

# The Bulletin



***New York Division, Electric Railroaders' Association***

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## ***The Bulletin***

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## **BROOKLYN BRIDGE "L" SERVICE FROM BROOKLYN TO MANHATTAN BEGAN 110 YEARS AGO**

For 15 years, passengers riding cable cars across the Brooklyn Bridge were transported only as far as Sands Street, where they transferred to elevated trains or horse cars. Through service across the bridge started operating 110 years ago, June 18, 1898.

When the Brooklyn elevated trains started running in the late 1880s, they could not operate across the Brooklyn Bridge, which was not strong enough to support steam engines, whose brakes were unreliable. Therefore, the Bridge Trustees chose the technology of the 1880s — a cable railway that the bridge could support and whose speed on the steep grades could be controlled by the cable.

After Frank Sprague perfected electric traction and George Westinghouse invented the air brake, it was obvious that electric trains could provide through service across the Brooklyn Bridge.

A February, 1897 engineer's report recommended running through elevated service across the bridge. A contract signed August 23, 1897 between the bridge trustees and several Brooklyn trolley and elevated companies provided for through service across the bridge. The Brooklyn Elevated Railroad Company was required to complete its work in six months, while Kings County Elevated was allowed one year. The latter was also required to electrify the entire line at a cost of \$1.5 million. The companies were charged a 12½-cent toll for each elevated car operated across the bridge. The cars were required to have center doors, cable grips, and the same braking system as the bridge cars, in addition to one motor car in each train.

The Brooklyn Elevated made a trial trip on

June 3, 1898 and through service across the bridge started on June 18 in conjunction with the Long Island Rail Road and the Prospect Park & Coney Island Railroad. The first train, a five-car special train with 300 passengers, most of whom were railroad and public officials, departed from Park Row at 11:30 AM. The train was pulled by one motor car at Park Row, by cable across the bridge, and by a locomotive in Brooklyn. The train was routed via the Fifth Avenue "L" and the Culver Line to Parkville. Then the train operated via the Long Island Rail Road tracks to Manhattan Beach for a banquet. This non-stop train made the trip in 37 minutes 50 seconds. Regular trains, running until 6 PM, made the trip in 50 minutes.

The next day, Sunday, trains running on a ten-minute headway were jammed to the doors. During the first weekday, Fifth Avenue trains ran on a ten-minute headway until 3 PM, when service was increased to a six-minute headway for the evening rush. Bridge shuttles continued operating frequently.

Trolley cars started operating across the bridge on January 23, 1898. Because they provided through service to many Brooklyn neighborhoods, the bridge cable railway lost 13,000 to 15,000 daily passengers to the trolley cars. After through elevated trains started running to Park Row, riding increased rapidly. On June 22, trolley cars had empty seats in the evening rush and the elevated trains' loss of passengers was reduced to 2,000.

The 310 bridge employees were dismissed on June 30 and about 200 were rehired by the Brooklyn Elevated Railroad Company,

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**NEXT TRIP — SCRANTON (STEAMTOWN/ELECTRIC CITY TROLLEY), JULY 18**

## BROOKLYN CITY MERGED WITH BMT

### by Bernard Linder

In the December, 2007 *Bulletin*, we revealed that Brooklyn Rapid Transit was ordered to turn back 26 trolley lines to the Brooklyn City Railroad Company and to run them as a separate organization because BRT was unable to pay the rent. In October, 1919, Brooklyn City started operating its own lines, which were profitable. But the other subsidiaries operated by BRT and its successor, Brooklyn-Manhattan Transit, were losing money.

Several years later, the city started planning Unification, purchase of BMT and IRT rapid transit lines. Management believed that Unification excluding surface lines would leave BMT with non-paying trolley lines. In February, 1929, BMT officials concluded that Brooklyn City and other subsidiaries (or all trolley and bus lines) would have to be merged to put surface lines on a paying basis.

On February 8, 1929, the company revealed that negotiations for a merger of Brooklyn City and BMT reached a successful conclusion. A new operating company, which would be set up, would take over both systems and would issue stock for Brooklyn City and the other subsidiaries. Large corporations held most Brooklyn City stocks, but BMT owned most of the other trolley subsidiaries' stocks.

The new organization would be an operating company, not a holding company, and would also take over the buses. It would be under the supervision of the Transit Commission. The proposal still had to be accepted by several corporations that held large blocks of securities. Brooklyn Trust objected at first, but the objections were overcome.

This merger paved the way for direct negotiations for a bus franchise and also aided pending Unification negotiations. If consolidation of all trolley lines and a bus franchise could create a profitable surface system, BMT would agree to exclude surface lines from the Unification plan. The city was not anxious to buy the Brooklyn trolley lines and the Transit Commission did not favor the plan.

Gerhard Dahl of BMT said that BMT would not consent to Unification unless Brooklyn City and the other subsidiaries were merged and it were protected against bus competition. BMT would have liked the city to abandon all bus plans and build additional trolley lines, but the city refused. The administration believed that buses were the easiest and most mobile forms of transportation, and made so many bus promises that it would have been politically unsafe to abandon buses.

