

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 51, No. 5

May, 2008

The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

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

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

Production Manager:
David Ross

©2008 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
**IND
Concourse
Line—Service
Changes
(Continued)
...Page 2**

BULLETIN'S 50TH ANNIVERSARY

The New York Division has been issuing its own newspaper for fifty years. The May, 1958 issue, the first one, was a three-page mimeographed issue. A year later, the **Bulletin** expanded to eight pages featuring the latest transit news in addition to historical articles.

Our first editor, Henry Raudenbush, served for about a year. His successor was Arthur Lonto, who was on the Headlights staff before joining the **Bulletin** in 1959. After he was promoted to Editor in 1960, he provided an interesting and informative publication until our present Editor-in-Chief was appointed in 1981.

News Editor Randy Glucksman compiled interesting statistics about our publication. The April, 2008 **Bulletin** was the 485th issue. The maximum in any year was 12 and the minimum was 3 in 1958. As of April, 2008, we published an amazing total of 5,565 pages. The maximum in one year, 2001, 2004, and 2005, was 232, and the minimum, the first year, was 13. There were two jumbo issues. In October, 2004, we published a 52-page issue commemorating the 100th anniversary of New York City's first subway. It was the only one that included several color pictures. The 42-page March, 2006 **Bulletin** featured Eric Oszustowicz's history of the R-1 to R-9 cars.

The April, 1986 issue, the first one produced using a computer, was different from the previous mimeographed publications. Everybody admired the new look on the Oc-

tober, 1996 issue produced with a desktop publishing program. With this new technology, Production Manager David Ross is able to adjust the size of pictures, track plans, and transfers to produce an advanced layout.

Many years ago, we tried to publish pictures. But we found that they were usually out of focus or lacked contrast because they were printed by the photo offset process. Recently, Production Manager David Ross found a printer whose computer prints the pictures. At the present time, we transmit the pictures electronically from our computer to David's computer. He produces a balanced layout, types the captions, and transmits the **Bulletin** and its accompanying items electronically to the printer's computer. The pictures published in the **Bulletin** are just as clear as the originals. Sometimes, they have better contrast because our computer can adjust the contrast.

We will continue publishing track plans and the history of IND subway lines. Our trolley fans will be happy to learn that we have lots of information about Brooklyn trolley cars. In addition to rare pictures of Brooklyn trolley depots, we will publish pictures and detailed rosters of the different types of Brooklyn trolley cars.

The Editor-in-Chief thanks his staff for helping him publish every issue on time for more than two decades. We hope that we will be able to keep publishing information that cannot be found in any other publication.

BROOKLYN BRIDGE IS 125 YEARS OLD

To commemorate this anniversary, a celebration will be held. Although the bridge

opened on May 24, the cable railway did not

(Continued on page 5)

NEXT TRIP — LIRR HILLSIDE FACILITY & MORRIS PARK SHOP, SUNDAY, JUNE 22

IND CONCOURSE LINE SERVICE CHANGES (Continued from March, 2008 Issue) by Bernard Linder

CC WEEKDAY HEADWAYS

This is a complete record.

DATE	AM RUSH	PM RUSH	DATE	AM RUSH	PM RUSH
January 10, 1944	4	4		N	S
October 23, 1950	4, 5	4	January 19, 1976	5, 6	5, 6
November 1, 1971	5	5	August 30, 1976	5, 8	5, 10
January 2, 1973	5, 6	5, 6	December 20, 1982	5, 8	10
			December 26, 1984	6, 10	10

C HEADWAYS

DATE	AM RUSH	PM RUSH	DATE	AM RUSH	MIDDAY	PM RUSH	EVENING
	N	S		N	S	N	S
May 26, 1987	6, 10	10	December 12, 1988	8, 10	10	10	10
May 16, 1988	8, 10	10	October 26, 1992	8, 10	10	10	12

B HEADWAYS

DATE	AM RUSH	MIDDAY	PM RUSH	EVENING
	N	S	N	S
March 2, 1998	N/A	N/A	N/A	N/A
July 23, 2001	10	10	10	10
February 22, 2004	6½	10	10	6½, 7
November 15, 2004	6	10	10	6, 7

CC SERVICE CHANGES

This is an incomplete record.

SATURDAYS

DATE	NORTH TERMINAL	SOUTH TERMINAL
July 1, 1933	Bedford Park Boulevard early morning until mid-afternoon 205 th Street other times	Chambers Street
December 21, 1940	Bedford Park Boulevard early morning until mid-afternoon	Chambers Street

Service was curtailed gradually.

In March, 1948, the last CC departed from Bedford Park Boulevard at 1:22 PM, an hour earlier. In 1949, the first CC left Bedford Park Boulevard at 7:03 AM, 51 min-

utes later than previously.

December 29, 1951 was the last time Saturday CC service was operated.

SUNDAYS

CC trains ran between 205th Street and Chambers Street from July 2, 1933 to December 8, 1940.

(Continued on page 3)

NEW YORK DIVISION BULLETIN - MAY, 2008

Concourse Line Service Changes

(Continued from page 2)

CC SATURDAY HEADWAYS

This is an incomplete record.

DATE	AM RUSH	MORNING	EARLY AFTERNOON
January 15, 1944	4	5	5
May 17, 1947	5	6	6
October 28, 1950	6	6	6

CC SUNDAY HEADWAYS

This is the only schedule in our files.

DATE	MIDNIGHT	MORNING	AFTERNOON	EVENING
October 8, 1933	12	7, 6	5	6, 8

CC TRAIN LENGTHS (in cars)

Date	SATURDAY		Date	SUNDAY		
	Morning	Afternoon		Midnight	Morning	Afternoon, Evening
August, 1947	4	6	October 8, 1933	2	3, 4	4
October 29, 1949	5	5				

D SERVICE CHANGES

Starting December 16, 1940, D trains furnished Concourse express service during weekday rush hours, southbound in the morning rush and northbound in the

evening rush. On Saturdays until December 29, 1951, they made express stops southbound in the morning and northbound in the early afternoon.

D SERVICE BETWEEN 205TH STREET AND MANHATTAN OR BROOKLYN

DATE	SOUTH TERMINAL
December 15, 1940	Chambers Street all times (A) Via Culver Line
October 30, 1954	Alternating to Coney Island and Church Avenue—rush hours On Saturday, several trains laid up at Kings Highway after morning rush and were put in service late in the afternoon All to Coney Island—other times (A)
May 13, 1957	Alternating to Coney Island and Church Avenue—rush hour and midday, except three trains to Church Avenue followed by one to Coney Island southbound AM rush and northbound PM rush Several trains laid up at Euclid Avenue after AM rush and were put in service there for PM rush On Saturday, several trains laid up at Kings Highway after the AM rush and were put in service there late in the afternoon All to Coney Island—other times Via Brighton Line
November 26, 1967	Coney Island (A)
August 19, 1968	Brighton Beach—rush hours and midday Coney Island—other times (A)
January 2, 1973	Brighton Beach—rush hours, midday, and early evening Coney Island—other times (A) (B)
April 27, 1986	34 th Street-Sixth Avenue
December 11, 1988	Coney Island

(Continued on page 4)

NEW YORK DIVISION BULLETIN - MAY, 2008

Concourse Line Service Changes

(Continued from page 3)

DATE	SOUTH TERMINAL
April 30, 1995	34 th Street-Sixth Avenue—midday weekdays and from about 3 AM Saturday to 9 PM Sunday Southbound AM rush—discharged at Newkirk Avenue and laid up at Brighton Beach. Northbound PM rush put-ins at Brighton Beach Other times—Coney Island
November 12, 1995	Coney Island
July 22, 2001	34 th Street-Sixth Avenue
Via West End Line	
February 22, 2004	Coney Island
November 8, 2004	Several trains were put-in at 25th Avenue AM and PM rush, and terminated at Bay Parkway after AM rush Coney Island—other times
May 31, 2005	Coney Island

(A) Several trains terminated at Bedford Park Boulevard after morning rush

(B) The Manhattan Bridge tracks were out of service for brief periods in 1982, 1983, 1984, and 1985. At first, trains operated via Sixth Avenue and the BJ tracks to Essex Street middle. Crews changed ends and proceeded via tunnel and the Brighton Line. This arrangement was unsatisfactory because it delayed the **●** and **■** trains. When the bridge was closed again, passengers were discharged at W. 4th Street and trains were turned at Broadway-Lafayette Street. At times, trains were turned at Second Avenue

WEEKDAY D HEADWAYS

DATE	MIDNIGHT	AM RUSH		MIDDAY	PM RUSH		EVENING
		N	S		N	S	
January 10, 1944 December 30, 1946	12	6, 5	6	5	5	5	6, 8
October 24, 1949	12	3	3	5	3	3	N/A
January 30, 1950	12	3½	3½	6	3½	3½	6, 8
October 23, 1950	15	3½	3½	6	3½	3½	6, 8
June 30, 1952	20	3½	3½	6	3½	3½	10
November 1, 1954	20	4	4	8	4	4	10
November 27, 1967	20	4	4	10	4	4	12
January 19, 1976	20	5	4	10	4, 5	4, 6	12
August 30, 1976	20	5	5	10	5	5	12
September 18, 1978	20	5, 4	5	10	5, 4	5, 4	12
April 28, 1986	20	6	6	10	6	6	12
December 12, 1988	20	6	5	10	5	6	12
May 1, 1995	20	6	6	10	7	6	12
November 13, 1995	20	6	7	10	7	6	12
July 22, 2001	N/A	N/A	N/A	N/A	N/A	N/A	N/A
September 9, 2002	20	6, 7	6, 7	10	7	7	12
February 23, 2004	20	6½	6, 7	10	7	6½	10, 12
November 15, 2004	20	6	6, 7	10	7	6	10, 12

(Continued on page 5)

Concourse Line Service Changes

(Continued from page 4)

WEEKEND D HEADWAYS

SATURDAY				SUNDAY			
Date	Morning	Afternoon	Evening	Date	Morning	Afternoon	Evening
January 15, 1944	8, 5	5	6	January 9, 1944	6, 5	5	6, 8
May 17, 1947	5, 6	6, 5	N/A	May 18, 1947	6	6	6, 8
July 15, 1950	5, 6	6	6, 8	July 16, 1950	8, 6	6	6, 8
October 28, 1950	6	6	6, 8	October 22, 1950	8, 7	7	7, 8
January 5, 1952	6, 7	6	7, 8	December 30, 1951	10, 8	8	8, 10
July 5, 1952	6, 8	8, 6	8, 10	October 31, 1954	12	10	10
October 30, 1954	8 (A)	8 (A)	8, 10	November 26, 1967	12, 10	10	10
December 2, 1967	8	8	8, 10	October 31, 1971	12	12	12
November 6, 1971	10	10	12	November 11, 1973	15, 12	12	12
January 24, 1976	10	10, 8	12	October 29, 1989	15, 12	10	12
December 1, 1984	10	10	12	April 14, 1991	15, 12	10	12, 15
December 17, 1988	10	10, 8	12	October 25, 1992	10, 8	8, 6½	8, 10, 15
October 31, 1992	6½	6, 5	7, 10, 12	May 29, 1994	12	10	10, 15
June 4, 1994	10	8, 7	10, 12	September 8, 2002	12, 10	10, 8	10, 12
September 14, 2002	10, 8	8	10, 12	February 22, 2004	12, 10	8	12, 15
February 28, 2004	8	8	10, 12				

(A) 6 minutes—AM rush southbound, late afternoon northbound
8 minutes—other times

Brooklyn Bridge is 125 Years Old

(Continued from page 1)

open until September 24. We published a history of rail transit on the bridge in several issues between May and October, 1983.

