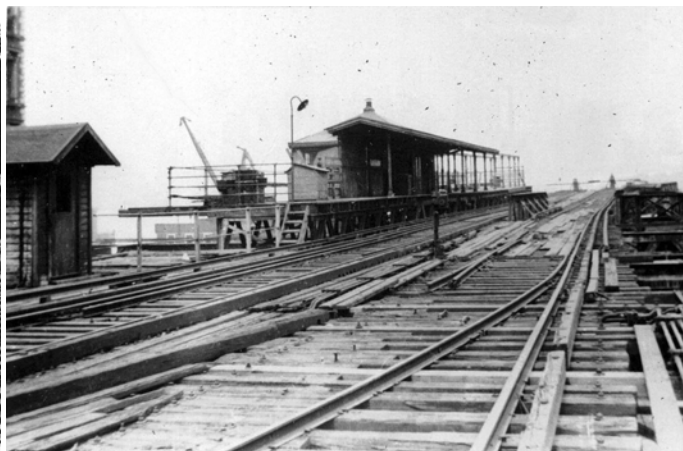
On April 10, 1888, the Union Elevated Railroad Company started operating the Myrtle Avenue "L." The

Mayor and officials rode a special train and attended a banquet afterwards. At first, trains ran only as far as Grand Avenue. Service was extended in stages, reaching Metropolitan Avenue on October 1, 1906.

Gate trains operated continuously until the Q-Cars replaced them on April 10, 1958. At that time, the 53-year-old 1300-series cars were the last gate cars on the transit system. When the "L" ceased operating on October 4, 1969, the 62- and 66-year-old Q-Car bodies were the last wooden passenger cars on the transit system. Their motors and trucks, salvaged from IRT composite cars, were 54 years old. Although the cars were the oldest on the transit system, they still gave comfortable and reliable service.



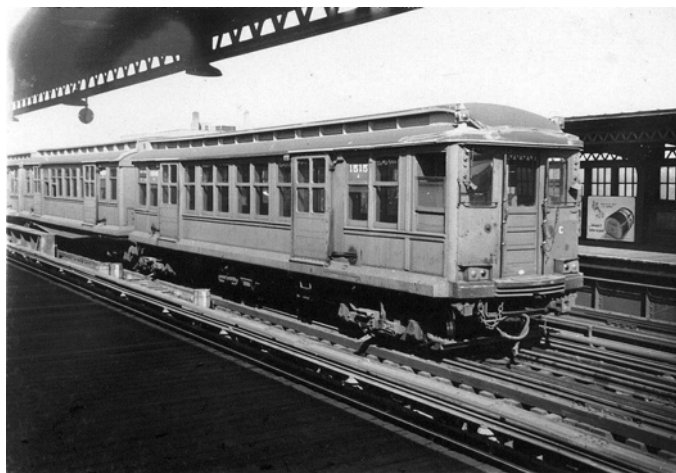
Kings County station, otherwise known as Brooklyn Bridge station, looking north on June 9, 1941. The interlocking was removed from service on January 22, 1934. The curved tracks led to Fulton Ferry. Bernard Linder collection



Fulton Ferry station looking west on the last day of service, May 31, 1940. This station was only open in rush hours. Bernard Linder collection



C-Type 1501 on September 13, 1955. Note that the doors are near the center of the car. This was changed on later units. Bernard Linder photograph

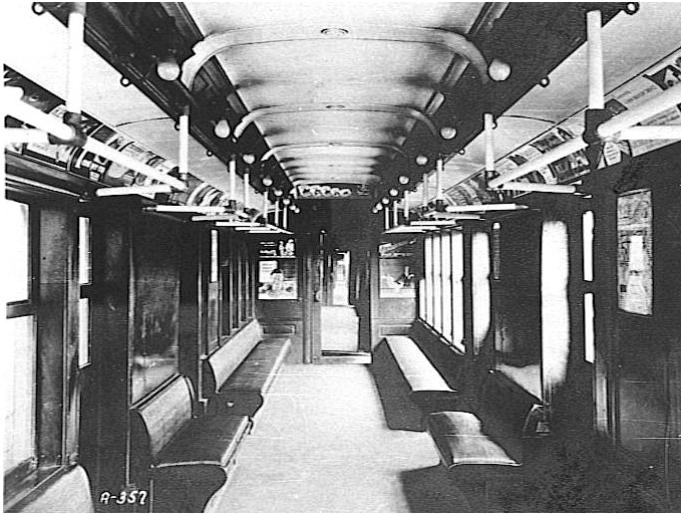


C-Type 1515 at Avenue P on the Culver Line, October 14, 1954. Bernard Linder photograph

(Continued on page 4)

Two Brooklyn Elevated Lines Opened 120 Years Ago

(Continued from page 3)



Interior of C-Type 1500 or 1501, with the doors near the center of the car.

Bernard Linder collection



Interior of a later C-Type, with the doors near the ends of the car.

Bernard Linder collection

SUMMARY OF B AND C TRAIN SCHEDULES

Between 1988 and 1999, Concourse and 168th Street local routes and schedules were changed frequently. Because these service changes were published in two different issues, November, 2006 and March, 2008,

many readers complained that they had difficulty following these changes. To present a clear explanation, we decided to print the following table combining both services.

DATE	ROUTE	NORTH TERMINAL	SOUTH TERMINAL
December 12, 1988	B	168 th Street—rush hours, middays, evenings	Coney Island
December 12, 1988	C	Bedford Park Boulevard— rush hours	Euclid Avenue, Rockaway Park
December 12, 1988	C	145 th Street—middays, early evenings	Euclid Avenue, Rockaway Park
December 11, 1988	C	145 th Street—late evenings, weekends (all day)	Chambers Street
October 25, 1992	B C	Same as December 11, 1988 schedule	Same as December 11, 1988 schedule except to Euclid Avenue rush hours, middays, early evenings
May 1, 1995	B	168 th Street—rush hours	Coney Island
May 1, 1995	(1)	168 th Street—middays	Euclid Avenue
May 1, 1995	C	Bedford Park Boulevard—rush hours	Euclid Avenue
May 1, 1995	B	145 th Street—one hour after AM rush northbound and one hour before PM rush southbound	Coney Island
April 30, 1995	C	145 th Street—weekday evenings, weekends (all day)	Chambers Street
November 13, 1995		Same as October 25, 1992 schedule	

(1) This schedule was in effect during Manhattan Bridge reconstruction. AM rush hour trains from Bedford Park Boulevard returned to 168th Street, operated there during midday, and returned to Bedford Park Boulevard for the evening rush. We do not know if the route signs were changed during midday.

(Continued on page 20)

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Well, it had to happen and here we go!...The massive Subdivision "B" equipment changeover that has been years in the making is underway, and it looks like we will again be on hand to try and make sense of it all.

Make no mistake, I have enjoyed the relative respite over these past three or four years tremendously, but as time and circumstances change there comes a point when it's just simply time to "get back to work," and I think that time is at hand. So, following is a summary of events over the past six-plus months.

R-142 News

By the end of August, 2007, all R-142s and R-142As were returned to their assigned routes, as follows:

R-142 1101-1250 to ④

R-142 6301-6685 to ②

R-142 6686-7070 to ⑤

R-142 7071-7180 to ④

R-142A 7211-7670 to ⑥

R-142A 7671-7730 to ④

R-142S 7731-7810 to ④

This remains the case as of February 4, 2008.

R-62 and R-62A Events

Neglected in the previous Update was the May 29, 2006 transfer of unitized R-62As 1771-1775 from ① to ⑦, which raised the fleet total at Corona to 409 cars, and reduced that at 240th Street to 385. This remains current as of February 4, 2008. Effective with new schedules on December 17, 2007 the PM rush hour requirement for ⑦ was increased from 31 to 32 11-car consists of R-62As, or 352 cars total. All single-unit R-62As in the Livonia/42nd Street Shuttle pool, including 1921, 1935, and 1941, were restored to revenue operation by October 29, 2007 and removed from the Refuse Train. Also by the end of August, 2007, as R-142s were restored to their normal assignments, borrowed trains of R-62As based on ① and ⑦ were removed from ④.

In January and February of 2008, express service on ⑦ was interrupted to enable the relocation of remotely-powered switches from a position west of 69th Street-Fisk Avenue to both sides of the station at 74th Street-Broadway. This will allow local trains forced to use the express track for one reason or another to serve this busy interchange point with the Queens Boulevard Subway (EFGRV). As best as can be determined, the interlocking plant west of 69th Street-Fisk Avenue had been in place since the opening of the line in 1917.

Corrections, Updates, and Reefing Renewed

On the list of Rider Cars converted from SMS Redbirds that was included in my last Update, RD426 and RD427 were juxtaposed, meaning RD426 was actually 9071 and RD427 was 9070. Former single-unit R-33s, continuing in system work service, were located as fol-

lows by early October, 2007:

Corona: 9307, 9308, 9309, 9310

239th Street: 9311, 9316, 9322, 9323, 9324, 9325, 9326, 9329, 9332

Westchester: 9312, 9313, 9314, 9318, 9319, 9320, 9328, 9330, 9333, 9341

38th Street (Coney Island): 9331, 9335, 9336, 9340, 9342, 9344

207th Street: 9315, 9317, 9334, 9337, 9338, 9339, 9343, 9345

Non-SMS R-33s 8950/8951, stored for some time at Unionport Yard, were conveyed to Coney Island Shop by the end of September, 2007 and at year's end were being converted to Rider cars RD440 and RD441, respectively.

As of late 2007, SMS R-33s 8812/8813 (38th Street Yard) and 8888/8889 (Westchester Yard) were assigned to refuse haulage duty. All four have had their #2 end contact shoes removed and retain their window sash, while 8834/8835, 8996/8997, and 9000/9001, at Coney Island as alternative equipment for this function, have had their sash replaced by moveable "gate bars." Most typically these could be seen in garbage trains with one of NYCT's R-127 or R-134 custom-built EPO-series work motors (alternatively an ex-⑦ R-33S work motor) and a flat car. R-26s 7926 and 7927 departed for the Illinois Railway Museum in mid-July, 2007. They were subsequently used as "freight" in an exhibit of electric locomotion during September and seen in public for the first time.