On February 13, 1929, the company revealed that the new corporation would issue stock, which would be used to purchase stock of the subsidiaries and Brooklyn City. The directors of BMT and Brooklyn City authorized the merger, which had to be approved by the stockhold-

ers and the Transit Commission. Previous bus proposals failed because of Brooklyn City's objection to bus competition. To pacify the company, all bus routes north of Fulton Street were deleted.

The company officials approved the merger, but they could not proceed until the Legislature authorized it. On April 18, 1929, New York's Governor, Franklin D. Roosevelt, signed two bills to remove legal obstacles in the way of acquisition by the new corporation of securities of subsidiary trolley lines whose shares were owned by still other lines, which in turn were controlled by one or the other of the two corporations included in the merger.

On April 21, 1929, the company revealed that the merger could not take place until the Superintendent of Insurance gave consent to insurance companies holding large blocks of Brooklyn City stock. It was expected that consent would be obtained in a few days.

At a hearing held at the Transit Commission on May 23, 1929, BMT President William Menden predicted a \$500,000 saving in rerouting and consolidating shop facilities. Brooklyn & Queens Transit Corporation expected to acquire South Brooklyn Railway's capital stock.

On May 26, the company announced that Clinton E. Morgan, who came to Brooklyn City in 1919, would not be retained. He pulled the company out of bankruptcy. Since 1921, he was General Manager, Vice President, and Director.

On June 4, 1929, Brooklyn City's stockholders approved the merger. This action was made a part of record at a Transit Commission hearing. At a special hearing held on June 7, the Transit Commission approved the Brooklyn City merger. The old Board of Directors was ordered to settle the business and dissolve permanently. The new Board, which had already been named, elected officers and applied to the Board of Estimate for transfer of certain minor franchises that could not be transferred without city consent.

Brooklyn City went out of existence at midnight June 30, 1929 and the Brooklyn & Queens Transit Corporation started operating the trolley lines on July 1. B&QT operated 500 miles of track on 235 route miles. There were no additional transfer privileges between the former Brooklyn City lines and the other subsidiaries' lines. Menden was the President and Dahl was the Chairman of the Board.

The new management proceeded to operate an efficient and reliable surface line system. DeKalb Shop was closed as an operating depot on January 12, 1931 and was rebuilt as a heavy repair shop for the entire fleet.

During the Depression, riding declined and the num-

*(Continued on page 3)*

**Brooklyn City Merged with BMT**

*(Continued from page 2)*

ber of cars was reduced as shown in the following table:

YEAR	NUMBER OF CARS	YEAR	NUMBER OF CARS
1930	2,166	1935	1,593
1931	2,266	1936	1,593
1932	2,265	1937	1,669
1933	1,865	1938	1,484
1934	1,699	1939	1,388

Several depots were closed in the 1930s on the dates listed in the table below. The remaining depots were able to accommodate the smaller fleet.

DEPOT	DATE CLOSED
Franklin Avenue	September 25, 1931
Bergen Street	September 1, 1934
Maspeth	November 14, 1937

The company was able to save money when it through-routed the following lines:

LINE	LINE	DATE
Sumner Avenue	Sackett Street	October 21, 1934
Bushwick Avenue	Cypress Hills	August 1, 1935
Smith Street	Coney Island Avenue	July 15, 1936
McDonald Avenue	Vanderbilt Avenue	July 15, 1936
Utica Avenue	Reid Avenue	July 15, 1936
Grand Street	Junction Boulevard	December 21, 1936
Myrtle Avenue	Court Street	April 3, 1938
Hamilton Avenue	Bay Ridge Avenue	November 21, 1938

Two lightly traveled lines, Park Avenue and Marcy Avenue, were discontinued on July 23 and 24, 1933 respectively.

To make a profit on a five-cent fare, the company had to be efficient and economical. Like all other street railroads, the company converted to one-man operation on lightly traveled lines in the 1920s and the busy lines at the beginning of the Depression.

In 1921, the Brooklyn, Queens County & Suburban subsidiary received permission to operate one-man cars on several lines. The June 30, 1931 annual report stated that 70% of the cars were one-man. A year later, this figure rose to 80% while eight lines were still two-man. DeKalb Avenue, the last two-man line, was converted to one-man on October 15, 1934.

The company was able to convert the cars that were equipped with front doors. But the 5000s and the

5100s, which were center entrance and exit cars and had no front doors, were rebuilt by Brill in 1931-3. Four-part folding doors were installed in the front platforms of 5080-5098, which remained double-ended. Car 5099 was the odd car. The sliding center doors and the route sign were replaced by four-part folding doors. Double-ended 5000-5079 and 5100-5153 were converted to single-ended cars in 1932-3. On the right side, four-part folding doors were installed at the front and center while the left-hand door was sealed. Double-ended cars 4100-4199 and 4300-4304 were converted to single-end closed platform cars in 1932-3. The front platform and the front door were widened.

The cars that were ordered by the new management were all single-ended — 6000s in 1930-1, and PCCs in 1936-7.