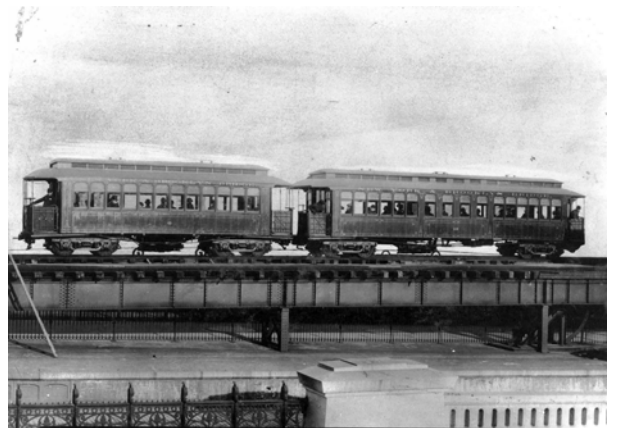
We do not have a complete car roster. There were two varieties of original cars seating 32 and 42 passengers. In 1888, the trustees bought 44 cars from the Pullman

Palace Car Company. The cars were equipped with center doors for faster loading and unloading. Twenty electric cars equipped with four 50 HP motors were placed in service in 1896. One motor car, coupled to a four-car train, performed switching duties at the terminals and replaced the steam engines.

Through "L" service, which started on June 18, 1898, replaced the cable cars.



The Brooklyn end of the Brooklyn Bridge.
Bernard Linder collection



A Manhattan-bound train near Prospect Street.
Bernard Linder collection
(Continued on page 6)

Brooklyn Bridge is 125 Years Old

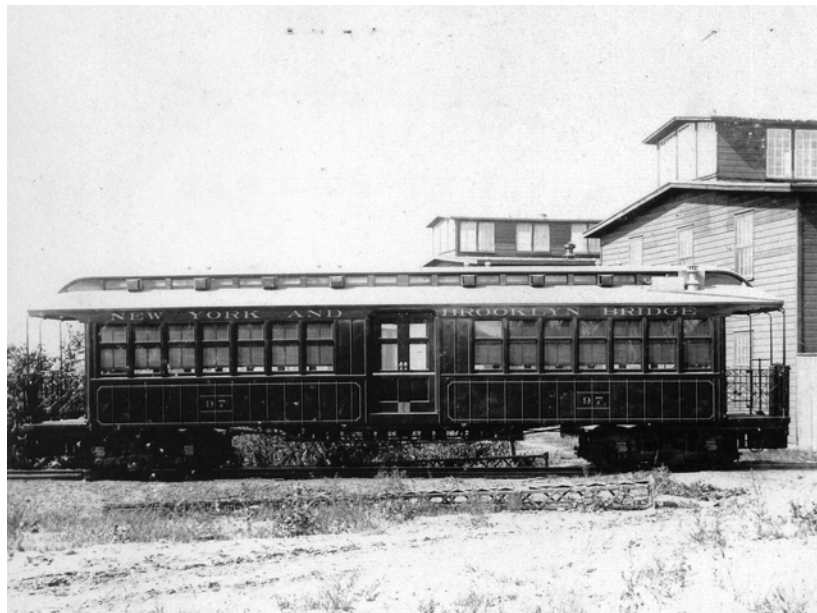
(Continued from page 5)



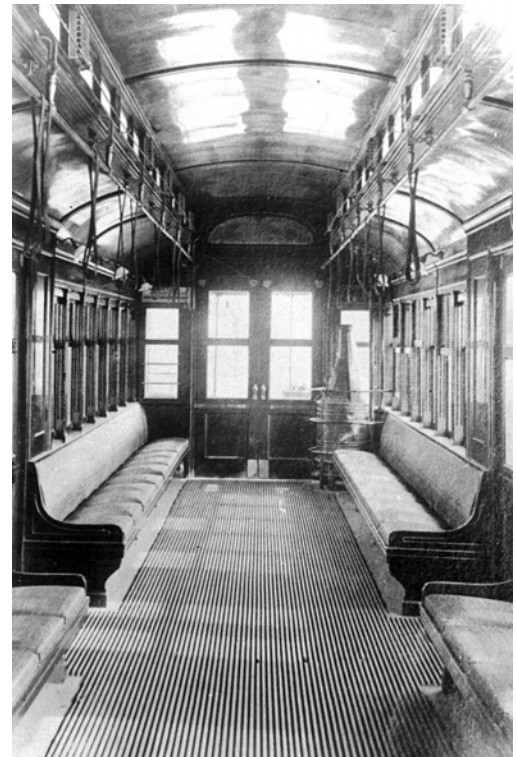
Locomotives switched the cars at the terminals. This one, 12, was built by H.K. Porter in 1895.
Bernard Linder collection



Cable railway train on bridge approach, looking west from Sands Street station.
Bernard Linder collection



Car 97 was built by Pullman in 1888. It was part of a series numbered 97-116.
Bernard Linder collection



Interior of car 101.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

As NYC Transit slowly emerges from a difficult winter, the stage is being set for what promises to be an interesting spring. The city's highly-touted congestion pricing proposal has come to naught (for now) and its failure does hold some implications for near-term deployment of the subway fleet and some of the system's ongoing operations. But whichever way things were fated to happen, sooner or later the results would be the same as new Subdivision "B" equipment continues to arrive at a rapid rate while retirements and disposition have gained a momentum of their own. Since our last look, the R-160s have entered full-time service on **M**, but for other reasons there are actually *more* 60-foot SMEEs in operation now than at the beginning of February. Their respite is probably a short one, however, as delivery of the primary portion of the R-160B contract proceeds toward completion, even as the first several bodies for Option I of that order make an early appearance at Kawasaki Rail Car's production plant in Yonkers. With that basic outline in place, let's get to the details.

R-62 & R-62A Events

On **7**, unitized R-62As 1736-1740 and single units 2150-2155 were modified during the fall of 2007 with end and side LEDs showing "LCL" and "EXP" for local or express operations. In March, 2008, the side route indication boxes were further updated to display electronic green circles for "local" operation or red diamonds for "express." The newer indicators have large "bullet holes" to show the more traditional route sign within, but are still a wee bit small to reveal the entire route numeral (in this case a purple-dotted **7**).

One train of single-unit R-62As remains in use on **3** when available, composed of 1900-series cars generally assigned to the Grand Central Shuttle. Over the five-plus years this train has been seen, its numbering pattern has earned it the nickname "Birthday Train."

Traditional Subdivision "A" SMEEs

Speaking of the Flushing Line, the New York Transit Exhibit's Museum SMEE consist (otherwise known as "The Train of Many Colors") was brought out for a special excursion to Willets Point on April 8, in commemoration of the Mets' final Opening Day at Shea Stadium. The historic train had R-33S 9306 on its north end, trailed by R-15 6239, R-12 5760, R-17 6609, and (SMS) R-33s 9068/9069 (GOH Green/GOH Red), 9010/9011 (MTA Silver & Blue) and 9016/9017 (NYCTA Tartar Red). It departed Times Square in the late morning and made two round trips before being laid up through the evening rush hour at Corona Yard. On its first outbound run, a life-sized statue of Mets' player David Wright was carried to Shea Stadium from Madame Tussaud's Wax Museum and created quite a media buzz.

In late March, R-33 8950 was observed in the paint

facility at Coney Island in advance of its completion as Rider Car RD440. All essential body modifications had been completed on the exterior, and it was awaiting rust remediation, priming, and (finally) full repainting in NYCT's yellow and black work car paint scheme. A best estimate pegged its completion in the spring, while real work on mate 8951 was just gaining momentum in the overhaul shop. Its probable rollout is anticipated by the late summer of 2008.

By the end of 2007, R-33s were no longer being used in conjunction with EPO-series R-127 and R-134 Kawasaki-built work motors on refuse trains. Reportedly this is due to technical incompatibilities with the braking systems, meaning that such trains now utilize either EPO-series cars (usually two, one at each end) or strings of R-33s (usually four, two at each end).

R-160 Progress

The fleet of R-160A-1s continued to increase at East New York through February and March, 2008, but their role remained limited to providing a few consists for **L**, the rush hour-only **Z**, and weekend **M** OPTO service, as they seemed to again disappear from limited use on **J** entirely. Deliveries of the 4-car units was unrelenting from February 4 through April 8, 2008, with 64 added to the overall total and 56 more accepted for revenue service. 8445-8476 arrived during February followed by 8477-8500 during March and 8501-8508 in the first week of April. Indicative of how such uninterrupted progress, without concurrent displacement of the older equipment, has impacted yard storage capacity at East New York is the temporary diversion of cars 8497-8508 to Pitkin Shop in early April as their acceptance testing continued. R-160A-1s 8425-8448 were placed in operation on **L**, **M** OPTO, and **Z** during February, followed by 8449-8464 in March and 8465-8472 through April 4, 2008. As previously reported, use of the R-160A-1s was exceedingly rare on **J** through the first quarter of 2008 (by special permission only) owing mainly to concerns about Conductors' sightlines on some of the curved platforms along Jamaica Avenue.