By July, 2007, a number of retired, ex-Subdivision "A" rider and other special purpose cars had been gathered at Bush Terminal, Brooklyn in preparation for their eventual disposition. This was a final programmed step in the R-142/Redbird fleet changeout, as it was intended in the long term to use now-retired Redbirds as replacements for many of the system's aging rider cars. The majority of these had been converted from retired R-14 through R-22 series units as part of the R-62/62A changeover in the 1980s, but some had been out of passenger service since as early as 1976. In the advent of mass R-160 deliveries, not only were the retired rider cars targeted, but so were the now-surplus fleet of revenue collectors (largely unused since the discontinuance of tokens) and a number of other surplus former passenger cars that had been otherwise adopted for various purposes through the years. It was unclear for some time if this surplus equipment would be "scrapped the old-fashioned way" (thus departing NYCT via Bush Terminal to New Jersey) or reefed somewhere off the Atlantic coast. This question was finally answered during the month of October, 2007 when great numbers of

(Continued on page 6)

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

these retired work cars were relocated from Bush Terminal to 207th Street, being joined by other surplus equipment from both Subdivisions "A" and "B." In addition to bringing a final conclusion to Redbird replacement, this fair-sized equipment disposition would help clear the track space needed for the future storage of retired 60-foot SMEEs from various Subdivision "B" barns. As indicated in the last Update, for most of 2007 a moratorium was in effect for the actual disposition of otherwise healthy cars in the R-32 through R-42 groups (Sigmas aside), but long-stored cars in these classes were included in the near-term reefing effort.

By late December, 2007, arrangement for the disposition of this retired equipment was made with the Delaware Department of Natural Resources and Environmental Control, and the cars were processed for reefing. As the "output" of this endeavor began to accumulate outside of 207th Street Shop, it evoked memories of the legions of Redbirds parading in and out on an almost daily basis in the 2001-2003 period. On January 7, 2008 the first of what are expected to ultimately be a long series of Weeks Marine barges arrived at 207th Street, was loaded over several days, and departed for "Redbird Reef" off the coast of Cape Henlopen, Delaware on January 12. Contained aboard were a total of 46 pieces of retired rolling stock, consisting mainly of former work motors, revenue and rider cars, plus a variety of idle and unneeded former passenger cars. Herewith is the list with notations:

4259 (spare R-40 from long-term storage)
 4878 (damaged Coney Island R-42)
 4927 (damaged Coney Island R-42)
 8289 (surplus R-30 Work Motor from long-term storage)
 8290 (surplus R-30 Work Motor from long-term storage)
 8392 (surplus R-30 Work Motor from long-term storage)
 8401 (surplus R-30 Work Motor from long-term storage)
 9565 (surplus, retired R-36)
 9588 (surplus, retired R-36)
 9589 (surplus, retired R-36)
 37307 (retired signal dolly motor, ex-7307, R-22)
 0R715 (retired revenue car, ex-7343, R-22)
 0R716 (retired revenue car, ex-7313, R-22)
 0R717 (retired revenue car, ex-7355, R-22)
 0R718 (retired revenue car, ex-7379, R-22)
 0R719 (retired revenue car, ex-7389, R-22)
 0R720 (retired revenue car, ex-7337, R-22)
 0R721 (retired revenue car, ex-7392, R-22)
 0R723 (retired revenue car, ex-7343, R-22)
 1R715 (retired revenue car, ex-7424, R-22)
 1R716 (retired revenue car, ex-7471, R-22)
 1R717 (retired revenue car, ex-7314, R-22)
 1R718 (retired revenue car, ex-7374, R-22)
 1R719 (retired revenue car, ex-7386, R-22)

1R720 (retired revenue car, ex-7444, R-22)
 1R721 (retired revenue car, ex-7449, R-22)
 1R723 (retired revenue car, ex-7496, R-22)
 G7460 (retired trash/signal dolly motor, ex-7460, R-22)
 RD321 (retired rider car, ex-5844, R-14)
 RD322 (retired rider car, ex-5842, R-14)
 RD324 (retired rider car, ex-5812, R-14)
 RD326 (retired rider car, ex-5831, R-14)
 RD328 (retired rider car, ex-5823, R-14)
 RD329 (retired rider car, ex-5861, R-14)
 RD330 (retired rider car, ex-5857, R-14)
 RD331 (retired rider car, ex-5989, R-15)
 RD332 (retired rider car, ex-5895, R-14)
 RD333 (retired rider car, ex-5833, R-14)
 RD335 (retired rider car, ex-5985, R-15)
 RD336 (retired rider car, ex-5965, R-15)
 RD337 (retired rider car, ex-5950, R-14)
 RD346 (retired rider car, ex-7276, R-21)
 RD347 (retired rider car, ex-7247, R-21)
 RD348 (retired rider car, ex-7318, R-22)
 RD349 (retired rider car, ex-7522, R-22)
 RD350 (retired rider car, ex-7269, R-21)

To mitigate the otherwise harmful effects of exposed rust and grime, some of the yellow work cars were lightly coated in whitewash prior to being loaded. In general, car bodies being reefed had to have all glass, rubber, plastic, and fiberglass materials removed, and (as with the Redbirds) receive a thorough cleaning. Left behind were 16 retired riders, which will likely be taken when the next barge is loaded; R-33 Redbird 9074, whose mate (9075) is on static display at Queens Borough Hall; a lone R-36 (9564); retired garbage motor G7486 (a former R-22) and retired revenue car 1R722 (ex-R-22 7459). There are also a number of additional retired passenger cars of several types (including some R-62s) that will probably be included in future shipments besides those being displaced by the R-160s.

Continuing in their assigned duties (so far) are former Subdivision "A" passenger cars used in welded rail train duty, pump train reachers (rebuilt 2005-2007), and riders RD340-343 and RD345, which have been reconfigured as deicers. Former revenue car 0R722 (ex-R-22 7490) was rebuilt with MCB couplers at Coney Island Shops in 2006 and is being used by New York City Transit for various work duties, while rider car RD344 (ex-R-22 7441) has resided for some time at Clifton Shop on Staten Island, and is used for special purposes by MTA's Staten Island Railway. Finally, retired Subdivision "A" revenue collectors 0R714-1R714 (formerly R-22s 7194 and 7422) are being preserved by the New York Transit Museum as historic exhibits, given their significance to the pre-*Metrocard* era. For the sake of continuity, it should also be noted that rider RD354 (ex-R-22 7338) was scrapped circa 1996 after an accident.

(Continued on page 7)

New York City Subway Car Update*(Continued from page 6)***R-160 Progress**

Deliveries of both the R-160A-1s and R-160Bs continued at a robust pace through the summer and into the fall of 2007, averaging about 3.5 train sets per month for the Alstom-built portion and 1.5 train sets per month for Kawasaki. Acceptance generally was able to keep a steady pace as well, and by October 29, 2007 there were 68 Alstom cars active at East New York and 150 R-160Bs plus the 10 R-160A-2s at Coney Island. The R-160Bs remained constant on **N** throughout this time, and finally appeared late at night and on weekends starting July 1-2, 2007. By the weekend of July 14-15, they were pretty much in control of off-peak service on **N**, accompanied by R-68/68As and a smattering of 60-foot SMEEs (R-40, R-40M). During this same period, the R-160A-1s were most consistently appearing on weekday **L** and rush-hour-only **Z** services, but far less so on **J**. Reportedly this situation was not so much technical as operational in nature, as crews had to be qualified on the new equipment and additional monitors installed at stations with curving platforms to promote a maximum level of safety. These changes are necessitated by the differences in Conductor positions (3+5 on the R-42s versus mid-train 4+4 on the R-160As). Nevertheless, the R-160A-1s were operated on **J** from time to time (particularly noted between September 11 and September 21, 2007), and starting on or about October 29 were only to be used there with permission from the **J** Line Superintendent.

R-160 Events Through October, 2007*:

July 2007: R-160A-1 8353-8364 delivered (52)
 July 2007: R-160B 8823-8842 delivered (140)
 July 20, 2007: R-160B 8818-8822 in service on **N** (85)
 August 2007: R-160A-1 8365-8368, 8373-8384 delivered (68)
 August 2007: R-160B 8853-8857 delivered (145)
 August 1, 2007: R-160B 8808-8812 in service on **N** (90)
 August 10, 2007: R-160B 8828-8832, 8843-8847, 8848-8852 in service on **N** (105)
 August 13, 2007: R-160A-1 8361-8364 in service on **L**, **Z**, occasionally **J** (20)
 August 17, 2007: R-160B 8793-8797, 8798-8802 in service on **N** (115)
 August 24, 2007: R-160B 8813-8817 in service on **N** (120)
 September, 2007: R-160A-1 8369-8372, 8385-8392 delivered (80)
 September, 2007: R-160B 8858-8867 delivered (155)
 September 7, 2007: R-160A-1 8329-8332, 8333-8336, 8337-8340 in service on **L**, **Z**, occasionally **J** (32)
 September 7, 2007: R-160B 8803-8807, 8838-8842 in service on **N** (130)

September 20, 2007: R-160A-1 8341-8344 in service on **J**/**Z**, **L** (36).

September 28, 2007: R-160A-1 8345-8348 in service on **L**, **Z**, occasionally **J** (40)

September 28, 2007: R-160B 8823-8827, 8833-8837 in service on **N** (140)

October, 2007: R-160A-1 8393-8408 delivered (96)

October, 2007: R-160B 8868-8887 delivered (175)

October 5, 2007: R-160A-1 8349-8352, 8353-8356 in service on **L**, **Z**, occasionally **J** (48)

October 19, 2007: R-160A-1 8357-8360 in service on **L**, **Z**, occasionally **J** (52)

October 19, 2007: R-160B 8853-8857, 8863-8867 in service on **N** (150)

October 26, 2007: R-160A-1 8365-8368, 8369-8372, 8373-8376, 8377-8380 in service on **L**, **Z**, occasionally **J** (68)

*-Deliveries to 207th Street Shop completed across several days. Service dates as first observed, not official acceptance.