To turn the single-ended cars, the company built the following loops:

The Board of Transportation started operating BMT's

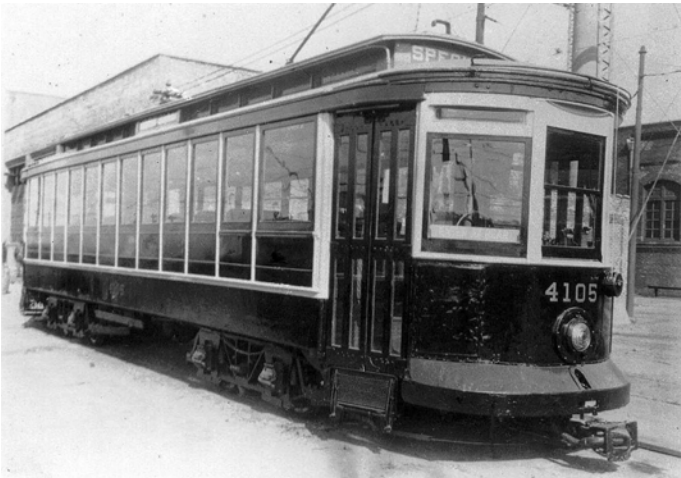
LOCATION	IN SERVICE
Fulton Street, Myrtle Avenue, Adams Street	April 6, 1930
Livingston Street, Court Street, Joralemon Street, Boerum Place	April 6, 1930
Sands, Adams, High, Washington Streets	April 6, 1930
Fresh Pond Depot Yard	May, 1930
Maspeth Depot Yard	April 18, 1931
E. 71 <sup>st</sup> Street	May, 1931
Manhattan Avenue, Nassau Avenue	1931
Flatbush Avenue north of Avenue U	1932
Myrtle Avenue, Palmetto Street, St. Nicholas Avenue	1932
Long Island City	1932
Erie Basin	September, 1932
39 <sup>th</sup> Street Ferry	1933
Canarsie Depot at Bristol Street	1933
Canarsie Depot at Rockaway Avenue	1933
16 <sup>th</sup> Avenue and McDonald Avenue	April, 1933
Bartel Pritchard Square	1935
Seventh Avenue and 20 <sup>th</sup> Street	1936
Fulton Street, west of Rockaway Avenue	March, 1936
25 <sup>th</sup> Avenue and Harway Avenue	June, 1936
Flatbush Avenue, Avenue H, Nostrand Avenue	July 6, 1936
Nostrand Avenue north of Avenue U	1937

rapid transit, trolley, and bus lines on June 1, 1940.

*(Continued on page 4)*

**Brooklyn City Merged with BMT**

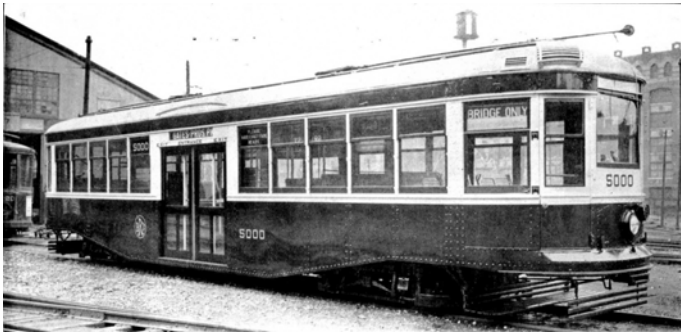
*(Continued from page 3)*



**4105 was built as a double-ended car requiring two-man operation.**  
Bernard Linder collection



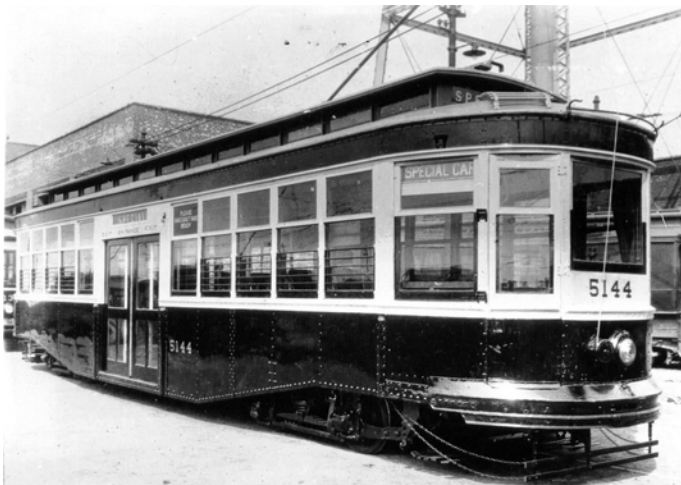
**Long Island City Loop. Car 4152 was rebuilt from double-ended/two-man operation to single-ended/one-man operation.**  
Bernard Linder collection