With the R-160A-1 fleet climbing in number rapidly and very little probability that they could be quickly activated on **J**, the bulk of this fleet was assigned to full-time service on **M** starting on April 7, 2008, by which time cars 8473-8480 were also in service. Correspondingly they were removed from regular duty on the rush hour-only **Z** skip-stop service (replaced by Morrison-Knudsen-overhauled R-42's) and their presence on **L** reduced as well (replaced by R-143s coming out of long-term SMS). Nevertheless, rush hour operation on **M** carried the R-160A-1s through the Montague Street

(Continued on page 8)

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

Tunnel for the first time with passengers, as well as into the Fourth Avenue Subway (local) and along the West End Line as far as Bay Parkway.

As of February 19, a gearbox leakage issue brought the delivery and acceptance of Siemens-equipped R-160Bs to a halt, and cars 8843-8917 were incrementally removed from service pending rectification of this problem. This sudden and unexpected loss of up to 75 cars from the fleet at Coney Island resulted in the restoration of 56 retired slant R-40s to passenger service by February 25, where they could be found on **B**, **W**, and even **N** with a regularity not observed since mid-2007. Modification and repair to address the situation was ongoing for several weeks, and the first two Siemens R-160B trains restored to service on **N** starting March 3. Deliveries were finally resumed in mid-March with the arrival of cars 8953-8957 (followed in short order by 8943-8947), and acceptance testing resumed as well. On March 28, new Siemens cars 8918-8927 were first observed on **N**, and it was clear that momentum was returning to the R-160B introduction effort. By April 8, 2008 R-160Bs 8948-8952 and 8958-8962 had been delivered, leaving just 10 more cars to complete this portion of the initial 660-car R-160 contract. Not only were these last 10 (8963-8972) sighted at KRC's assembly plant in Yonkers, but also in early April observers witnessed a number of the Option I cars (8977, 8990, 8996, 9000, and 9014) sitting outside the facility on rubber-tired flatbed trailers, no doubt fresh in arrival from Kawasaki's main plant in Lincoln, Nebraska.

As of April 8, 2008, deliveries totaled 196 R-160A-1s, 10 R-160A-2s, and 250 R-160Bs, for a combined quantity of 456. Of these, 176 R-160A-1s were in service at East New York (**L**, **M**, sometimes **J** and **Z**), while 10 R-160A-2s and 215 R-160Bs were in service at Coney Island (**N**).

60-Foot SMEE News and Operations (Some Slants Return; End of the Coney Island-overhauled R-42s)

As soon as it became apparent there was a problem with the Siemens R-160Bs on February 19, NYC Transit reached into its reserve fleet and put the first four slant R-40s back into passenger service on **B** and **W**. By February 25, some 56 of the 104 retired cars were back on the road, most noticeably restoring the strong presence of 60-foot SMEE equipment on **W**, while R-68/68As were used to pick up the slack for the now-missing R-160Bs on **N**. There was also an increased visibility of R-40 and R-40M equipment on **N** during this time, weekdays included, as the overall fleet of operational slant R-40s at Coney Island was re-inflated from the previous 188 to 244 cars (24 trains plus spares). After March 21, with the R-160B situation on the rebound, slant R-40s and R-40Ms once again became

occasional visitors to **N**, while the quantity in use on **W** also noticeably declined. When observed in early April after the acceptance of R-160Bs had resumed, there were no 60-foot SMEEs present on either **N** or **W**, but neither had there yet been any corresponding retirements of slant R-40s. On the other hand, trains of both slant and modified R-40s continued to dominate **B**, supplemented by R-68s and/or R-68As when required.

By mid-February Coney Island R-42s 4844/5 and 4862/3 were back on the road as part of the final maintenance cycle for this overall group. At this time there were 286 R-42s (272 Morrison-Knudsens and 14 Coney Islands) covering all runs on **J**, weekday **M**, and a little bit of **Z**. Cars 4854/5 were withdrawn as of February 22, then most of the remainder (4844-4849 and 4862/3) removed by March 21 which left just four of these cars in passenger service. In fact, a tally on that date discovered that 256 of 276 available R-42s were being used daily, as compared to approximately 88 of the 152 R-160A-1s accepted. Coney Island cars 4840-4843 spent the next week split up and mixed into two separate consists (usually one on **J** and one on **M**) until 4842/3 was finally sidelined by March 28 and the very last pair, 4840/1, cut out of its train on Monday, March 31.

So ended the service career of the 110-car Coney Island-overhauled R-42 sub-class (4840-4949), which had to come to be as a consequence of the General Overhaul (GOH) performed back in 1987-88. At that time, work to rebuild 284 of the aging, battered R-42s (4550-4839, less six retired cars) was outsourced to Morrison-Knudsen of Hornell, while the balance was assigned to the Coney Island Overhaul Shops. When complete, all 394 rebuilt R-42s were assigned to East New York (**J/Z**, **L**, **M**) and mixed into consists at random, joined by the 100 R-40Ms (4450-4549) that were rebuilt by Sumitomo of Elmira Heights, New York. This remained the case until February of 2004 when 4940-4949 were shifted to Coney Island as service was restored over the Chrystie Street side of the Manhattan Bridge. By May of that year these initial ten were supplemented by 4922-4939, but in 2006 cars 4922-4927 returned to East New York, where an unknown August mishap claimed 4878 and 4927 and thus yielded mismates 4879/4926. This and cars 4916-4925 were finally relocated to Coney Island for the final time in January, 2007, but the group did not last long. Withdrawals commenced in August of 2007 as an aftereffect of the R-160B program, as those at Coney Island began disappearing immediately (with final assignments for some including Pitkin and/or Jamaica). Similarly, the group at East New York (4840-4915) was retired starting in August, 2007 after the first R-160A-1s were activated, and gradually vanished through the first quarter of 2008.

As of March 14, 2008 "Phase II" R-32s 3422/3, 3540/1, 3572/3, 3656/7 and 3748/9 (assigned to Ja-

(Continued on page 17)

Commuter and Transit Notes

No. 234

by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

New timetables with a logo recognizing Metro-North's 25th anniversary were issued for the period of April 6 through October 4. Sixty-seven trains were added, for a weekly total of 4,439. The Hudson Line got 20 weekday and 21 weekend trains, the Harlem Line 3 weekday and one weekend train (total 16), and the New Haven Line 2 weekday trains (total 10). All timetables show trains that will or will not operate inbound and outbound on the eves of holidays (May 23, July 3, and August 29).

HUDSON: New Train #742 departs from Croton-Harmon at 9 AM, makes all stops to Tarrytown, then Yonkers, Harlem-125th Street, and Grand Central Terminal. There are three new off-peak Lower Hudson Line limited-stop expresses. Trains #487, 491, and 493 depart Grand Central Terminal at 9:16, 9:55, and 10:55 PM, only stopping at Harlem-125th Street, Yonkers, Hastings, Dobbs Ferry, Tarrytown, Scarborough, Ossining, and Croton-Harmon. The trains that were formerly the "express" trains to Poughkeepsie, #887, 891, and 893, after a stop at Harlem-125th Street, now run directly to Croton-Harmon, then all stops to Poughkeepsie. For the first time to my knowledge, there are two trains with two schedules. The first covers the period April 7-July 11, and the second is for July 14-October 3. For the first, Train #876 departs from Poughkeepsie at 4:31 PM, and the second at 4:36 PM. For Train #884, the departure times are 6:36 PM and 6:28 PM, respectively. This is to enable concrete tie installation to take place on the Upper Hudson Line.

On Saturdays, a new AM train from Poughkeepsie, Train #8818, leaves at 9:21 AM, and on Sunday evenings and holidays, Train #8846 departs at 4:21 PM. Both stop at New Hamburg, Beacon, Peekskill, Harlem-125th Street, and Grand Central Terminal. The previous Train #8818 has been renumbered #8820 and departs from Poughkeepsie at 10:21 AM instead of 10:08 AM. There are now four weekend super-expresses that make the aforementioned stops. Inbound, three new limited-stop expresses depart from Croton-Harmon at 5:35, 6:32, and 7:35 PM, stopping at Ossining, Tarrytown, Dobbs Ferry, Hastings, Yonkers, Marble Hill, Harlem-125th Street, and Grand Central Terminal.

HARLEM: Train #506 (5:55 AM North White Plains) has been added. This train makes all stops to Crestwood, then Harlem-125th Street and Grand Central Terminal. There is also a new Lower Harlem evening train, #683 (7:57 PM Grand Central Terminal/Valhalla), which runs express from Harlem-125th Street to Scarsdale then makes all stops. Service to Southeast has been increased, with a 10:29 PM departure from Grand Central Terminal, which stops at Harlem-125th Street, then oper-

ates express to White Plains, and makes all stops to Southeast. Weekdays, this is Train #693, while on weekends, it is Train #9669.

NEW HAVEN: The Waterbury Branch has a new train, #1923, which departs at 6:57 AM and connects at Bridgeport with Train #1527. Arrival time at Grand Central Terminal is 8:18 AM, one hour earlier than under the previous timetables. In the afternoon, Train #1469 (3:47 PM Stamford/Grand Central Terminal) has been added. This train stops at Greenwich, Port Chester, Rye, New Rochelle, Mt. Vernon East, and all stops to Grand Central Terminal. There were minor adjustments to off-peak and weekend trains to accommodate concrete tie installation between Milford and New Haven.

En route to the March Division meeting, as the train passed the Yankee Stadium station, I noticed that there was lots of activity involving personnel and machinery. The concrete platform, which serves Tracks 6 and 4, appeared to be completed.

Member Bill Zucker reported that on several occasions he has seen trains of Bombardier coaches assigned to local runs to White Plains and also on a northbound Brewster/Southeast express.

As was reported last month, on April 1, about 500 Conductors were to begin using hand-held ticketing devices, which are capable of doing several functions. According to one of the conductors that I spoke with due to production difficulties, this was delayed for about a month. Besides issuing tickets, the data is stored for later download, making the bookkeeping easier and more accurate. In addition, because it is cellular, train crews can be sent text messages from the Operations Control Center when there are service disruptions and updates. Approximately 50 of the Conductors will also be testing a device which, in addition to all of the aforementioned, will be capable of accepting debit and credit card transactions, a first. If everything goes well, it is expected that by mid-year, the devices of all 750 Conductors will be so enabled.