The R-160A-1s continued to be elusive through the fall of 2007 and into the holiday season, on occasion making just one daily cameo appearance per train on **Z**. When a new car assignment went into effect on December 16, the available R-143 fleet started to contract as this group entered the shops for its first long-term SMS work. Since that time the R-160A-1s have mastered **Z** and been relatively common on **L**, including off-peak service (usually about one-third of the equipment in use). Starting on February 2, 2008 they also replaced the 4-car sets of R-143s used in weekend **M** OPTO service between Myrtle Avenue and Metropolitan Avenue since September, 2002. In the meantime, newly-delivered R-160B equipment has been observed on several occasions doing "burn-in" on **N** and elsewhere. Some qualification trips have also been noted on **B** and **D** (including correct signage) but the objective remains to eventually assign them to **C** service as additional cars are activated. At times a midday or nighttime General Order can force test runs to be diverted to other routes, and when this occurs the nominal signs for actual territory of operation are used to keep the electronic announcement system (which is based upon wheel revolution) in sync.

As of February 4, 2008, deliveries total 132 R-160A-1s, 10 R-160A-2s and 230 R-160Bs for a combined quantity of 372. Of these, 112 R-160A-1s are in service at East New York (**Z**, **L**, sometimes **J**), while 10 R-160A-2s and 205 R-160Bs are in service at Coney Island (**N**). Deliveries of the R-160B portion of the initial contract (260 cars built by Kawasaki Railcar Corporation) may be complete by late spring 2008, while the R-160A-1s (4-car units built by Alstom for East New York) will continue arriving through much of the remainder of

(Continued on page 8)

New York City Subway Car Update*(Continued from page 7)*

the year. After that, deliveries of the final 50 R-160A-2s (5-car units built by Alstom) will proceed and the original 660-car acquisition will be completed in late 2008 or early 2009. In the meantime, Kawasaki will begin the production of 260 additional R-160Bs at its plant in Lincoln, Nebraska under Option One and start deliveries to NYC Transit by sometime in early 2009.

R-160 Events Through January 2008*:

November, 2007: R-160A-1 8409-8424 delivered (112)
 November, 2007: R-160B 8888-8902 delivered (190)
 November 2, 2007: R-160A-1 8381-8384, 8385-8388 in service on **J/Z, L** (76)
 November 19, 2007: R-160B 8858-8862 in service on **N** (155)
 November 30, 2007: R-160A-1 8389-8392, 8393-8396 in service on **L, Z**, occasionally **J** (84)
 December, 2007: R-160A-1 8425-8432 delivered (120)
 December, 2007: R-160B 8903-8927 delivered (215)
 December 7, 2007: R-160A-1 8397-8400, 8401-8404 in service on **L, Z**, occasionally **J** (92)
 December 7, 2007: R-160B 8868-8872, 8878-8882 in service on **N** (165)
 December 21, 2007: R-160B 8873-8877, 8893-8897, 8898-8902 in service on **N** (180)
 December 28, 2007: R-160A-1 8405-8408, 8409-8412, 8413-8416 in service on **L, Z**, occasionally **J** (104)
 December 28, 2007: R-160B 8883-8887, 8888-8892 in service on **N** (190)
 January, 2008: R-160A-1 8433-8444 delivered (132)
 January, 2008: R-160B 8928-8942 delivered (230)
 January 11, 2008: R-160A-1 8417-8420, 8421-8424 in service on **L, Z**, occasionally **J** (112)
 February 1, 2008: R-160B 8903-8907, 8908-8912, 8913-8917 in service on **N** (205)

*-Deliveries to 207th Street Shop completed across several days. Service dates as first observed, not official acceptance.

R-143 News

Damaged unit 8277/8278/8279/8280 has been residing at 207th Street Shop since mid-2006 and is expected to be repaired. The most heavily damaged car (8277) is actually inside the facility and was being assessed through most of 2007 while the other three cars are stored in the yard. Heretofore unnoticed, both ends of all R-143s were modified with built-in footholds at the bottom of each end panel, identical to those on the R-160s, in 2005-2006. In 2007, the A-car ends also had additional grab irons installed to match the R-160s, but still bear a slight difference in tail lights which is discernible to the trained eye. As alluded to above, the R-143s are being cycled through Coney Island Overhaul Shop in late 2007 and early 2008 for long-term SMS work as they begin to reach six years of age. Since

February 2, 2008 they have been removed from week-end OPTO duty on the **M** shuttle and now are used solely on **L**, where they will likely remain for years to come.

60-Foot SMEE News and Operations

Events surrounding the 60-foot SMEE fleet began to flow rapidly following the previous Update, as an initial level of comfort was achieved in entrusting the R-160s to daily operation. Having been winnowed from five trains in late 2005 to just one by early 2007, the slim fleet of Phase II R-32s stationed at Coney Island dissipated entirely once again in the face of R-160B arrivals. At least into late June there was one 10-car train plus 2 spares in use on **B**, but suddenly it was gone and on July 20, 2007 some of that final group (3790/3791, 3832/3833, 3858/3859, 3908/3909, 3926/3927, and 3942/3943) were spied on an **E** train, which confirmed its return to "home base" at Jamaica. As one may recall, the R-32s had previously departed Coney Island in March, 2003 after almost 39 continuous years of service there, but were brought back starting in May, 2004 to provide for expanded schedules on the Coney Island-based routes. It would seem unlikely at this stage that there will be any future reassignments of R-32s to the former BMT Southern Division.

Following initial retirement of the four Sigma R-32s disclosed in the last Update (3594/3595 and 3892/3893 on June 7, 2007), the remaining six were active through much of the summer, four at Pitkin and two at Jamaica. On August 20 cars 3936/3937 were removed from **A** and **C** service and laid up for good at 207th Street, while 3934/3935 were forwarded to Jamaica to join 3880/3881 in use on **E, F**, and **R**. All four made their last appearance in an **E** consist on August 29, 2007 and were at 207th Street to await their fates within the week. The 10 so-called "Sigma" R-32s were rebuilt by General Electric in Buffalo, New York in 1988 and had roamed the system as technological "oddballs" ever since. They were contained to **A** and **C** (based at Pitkin) from delivery until November, 2004, when 8 of the 10 were relocated to Jamaica as part of fleet shifts emanating from the earlier restoration of Chrystie Street service over the Manhattan Bridge and the re-extension of various lines into the reconstructed Stillwell Avenue terminal. During much of this time (1988-2001) they were notorious for experiencing air-conditioning system failures once the first weeks of warm weather set in, and by 1994 were generally shunted aside on an annual basis about May or so. Ergo, they became known by some as "teacher cars" in acknowledgement of their getting the summer off, so to speak. In fact, cars 3594/3595 had actually remained out of service for several years before being resurrected in the advent of big service changes that went into effect during August 2001. In any case, all 10 Sigmas were reunited at Pitkin

(Continued on page 18)

Commuter and Transit Notes

No. 233
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On March 3, MTA Executive Director Elliot Sander delivered the first ever State of the MTA address in the Great Hall at Cooper Union to celebrate the agency's 40th anniversary. Mr. Sander discussed the plans that MTA has developed for a 25-40-year plan for the region. These are above and beyond what is being proposed for the 2008-2013 Capital Program. Some of us will recognize that a few of the ideas have been around for many years. Services would be improved as follows:

- Long Island Rail Road: Shorter shuttle trains on the North and South Forks and Oyster Bay Branch to provide suburb-to-suburb service, similar to the successful LIRR East End shuttle service
- Metro-North: New service to New York Penn Station, with stops at Co-Op City, Parkchester, and Hunts Point
- Staten Island: Rapid transit options for the North Shore and the West Shore – either bus rapid transit or light rail
- Tappan Zee Bridge: Opportunity to route Metro-North trains from west-of-Hudson to connect with the Hudson Line
- Airport access: Explore with Port Authority, *Airtrain* service to LaGuardia Airport from the LIRR Main Line at Woodside, in addition to a previously announced study on Stewart Airport
- Bridges and Tunnels: Commission a study later this year on the feasibility of adopting “video tolling” technology as a replacement for cash toll collection, similar to the system in use on Route 407 around Toronto
- Use underutilized rail rights-of-way: Explore the Regional Plan Association's plan for a New York Connecting Railroad right-of-way subway line, which would convert the Bay Ridge freight line into a subway service arcing from southern Brooklyn to Queens to the Bronx; use middle tracks on elevated subway lines, primarily in Brooklyn and the Bronx, to provide new express service, and alleviate crowding on the Queens Boulevard Line by using space on LIRR Main Line right-of-way for new tracks; utilize Rockaway Beach right-of-way to extend service from the Main Line to southern Queens and the Rockaways
- Second Avenue Subway: Spur to West Harlem under 125th Street; extension to Queens via the 63rd Street Tunnel to relieve crowding on the Queens Boulevard Line; extension to Brooklyn and then via the LIRR Atlantic Branch to connect with *Airtrain* in Jamaica; extension north into the Bronx Hub/Dyre Avenue corridor, and extending

① from 205th Street to connect with ② and ⑤ at Gun Hill Road

- Other proposals: Move towards interoperability with the neighboring commuter rail systems for the purposes of establishing a regional rail network. This will begin as a joint experiment with NJ Transit in 2009, where during Giants home games Metro-North trains will run from the New Haven Line in Connecticut via Amtrak's Hell Gate Line into Penn Station and then to Secaucus via the North River Tunnels. This trial paves the way for the future regular service to Penn Station
- Bus Operations: This year MTA will be taking significant steps to merge the operations of NYCT, MTA Bus, and LI Bus to create a consolidated regional bus operation

MTA METRO-NORTH RAILROAD (EAST)

In advance of the new fares that went into effect on March 1, a new fare chart was issued. This information was also published in a seat drop notice. The most expensive monthly ticket remains \$394 from Grand Central Terminal to New Haven. Connecticut fares were not changed. In New York it is the Harlem Line, where it costs \$372 for Tenmile River and Wassaic. On the Hudson Line, monthly tickets to Poughkeepsie are \$367. February monthly tickets were \$357 and \$353, respectively.

Metro-North is celebrating its 25th anniversary this year, and the Transit Museum Annex at Grand Central Terminal has a special exhibit titled ***A Railroad Reborn: Metro-North at 25*** that recognizes this accomplishment. There are examples of memorabilia from many of the railroad's departments, such as sign curtains from the track entrances, signs, a model of an M-7, Trainman's uniform, etc. Even the robot “Metro Man” can be seen. The exhibit runs through July 6.