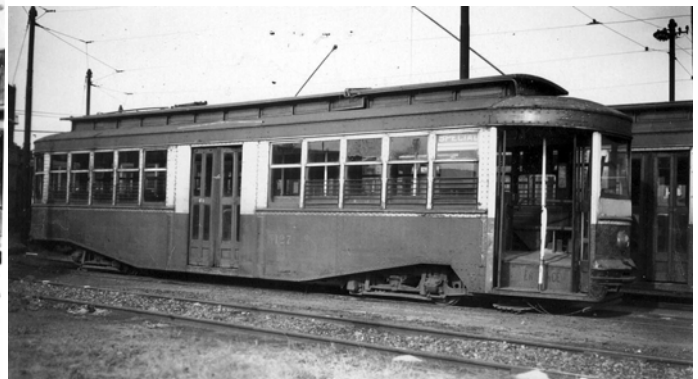
**5000 was another double-ended two-man car as built.**  
Bernard Linder collection



**Car 5033, seen here on Flushing Avenue in Maspeth in 1944, was converted from double-ended/two-man operation to single-ended/one-man operation.**  
Bernard Linder collection



**Car 5144, in its as-built configuration (double-end/two-man), was photographed in DeKalb Shop's yard in 1930.**  
Bernard Linder collection



**The 5100-5153 series was rebuilt for single-ended/one-man operation. Car 5127 is seen here.**  
Bernard Linder collection

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

The flowers and trees have bloomed, the grass is growing, and things seem to be just getting into stride for 2008 on New York's subway system. So, too, is the momentum of this ongoing chronicle gaining speed, as you will no doubt discover. This month we have more new cars on board, a wide-spread renewal on the retirement of older ones, and a number of corrections related to those most recently departed. So please...read on!

#### R-142 Events

R-142A unit 7711-7715 has been sidelined since a mysterious (and relatively minor) collision near Woodlawn on April 10, and was receiving attention for some resultant anti-climber and drawbar damage at 207<sup>th</sup> Street as of early May. It should be back on the road in time for summer vacation.

#### Traditional Subdivision "A" SMEEs

New rider car RD440 (ex-R-33 8950) was completed in late April and has joined sisters RD400-RD439 in systemwide utility duties. All of the 37 surviving World's Fair R-33 single units also remain in work service at most barns around the system, as do the 10 former SMS Main Line R-33s. Of these, 8812/3 was recently parked near the Ninth Avenue station of the West End Line and appeared to be in good shape, five years since its retirement. The interior remained intact though dusty (complete with 2002 advertising) but for the removal of vertical stanchions in the doorways, and there were manual hasp and lock systems inside the doors that precluded normal operation.

Regarding the use of World's Fair R33s and R-127/R-134 utility motors in the same train, neither World's Fair R-33s nor R-62As can be coupled directly to the R-127/R-134s due to an electrical incompatibility between them. They may be used at opposite ends of the same train (i.e. refuse, material haulage) with R-58 flat cars between, or in an emergency may be joined pneumatically and mechanically. In no instance are the two types to be connected electrically.

#### R-143/R-160 News and Observations

From April 8 through April 30, 2008 R-160A-1s 8509-32 were delivered, with 8533-40 on hand by May 12. In general from week to week, eight new cars have been arriving (via truck to 207<sup>th</sup> Street Shop), the most previous eight stationed at Pitkin for set-up and initial testing, and the remainder at East New York for burn-in and acceptance. In late April, R-160A-1s 8481-88 were placed in revenue service on **L** and **M** for a total of 176. As related last time, the R-160A-1s were assigned to full-time operation on **M**, and as a result have basically disappeared from the rush hour-only **Z**. On May 12, it was noted that the installation of brackets for the long-awaited Conductors' CCTV system was finally un-

derway at some stations on the Jamaica Line, which may expedite the assignment of new cars to **J**. On April 11, one train of R-143s was observed in rush hour passenger service on **M** to Bay Parkway. This may have marked the first time a train of this equipment was operated on the former Southern Division.

As of April 11, 2008, the last 10 Primary R-160Bs (Siemens-equipped cars 8963-72) were delivered, accompanied by the first 10 Option R-160B cars, 8973-82. These are basically identical to the first 130 cars of the Primary order (8713-8842) and have the Alstom Onix propulsion package. The propulsion systems for the Option cars of Kawasaki's portion of the R-160 order are being divided between Alstom and Siemens (as they were on the Primary portion), which should mean 8973-9102 will have Alstom and 9103-9232 will have Siemens. Through May 12, 2008, Option R-160Bs 8983-8992 had also been delivered, and all will continue to be assigned to Coney Island for service on **N**. From April 8 through April 30, 2008, R-160Bs 8928-42 and 8948-52 entered service on **N**, being joined by 8943-47 and 8953-57 as of May 12, 2008. As their quantity continues to grow, there is expectation that a few trains of R-160Bs will soon be running on **W** and **Q**. In fact, the training of crews who regularly work **Q** has been ongoing this spring.

As of May 12, 2008, deliveries totaled 228 R-160A-1s, 10 R-160A-Dash 2s, and 280 R-160Bs, for a combined quantity of 518. Of these, 176 R-160A-1s were in service at East New York (**L**, **M**, occasionally **Z**, rarely on **J**), while 10 R-160A-2s and 245 R-160Bs were in service at Coney Island (**N**).