There is an update to the New Haven Line Catenary Replacement Project last reported in the May, 2005 *Bulletin*. In 1995, Metro-North completed the replacement of the catenary within New York, and Connecticut has since completed the portion of the line from the State Line to CP 235 in Stamford. The four sections of the project are described below, along with the current status:

CATENARY "A": 36 track miles of wire from the State Line to CP 235 including replacement of three under-grade bridges in Greenwich. **Complete**

CATENARY "B": 30 track miles of wire from CP 235

(Continued on page 10)

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

(Stamford) to CP 241 (Norwalk), including replacement of three undergrade bridges in Darien and Norwalk. Due to problems with steel fabrication for the undergrade bridges, this project is approximately one year late, and scheduled for completion in the 3rd Quarter 2010

CATENARY "C": 75 track miles of wire between CP 241 (Norwalk) and CP 261 (Stratford). This project is being completed in three phases and includes undergrade bridge work and major rehabilitation of the Walk, Saga, and Devon moveable bridges. Work is scheduled for completion in 2014

CATENARY "D": 24 track miles of wire from CP 261 (Stratford) to CP 271 (New Haven) including replacement of three undergrade bridges along the right-of-way. **Complete**

Another major construction, project that Metro-North is managing is Shell Interlocking which is being funded by Amtrak. Two of the three stages have been completed.

STAGE I: Completed June, 2006 – partial cut-in of the modified CP 217 Interlocking in New Rochelle and the cut-in of new CP 215 in Pelham

STAGE II: Completed June, 2007 – included center island platform modifications at New Rochelle and the Track 4-6-4 and Track 2-4-2 swings

STAGE III: Begun in June, 2007 – includes CP 216 in New Rochelle and will be complete this September

MTA METRO-NORTH RAILROAD (WEST)

Due to the Metro-North fare increase, the October 28, 2007 Port Jervis/Pascack Valley Line timetable was re-issued with a March 1 date.

MTA LONG ISLAND RAIL ROAD

Several timetables were issued during March. The Oyster Bay Branch got a revised edition on March 3, which removed all references to the LIPA work, which was canceled. The first editions of the 2008 Shea Stadium timetable, effective dates, April 8-June 15, and Belmont Park (Spring Meet), April 30-June 15, were issued. There were also construction timetables for the following lines:

- Port Washington – Switch replacement, weekends, March 15-16 and 29-30, April 5-6, and May 17-18
- Port Jefferson – Track work, middays, Greenlawn to Port Jefferson, April 21-June 13
- Ronkonkoma – Sperry Testing, Farmingdale to Ronkonkoma, April 19
- Ronkonkoma – Sperry Testing, Ronkonkoma to Greenport, April 17-18
- Montauk Branch – Midday, grade crossing renewal, March 24 and April 2 (described in the March *Bulletin*)
- Montauk Branch – Sperry Rail Testing, April 9-12 (report from member Ray Crapo)

At approximately 10 AM March 27, there was a collision between two trains of M-7s west of Jamaica Station. Train #1618 (9:34 AM New York Penn/Huntington), which was stopped in the station on Track 7, was struck by Train #714 (9:35 AM Flatbush/Hempstead) as it crossed a switch entering Track 8, derailing the last two cars. None of the 19 passengers in those cars were injured. Immediately, and continuing through the evening rush hour, a number of trains were canceled or combined. The initial 90-minute delays were later reduced to 15 minutes. NYCT honored LIRR tickets.

On April 2, LIRR President Helena Williams reported that the cause had been determined to be an "an electric anomaly in a test of a new switching system." President Williams told reporters that track workers who were testing the new system accidentally sent out an electrical signal that made a colleague think it was safe to move a switch. This took place at the time that Train #714 was running over the switch, and the shift forced one of the cars to derail. Ordinarily, the system cuts power to the switches while a train moves over them. Until the problem is corrected, testing of the new system has been suspended.

Sometime near the end of March, for reasons were not immediately explained to the general public, train crews were instructed not to use the M-7s' ASI (Automated Station Identification) system. So, it was back to the old way – manual announcements. Member Bill Zucker told me that the ASI was also not being used on Metro-North's M-7s. My trips to the March Division meeting were on push/pull cars, which are not equipped with this system.

Long Island Newsday, on April 8, reported that the problems began on February 26, when the U.S. Air Force switched on a satellite, previously out of commission, that aids Global Positioning Systems. "A new signal sent out by that satellite — designed to help upgrade the whole system — was unrecognizable to older GPS systems and made them do funny things" such as causing incorrect stations to be announced as the next stop. Bombardier, the M-7s' manufacturer, pointed the finger at the GPS manufacturer, Axion Technology, which said the receivers causing the problems on that system were made by Marconi, a Canadian firm later taken over by Novatel, a company in Calgary, Canada. Each pair of M-7s shares one GPS unit. Software updates were given to both rail operators, but with a much larger fleet (836 cars) it could take LIRR up to 90 days to reach each car.

According to member Larry Kiss, during February, the Railroad Museum of Long Island at Riverhead received M-1s 9547/8.

I received an answer to my email about the ex-Long Island Railroad C-1s (April *Bulletin*). The cars were sold to Mid Atlantic Rail Car, which made the cars road-worthy and moved them via LIRR, Metro-North, and the

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

Naugatuck Railroad to Torrington, Connecticut, where the cars are presently stored and available for sale or lease.

Member Joe Gagne sent an article from *The East Hampton Star* (March 20) reporting that the East End shuttle would not continue after May 23. I asked Larry Kiss if there was anything more recent and he wrote: "What I read in a local paper is LIRR would only run it Tuesdays through Thursdays, most likely because of the extra Hamptons service on Monday morning and Friday afternoon would somehow cause a problem either with schedules and or equipment. In addition the paper said that ridership in February was lower and that could be because most of the roadwork on Route 27 is now complete. Also the paper went on to say that much of the ridership seemed to be school employees who would be on vacation during the summer. Will it return in the fall? Who knows?"

NJ TRANSIT

Details about the May 11 timetables, other than what was reported in the April *Bulletin*, were not available at publication time.

The following multi-level car sightings were reported by member Bob Kingman: March 20: 7241 (Identifier 109), 7017, and 7553. There was an Internet report that 7240 passed through Kenwood Yard on March 10. Returning home from the March Division meeting, the Kingman's saw 7244 and 7246 outside Kenwood Yard, and then on April 5, 7245, 7556, 7555, and 7018, and on April 12, 7547.

An April 10 visit did not find any multi-levels, but former LIRR power-pack 610. This unit had been stored for a number of years at the old D&H Colonie Shops along with a number of other Alco diesels and two ex-D&H coaches — one is from the 201-206 series (ACF, 1939, semi-streamlined) and the other is from the 208-221 series (Osgood-Bradley, 1925 – ex-Boston & Albany, some were resold to LIRR and NYS&W). 610 (aka BDLX 302) has been sold to the West Virginia Central. Supposedly, it was moved to Kenwood in late March or early April. On or about April 12, it was moved to a siding in the Port of Albany that has not been used in years. It is further away from main line track. Reporting mark BDLX looks like it has been there forever and is probably not current for when/if it moves.

Nearly four years after NJ Transit's original Track Geometry Inspection Vehicle burned up, Steve Lofthouse told me that it still can be seen south (railroad west) of the Red Bank station on the North Jersey Coast Line. This out-of-service unit is stored on tracks that were once part of the CNJ Southern Division, which are under consideration to be used for the MOM Project under Alternative II. A replacement TGIV was delivered to NJ Transit in April, 2005.

During the last quarter of 2007, weekday ridership on the *RiverLine* increased by 7,600 riders, or 4.8% over the previous year. On weekends, the increase was 3%.

PORT AUTHORITY TRANS-HUDSON CORPORATION

PATH riders began using a new entrance, one block west, on Vesey Street (intersection of West Broadway and Greenwich Street) to access the World Trade Center station starting on April 1. The Church Street entrance (between Dey and Fulton Streets) was closed effective April 12 for construction of new buildings. Since 2003, riders have entered the World Trade Center station by passing under its 37-foot high polyester and aluminum tent, which provided a cover for the staircases. It will be removed but kept for future use. Various options are being explored. The new entrance, a boxy structure, will remain until 2011.

METROPOLITAN AREA

On March 24, the Regional Plan Association commented that the T.H.E. Tunnel project now estimated at \$7.5 billion would be more beneficial to the region's economy if rail access were provided to the east side of Manhattan. This proposal, originally known as "Plan G," was recommended by the citizen's advisory panel. RPA said that NJ Transit would carry an additional 60,000 commuters to and from Manhattan every day.

amNY reported on April 11 that Federal Transit Administrator James Simpson said it made sense to extend the T.H.E (ARC) Tunnel from Penn Station east to the area around Grand Central Terminal. Mr. Simpson also said, "We have to find a way while the (boring) machines are underground to bring that project further east." These remarks were well received by Jeffrey Zupan, a senior fellow at the Regional Planning Association, as well as by other pro-rail groups which have always supported a rail connection to Grand Central Terminal, in other words: "Plan G."

New York's new governor, David Paterson, announced (to the satisfaction of Mayor Michael Bloomberg) that he supports the recommendations for congestion pricing that were put forward by the New York City Traffic Mitigation Commission. Once approved, an \$8 charge would be imposed on all vehicles that travel south of 60th St. in Manhattan on weekdays from 6 AM-6 PM. There would be credits for tolls paid.

The City Council, on March 31, approved the home rule message (30-20, with one abstention and one absence). The next step was New York State Legislature approval, with an April 7 deadline to qualify for \$354 million in federal funds. However, even though Gov. Paterson and the Senate supported the proposal, Assembly Speaker Sheldon Silver (D-Manhattan) announced that the Assembly would not take up the bill because there was overwhelming opposition to the plan in a private Democratic conference. So, there was no public vote and individual lawmakers' votes were not recorded. Two days later, former MTA Chairman Rich-

(Continued on page 12)

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

ard Ravitch was appointed by Gov. Paterson to head a panel that will look at ways to finance capital spending for the transit system. Mr. Ravitch was the fourth MTA Chairman, serving from November 16, 1979 until October 31, 1983.