Once again, there is an example of an event taking place off of, but adjacent to, railroad property that caused a major disruption to rail service. At about 3:10 PM, March 4, the façade of a nearly 100-year-old building at E. 124th Street and Park Avenue in Manhattan began to give way. Earlier in the day, at around noon-time, an NYFD officer who was driving in the area noticed a crack in the building, and firefighters were dispatched to the scene. At 3:38 PM, Metro-North suspended all service into and out of Grand Central Terminal. Passengers were told to take subways, which were honoring their passes and tickets as follows: ① to 225th Street – Hudson Line, ② to 241st Street – Harlem Line, and ⑤ to 233rd Street – New Haven Line. Limited ser-

(Continued on page 10)

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

vice was resumed at 4:45 PM, with some trains being combined. Metro-North warned of delays of 60-90 minutes, because trains were using only Tracks 4 and 2. By 5:30 PM, the delays were reported as being 30-60 minutes and at 8 PM, service was operating normally. Over the next two nights, the building in question and the one next to it were demolished. The reason that it took this length of time is that this work had to be performed when there were no trains operating, and those hours were between 2:10 and 4:30 AM. On Wednesday morning, Westchester County Transportation Commissioner Lawrence Salley told *The Journal News* that several buses were added to the BxM4C route, which runs from White Plains to Manhattan, and that the Bus Operators were told to accept Metro-North tickets.

Last year, Metro-North carried 80.7 million passengers and its trains ran on-time 97.7% of the time. The best month was January at 98.5 %, while the "worst" month, if you could call it that, was 97.1%, in April. Compare this to MBTA's OTP, which was reported in the March *Bulletin*. When Metro-North began operations in 1983, ridership was 47.8 million and OTP was 80.5%. At that time it operated 3,409 trains each week and now that number has risen to 3,936. The following goals have been set for this year: AM, 96.7%, AM Reverse, 97.7%, PM, 97.8%, Weekday, 97.7%, Weekend, 98.0%, and Total, 97.6%.

Contributing to Metro-North's OTP was the mean distance between failures (MDBF) for its rolling stock, which last year averaged 110,361 miles. Of the electric cars, only the M-4 and Genesis dual-modes did not meet their respective goals. The M-7s were the "shining stars" with 425,965 miles vs. their goal of 150,000 miles, although the Bombardier (Shoreliner) coaches were a close second with 400,405 miles vs. a goal of 245,000 miles. General Electric was awarded a contract to overhaul the 31-engine fleet, and at the end of 2007, four had been completed. They are recognizable by their new color scheme. For the M-4s, a group has been tasked with analyzing the failures and developing a critical system replacement (CSR) program like the successful one that is in place for the M-2s. Seventy-six per cent of this project was complete at the end of 2007.

On March 7, it was officially announced that Metro-North President Peter A. Cannito would retire this July. Mr. Cannito, who is the railroad's third President, has served in this position since May 20, 1999, which is longer than either of his predecessors. In a letter to employees, he cited some of the many accomplishments that took place during his tenure. They include: raising the OTP to nearly 98%, carrying nearly 81 million passengers last year, updating rolling stock, upgrading car maintenance facilities, constructing the Yankee Stadium

station, and a 69% reduction of employee on-the-job injuries. Mr. Cannito has worked in the transit industry for 40 years. At publication time, a successor had not been named.

Digital images of M-8 9101 have been circulating on the Internet for several months, and the car is striking. During February, some of those photos made the news on New York's Channel 4. 300 cars have been ordered: 210 from the base contract plus 90 first option cars. There is an unexercised option for 80 more. So, when will they be arriving? According to Metro-North, the pilot cars will arrive beginning the second quarter of 2009. Production car delivery is scheduled for the third quarter 2009 through the second quarter 2012. If the 90-car option is exercised, those cars would not arrive until the first quarter of 2013.

For seven months beginning March 3, Vanderbilt Hall is closed for a major, \$3.6 million cleaning. In the interim, so that passengers can safely access the Main Concourse from E. 42nd Street, a painted, fireproofed plywood tunnel has been built across the room from the doors on E. 42nd Street to the top of the ramp that leads into the Concourse. When Grand Central Terminal was built, Vanderbilt Hall was known as the Main Waiting Room and had seating for more than 600. As long-distance train travel declined, the room became obsolete and by 1989 had become a haven for the homeless. Closed in 1990, for the next two years it served as a laboratory for the restoration of Grand Central Terminal, containing every system and material found throughout the terminal.

Member Bill Zucker wrote that at the end of February, he rode in M-3 car 8002 and noted that it had been completely redone with seats in a combination of blue and tan with terrazzo floors in blue with tan and black flecks. "When I got off the train, I noted that the mate car was the same way, as was the next car belonging to the next unit – 8139." Bill also wrote that up until very recently, virtually every consist of coaches used in push-pull operations were mixed, the blue stripe and red stripe seen together almost always. "Since last week (February 24), I am noticing that these are now segregated from each other once again, the Connecticut cars (red stripe) separated from the New York cars (blue stripe)."

Bill also reported that he rode in a train of M-1s on March 6 that was composed of 8212-3, 8242-3, 8248-9, 8262-3, and 8304-5. Some of these cars were observed and reported in the March *Bulletin*. Adding my own previous sightings of 8218-19 and 8234-35 accounts for 22 of the 30 cars extant. Does any reader have those missing car numbers? Once the list is complete, it will be published in this column.

While this is not official, an article in *The Journal News* (March 4) reported that with the April 6 timetables there would be more service. On the Upper Hudson

(Continued on page 11)

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

Line, it would be in the form of weekday express and weekend trains, express service to/from Croton-Harmon, and one round-trip between Croton-Harmon and Grand Central Terminal that would only make stops to Tarrytown. Harlem Line riders would benefit from more Sunday service between White Plains and Grand Central Terminal. Details will be published next month.

MTA METRO-NORTH RAILROAD (WEST)

Last year, the combined OTP for the Pascack Valley and Port Jervis Lines was 94.7%, and by category it was: AM; 96.5%, PM; 93.8%, Weekday; 93.9%; and Weekend; 95.0%. The goals for 2008 are: AM, 95.0%, PM, 95.1%, Weekday, 94.6%, Weekend, 95.5%, and Total, 95.5%.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

125, the first BL-20 locomotive, arrived at Croton-Harmon in New Haven colors on March 3.

MTA LONG ISLAND RAIL ROAD

A new fare chart was issued for the new fares that went into effect on March 1. At \$356, a monthly ticket from New York Penn Station to stations from Westhampton to Montauk or Riverhead to Greenport is the most expensive. Previously the cost was \$342.

New timetables under General Order No. 406 went into effect as of 12:01 AM March 3, through June 15. A complete set of timetables was issued, which makes schedule adjustments for several work projects. On the Montauk Branch, a note advises that the local trains are to end on May 22 but will be extended after that date upon MTA approval.

Port Washington Branch: As part of East Side Access, a major switch project has been undertaken that requires significant service changes on four weekends: March 15-16 and 29-30, April 5-6, and May 17-18. In a reversal of what took place in January, where LIRR supported NYCT, passengers were directed to use 7 between Shea Stadium and Woodside for the entire weekends of March 15-16 and April 5-6, and for twelve-hour service disruptions on the weekends of March 29-30 and May 17-18.

Montauk Branch: From Patchogue to Speonk the single track is out of service midday weekdays March 24 through April 2 for grade crossing renewal work at Station Road in Bellport and Bay Pointe Drive in Moriches. Trains operate on regular schedules between Babylon and Patchogue and between Speonk and Montauk. Passengers for Bellport through Montauk board buses at Patchogue. Westbound, from Montauk through Westhampton, passengers transfer to buses at Speonk, then transfer back to trains at Babylon. Bellport and Speonk customers use buses at their stations and transfer to trains at Babylon. All passengers were advised to anticipate increased travel time of up to 45 min-

utes

Long Beach Branch and St. Albans Station: Weekend switch replacement work east of Jamaica requires that seventeen westbound weekend Long Beach Branch trains depart seven minutes later. At St. Albans, eastbound weekend trains depart 30 minutes later and westbound trains, 29 minutes earlier

Atlantic Branch (Jamaica – Flatbush Ave.): In order to accommodate construction work in VD Yard near Flatbush Avenue Terminal, some midday weekday trains' schedules were changed. Five eastbound Far Rockaway Branch trains and five eastbound Hempstead Branch trains depart one minute later. Five westbound Far Rockaway Branch and five westbound Hempstead Branch trains depart two minutes later

Oyster Bay Branch: Although the cover indicates that there is to be overnight weeknight and weekend LIPA pole installation work between Locust Valley and Oyster Bay, that work was canceled

Keeping Track, the passenger newsletter has been replaced by **Train Talk**. With its hard stock format, it resembles Metro-North's **Mileposts** and **Mileposts West**. In the February, 2008 edition, articles reported on the rating the railroad received from its riders last year (6.7, the second highest since 1991); information on the March 1 fare increase; March 3 schedules; cell phones for crews; St. Patrick's Day Service; monthly OTP; and the Diesel fleet. For the latter, management has reorganized the fleet maintenance operation following the recommendations that were made by a consultant. One step that is being taken and will be noticeable is that the amount of time that the dual-modes operate in electric mode is being reduced while operating east of Jamaica. Steps are also being taken to protect electrical components and systems from overheating. In January, LIRR set a new "best ever" OTP at 96.6%. The previous record was set in April, 1993.

You can imagine my surprise to see a photo of the former LIRR Mitsui cars being advertised as "Low-mileage double-deck commuter coaches" for sale in the February-March, 2008 issue of **Metro Magazine**. The first of ten cars began arriving in November, 1990, and after testing, entered service August 19, 1991. (I rode that first train from Jamaica to Long Island City.) At the time it was powered by a pair of leased ex-Metra F-9s. On August 22, 1994, those units were replaced by Metro-North FL-9s 300-302. With arrival of sufficient quantities of Kawasaki bi-levels, the Mitsui cars made their last run on September 17, 1999, and on February 21, 2004, they left the property. I emailed the firm inquiring as to the location of the cars, etc., however at publication time I had not received a response.