#### 60-Foot SMEE News and Operations

As the Siemens R-160Bs returned to **N** service and the acceptance of new cars resumed through the first half of April, corresponding withdrawals of Slant R-40s were slow to follow. Once they did, however, the fleet was quickly reduced in size and scope, with 98 Slant R-40s sidelined through the end of the month to leave a balance of 146 in passenger service as of May 12, 2008. Though their use on **N** and **W** cannot be completely ruled out at this stage, the 60-foot SMEEs have not regularly appeared on either line for some time and for all intents and purposes now seem to be confined solely to **B**. For the record, the most recent first-hand observations occurred on **W** on March 25, 2008 (Slant R-40) and on the weekday **N** on April 1 (R-40M). Similarly, either may also appear on weekend **N** and **Q** service from time to time, but have not been seen regularly in the past few months. Slant R-40s should continue to be retired on a one-for-one basis as R-160Bs

*(Continued on page 6)*

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

are accepted, while the R-40Ms may be moving elsewhere when there is enough new equipment to replace them.

As R-160A-1s were placed in service at East New York, Morrison-Knudsen-overhauled R-42s have been forwarded to Pitkin for **A** at the rate of approximately one train per week. 4564-75 were moved on April 14, followed by 4576-85 on April 28 and 4586-95 on May 9. As of May 12 they are being used on a full-time basis and may be seen on **A** weekdays and weekends, day or night. R-32s 3396/7, 3400/1, 3404-7, and 3412-15 were shifted from Pitkin (**A C**) to Jamaica (**E F R**). on April 14; 3416/7, 3426-29, and 3434-37 on April 28; and 3438-43, 3448/9, 3452/3 on May 9. Each of these transfers then permitted the retirement of about one train's worth of Phase II R-32s from service at Jamaica. This pattern should continue for some time to come, while as noted previously the lack of in-(operating) cab door control on the R-42s and an absence of Conductors' boards at the 3+5 position for 8-car trains is presently precluding their use on **C** (though some stations now have such stop marks in perfunctory form).

Looking back this month, we discover that R-42s were regularly assigned to **A** from May 29, 1969 through most of 1977, when they were gradually displaced by Slant R-40s that were freed up from the Queens IND lines thanks to newly delivered R-46s. The bulk of this transfer appears to have occurred in September of that year, when the R-40s were installed on **A** (as well as the old CC for a time) and the escaping R-42s reallocated to **D**, where they became a bulwark for several years. This also permitted a large-scale redistribution of R-32s, with a number winding up in Queens. In any case, it was noted that R-42s were still making "rare" appearances on **A** as of October 21, 1977 and they had finally disappeared by early December to start a 30-year hiatus.

**60-Foot SMEE Retirements and Restorations**

The following were taken out of service, or restored to operation through May 12, 2008:

April, 2008: R-32 (Phase II) 3418/3863, 3528/9, 3570/1, 3576/7, 3584/5, 3612/3, 3686/7, 3710/1, 3758/9, 3832/3, 3898/9 withdrawn from Jamaica (**E F R**); R-32 (Phase II) 3421/3558, 3622/3, 3638/9, 3674/5, 3914/5 restored at Jamaica (**E F R**); R-40 4150/1, 4160/1, 4162/3, 4166/7, 4168/9, 4180/1, 4188/9, 4190/1, 4194/5, 4196/7, 4198/9, 4202/3, 4206/7, 4208/9, 4210/1, 4220/1, 4224/5, 4232/3, 4236/7, 4252/3, 4268/9, 4276/7, 4296/7, 4298/9, 4312/3, 4326/7, 4334/5, 4340/1, 4344/5, 4348/9, 4350/1, 4352/3, 4368/9, 4374/5, 4378/9, 4380/1, 4384/5, 4392/3,

4394/5, 4396/7, 4408/9, 4416/7, 4426/9, 4430/4431, 4434/5, 4440/1, 4442/3, 4444/5, 4446/7 withdrawn from Coney Island (**B**)

**The 75-Footers (R-44, R-46, R-68, R-68A)**

Since late March both R-68 and R-68A trains have definitely become more pronounced on **B**, and through the month of April any semblance of a specific use pattern on **N** and **W** was unfathomable. Essentially, both types are randomly assigned to these three lines, while R-68As still generally dominate service on **Q** both weekdays and weekends.

**Revisions and Corrections of Past Updates**

Some correction is in order regarding the content and destination of barges loaded with retired subway car shells that recently departed 207<sup>th</sup> Street.

Barge #2, which left for Redbird Reef off the coast of Cape Henlopen, Delaware on March 5, 2008, had 20 R-42s, not 26 as originally listed. They were: 4624, 4625, 4818, 4819 (retired R-42/Morrison-Knudsen); 4890, 4891, 4898, 4899, 4900, 4901, 4904, 4905, 4912, 4913, 4918, 4919, 4928, 4929, 4948, and 4949 (retired R-42/Coney Island). These were in addition to the 33 other cars of various types (previously listed), for a total load of 53 shells.