AMTRAK

Score one for Amtrak. Colgan Air, a carrier for US Airways, which began flying between Harrisburg Airport and LaGuardia last September, ended this service on April 6 because of low patronage. The flights on average were 25-30% full, where they needed to be about 40% full. Colgan's base fare ranged from \$99-\$169, whereas one Amtrak passenger said that he pays \$47 for a trip that takes about 3½ hours. Ridership on the Keystone Corridor is up 20% since October, according to an Amtrak spokeswoman, with an 87% on-time arrival.

One of the promotions for National Train Day, May 10, (April *Bulletin*) was to purchase one full fare adult ticket and take a friend along for free. This had to be done prior to April 4, 2008, and there were some other restrictions.

Amtrak timetables involving trains that operate along Metro-North's Hudson Line were replaced on April 7.

\$\$\$\$\$

By now, you have probably seen the new \$5 bills (yes – Lincoln is still featured) that have been circulating since mid-March. *Metro Magazine* reported that in advance of the rollout, the Bureau of Engraving and Printing had been working with transit agencies and other cash-accepting businesses to make sure that there would be a smooth transition. But it wasn't always that way. In the January, 1999 *Bulletin*, I wrote that PATHs TVMs were not accepting the (then) new \$20 bills. Eventually the problem was corrected. Since 2003, the \$10, \$20 and \$50 dollar bills have been redesigned, and the \$100 bill is next.

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

MBTA issued Spring Rapid Transit Timetables for March 22-June 22 and for some commuter rail lines on April 7. Those that were reissued were all South Station lines: Fairmount, Franklin, Needham, Old Colony, Providence/Stoughton, and South Station & Back Bay.

On April 3, the MBTA Board approved a \$3.75 billion capital plan, which is an annual update of its five-year plan. Some of the projects to be funded include \$562 million for a complete replacement of the Orange Line fleet, 75 bi-levels and 28 locomotives for the commuter rail service, plus expansion of Silver Line service. The Orange Line cars date from 1979-81. There is also money for maintenance. At the present time, the transit agency is digging into rainy day funds to meet its daily operational expenses, as it manages \$8.2 billion in debt

and interest payments.

Shortly before 5:30 PM on March 26, the Engineer of Train #917 (4:40 PM South Station/Stoughton) reported that a freight car was heading toward his train. He requested permission to reverse direction after he stopped the train because of his response to what were termed "vague warnings from the railroad's signaling system" that came in two minutes earlier. Before that could happen, that freight car struck the train, injuring him and approximately 150 of the passengers. The impact caused the train to move back 47 feet. That freight car, which had traveled three miles, was one of six that had been delivered by CSX at around noontime to Cohenno, Incorporated, a lumber yard in Stoughton. Both CSX and the union that represents those crewmembers said the car was fully secured after delivery. The incident was under investigation.

On the same day, Todd wrote that he was aboard Amtrak #2170, the 6 PM northbound *Acela* from New York Penn to Boston. "All was going well until just before Providence, when I was chatting with the First Class attendant and he told me of the accident - the good news was that Track 2 was opened. Just after Providence, the Conductor came on the PA and said we'd take a 'brief delay' since we'd have to pass the scene at 5 mph. We slowed from 150 to about 45 mph approaching Sharon, and then came to a stop on the Canton Viaduct. I overheard the Conductor saying he had to get some paperwork and give it to the Engineer. Finally we started moving, and crawled by the scene. I could see on Track 1 (south to north) the box car, MBTA engine 1030 leading the consist, then MBTA work engine 904. There was considerable activity on the ground. Finally we cleared the scene, and arrived at Route 128 station where I detrained about 35 minutes late. A colleague of mine who was on the 4 PM (two hours earlier out of New York Penn) had his train terminated in Providence, and had to get a relative to pick him up there."

Being short of cash, MBTA has initiated a fare evasion program. It is deploying undercover transit cops to stake out stations to watch for those who try to sneak into the gates behind the person in front of them, the most common tactic. They are also targeting adults who use discount student cards, as well as those who jump over gates. In one instance, a hole was cut in a fence at the JFK/UMass station (Red Line). As of late March, police had issued 262 citations, compared with 99 in the same period last year. Some who were apprehended were also wanted on outstanding warrants. Summonses are issued to the offenders with the following costs: first offense, \$15 fine; second offense, \$100 fine, and a \$250 fine for a third offense. Before the *Charlie Card* was introduced in 2006, anywhere from 3 to 5% of MBTA's 371 million annual ridership did not pay, at an estimated cost of \$13.5 million.

The number of "T" riders rose 3 million in February to

(Continued on page 13)

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

nearly 30 million, which is up more than 11% when compared to February, 2007. The numbers were up about 5% for January.

Steve Lofthouse saw MBTA cars 207, 631, and 502 in Hudson Yard on April 9. The Northeast Transit website shows these cars as having been sent out for overhaul. By evening, they were no longer there.

A second new Blue Line train entered service on April 11. Todd reported that the following cars have been accepted: 0702/0703 and 0708/0709 through 0712/0713.

For the Boston Marathon, which took place on April 21, MBTA operated its regular weekday schedule with extra service before and after the Marathon. Commuter rail operated a regular weekday schedule, while buses and trackless trolleys were on a Saturday schedule. There were several station closings, including Copley. Thanks to Todd for these reports including some from **The Boston Globe**.

LINDENWOLD, NEW JERSEY

PATCO reported that daily ridership is averaging around 35,000 passengers, an increase of between 2,000 and 3,000 rides a day over the same period last year. So far this year ridership is up close to 7%.

PHILADELPHIA, PENNSYLVANIA

SEPTA also reported steady and significant ridership increases on all of its services. In the first seven months of fiscal year 2008, ridership grew by 4% or 30,000 daily trips and 12% on Regional Rail, a 25-year high.

Thanks to member Gregory Campolo, who sent copies of SEPTA's Regional Rail timetables that went into effect on March 23. In an effort to cope with the aforementioned increasing ridership, new morning trains have been added to the following lines: R1 at Glenside (1); R2/Warminster (2); R3/Media-Elwyn (1) and R5/Lansdale (2). Cars have been added to select trains on the R6/Norristown. On the R7/Trenton, most weekday midday trains operating from 30th Street to Chestnut Hill East were adjusted to operate 10 minutes later than the previous schedules due to a construction project within Zoo Interlocking. Finally, R8/Chestnut Hill West/Fox Chase received about 10 minutes more running time due to construction activities. Some trains were re-timed. On the bottom of each timetable, there is an advertisement for Drexel Online University.

The Philadelphia Bulletin reported that SEPTA's new general manager, Joseph M. Casey, confirmed that the transit agency has purchased NJ Transit passenger coaches to ease a Regional Rail rolling stock shortage. Mr. Casey said that a pilot car was to be sent to Philadelphia to gauge the reaction of riders. NJ Transit's cars have a different seating pattern than SEPTA riders are used to on Silverliners. At this time it not clear whether they are Arrow IIIs or push/pull cars. Then, as I was completing this column, an email arrived from member

Bob Wright who commented on SEPTA's need for more Regional Rail cars (April **Bulletin**). "The March 23 schedule changes brought a number of longer trains into play (what were 4-car trains are now 5- and 6-car affairs), and the fleet is being taxed. There are more trains with burned-out interior bulbs, stuck doors and traps, and other 'minor' items that, as long as they can operate, that's all that appears to matter. Last I heard, there was some rumbling about SEPTA leasing some Comet IIs from NJT and expanding each push-pull set by one car, but we shall see." Stay tuned for details.

Bob also reported about a few updates. On April 7, the Gulph Mills station (Route 100) officially opened for service (although there is still a bit of minor work to be done); the new parking garage at Norristown Transportation Center opened; and the 52nd Street station of the Market Street "L" had its elevators put into service. There is still some work to be done at 52nd Street as well. On April 14, the 46th Street station (Market Street "L") reopened, leaving Millbourne (still being rebuilt, but opening this summer) and 63rd Street (the last "original" "L" station, to start being rebuilt this summer) as the remaining two stops to be redone. The original "L" is still in place from west of 46th Street to east of 52nd Street, although the new panels are parked on flatbed trailers on 48th Street, and these will probably start being replaced April 12-13. There are many viaduct segments in the contractor's yard near Millbourne as well, so the west of 63rd Street segment will probably start being replaced soon as well. There are two major shutdowns scheduled on the "L" in July and August, each of which will be a two-week duration, so a good deal of work will be done before summer is over.

WASHINGTON, D.C. AREA

Checking the Virginia Railway Express website in late March, I discovered that the final leased trainset from Sound Transit was no longer listed on the equipment page. VRE now operates 13 Kawasaki bi-levels and 26 Sumitomo gallery cars in both cab and trailer configurations, plus 35 ex-Metra gallery cars. Six trainsets operate on the Fredericksburg Line and five are used on the Manassas Line, which require 66 of the 74 cars. Deliveries are continuing on the Sumitomo cars.

CHARLOTTE, NORTH CAROLINA

CATS reported that in February, its third month of service, the LYNX Blue Line transported more than 387,000 riders, with weekday ridership averaging over 14,000, or a 35% increase over the projected average first-year daily ridership of 9,100. Contributing to the high ridership were commuters responding to high gasoline prices, as well as visitors who rode during the CIAA Tournament, which was held February 25-March 1. In total, more than 80,000 trips by commuters and CIAA attendees were taken on LYNX that week. Overall, the combined LYNX and bus ridership set the highest single month total in over 58 years when more than

(Continued on page 14)

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

2 million trips were recorded, for an average of 79,000 daily rides.

On March 26, CATS began accepting MasterCard or Visa credit cards for payment at TVMs. The debit feature will be available later this year.

SOUTH FLORIDA

A bill in the Florida Legislature would divert \$2 from a rental car tax to Tri-Rail. Originally, these funds went toward improving security at highway rest stops around the state many years ago after a crime wave that targeted tourists. Some years later, the bill was modified to give 80% to DOT for road projects, with the remainder to tourist security. South Florida's share of the tax for road projects is about \$42 million a year. **The South Florida Sun-Sentinel** reported that the state said that it would have to cut \$339 million worth of road projects in South Florida over the next five years if it loses this tax money. Since 1993, Tri-Rail has lobbied the state for a dedicated source of funding. FDOT contributes \$13 million a year to Tri-Rail, which is the same amount as Dade, Broward, and Palm Beach Counties combined. Another option is increasing the rental car tax to \$4 or \$5. Recently, Tri-Rail ridership has been rising, and on February 6, 15,025 riders were carried, which was the third highest daily total ever. Thanks to Joe Gagne for this report.