NJ TRANSIT

On February 22, Bombardier was awarded a \$229 million contract to deliver 27 ALP-46A electric locomotives. There is also an option for up to 33 additional

(Continued on page 12)

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

units. The ALP-46As will feature a number of technology upgrades along with improved acceleration and increased operating efficiency. Top speed will be 125 mph, 25 mph faster than the ALP-46s. Adtranz, now part of Bombardier, built the 29 ALP-46s (4600-4628), which arrived in 2001-2002.

OTP for 2007 was 94.1%, slightly down from 2006's 95.2%. December (91.9%) was the worst month due to speed restrictions on the Northeast Corridor caused by concrete tie replacement work (February *Bulletin*), several days of inclement weather, and three days where the Portal Bridge was opened during peak periods.

A Northeast Corridor Line schedule was issued as of March, 2008. The note inside advises that weekend Princeton Shuttle schedules have been adjusted to improve the reliability of connections due to continuing speed restrictions on the Northeast Corridor.

The next set of timetables is to be issued May 11. On the Northeast Corridor Line, due to the concrete tie replacement project, NJ Transit spokesman Dan Stessel said, one track will be taken out of service at a time. Bridge plates will be used when the work is being performed on the local track and will affect the Princeton Junction, Hamilton, and Trenton stations. Due to the nature of this work, new timetables will be issued every 8-10 weeks as the project progresses. This work should continue through the fall, and possibly into next year.

During the overnight of March 5, a storm, which days earlier brought heavy snow and rains west and south of the metropolitan area, caused power lines to fall over the Pascack Valley Line tracks in River Edge. Service was suspended for the morning commute. Rail tickets were honored on Main/Bergen Line trains and NJ Transit and Red & Tan (Coach USA) buses. Service resumed just before 10 AM.

Following a fare hike last June 1, NJ Transit riders will be spared an increase this year.

Governor Jon S. Corzine, on February 10, announced that he does not support a Middlesex County extension for the proposed MOM (Middlesex-Ocean-Monmouth County) rail line. This route would have begun in Lakehurst and connected to the Northeast Corridor Line at Monmouth Junction, South Brunswick. Rail advocate groups see this routing as the one that would have the highest ridership. Both Ocean and Middlesex Counties support the entire MOM concept, notably for removing traffic congestion. *The Asbury Park Press* reported that Marlboro's mayor, Jon Hornik, is asking for legislators' support in opposing the route, which would run through Marlboro. He also planned to propose a resolution declaring the Township Council's opposition. The same newspaper, on January 26, published the results of a survey which showed that of 500 Ocean and Monmouth County residents polled, 80% favored the afore-

mentioned routing.

A separate telephone survey was conducted during mid-December, 2007 of 150 residents of Ocean County, 150 from Monmouth, and 200 from Middlesex Counties. The results were overwhelmingly in favor of MOM, and in Middlesex County the approval was 78%, while in Ocean and Monmouth Counties, the results were 81% and 79%, respectively. Who are the elected officials listening to?

Member Bob Kingman reported the following multi-level car sightings on March 2: 7239, 7242, 7014, 7237, and 7238. Bob also wrote that when the shells are sent to Plattsburgh, there is an identifier (like a serial number) pasted on the end of each car. Several (not all) of today's cars still had the labels on them. I got two: 7238 is 108 and 7249 is 130 (seen a couple weeks ago). Previously noted on Internet websites around that time were: 7545?/46/48 and 7013 at Hudson Interchange and 7588 and 7589 at Kenwood Yard.

In an email dated March 14, Bob Kingman reported that CP Rail freight from the north to Kenwood Yard contained no NJT multi-levels; however, near the rear were six former *Champlain Flyer* cars. These are the de-motored MBTA RDCs more familiarly known as "Boise Budds," that were sold to Virginia Railway Express and then to Vermont for its short-lived commuter service. One car still had a half of a VRE logo on its side. Bob posted a question on the Internet asking where these cars are headed. According to someone in the D&H Yahoo Group, they were sold by Vermont Railway and were heading to Guelph, Ontario. Bob thought they were owned by the state of Vermont. Someone else had asked about car numbers, but there was no response to that query. (*Editor's Note: This service operated between December 4, 2000 and February 28, 2003.*)

When the Atlantic City Express Service (ACES) begins later this year, there will be a stop in Newark. This decision, which was made in mid-March, had been an open item since the service was first approved. There will be two grades of service, first class and coach, with leather seating, food and beverage kiosks, and space for luggage. Thanks to member David Erlitz for sending this report. Frequencies have not been finalized.

Effective March 12, NJ Transit has partnered with Google to provide trip planning via its rail system. I tried a routing from my home to New York Penn Station, and it was correct. You too can check it by visiting <http://www.google.com/transit>. New Jersey is one of 14 states which have transit systems that have signed up to provide transit information. You will also find three Canadian provinces (British Columbia, New Brunswick and Quebec), as well as France, Japan (all regional and national rail networks, domestic airlines and ferries), France, Italy, Switzerland, and the United Kingdom.

PORT AUTHORITY TRANS-HUDSON CORPORATION

To mark the kick-off of their centennial year, PATH

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

riders were given free rides at all stations between the hours of 6 AM and 11 PM on February 25. PATH staff also distributed vouchers for free *SmartLink* cards at all stations. Predecessor Hudson & Manhattan Railroad Company operated its first train between Hoboken and 19th Street on February 25, 1908. This was the cover story of the February *Bulletin*. Thanks to Thomas Lipinski for this report. This special logo has been created.



On February 22, the Port Authority announced that it and NJ Transit would begin a pilot program that would allow riders to use bank cards, cell phones, and other devices for fare payment. The system would employ "smart card" technology.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Continuing a four-year trend of increasing ridership, the Port Authority reported that it carried more than 4.4 million paid passengers last year, an increase of about 12 percent over 2006, on the JFK *Airtrain*. The news was also positive for Newark *Airtrain*, where nearly 1.8 million passengers rode the line. In addition, the combined "free" ridership was more than 20 million additional passengers. *Airtrain* service began in Newark in 2001, while JFK service began in 2003.

METROPOLITAN AREA

The city of Stamford, Connecticut has awarded a consultant a \$125,000 contract to explore the feasibility of constructing a streetcar line. What is being proposed is a 2.3-mile route that would begin at Washington Boulevard and Atlantic Street in the South End and could include stops at the Metro-North station, Landmark Square, the Ridgeway Shopping Center, and the Lord & Taylor store on High Ridge Road. The idea came to Mayor Dannel Malloy when he was in Florence, Italy last year. According to the Shore Line Electric Railway (Branford) website, horse car service started in 1887 and trolleys began running in 1894. New York & Stamford cars ran to New Rochelle from 1905-1926. All trolley service ended in 1933. Thanks to member Phil Hom for sending this report from *The Stamford Advocate*.

Add New Haven to the list of cities where there is an interest in bringing back streetcars, which made their final runs on September 24, 1948. A consultant con-

ducted what was termed a "blitz study" over a period of several days to determine how such a system might work. Driving this idea is the knowledge that in cities where streetcars have returned, there has been substantial development, in the hundreds of millions of dollars. One possible routing of 3.5 miles would loop from Union Station, via Columbus Avenue, Church Street, Grove Street, Chapel Street, Dwight Street, South Frontage, and Church Street to Union Station. Preliminary costs are \$30 million for construction and \$2 million in annual operating expenses. \$2 million would provide seven-day-a-week service (16 hours weekdays, 12 hours weekends) and 10-minute headways. Thanks to member David A. Cohen for sending this report from *The New Haven Register*.

AMTRAK

CBS News correspondent Charles Osgood, in an Osgood File report that aired on Monday February 11, spoke on the subject: *New Interest in Riding America's Railways*. Mr. Osgood started off by saying: "Anybody who's had the experience, as I have, of taking the high-speed bullet trains in Japan — or the TGV in France and its equivalent in the rest of Western Europe — will tell you that this is a great way to get around. We don't have that in the United States. Nor are we likely to, it seems. Late last week, President Bush proposed a 40% cut in funding for Amtrak. Many people think it's a shame that we seem unable, or at least unwilling, to do what the Japanese and Europeans are doing. The U.S. Government spends \$14.5 billion a year to support air travel, 35 billion on highways, but a relative pittance — one billion-and-a-half — for rail transportation. And that's what President Bush wants to cut by 40%."

Others who were interviewed were Senator Frank Lautenberg (D-New Jersey) and Amtrak President Alex Kummant. Sen. Lautenberg, who is sponsoring legislation to double Amtrak's subsidy, said: "There is no place in the world that has decent rail service where it's not subsidized by the government. Those who have rail service really find that it's an assist at getting rid of the congestion, the pollution, and all the delays." From Mr. Kummant, who would like to expand service in 36 states: "We want to be more efficient, more cost-effective, offer a better experience to the customer. And I think we can grow this service anywhere between 50 and 100 percent in next 15 years." Mr. Osgood: "More and more people traveling between Washington, New York, and Boston are taking the high-speed *Acela* train." Some passengers who were interviewed had the following comments: "If we had high-speed rail service in the United States, we'd never get on another airplane." In answer to the question, why do you take the train? "It's easier than driving, and it's also more convenient than flying," and, "well, I can sit here — I actually even have a cellular card, so I can get online." Mr. Osgood closed with: "*Acela*, by the way, has an 88% on-time arrival

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

record.”

Amtrak instituted random baggage screening conducted by Mobile Security Teams on February 19 along the Northeast Corridor. Mobile Security Teams may consist of armed specialized Amtrak police, explosives-detecting K-9 units, and armed counter-terrorism special agents who will screen passengers, randomly inspect baggage, and patrol stations. These teams also may sweep through trains using K-9 units. The program is similar to one already in use on MTA facilities and passengers do have the right to refuse inspection. However, if they do so, they will not be permitted to board the train but will be offered refunds. The program will be expanded to other regions of the country in the future. An Amtrak spokesman said that these procedures would not delay passengers.

On February 28, it was announced that concrete ties that have been installed along the Northeast Corridor in the 1990s had developed cracks and would have to be replaced. It was determined that a Delaware company, Rocla Concrete Tie Incorporated, supplied one-fourth of the 3.4 million concrete crossties on the Northeast Corridor. Amtrak has replaced about 5,000 cracked concrete ties on the corridor and expects to spend about \$24 million in each of the next two years replacing more of them. Since 1978, Amtrak has been replacing wooden crossties with concrete ties, which are supposed to last 50 years.