Barge #3 departed from 207<sup>th</sup> Street on March 28, 2008 and was destined to Atlantic City Reef off the coast of New Jersey (not Delaware). It contained 18 Slant R-40s (not 34) and 24 R-42s (not 18), as follows: R-40 4158, 4159, 4164, 4165, 4182, 4183, 4184, 4185, 4228, 4229, 4258, 4261, 4324, 4325, 4372, 4373, 4386, and 4387; and R-42 (Coney Island) 4886, 4887, 4892, 4893, 4896, 4897, 4920, 4921, 4922, 4923, 4930, 4931, 4932, 4933, 4934, 4935, 4936, 4937, 4938, 4939, 4940, 4941, 4944, and 4945.

Also, in the previous update, we mentioned that R-40s 4156/7, 4222/3, 4224/5, 4306/7, and 4412/3 had been withdrawn from Coney Island (**B N W**) in April, 2008. This is incorrect. These cars were removed from service in the fall of 2007 and were not returned to service.

**Reefing Renewed**

The Weeks Barge was back at 207<sup>th</sup> Street again on April 8, but sat empty for a considerable period before enough "new" shells were ready to be loaded aboard. Barge #4 finally departed on May 6, 2008 bound for a point off the coast of Ocean City, Maryland on the Delmarva Peninsula containing a total of 44 cars: Phase II R-32s (late of Jamaica) 3418, 3422, 3423, 3528, 3539, 3540, 3541, 3572, 3573, 3576, 3577, 3584, 3585, 3612, 3613, 3656, 3657, 3686, 3687, 3710, 3711, 3758, 3759, 3832, 3833, and 3863 (26); Morrison-Knudsen R-42s 4730, 4731, 4786, and 4787 (4); and Coney Island R-42s 4876, 4877, 4882, 4883, 4888, 4889, 4894, 4895, 4902, 4903, 4906, 4907, 4908, and 4909 (14).

# Commuter and Transit Notes

No. 235  
by Randy Glucksman**METROPOLITAN TRANSPORTATION AUTHORITY**

Effective May 8, the cost of beer, soft drinks, water, or snacks from the carts at Grand Central Terminal, Penn Station, Hunterspoint Avenue, Flatbush Avenue, Jamaica, and on board New Haven Line bar cars rose by 25%. Last year, the gross sales for Metro-North were \$5.2 million, which yielded \$607,000 profit from the 18 bar carts and 19 bar car-equipped New Haven Line trains. In case you were interested, customers consumed 250,000 bags of chips and peanuts, 370,000 liquor beverages, and one million each beers and non-alcoholic drinks. Bottled water was the best seller. On LIRR, gross sales were \$2.5 million, with \$500,000 in profits from 589,200 beers, 273,000 small bottles of liquor, 61,680 sodas, 49,200 glasses of wine, 46,380 bags of peanuts and pretzels, and 32,520 bottles of water. It should be noted that the prices are higher on the Montauk Line's Hamptons Reserve train – *The Cannonball*.

The Board approved the increases on April 30, and also granted authorization to raise prices in the future without its approval provided that the railroads do not increase prices beyond the rate of inflation. Increases would be based on the September to September growth in the New York Metropolitan Area consumer price index. The goal is that revenues should not fall as the costs for purchasing these goods increase. If either railroad wishes to raise prices beyond the CPI, board approval would be required. The last price increase, 2.9%, occurred on February 1, 2005.

**MTA METRO-NORTH RAILROAD (EAST)**

On Earth Day (April 22), Metro-North completed the changeover of the incandescent bulbs in Grand Central Terminal to the more environmentally friendly compact fluorescent bulbs. With more than 1,700 CFLs installed throughout the public areas of the terminal, Metro-North expects to save more than \$100,000 a year on utility bills and more than 100,000 kilowatt hours in electricity. CFLs last up to 10 times longer than incandescent bulbs, and the railroad will save thousands of dollars on replacement costs. The switchover to CFLs was delayed until a bulb was available that mimicked the original bulbs due to the landmark status of Grand Central Terminal. For the present, the only exceptions are the 15 monumental chandeliers, which await development of dimmable CFLs, and the entrance marquees, which will be done in the near future.

The transition to the new bulbs follows the recommendations that were contained in the interim report of the Commission on Sustainability and the MTA, which was convened last September. The report was released on April 14, and calls for greater energy efficiency, expansion of the use of renewable solar, wind, and tidal

power, improved building practices such as installation of vegetated green roofs on MTA facilities, and reuse of groundwater. Also during April, a switchover to LED lighting was begun on the Verrazano Bridge.

M-2 bar cars are being given a makeover by an outside vendor with a "tropical" motif.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

A new Shore Line East timetable went into effect on April 7. Member Bob Underwood, who was kind enough to send a copy, wrote that this is the first time that the numbers for the Amtrak trains that honor SLE (monthly) tickets between New London and New Haven are listed.