Member Dennis Zaccardi sent a report that Tri-Rail was raising the possibility of severe service cuts if it does not receive dedicated funding (the \$2 mentioned above). Tri-Rail's website posted a flyer explaining that without approval of bills in both houses of the Florida Legislature, daily service could be reduced to 20 trains per day and there could be no weekend service. Readers were advised to contact their state legislators.

Here is a report from another Florida resident, Karl Groh. "Tri-Rail is carrying more than 14,000 daily now and as gas goes up, so does the ridership. Eight cars are on order from Rotem (5 control trailers and 3 coaches), but I am not sure of delivery date. Tri-Rail hates to run the Colorado Rail Car 'lemons,' as they are nothing but trouble and more often than not louse up the schedules. Their wheelchair lifts are unreliable and sometimes gets stuck so the firemen must come to the rescue of the frightened old woman and the train annulled as the follower has already caught up to the train."

Seven years have passed since a proposal for a light rail system in Ft. Lauderdale, to be called THE WAVE, has been around. It would link Hollywood and Boca Raton as a start, but there are jurisdictional problems among Dade, Broward, and Palm Beach Counties. Following a March 4 public hearing, Joe wrote that there is support for a proposal to considering a special assessment for the downtown area where the system would

operate. A decision was put off until April 1, and on that date (no fooling) the city unanimously agreed to come up with 25% of the proposed \$150 million cost of the 2.7-mile loop. Six streetcars would be acquired to operate the service.

DETROIT, MICHIGAN

A wedding in April provided a reason to visit Detroit. It has been 50 years since trolleys operated in the Motor City, but in July, 1987, an electrically powered transit service began. Detroit's People Mover is an automated guideway, which loops 2.9 miles around a portion of the city on an elevated structure in 15 minutes. Each of the 13 stations has art work, and a brochure has been published that describes what can be seen at each station. There are 12 cars in the fleet, which are operated as two-car sets, and each one I saw was "wrapped." Service operates every 2-3 minutes. Urban Transportation Development Corporation, a company now owned by Bombardier, built the cars, which utilize advanced rapid transit technology, similar to Miami, Vancouver, and Toronto. Arriving on the platform you pay the 50-cent fare with either cash or token (Atwood-Coffee Catalogue MI225-T) and proceed through a turnstile. There are tokens for the elderly or disabled, which cost 25 cents (Atwood-Coffee Catalogue MI225-V). A dozen friends joined my wife and me on this excursion, and although none were railfans, they enjoyed the ride.

Many of us also visited the very extensive Henry Ford Museum in Dearborn, specializing in "Americana." There are exhibits showing every type of transport, but I will only touch on two. In the railroad section besides steam engines and various types of railroad cars, is Fort Collins Birney 26. The sign next to the car tells this history: built by the J.G. Brill Company in Philadelphia, it operated in Grand Rapids, and during WW II, in Marion, Indiana, before being sold to Fort Collins in 1948. This differs from what the Fort Collins Municipal Railway posts on its website. The second is former Montgomery City Lines bus 2857, now known as the "Rosa Parks" bus. A museum employee told the story of how Ms. Parks refused to give up her seat near the front of the bus for a white person and was arrested, setting the stage for the end of such discrimination. We were also told of the condition that this vehicle was in when it was located and the approximate half-million dollar cost of refurbishing the bus, a model TDH 3610 (serial 1132).

CHESTERTON, INDIANA

To celebrate the South Shore Line's centennial, a special celebration will be held June 26-28 at the South Bend Regional Airport. The Indiana Historical Society is the sponsor and on the registration form is a note that a new illustrated history of the South Shore Line will be available. Details can be found at <http://www.indianahistory.org/southshoreline.htm>.

CHICAGO, ILLINOIS

Metra published revised schedules for the UP North

(Continued on page 15)

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

and UP Northwest lines effective March 24. "As far as I can tell," member Jim Beeler wrote, "these are the only lines that have new schedules at this time. I quickly checked the UP NW line schedule (since it is the line I ride) and couldn't find any schedule changes."

On March 17, it was announced that with new schedules going into effect on April 27, the Blue Line Branch to 54th/Cermak will be no more. This branch, which only had limited weekday rush hour service, will continue to be served by the Pink Line.

For the next phase of three-track operation at the Belmont and Fullerton stations, which began on Sunday, March 30, southbound trains are restricted to one southbound track at the Belmont and Fullerton stations due to construction on the Brown Line capacity expansion project. This arrangement will remain until the summer of 2009. To help ease the impact, CTA, for the first time, is operating eight-car trains on the Brown Line during the morning and evening rush hours. Previously, those trains were six cars. Because the Paulina and Wellington stations can only accommodate six-car trains, they are being closed temporarily and will be renovated. The first phase of three-track operation began April 2, 2007. Red, Brown and Purple Express trains shared one northbound track at Fullerton and Belmont while the platforms were rebuilt and tracks were reconfigured to allow room for the installation of elevators at both stations. Construction crews completed northbound track work at Fullerton on January 25 and the work at Belmont was completed in early March. At that point, normal northbound operations resumed.

During March, CTA riders were invited to join the MYSTERY SHOPPER program, an initiative that began last summer and was performed by interns and staff. The goal is to attract a wide range of customers to participate in the program so that there would be a more accurate picture as to what riders are seeing and experiencing on a daily basis across the system. Registrants received a trip evaluation card, a visual guide to key identifying features to assist in what to look for when riding a train or bus, and a survey that shoppers can access online or receive via mail. Registration was by Internet, mail, or telephone, and the first 1,000 to complete their evaluation were given CTA cards good for one free ride.

On April 8, the Chicago Transit Authority joined Google Transit Maps, making 15 states where at least one transit system is listed. In the April *Bulletin*, it was reported that NJ Transit had also signed up.

Two days later, CTA awarded a \$22.8 million contract for repair work and materials that will reduce slow zones on a total of 8,280 feet along the north end of the Red Line and sections of the Brown Line. When all work is completed, 4,700 feet of existing slow zone on the

Brown Line between the Belmont and Western stations and 3,580 feet of existing slow zones on the Red Line between the Belmont and Sheridan stations will be eliminated. This program began last summer and through March, nearly 25% of the slow zones have been eliminated. These slow zones currently occupy 15.9% or 187,911 feet of the entire rail system, down from 250,057 feet of track. The Brown Line work is to be completed this December, while the Red Line riders will have to wait until the summer of 2009. Thanks to Bob Hansen for sending these reports.

MINNEAPOLIS, MINNESOTA

Although *Northstar* commuter service is not scheduled to begin until late 2009, the February edition of *Northstar Commuter Rail* contained a proposed schedule. There would only be peak hour service: five trips inbound and five trips outbound with one AM and PM reverse trip to enable a trainset to make a second peak hour trip. Inbound trains would depart from Big Lake every 30 minutes from 5:59-7:59 AM, and at 4:54 PM. Outbound, service would leave Downtown Minneapolis at 6:55 AM and then half-hourly from 3:50-5:50 PM. There are three intermediate stations: Elk River, Anoka, and Coon Rapids-Riverdale (listed in order – inbound direction). The running time is 41 minutes inbound and 42 minutes outbound.

Several trade publications reported that on March 11, Bombardier was awarded a \$44 million contract for 17 bi-levels. The contract comes with options for up to 64 cars. All cars will be produced at Thunder Bay, Ontario and Plattsburgh, New York. Delivery is expected to take place between May and August, 2009.

Building on the success of the 12-mile Hiawatha Line, which opened in two stages in 2004, the proposed 11-mile, 15-station Central Corridor Line, which would link Minneapolis with St. Paul, is in the preliminary engineering phase. On March 5, the Federal Transit Administration authorized the start of the environmental impact study for a third line, Southwest Corridor, which would run to Eden Prairie. Over the next 18 months, the costs, ridership estimates, and environmental impact (if any) of three route alternatives under consideration will be determined.

AUSTIN, TEXAS

In preparation for the start-up this fall of Capitol Metro-rail's Red Line between Austin and San Leandro, vehicle testing is being done on weeknights, from approximately 7 PM-5 AM and on weekends from 10 AM-5 PM. Service will be operated with DMUs.

SALT LAKE CITY, UTAH

The Utah Transit Authority scheduled the grand opening ceremony for its *FrontRunner* service on Saturday, April 26. Hours of operation will be 5 AM-11 PM, Mondays-Fridays, and 7:30 AM-11 PM on Saturdays. One-way base fares are \$2.50 plus \$.50 for each additional station, up to a maximum of \$5.50. According to the

(Continued on page 16)

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

press release (dated March 26), ridership is estimated at 5,900 on opening day and 12,600 by 2025. On the same day, TRAX (light rail) was to be extended four blocks to the Salt Lake Intermodal Hub.

ALBUQUERQUE, NEW MEXICO

A pair of Draft Concept schedules showing 14-18 trains per day for the Santa Fe extension was posted on the *RailRunner* (MRCOG) website in late March. Service is still expected to commence by this December. The extension proceeds north from Sandoval/US 550, with stations at NM 599, Zia/St. Francis, South Capitol, and SF Rail Yard. Running times from downtown Albuquerque to Santa Fe are projected at approximately 1 hour 15 minutes.

SEATTLE, WASHINGTON

Todd Glickman, who was in Seattle for business and a family visit, reported: "Construction continues on the light rail link to Sea-Tac Airport. On the drive to and from the airport, all I could see was the section leading from I-5. From I-5 to the airport perimeter, the structure is complete, track is laid, wire is installed, and there is at least one station that appears to be mostly complete. I saw one hi-rail vehicle on the track. But once inside the airport property, the structure is incomplete, and in some places only concrete forms can be seen. Near the central garage it's evident where the terminal will be, but other than scaffolding, forms, and equipment, progress seems to be well behind what's outside of the airport property. Sound Transit's website says that service is scheduled to begin in late 2009."