This phenomenon is not restricted to the southern portion of the NEC. Member Todd Glickman sent a report from *The Boston Globe* reporting that Amtrak will shut down MBTA trackage between the Back Bay and Readville stations for maintenance June 14-17 and also do tie replacement. That four-day period coincides with a planned Amtrak shutdown of all service between Boston and New Haven. During that time, bus shuttles will be operated while crews complete a \$76 million replacement of an 89-year-old Thames River Bridge between New London and Groton, Connecticut.

May 10 has been selected as the first annual National Train Day, and Amtrak is holding events for the six weeks leading up to that day. Those events include promotions, partnerships, and an advertising campaign. On May 10, celebrations will be held in New York, Washington, D.C., Chicago, and Los Angeles. NBC television personality/meteorologist Al Roker is the spokesman and he will travel from New York to Washington, D.C. by train. Thanks to Bob Hansen for this report.

MUSEUMS

Branford's (Shore Line Electric Railway) always popular Rapid Transit (combined with Guest Operator) Weekends have been scheduled for May 17-18, June 21-22, July 19-20, August 16-17, and September 20-21. The operating season begins on April 26 with Members'

Day. The museum has also planned other events, such as ConnCo Day (September 27-28), Pumpkin Patch (October 18-19 and 25-26), Graveyard Express (October 17-18 and 24-25), and Santa on the Trolley (November 29-30 and December 6-7, 13-14, and 20-21.)

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

The plight of Worcester-Framingham commuters has been heard by State Representative Alice Hanlon Peisch (D-Wellesley) who has taken their complaints about lack of reliability to the operator, Massachusetts Bay Commuter Railroad Company. On February 18, MBCR placed a new schedule into service that better reflects the amount of time that is required for each trip. Comparing the previous and new schedules, I found that most departure times were changed. In addition, running times were increased an average of 6-7 minutes for Framingham trains and 10-11 minutes for Worcester trains. Although these changes only affected weekday trains, there was a swap of the last inbound trains so that the final train each day begins at Worcester.

After a three-month pilot program, on February 19, T-alert service was officially launched. This service gives commuters up-to-the-minute transit information in real-time on their cell phones and via email. 3,200 had signed up for the program, and based on the feedback from 1,500, messages stating: "service on or near schedule" have been discontinued. Also, line names have been abbreviated and now include subject headings to indicate the line and the Mattapan Trolley has been moved to a separate category. Todd comments: "The T-alerts are still not accurate. I've been on trains that are 30 minutes late, and when I get where I'm going, find a T-alert sent while in transit saying the train is 15-20 minutes late. Also there are still many typos: Last week there were repeated T-alerts for Train #352, the 6:58 AM out of Anderson/Woburn — but the T-alerts kept saying 5:58 AM!" Those who subscribe receive a text message or email after a delay of 15 minutes has been reported along their commute.

Despite a January 1, 2007 fare increase, *The Boston Globe* reported that MBTA is "broke" and running another deficit. Governor Deval Patrick and his staff are looking at ways of funding transportation. With that said, state transportation officials are studying a possible new commuter rail route between Worcester and North Station that could supplement existing commuter rail service and provide new commuter service in West Boylston, Clinton, and Lancaster. On March 7, the Board approved a \$1.455 billion budget for FY 2009.

Siemens' first train of No. 5 Blue Line cars made its first run in revenue service at around 11 AM February 20. MBTA officials were joined by federal, state, and local officials at the Aquarium station (below) to make

(Continued on page 15)

Commuter and Transit Notes

(Continued from page 14)

this event. This trainset, which was composed of cars 0708-0709-0710-0711, represents the first of 94 cars that are to be delivered over the next 18 to 20 months. Many of the train platforms along the Blue Line have been lengthened to accommodate six-car trains. While riders generally liked the cars, they did not have nice comments for the fiberglass seats, preferring instead the cushioned seats of the older cars.

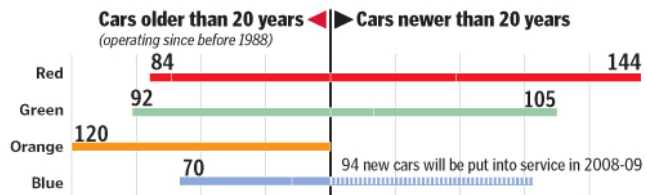


Boston Globe photograph

The Boston Globe also provided this graphic showing the age of Boston's rapid transit fleet.

RAIL FLEET

The T is putting 94 new Blue Line subway cars into service over the next 18 months, replacing 52 of 70 subway cars that have been on the job since 1979. Here's a look at the size and age of the car fleet on the MBTA lines:



SOURCE: MBTA

DAIGO FUJIWARA/GLOBE STAFF

The 90th Breda Type 8 LRV, 3890, entered service in mid-February. Thanks to Todd Glickman for these reports.

SYRACUSE, NEW YORK

On-Track, which began operations on September 24, 1994, ended the last of its services on March 8, which was the final home game of the men's basketball season. The New York, Susquehanna & Western Railroad, operator of the service, told WSTM-TV that it is unlikely that *Orange Express* service will return for next season's Syracuse University football and basketball season. Service was provided using four RDCs (ex-Metro-

North, but originally New Haven (3) and one New York Central) between Armory Square and SU carrying fans to the Carrier Dome for SU sport activities. The railroad said operating costs, as well as loss of the parking lot it now uses to the impending construction of a sewage plant contributed to the decision. Railroad officials are open to discussions with the city, university, or industrial development agencies on ways of saving the service. In July, 2007, the *OnTrack City Express* service between Carousel Center Mall, Armory Square, and Syracuse University was ended. Thanks to member Dennis Zaccardi for this report.

LINDENWOLD, NEW JERSEY

On January 28, PATCO announced that all stations were equipped with FREEDOM automated vending machines and fare gates. The last of the original turnstiles to be replaced was at the Juniper Street exit of the 13th/Locust Street station.

A new PATCO timetable went into effect on February 23. Thanks to member Gregory Campolo for sending copies.

PHILADELPHIA, PENNSYLVANIA

Member David W. Safford sent the following report from *The Philadelphia Inquirer* (February 11): "SEPTA and NJ Transit appear to be heading in opposite directions with respect to fare cards. NJ Transit appears to be zeroing in on a dedicated fare card similar to the new PATH card, and is intended to be interchangeable with that, as well as with the new PATCO cards. PATCO's card uses a protocol developed by APTA (American Public Transportation Association). SEPTA appears to be close to settling on a system that will allow direct use of standard credit cards, on the grounds that, however interchangeable a dedicated card is, it isn't as universal as a credit card. They intended to make a final decision in March, with deliverables by the end of the year. In the spirit of cooperation typical between neighboring transit agencies, the SEPTA General Manager noted that most of his riders don't use other transit lines anyway, so there! (The facts: about 1,900 transfers at Trenton out of a system total of 125,000 daily trips. No figures were available on the transfers between PATCO and SEPTA.) An APTA spokesman, presumably stationed on Mars, said that lots of people don't have credit cards and a card using their protocol would be more universal. In the meantime, a new technology is brewing which would allow people to use their cell phones to access transit. BART (San Francisco) has begun testing such a system, which apparently would not be incompatible with the proposed SEPTA system. One shudders to think of the implications. Canceling a stolen cell phone? People that don't stop yakking even to pass a turnstile? Hitting the wrong code and receiving a bill from the Moscow Metro? Help!"

DVARP, in the January-February, 2008 edition of *The Delaware Valley Rail Passenger*, reported that SEPTA

(Continued on page 16)

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

has put together a signal modernization plan that would install automatic train control, bi-directional signaling, and a cab signal system on all of its lines by 2015. SEPTA's own forces have already completed work on the Main Line between Philadelphia and Lansdale, the R8/Fox Chase Line, and on a portion of the R3/West Trenton Line. On several other lines, hand-operated switches will be replaced with new remote-controlled interlockings. The R5/Doylestown Line will get a new passing siding south of Chalfont, which will replace "Forest" Siding. A new connection will be built for the R6/Cynwyd Branch from the (Amtrak) Harrisburg Line in order to remove what was described as "the ancient overhead 'Valley' Bridge at 52nd Street."

On February 28, Rotem was granted a four-month delay to deliver the first Silverliner Vs, which means next April at the earliest. According to a report in *The Philadelphia Inquirer* courtesy of member Joe Canfield, the reasons given were steel shortages and the bankruptcy of a communications equipment supplier. Apparently the type of steel required to build the cars is the same as what the United States government is using for armoring vehicles used in Iraq, and it has cornered the market for this item.

Faced with a growing shortage of serviceable cars while it awaits delivery of the Silverline Vs, DVARP reported, SEPTA is considering leasing as a short-term solution. It could be two years until sufficient quantities of Silverliner Vs are in service. The speculation is that Amtrak could supply diesels and NJ Transit some coaches. DVARP believes that if this is the case, those trainsets will have to operate on the ex-PRR side, terminating at 30th Street Station. Express trips on the Wilmington, Trenton, and Paoli/Thorndale routes would be the most logical place for them. Diesel-powered trains do not accelerate as well as electrics, and they are less suited for start-stop running between closely-spaced stations, of which SEPTA has many.

SEPTA's OTP for 2007 was 91.5%, which was reported as slightly higher than 2006. The goal had been 91.0%. The best month was January with 93.9%, while the worst month was November with 86.8%.

Gregory Campolo also sent copies of new timetables for the Broad Street and Market-Frankford Lines, Subway-Surface Lines (February 10), and former Red Arrow Lines 101-103 (February 11). Changes were reported in the March *Bulletin*. Regional Rail Line R3/West Trenton got a new timetable on January 20. SEPTA also issued a special midday Regional Rail train schedule with six extra trains for the Philadelphia Flower Show.

WASHINGTON, D.C. AREA

Public hearings were held between February 20 and March 19 in locations along both lines on proposals to

increase Virginia Railway Express fares by 3% during the first week of July, coinciding with the start of FY2009. This information was also available on the Internet, including the rationale behind the proposal, fare indexing, and how to submit comments. Fares were last raised on July 3, 2006.