Effective April 14, 2008, select Amtrak trains are now honoring SLE weekly and 10-trip multi-ride tickets. Previously, only monthly tickets were accepted from New London and Old Saybrook.

**MTA LONG ISLAND RAIL ROAD**

Ever since the death of a young woman at Woodside on August 22, 2006, the railroad has been proactive in taking steps to reduce the gaps at its stations. Repairs have been made and are ongoing at other stations, including the realignment of tracks. *Newsday* reported that at its April 30 meeting, MTA awarded Bombardier a \$9.4 million contract to install metal plates on the M-7s that would extend the doorway by two inches. 170 M-3s and 134 bi-levels will be similarly modified by in-house forces. This work should be complete by April, 2010.

A double-header of sorts, but not the good kind, took place just before the PM rush hour on May 1. Due to a switch problem at Queens Interlocking (east of Queens Village), service was suspended on the Port Jefferson, Ronkonkoma, Oyster Bay, and Hempstead Branches for about an hour beginning at 4:30 PM. The second incident, a power outage, caused a suspension of service east of Huntington on the Port Jefferson Branch. For riders bound for stations east of Huntington, there was limited bus service at Hicksville for Greenlawn through Port Jefferson. Commuters were also advised to use the Ronkonkoma, Babylon, or Montauk Branches and arrange their own transportation. At about 7 PM, service was restored east of Huntington with residual delays of 20-30 minutes.

LIRR reported that during the month of April, it had its best on-time performance since 1979, when the current system of recording OTP was begun. At 98.35%, the morning peak on-time average was almost 1% higher than the previous record high (97.41% set in May and July of 2005). Overall, April monthly OTP was 95.97% and the second best since 1979.

*The Hamptons and Montauk* timetable was issued for the period May 22-June 15. Again, it is printed on

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

glossy stock, with *The Cannonball* logo on the cover.

A new set of timetables, which allow replacement of the current signal system at Queens Interlocking with state-of-the-art technology, is to go into effect on June 16. Some switches will be reconfigured for higher speeds. This \$60.4 million project is where the Main Line and Hempstead Branch merge, and the work will take ten weeks. There will be temporary schedule changes on the Hempstead, Port Jefferson and Ronkonkoma Branches. Other peak and off-peak schedule adjustments will be made throughout the system. The Hempstead Branch will be significantly affected because one of the two tracks on the branch will be out of service between June 30 and August 24.

The project begins and ends with two major weekends of service changes on the Hempstead Branch: June 21-22 and August 23-24. Each requires the shutdown of the entire Main Line with buses replacing trains between Mineola and Jamaica, affecting the Hempstead, Oyster Bay, and Port Jefferson Branches. The work also affects the Ronkonkoma Branch to a lesser degree. Passengers were advised to check timetables and even consider using South Shore Branch trains on those weekends. In between, there are two phases, June 16 and June 30-August 22, and in both phases, selected trains will be cancelled. The station times and stopping patterns of trains will be altered. Other details may be found on LIRR's website.

Member Larry Kiss reconfirmed his report in the May **Bulletin** that the East End Shuttle would continue to run three days a week until the end of June. This is being done to accommodate schoolteachers and employees, who make up a good portion of the riders. The reason that this train does not operate each weekday is due to extra Summer services: Mondays – Train #2705 (7:01 AM Montauk/Jamaica) and Fridays – Train #2708 (2:13 PM Jamaica/Montauk).

Updating another news item from last month's **Bulletin**, on April 30, LIRR announced that the software patch had been installed in the M-7 fleet, and the automated announcements were once again working. This project, which had been expected to require three months, took just three weeks.

Local and civic leaders met on May 2, to introduce a plan for a transit village and a new Republic LIRR station in East Farmingdale. LIRR has agreed to do a study that could lead to a 1.2-million-square-foot development in the area. The Republic station closed on October 26, 1986.

**NJ TRANSIT**

Starting March 24, and continuing through August, two midday Montclair-Boonton Line trains in each direction, #1024 (10:25 AM Dover/MSU) and 1028 (1:09 PM Dover/MSU), and #1021 (10:30 AM MSU/Dover) and

#1025 (12:33 PM MSU/Dover), were replaced by buses. This was done to enable track work to be performed between Dover and Montclair State University (MSU). Lakeland Bus provided the substitute service to/from MSU. Passengers were advised that buses could depart up to 30 minutes earlier than the times published in the January 20, 2008 schedule.

The first reduced weekend schedule on the Pascack Valley Line due to construction was in effect over the weekend of May 3-4. Two midday trains in each direction were cancelled due to signal work that took place between North Hackensack and Emerson. There were also a few other adjustments. At the end of the weekend, there was a signal hut with the name GOLF, which coincidentally was to be the name of a siding that was removed from the original project due to local opposition.

NJ Transit held its first ever online chat on May 7, with William Duggan, who holds the title of Vice-President and General Manager. In the hour-long session, Mr. Duggan mainly fielded questions concerning the concrete tie replacement project's effects on the schedules.