Now for some unhappy news. On April 11, *The Seattle Times* reported that for a variety of reasons, the Waterfront Line may not resume for at least 10 years, if at all. Suspended on November 19, 2005 when its maintenance barn was torn down to enable construction of the Seattle Art Museum's Olympic Sculpture Park, a replacement was promised. Metro's General Manager, Kevin Desmond, reported that while the transit agency would like to resume service, there are "larger issues weighing on it now." There is also to be construction to replace the Alaskan Way Viaduct, which is scheduled to begin in 2012, and the streetcar would not be able to operate while work is underway. Construction is expected to last until at least 2018. In addition, since 2005, Seattle has expanded its vision for a streetcar system — a line that would run streetcars like those operating in South Lake Union, not the 1920s-era trolleys that ran on the waterfront. Sound Transit also wants to run a streetcar through First Hill/Capitol Hill.

PORTLAND, OREGON

This fall, commuter rail service is set to begin between Portland and Beaverton. In April, testing of the new signal system at crossings was done by running additional freight trains at higher speeds between Wilsonville and

Beaverton. Test trains were run at speeds up to 40 miles per hour, compared to standard freight service, which travels at 25 mph in this corridor. Freight trains are traveling through crossings to test the operation of vehicle and pedestrian crossing devices, including signals, gates, and lights. At a minimum, test trains must make four passes at each crossing at the increased speed. Flaggers were posted at crossings during the testing process.

SAN PEDRO, CALIFORNIA

Member Ray Berger visited Southern California earlier this year and reported that he spent a lot of time on the San Pedro historic trolley line. He was especially pleased with Cars 500/501, which have Westinghouse Model 514 traction motors, J-26 Westinghouse brake valves, Goodman master controllers (not from coal mines, but brand new), and ex-NYCT R-30 brake packages. "The cars are really fine and run every 20 minutes, 10 AM-6 PM on Fridays-Sundays on a 1½-mile line. They plan to extend to Point Cabrillo Beach on one end and to Wilmington on the other (7½ miles). Operation and maintenance is contracted to Herzog Transit Services. There is an industrial shipping operation on the same tracks and there are temporal separation issues that must be resolved in a waterfront switching freight operation before construction/operation begins. Nine more rail cars would be needed for such an operation. By the way, the Pacific Electric-rebuilt 'Ten' was restored in the shops. Nice! The San Pedro Line is completely run and maintained by Herzog Transit Services and it is NOT a railfan-operated venture, similar to a trolley museum with volunteer labor. Herzog is a contractor to the Port Authority of the City of Los Angeles, who employs operators, managers, and maintainers. Originally, they contracted with a firm in Seattle, Washington, but this contractor was up over his head in the project and he had to abandon his contractual obligations. The Port Authority stepped back into the project and transported the partially completed Cars 500 and 501 to their own maintenance shop facilities at the San Pedro waterfront. Here the cars were finished with their own employees plus a few others whose railfan car maintenance expertise made them familiar with historic rail car construction, maintenance and operation. The Port Authority again put the entire project out to bid and Herzog won this new contract and they promptly hired these railfan experts who are on the job today, plus additional personnel."

HONOLULU, HAWAII

For years, city officials were advocating that a bus rapid transit system would solve their traffic problems. However, in late February, a city-appointed panel of transit experts announced that light rail is the way to go. What caused this change in policy was that the panel found that with LRT, there is reliability, safety, and ride quality. Cost was also an important factor. The panel

(Continued on page 18)

New York City Subway Car Update

(Continued from page 8)

maica for **(E F R)** were removed from passenger service and relayed to 207th Street for disposition. 10 more Phase IIs followed a week later, then on April 7 replacement equipment was received in the form of 12 "Phase I" R-32s from Pitkin **(A C)**: 3356/7, 3360/1, 3370/1, 3376/7, 3380/1, and 3394/5. In turn, these were replaced by the first 14 Morrison-Knudsen-overhauled R-42s (4550-4563) relocated from East New York **(J/Z, M)** to Pitkin for **(A)**, which had been liberated by the introduction of R-160A-1s on **(M)**. The lone Morrison-Knudsen-overhauled R-42 train was indeed operated on **(A)** beginning on April 7, and is expected to be joined by one sister consist per week moving forward. Likewise, about one train set of Phase I R-32s will be forwarded from Pitkin to Jamaica to release more Phase IIs from the revenue fleet there, and so is revealed NYC Transit's three-way strategy to continue its upgrade at East New York, retire most of the recalcitrant Phase II R-32s, and also avoid the necessity of assigning a third type of vehicle to the routes based out of Jamaica **(E F G R V)**.

60-Foot SMEE Retirements & Restorations

The following were taken out of service, or restored to operation through April 15, 2008:

February, 2008: R-40 4150/1, 4152/3, 4166/7, 4168/9, 4172/3, 4180/1, 4186/7, 4190/1, 4198/9, 4202/3, 4206/7, 4220/1, 4232/3, 4236/7, 4246/7, 4252/3, 4264/5, 4276/7, 4296/7, 4298/9, 4374/5, 4378/9, 4394/5, 4434/5, 4438/9, 4440/1, 4446/7, 4448/9 restored at Coney Island **(B, W)**, occasional **(N)**. R-42 (Coney Island) 4844/5, 4862/3 restored at East New York **(J/Z, M)**. R-42 (Coney Island) 4854/5 withdrawn from East New York **(J/Z, M)**

March, 2008: R-32 (Phase II) 3421/3558, 3422/3, 3540/1, 3572/3, 3622/3, 3638/9, 3656/7, 3674/5, 3748/9, 3914/5 withdrawn from Jamaica **(E F R)**. R-42 (Coney Island) 4840/1, 4842/3, 4844/5, 4846/7, 4848/9, 4862/3 withdrawn from East New York **(J/Z, M)**.

April, 2008: R-40 4156/7, 4214/5, 4222/3, 4244/5, 4306/7, and 4412/3 withdrawn from Coney Island **(B N W)**.

Reefing Renewed

The empty Weeks Marine barge had returned to 207th Street Shop by the middle of February, and was re-loaded with another variety of retired work cars and surplus passenger equipment over the course of the next two weeks. Included were shells left over from the initial shipment to Redbird Reef in Delaware, one spare Phase II R-32 that had frame problems, one pair of R-38s that had been used to supply parts for many years, a few R-62 class cars retired from the standardized fleet as a result of long-ago accidents, and (most impor-

tantly) 34 of the R-32s and R-42s removed from service as a direct result of the R-160s' arrival. Barge #2 finally departed on March 5, again destined to Redbird Reef, Delaware, and contained 60 retired pieces of rolling stock as listed herein with notations:

3620 (spare Phase II R-32 from long-term storage)

3880 (Sigma R-32)

3881 (Sigma R-32)

3892 (Sigma R-32)

3893 (Sigma R-32)

3934 (Sigma R-32)

3935 (Sigma R-32)

3936 (Sigma R-32)

3937 (Sigma R-32)

4088 (retired R-38)

4089 (retired R-38)

4624 (retired R-42/Morrison-Knudsen)

4625 (retired R-42/Morrison-Knudsen)

4818 (retired R-42/Morrison-Knudsen)

4819 (retired R-42/Morrison-Knudsen)

4890 (retired R-42/Coney Island)

4891 (retired R-42/Coney Island)

4898 (retired R-42/Coney Island)

4899 (retired R-42/Coney Island)

4900 (retired R-42/Coney Island)

4901 (retired R-42/Coney Island)

4904 (retired R-42/Coney Island)

4905 (retired R-42/Coney Island)

4912 (retired R-42/Coney Island)

4913 (retired R-42/Coney Island)

4918 (retired R-42/Coney Island)

4919 (retired R-42/Coney Island)

4920 (retired R-42/Coney Island)

4921 (retired R-42/Coney Island)

4928 (retired R-42/Coney Island)

4929 (retired R-42/Coney Island)

4932 (retired R-42/Coney Island)

4933 (retired R-42/Coney Island)

4940 (retired R-42/Coney Island)

4941 (retired R-42/Coney Island)

4948 (retired R-42/Coney Island)

4949 (retired R-42/Coney Island)

9074 (surplus, retired R-33)

9564 (surplus, retired R-36)

1367 (surplus, retired R-62)

1368 (surplus, retired R-62)

1436 (surplus, retired R-62)

6452 (surplus, retired R-16, former School Car)

1R722 (Retired Revenue Car, ex-7459, R-22)

RD323 (Retired Rider Car, ex-5877, R-14)

RD327 (Retired Rider Car, ex-5843, R-14)

RD334 (Retired Rider Car, ex-5984, R-15)

RD338 (Retired Rider Car, ex-6214, R-15)

RD339 (Retired Rider Car, ex-6762, R-17)

RD351 (Retired Rider Car, ex-7380, R-22)

(Continued on page 18)

New York City Subway Car Update

(Continued from page 17)

- RD352 (Retired Rider Car, ex-7436, WH R-22)
- RD353 (Retired Rider Car, ex-7319, WH R-22)
- RD355 (Retired Rider Car, ex-7234, WH R-21)
- RD356 (Retired Rider Car, ex-7327, WH R-22)
- RD357 (Retired Rider Car, ex-7472, WH R-22)
- RD358 (Retired Rider Car, ex-7502, WH R-22)
- RD359 (Retired Rider Car, ex-7515, WH R-22)
- RD360 (Retired Rider Car, ex-7518, WH R-22)
- RD361 (Retired Rider Car, ex-7322, WH R-22)

The empty barge was back in New York again by March 20 and reloaded for the third time, on this occasion strictly with 52 slant R-40s and Coney Island-overhauled R-42s that had been prepared by the shops in the interim. It had departed for Delaware again as of March 28 with the following aboard: R-40 4158, 4159, 4164, 4165, 4182, 4183, 4184, 4185, 4192, 4193, 4204, 4205, 4228, 4229, 4230, 4231, 4234, 4235, 4238, 4239,

4258, 4261, 4322, 4323, 4324, 4325, 4328, 4329, 4336, 4337, 4372, 4373, 4386, and 4387 (34); and R-42 (Coney Island) 4886, 4887, 4892, 4893, 4896, 4897, 4922, 4923, 4930, 4931, 4934, 4935, 4936, 4937, 4938, 4939, 4944, and 4945 (18).

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

Door Enablers had been installed on the majority of Coney Island-assigned R-68s 2784-2915 by the end of March, a task accomplished without major impact on car assignments. There was definitely a greater presence of R-68s (as well as some R-68As) on **N** from mid-February through early April as the availability of Siemens R-160Bs retracted. Otherwise, as of April 8, their general pattern of usage remains as such: Concourse R-68s on **D**; 4-car unitized Coney Island R-68s on **N**, **O**, and **W** (sometimes **B**), with nine single R-68s on the Franklin Shuttle. Most commonly, R-68As are found on **O** and sometimes on **B**, **N**, and **W**.