NORFOLK, VIRGINIA

Since November, 2007, there have been monthly updates in the *Bulletin* concerning the new 7.4-mile-long LRT now under construction and scheduled for a January, 2010 completion. While doing research for this column, I came across this news item in the July, 1985 *Headlights*: "Tidewater Transportation has proposed a 20-mile light rail line between Norfolk and Virginia Beach. The \$125 million scheme would use 16.7 miles of unused rail right-of-way, parallel to U.S. Highway 58 that was built as part of the Norfolk & Southern Railway's electrified line to Cape Henry." Today's shortened project is presently budgeted at \$232.1 million.

ATLANTA, GEORGIA

Budget problems may delay the proposed light rail system (March *Bulletin*). According to *Railway Age*, the city of Atlanta is facing a \$70 million FY2009 deficit, which would preclude its contribution of \$47.5 million towards the estimated \$190 million project.

TAMPA, FLORIDA

City officials have until this month to decide whether to commit a \$900,000 federal grant to extending their streetcar farther into the downtown area, or allocate these funds to bus services. *The St. Petersburg Times* reported that the deciding factor will be whether \$4.3 million can be identified for the construction. Thanks to Dennis Zaccardi for sending this report.

CHESTERTON, INDIANA

Because part of NICTDs operation is in the state of Illinois, seniors who travel between Chicago and Hegewisch are entitled to free transportation. If they are riding to or from an Indiana station they will be charged the reduced fare between Hegewisch and the Indiana station. Because this is a state funded program, officials have decided to ensure that free rides are given only to eligible seniors, and the RTA Reduced Fare Card is the only valid form of identification accepted.

CHICAGO, ILLINOIS

Free rides for seniors went into effect on Metra lines on March 17, and those who qualified (65 and older) needed only to present their RTA Senior Reduced Fare Cards. Thanks to Bob Hansen for sending this report.

Jim Beeler sent a copy of the special February, 2008 edition of Metra's customer publication, *On The Bi-Level*. There were detailed instructions on what seniors needed to do to take advantage of the free rides, including a table showing the amount that would be refunded for those who had purchased March monthly tickets. Those who were enrolled in the Ticket-By-Mail Program were sent reminders about the new free ride policy.

(Continued on page 17)

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

In a subsequent email, Jim wrote that when he rode Metra into Chicago he was expecting to pay \$7 for the "weekend" (now one-day) pass. Much to his surprise the fare was only \$5 and the pass is still good for both Saturday and Sunday. "The Conductor said Metra decided not to increase the weekend pass as previously announced. This is a great deal — even if you only do a round trip. From my station full fare round trip is \$8.60 and from the longest zone \$16.10. At least there is some good economic news in the world." I checked Metra's website, and sure enough, the \$5 pass is just like it has been for years. The following day, Jim took another trip and overheard someone questioning the Conductor about why the \$5 fare had been not been increased and he said it was a matter of the Conductors not being able to physically carry enough one dollar bills to handle change-making. On weekends only the downtown stations and a couple of stations in the suburbs are open; inbound almost everyone buys their ticket on the train. So far, there are no Ticket Vending Machines. One the other hand, most fares on CTA and PACE are paid by smart cards or transit cards; very few people (mostly tourists) pay with cash. Someday RTA is supposed to introduce a smart card that is good on all three systems.

On February 13, the Chicago Transit Authority approved the addition of weekend service on the Yellow (Skokie) Line, between 6:10 AM and 11:15 PM, every 15 minutes, effective Sunday, March 30. CTA President Ron Huberman said that the weekend service will make it more convenient to take public transit to shop and to work in the area. Funding is being provided from a Congestion Mitigation and Air Quality Program (CMAQ) grant. Thanks to member Jim Beeler for this report.

ST. LOUIS, MISSOURI

Because Metrolink also operates in the state of Illinois, Senior/Disabled Metrolink riders in St. Clair and Madison Counties are also beneficiaries of the Illinois free ride program, which began on March 17.

SALT LAKE, CITY, UTAH

UTA raised fares on its TRAX and bus lines by 10 cents to \$1.75 on January 1.

On February 6, the Utah Transit Authority awarded Wabtec's MotorPower subsidiary a \$31 million contract for 10 additional MP36 diesel-electric locomotives for its *FrontRunner* service. This price also includes a four-year contract to maintain them as well as the 10 similar units that are already on the property. Delivery of this new order is scheduled for 2010.

Pre-revenue testing began on March 15, and trains are being operated at speeds up to 79 mph every 30 minutes between the hours of 5 AM and 11 PM. When I

called UTA later that week, the person I spoke with told me that the agency was aiming for revenue service in late April and that the TRAX extension to the Salt Lake Intermodal Hub should open at the same time.

SEATTLE, WASHINGTON

Starting in January, Link light rail trains have been making test runs through the Downtown Seattle Transit Tunnel. This is being done at nights and over weekends when the tunnel is not in use. Light rail service is scheduled to begin during the summer of 2009. On a related note, the second of two 4,300-foot-long Beacon Hill Tunnels was "punched through" on March 5.

SAN FRANCISCO, CALIFORNIA

CalTrain increased its service from 96 to 98 trains per day with the addition of a pair of evening trains. Since March 3, trains now depart every hour on the half-hour from San Jose from 7:30-10:30 PM. From San Francisco trains also depart every hour on the half-hour from 7:30 PM until 10:30 PM; however, the final southbound train still departs from San Francisco at 12:01 AM.

OCEANSIDE, CALIFORNIA

Sprinter service did begin on March 9. **The North County Times** reported that North County Transit District officials has planned to operate only two trains on that day, but due to large crowds, a third train was placed into service. It had to be operated by supervisors due to non-availability of Train Operators, which also precluded operation of a fourth train. A spokesman reported that the 30-second station dwells and schedules could not be maintained. More than 100 people, many of whom were NCTD employees, were waiting to board the first train, which departed from Escondido at 4:33 AM! Approximately 13,000 passengers were carried on the first day. Member John Pappas sent a report from SignOnSanDiego.com that after the first week, weekday ridership was 7,000. Presumably 2,000 of those riders came from the #320 express bus, which was eliminated.

FROM THE HISTORY FILES

80 Years ago: On April 28, 1928, the Delaware, Lackawanna & Western Railroad announced that it would electrify 70 road miles (160 track miles) using an overhead catenary system carrying 3,000 volts d.c. The project was to cost \$18 million. Electric service began on September 3, 1930, with 83-year-old Thomas Alva Edison at the controls. Editor-in-Chief Bernie Linder wrote a history of this project for the May, 1981 issue of **Headlights**.

35 Years ago: On April 1, 1973, PATH employees went out on a strike that would last until June 3. The employees received wage increases and fringe benefits, and the Port Authority won greater productivity. On July 31, 1973, the fare went from 30 cents to 50 cents.

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

New York City Subway Car Update

(Continued from page 8)

(A, C) from January 7, 2007 until June 28, when 3880/3881 were moved back to Jamaica to finish out their days on E, F, and R.

With the rapid influx of R-160Bs on N by mid-2007, it became just a matter of time before changes occurred with the older 60-foot SMEE fleet at Coney Island, and on July 23 one 10-car train of Coney Island R-42s suddenly turned up on A (4924/4925, 4932/4933, 4934/4935, 4936/49/4937, 4948/4949), making several trips over the course of that week through Friday, July 27. On July 25, 2007 it was noted that all of the other Coney Island-overhauled R-42s (heretofore mixed in consists with R-40Ms) had been removed from service on B, N, and W and by early August a number of them were at last retired and laid up at 207th Street. Similarly, the beginnings of R-160A-1 operation at East New York led to a massive reshuffling of R-42 consists through July and August, with all Coney Island-overhauled R-42s from 4884 to 4915 being set aside by August 10, some of these also initially being forwarded for storage to 207th Street. One of the earliest changes further related to the arrival of R-160A-1s at East New York was removal of the few R-42 trains still in use on L, which occurred on or about July 27, 2007.

In the meantime (as was related in the September, 2007 *Bulletin*) a massive rainstorm and resultant flooding of the Queens Boulevard Line on August 8 temporarily disabled some of Jamaica's equipment, and 20 of the otherwise retired Coney Island-overhauled R-42s (4879/4926, 4916/4917, 4920-4923, 4928-4933, 4936-4939, and 4942/4943) were stationed there for a few days to shore things up. Usage was understandably sparse but nevertheless documented on G on August 12 during a weekend General Order extension to Coney Island, followed by an appearance on F the next day. By the end of that week (August 17) the Coney Island-overhauled R-42s had left Jamaica and in doing so completed the service career of the 4900-series subgroup.

With a dozen or so trains of R-160Bs in operation by early September, the use of Slant R-40 and R-40M equipment on N was markedly curtailed. At first they became tough to find on regular weekdays, then with a new car assignment in effect on October 29, 2007 were no longer to be found at all, at least officially. Weekends through this period (and to the present) have been a somewhat different story, as there are usually at least a handful of both types of 60-footers in N service while the R-160Bs have modifications performed on them and trains otherwise used on B and W sit idle. In addition, one train of R-40Ms was sighted on Q during the evening rush hour of Tuesday, November 27. Subsequent

to their overall reduction in use, the first three trains of Slant R-40s (30 cars) were permanently laid up at Coney Island Yard by the end of October, a quantity that expanded quickly across the following three months to reach as high as 104 cars. In January, 2008 several of these stored R-40s were moved out of Coney Island to take up residence in Pitkin Yard, while for some the period of inactivity may yet prove to be temporary. As of February 4, 2008 there remained a total of 188 Slant R-40s running on B and W.

On November 6, 2007 a midday M train coming into the block at Chambers Street overshot its mark and damage was incurred on all 8 Morrison-Knudsen-overhauled R-42s: 4624/4625, 4730/4731, 4786/4787, 4818/4819. The entire train was moved to 207th Street forthwith and as of February 4, 2008 was expected to be retired in toto. Meanwhile, additional Coney Island-overhauled R-42s were somewhat haltingly removed from service at East New York (J/Z, M) in almost perfect reverse numerical order as more R-160A-1s were introduced. By the end of November (with 84 of the new cars operational) 4864-4883 had departed the scene, joined by Coney Island-overhauled R-42s down to 4856 in early December, 2007. These last eight (4856-4863) were resurrected on or about January 3, 2008 and operated in one consist for about a week before being dispersed. By early February, 2008, with the R-160A-1 fleet at 112 cars, Coney Island-overhauled R-42s 4856-4863 had been withdrawn again and were joined by 4844/4845 and 4850-4853 to leave just 10 of the class active (4840/4841, 4842/4843, 4846/4847, 4848/4849, 4854/4855). As with the Slant R-40s, most of the CI R-42 withdrawals have proved to be permanent, but remain subject to change going forward.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through February 4, 2008:

July, 2007: R-42 (Coney Island) 4924/4925, 4932/4933, 4934/4935, 4936/4937, 4948/4949 withdrawn from Pitkin (A); R-42 (Coney Island) 4918/4919, 4930/4931, 4940/4941, 4944/4945, 4946/4947 withdrawn from Coney Island (B, N, W)

August, 2007: R-42 (Coney Island) 4879/4926, 4916/4917, 4920/4921, 4922/4923, 4928/4929, 4930/4931, 4932/4933, 4936/4937, 4938/4939, 4942/4943 restored at Jamaica (F, G); R-32 (Sigma) 3936/3937 withdrawn from Pitkin (A, C); R-32 (Sigma) 3880/3881, 3934/3935 withdrawn from Jamaica (E, F, R); R-42 (Coney Island) 4884/4885, 4886/4887, 4888/4889, 4890/4891, 4892/4893, 4894/4895, 4896/4897, 4898/4899, 4900/4901, 4902/4903, 4904/4905, 4906/4907, 4908/4909, 4910/4911, 4912/4913, 4914/4915 withdrawn from East New York (J/Z, M); R-42 (Coney Island) 4879/4926, 4916/4917,

(Continued on page 19)

New York City Subway Car Update

(Continued from page 18)

4920/4921, 4922/4923, 4928/4929, 4930/4931, 4932/4933, 4936/4937, 4938/4939, 4942/4943 withdrawn from Jamaica (F)

October, 2007: R-40 4156/4157, 4158/4159, 4166/4167, 4182/4183, 4192/4193, 4222/4223, 4230/4231, 4234/4235, 4238/4239, 4306/4307, 4322/4323, 4328/4329, 4372/4373, 4386/4387, 4412/4413 withdrawn from Coney Island (B, N, W)

November, 2007: R-40 4152/4153, 4164/4165, 4202/4203, 4204/4205, 4214/4215, 4228/4229, 4244/4245, 4324/4325, 4362/4363 withdrawn from Coney Island (B, W); R-42 (Coney Island) 4864/4865, 4866/4867, 4868/4869, 4870/4871, 4872/4873, 4874/4875, 4876/4877, 4880/4881, 4882/4883 withdrawn from East New York (J, Z, M)

December, 2007: R-40 4150/4151, 4172/4173, 4232/4233, 4236/4237, 4298/4299 withdrawn from Coney Island (B, W); R-42 (Coney Island) 4856/4857, 4858/4859, 4860/4861, 4862/4863 withdrawn from East New York (J, Z, M)

January 2008: R-42 (Coney Island) 4856-4863 restored at East New York (J, Z, M); R-40 4184/4185, 4190/4191, 4198/4199, 4206/4207, 4258/4261, 4264/4265, 4276/4277, 4296/4297, 4336/4337, 4378/4379, 4394/4395 withdrawn from Coney Island (B, W); R-42 (Coney Island) 4856/4857, 4858/4859, 4860/4861, 4862/4863 withdrawn from East New York (J, Z, M)

February, 2008: R-40 4168/4169, 4180/4181, 4186/4187, 4220/4221, 4246/4247, 4252/4253, 4374/4375, 4434/4435, 4438/4439, 4440/4441, 4446/4447, 4448/4449 withdrawn from Coney Island (B, W); R-42 (Coney Island) 4844/4845, 4850/4851, 4852/4853 withdrawn from East New York (J, Z, M)

Reefing Renewed, Part II

With the 2007 moratorium on the disposition of retired Subdivision "B" cars in effect, efforts to prepare the idled Sigma R-32s were hesitant until October, when the larger group of initial candidates for reefing were marshaled at 207th Street. By this time (on September 2), cars 3594/3595, which had been partly disassembled inside, were relocated to Floyd Bennett Field in Brooklyn where they joined retired R-33s 9156 and 9157 as police and anti-terrorist training "props." By the end of January, 2008 the remaining eight Sigmas had been reduced to stripped shells at 207th Street Shop in advance of being reefed. Meanwhile, some of the Coney Island R-42s that were removed from service in the late summer of 2007 wound up migrating from storage at 207th Street to Concourse Yard in early November. The first 40 of these were sent back to be prepared for reefing during the first days of 2008: 4886/4887, 4890-4893, 4896-4901, 4904/4905, 4912/4913, 4918-4923,

4928-4941, 4944/4945, and 4948/4949. As noted, none of these were included on the first barge that departed for Delaware on January 11, 2008, but were expected to be aboard the second, if possible, some time in February. Also as noted, none of the retired Slant R-40s were as yet pending disposition through February 4, but there remained some definite "surplus" candidates from other Subdivision "B" classes including (but not limited to) former R-16 school car 6452, R-32 3620, and retired R-38s 4088 and 4089.

The 75-Foot Subdivision "B" Fleet (R-44, R-46, R-68/68A)

There is one correction to the update seen in the January, 2008 *Bulletin*: R-68s 2776-2783 were moved from Concourse (D) to Coney Island (N, Q) on January 2, 2006 and then returned to Concourse on April 22, 2007, not January 7, 2007.

Common on N and Q up to that time, Bill Zucker first noted Coney Island-based R-68/R-68As on W on July 25, 2007. Both types then made more occasional visits as the next few weeks progressed, no doubt reflecting the additional availability of R-160Bs on N, which freed up its older 75-footers for use elsewhere. Bill also started seeing trains of R-68s and R-68As on B, albeit irregularly, on August 6, 2007. On September 13 more formal changes were made to the allocation of Coney Island's 75-footers, as the first train of R-68As equipped with door-enabling switches entered service on Q. Henceforth, as the number of R-68As so equipped increased in quantity, all were assigned in exclusive consists to Q. Concurrently, non-equipped R-68As and Coney Island-based R-68s gravitated more steadily toward N (from which the 60-foot R-40s and R-40Ms had all but disappeared), were seen on W on a daily basis, and continued to make occasional appearances on B. On October 9, as the number of door-enabled R-68A trains on Q appeared to steady for a time, R-68s became more common there as well, especially while they continued to decline in quantity off N as the R-160Bs' relentless takeover of that route continued.

With new schedules in effect on October 29, 2007 Coney Island R-68s and non-door enabled R-68As were officially assigned to W, and remained on N. Meanwhile they continued to fill out Q in conjunction with door-enabled R-68As, and were still being used occasionally on B. This remained the case through the new official car assignment of December 16, 2007, but by the middle of January, 2008 the door enablers had been installed on all 200 of the R-68As. From that time through February 4, 2008 the R-68As have been concentrated on Q (but also seen on N, W, and sometimes B), while the Coney Island-based R-68s are most easily found on N and W (and sometimes B and Q). The installation of door-enabling switches com-

(Continued on page 20)

Around New York's Transit System

Second Avenue Subway Opening Delayed Again

On April 12, 2007, ground was broken for the construction of the Second Avenue Subway. The completion date was set for 2013, but that was pushed back to 2014 later in the spring. Recently, MTA announced that rising construction costs pushed back the completion date to June, 2015. MTA officials explained that awarding smaller contracts for each job will save money, but will delay completion of the Second Avenue Subway.

Construction of the East Side Access plan to reroute Long Island Rail Road trains into Grand Central will not be completed until February, 2015, seven months later than previously announced.

Increased Staten Island Railway Service

Because Staten Island Railway ridership increased 10.2 percent in the third quarter of 2007, rush hour service was increased again.

In November, 2007, evening rush hour service from

St. George was expanded by 1 hour 20 minutes. Morning rush hour service was increased on December 5, 2007. Express service started 15 minutes earlier with the first express connecting with the boat departing from St. George at 7 AM. Expresses operated on a 15-minute headway until 9 AM. There was one additional express at the beginning of the AM rush and two more at the end of the rush hour. Five additional local trains stopping at Huguenot, Annadale, and Eltingville connect with boats departing from St. George between 7 and 8 AM. A new express service operating towards Tottenville connects with boats leaving Whitehall Street (South Ferry) between 6:30 and 7:30 AM.

"Wrapped" Train on 42nd Street Shuttle

In mid-February, R-62A cars Grand Central-1936-1912-1925-Times Square were spotted on Track 1, "wrapped" to advertise Swiffer. The sides and ceilings gave the appearance of a wood floor.

Summary of B and C Train Schedules

(Continued from page 4)

DATE	ROUTE	NORTH TERMINAL	SOUTH TERMINAL
March 1, 1998	B	Bedford Park Boulevard—rush hours	Brighton Beach
March 1, 1998	B	145 th Street—middays and early evenings (weekdays)	Brighton Beach
March 1, 1998	C	168 th Street—rush hours, middays, early evenings	Euclid Avenue
March 1, 1998	C	168 th Street—late evenings weekdays, all day weekends	Chambers Street
May 2, 1999	B	Bedford Park Boulevard—rush hours	Brighton Beach
May 2, 1999	B	145 th Street—middays, early evenings (weekdays)	Brighton Beach
May 2, 1999	C	168 th Street—every day except midnights	Euclid Avenue

There was an error in the March, 2008 *Bulletin*. The correct statement is: CC trains started operating to Broadway-Lafayette Street on October 24, 1949. They were rerouted back to Chambers Street on November 1, 1954.

We know that Saturday morning rush and noon rush

hour C-Concourse expresses were still running in August, 1945, but we do not know when this service was discontinued.

After Saturday CC local service was discontinued, D train provided additional service during the Saturday AM rush and late afternoon until November 25, 1967.

New York City Subway Car Update

(Continued from page 19)

menced on the Coney Island R-68s in early 2008 and the 132-car group divided into separate consists, but they have not been dedicated to one specific route.

Note: George provided the NYCT car rosters that appeared in last month's issue. We regret the oversight. George reports the following corrections to those rosters as far as propulsion:

Alstom Onix: R-160B 8713-8842

Siemens: R-160B 8843-8972