Commuter and Transit Notes

(Continued from page 16)

has proposed a 20-mile route between Kapolei and Ala Moana Center. Mayor Mufi Hannemann would like to break ground next year, with the first section, East Kapolei to Waipahu, in service by 2012. Although the project will not come up for bid until next year, vying for the estimated \$230 million project are Alstom, Ansaldo-Breda, Bombardier, Mitsubishi-Sumitomo and Siemens. Honolulu abandoned trolleys on July 1, 1941, a little over five months before the attack on Pearl Harbor. Thanks to member Joe Canfield for sending this report from **The Honolulu Advertiser**.

TORONTO, ONTARIO, CANADA

In the February **Bulletin** I reported that Siemens Canada was awarded a \$280 million contract for the design, installation, and commissioning of a new train control system at Toronto's Union Station. Anyone who has visited Toronto, or seen photos of this area, already knows that this will be a major project. However, until I read the article in the January, 2008 edition of **Railway Age**, I did not realize the enormity, so here are some statistics: Length – 3.6 miles; 25 miles of track; and 250 switch machines and 170 signals which combined, equal 2000 possible routings! The existing system dates from the 1920s, and three of the four original towers (Cabins A-C) retain that technology. Cabin D (John Street) had its components replaced with non-vital PCs that control vital relay-based equipment a few years ago. Under the contract, the electro-mechanical equipment is being replaced with microprocessor-based technology. Work begins this year, and in the end, there will be a new traffic control center and system for the entire plant. Project completion is set for 2014.

A regulation approved in February, to become effective this June, reduces the amount of time that provincially-funded projects will require for environmental assessments to just six months. Public comments are limited to 85 days. **The Toronto Star** reported that in the past, opponents of new streetcar or subway lines could delay projects for years. Cited as one example was the Spadina Subway extension which took three years, although it was an update of a previous assessment. Thanks to Joe Canfield for this report.

LONDON, UNITED KINGDOM

On February 12, almost five years to the day (February 17, 2003 was the actual date) since London implemented congestion pricing, Mayor Ken Livingstone announced that in October, prices are going up substantially for "gas-guzzlers." Drivers of 4x4s, high-powered sports cars, and other high-emission vehicles will pay the equivalent of \$49 per day, or triple the present \$16 fee that exists for other cars and trucks, to enter the congestion zone. This affects about 17%, or 33,000 vehicles. However, it is planned that drivers of fuel-efficient hybrids, about 2%, will get a free ride.

LONDON, UNITED KINGDOM

FROM THE HISTORY FILES

60 Years ago: On May 15, 1948, with the abandonment of the South Kearny Line, Public Service Coordinated Transit ended trolley service in Hudson County. **Headlights** (June, 1948) reported that car 3253 got the honor and that the remaining 2400-series cars were awaiting scrapping. Light rail returned to the county on April 15, 2000, when HBLRT began operations.

40 Years ago: On May 10, 1968, the Bloor-Danforth subway was extended on both ends: Woodbine to Warden (3 stations) and Keele to Islington (6 stations). One-station extensions were made from Islington to Kipling and Warden to Kennedy on November 21, 1980.

FROM THE HISTORY FILES

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

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

TICKET SURCHARGES by Randy Glucksman

This article has been updated and expanded from one that was originally published in the September, 2000 *Bulletin*. Information is correct as of late 2007.

For many years, some railroads have assessed passengers a surcharge for purchasing a ticket on-board a train. The proliferation of ticket vending machines (TVMs) has seen the elimination of many staffed ticket offices. On some systems train crews do not assess the extra charge when passengers inform them that the TVMs are not working, or the agent is not on duty. On others, train crews are not empowered to make this decision, and can only do so when they have been informed by supervision that those conditions are extant. Many railroads also waive the fee for those purchasing senior/disabled tickets.

In the process of researching my timetable collection, I

discovered that on the Long Island Rail Road, the on-board fare for an off-peak Zone 1 ticket is \$9. The cost of a pre-purchased ticket is \$4.25, so in this example, the penalty (\$4.75) actually exceeds the fare.

This time I have included the “newer” systems where it is not even possible to pay cash fares on board trains. Tickets must be purchased in advance from a TVM, by mail, or via the Internet. There is one exception, *Rail-Runner* in Albuquerque, New Mexico. When I spoke with a customer service representative she told me that the agency does not charge any penalty for purchasing a ticket on its trains. In the case of SEPTA, which in 2007 removed all of the TVMs, few of the outlying stations have staffed ticket windows. There are now a range of surcharges, mostly based on distances from Center City.

RAILROAD	2000		2007	
	Peak	Off-Peak	Peak	Off-Peak
Altamont Commuter Express	-	-	N/A	-
Amtrak	\$7	-	N/A	-
CalTrain	\$1	-	N/A	-
Coaster	-	-	N/A	-
Long Island Rail Road	\$2	-	\$4.75-\$5.50	\$4.75-\$5.50
MARC	\$3	-	\$3	-
MBTA	\$2	\$1	\$2	\$1
Metra	\$1	-	\$2	-
Metrolink	-	-	N/A	-
Metro-North (Hudson/Harlem)	\$2	-	\$5.00-\$5.50	\$4.75-\$5.50
Metro-North (New Haven)	\$2	-	\$2.75-\$3.50	\$2.75-\$3.50
Music City Star	-	-	N/A	-
NJ Transit	\$3	-	\$5	-
NICTD	\$.50	-	\$1	-
RailRunner	-	-	0	-
SEPTA	\$2	-	\$.50-\$1.50	\$.50-\$1.50
Shore Line East	-	-	0	-
Sounder	-	-	N/A	-
Trinity Railway Express	-	-	N/A	-
Tri-Rail	-	-	N/A	-
Virginia Railway Express	-	-	N/A	-

How have these charges changed over the years? In fact, many timetables did not mention this subject, but I looked through my collection and selected the following:

RAILROAD	DATE	SURCHARGE
Amtrak	April 27, 1975	\$.25
Burlington Northern	April 7, 1974	\$.10
Chicago, South Shore & South Bend	December 1, 1985	\$1.00
Long Island Rail Road	January 18, 1988	\$1.00
NJ Transit	April 27, 1980	\$.25

In some timetables it was written that purchasing tick-

ets before boarding trains would avoid payment of an extra charge; however, the amount was not stated. I found this to exist in timetables issued by the Boston & Albany and the New York Central.

Since September 11, 2001, Amtrak has tightened its rules for boarding without a ticket. The statement in the current timetable, which has been modified in recent years, now reads: “When a ticket office is open at the time of departure, the fare is substantially higher if tickets are not obtained prior to boarding and payment is made on the train. At some stations with open ticket offices, payment on the train is not permitted. This higher amount is not refundable. A receipt is issued for fares paid on trains.”

Around New York's Transit System

NYC Transit Passenger Traffic Statistics

Our subway trains transported 1.56 billion riders in 2007, the highest since 1951. Passengers made 4.2% or 60.1 million trips more than 2006. For the first time since 1952, weekday 2007 subway ridership averaged more than 5 million. In 2007, average weekend subway ridership was 5.1 million, up 6.3% or 304,000 more trips than 2006, the highest in 35 years. Annual subway ridership increased 10.6% in the last five years. Last year, the total subway and bus ridership was 2.3 billion, the highest since 1969.

Brighton Line Station Rehabilitation

A newspaper article reveals that rehabilitation of seven stations extending from Newkirk Avenue to Neck Road is expected to start this autumn. NYC Transit expects to bring the century-old stations into a state of full repair.

The Newkirk Avenue station will be fully restored, including the complete renovation of the plaza. Because the stores must be accessible at all times, the deck will be replaced in stages.

The Avenue H historic control house, which was designated by the city's Landmarks Preservation Commission in 2004, will be renovated in accordance with the standards of landmark preservation.

Because passengers are reluctant to use the underpass connecting the northbound and southbound Avenue H platforms, a new entrance will be built adjacent to the southbound platform. This entrance will not be staffed, but will have high entrance and exit turnstiles. To make it fully accessible, it will have an ADA ramp.

The existing exit stairways at the north end of the southbound Avenue J and Avenue M platforms will be replaced with stairs that facilitate safe movement.

During reconstruction, there will be numerous reroutes with trains bypassing selected stations. There will be approximately six weekends when train service between Sheepshead Bay and Prospect Park will be replaced by bus service. Work should be completed by October, 2011.

Grand Central Shuttle Wrapped Train—With a Twist

On April 15, one of our members observed a train of R-62A cars (Grand Central-1931-1929-1936-Times Square) with "wrapping" on the outside of the train. The advertising promoted Continental Air Lines, with the wording, "We Commute to the World" on the car exteriors. We believe that this is the first time exterior advertisements have been placed on New York City subway cars to promote a product (events such as the U.S. Open have been promoted in this way).



NOTES FROM OLD TIMETABLES by Larry Kiss

After World War I, as cars and buses became much more plentiful and passengers became fewer, in order to save money, commuter railroads began to cut service. In most cases it was trains and stations that were eliminated. But in rare cases service adjustments were made where a service could not be abandoned for a small number of passengers. So, the railroads found other ways to save money and still serve their passengers.

Here are two examples of how service was still provided while allowing operating costs to be cut. In the first example, the New York Central Railroad replaced a train from the Hudson Ferry connection with a taxicab. In the second example, the Erie Railroad provided a train only if there was a passenger in need of it.

NYC - West Shore River Division 3/1/58 - 4/27/58

Train #83: 2:50 AM Weehawken departure to Albany

"Note A - Train passengers from foot of 42nd St. Ferry House will be provided with free Taxi service, rather than the ferry, leaving at 2:30 AM to Weehawken Railroad Station, making connection with Train #83."

Erie Railroad Employee timetable #15 dated September 27, 1936

Train #631: Leaving Jersey City at 6:24 PM on the Pascack Valley line and arriving Spring Valley at 7:39 PM. Monday – Friday would only continue onto Monsey (1.3 miles) and Tallmans (3.6 miles) "...when there are passengers for Monsey and Tallmans." If there were passengers for Tallmans the crew would have to work an extra 10 minutes and then a scheduled 13 minutes to get back to Spring Valley.