On the evening of May 9, with elected officials and NJ Transit representatives in attendance, a ceremony was held to illuminate the clock tower atop Hoboken Terminal. This is a 203-foot replica inspired by the original 1907 design by architect Kenneth Murchison. The original was removed in 1950 after it was weakened as the result of a storm, and a radio tower was installed in its place. In early June 2006, it was removed. Thanks to member Allan Breen, who kindly sent a commemorative postcard from the event.

New schedules were issued effective May 11, and according to a slew of emails that I received, Morris & Essex Lines riders have much to be unhappy about since they must transfer at Summit or Newark Broad Street to reach Hoboken. On weekends, Gladstone riders have hourly service as far as Summit. All M&E riders must then change at Newark Broad Street for Hoboken, where a shuttle operates every two hours. There were also some minor changes to some peak hour trains. Below are the changes on the other lines, including the Northeast Corridor to enable Amtrak concrete tie replacement project work.

ATLANTIC CITY: Minor changes

MAIN-BERGEN: To better serve students at a parochial high school in Ramsey, Train #1201, formerly the 5:53 AM Hoboken/Waldwick, has been renumbered to #1103 and continues on to Suffern, arriving there at 6:55 AM. This is 54 minutes earlier than the first train under the previous schedules. Train #1219 (7:45 PM Hoboken/Waldwick via Main Line) has been renumbered to #1127, and has also been extended to Suffern. Two gaps in service (55 and 61 minutes) for trains departing from Suffern have been closed, with the addition of Trains #1176 (7:21 PM) and #1178 (9:15 PM). These

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**Commuter and Transit Notes***(Continued from page 8)*

are extensions of trains that previously began their runs in Waldwick. A new reverse train, #1218, which departs Waldwick at 6:09 PM, has been added. Many trains were re-timed, especially on weekends, where some trains depart from Hoboken a few minutes earlier due to track work

**MONTCLAIR-BOONTON:** The busing schedule (mentioned above) has been incorporated into the timetable. There were also changes to times and stopping patterns of some trains

**NORTHEAST CORRIDOR:** Off-peak and reverse service to Trenton has been reduced on weekdays. Some of the trains that formerly operated to Trenton have been cut back to either New Brunswick or Jersey Avenue. On weekends, four trains in each direction are operating hourly from 9:45 AM-12:45 PM between Rahway and New York Penn Station. The reverse service departs New York Penn from 4:01-7:01 PM. These trains make all stops except Secaucus. A new (daily) numbering series, 3100, has been introduced for seven westbound trains. The first, #3137, terminates at New Brunswick, while the other six, 3139, 3141, 3165, 3171, 3177, and 3191, operate to Jersey Avenue. All formerly ran to Trenton

**NORTH JERSEY COAST:** Some changes due to the NEC tie replacement project. Summer Shore weekend service is hourly between Long Branch and Bay Head. When Monmouth Park is open, trains stop at the station on Port-au-Peck Avenue between 10:30 AM and 7 PM

**PASCACK VALLEY:** Minor changes

**RARITAN VALLEY:** On weekends, all service now terminates at Newark. Under the October 28, 2007 schedules, alternate trains operated to Hoboken, so now passengers must transfer to PATH and change again at Journal Square for Hoboken. Also on weekends, the first departure from Raritan is at 6:18 am, one hour later than previously. The final departure each day from Newark is at 12:42 AM, instead of 1:41 AM

New Jersey Transportation Commissioner Kris Kolluri appeared before the State Senate on April 30 to remind the legislators that without assured funding, The T.H.E. Tunnel (ARC) project is in jeopardy of losing federal money. As has been noted with regularity in news reports concerning the price of gasoline, New Jersey has one of the lowest state taxes – only Alaska and Wyoming are lower. Governor Corzine and the Legislature are at odds as to how to secure these funds.

For the first quarter of 2008, NJ Transit reported that ridership is up 5.3% for rail and 1.8% for buses when compared to the same period last year.

Multi-level car sightings from member Bob Kingman: April 17, waiting to go into Kenwood Yard, 7559. A second car was in Kenwood, but Bob was unable to see the number. April 27: 7247 and 7250; May 8: 7560

(shell #132) and 7562. Finally, on May 11: 7251, 7563, 7558, 7248, and 7249. 7249 was the shell seen back in January 29, 2008. So it takes Plattsburgh approximately three months to complete its portion of the car.

At the April 17 Board meeting, George Harms Construction, Incorporated was awarded a \$58.4 million contract to design and build the one-mile HBLRT extension from 22<sup>nd</sup> Street to 8<sup>th</sup> Street. After leaving 22<sup>nd</sup> Street, the alignment extends south, next to the Conrail right-of-way along Avenue E. A viaduct will carry the LRVs over local streets to an elevated platform at the 8<sup>th</sup> Street station, which will be located at Avenue C and 8<sup>th</sup> Street. As a result of community meetings, the station will have architecture reminiscent of the old Central Railroad of New Jersey station that once stood near the site. Construction is expected to begin this year, and cars should roll to 8<sup>th</sup> Street in 2010.

Member Lee Winson reported that the *RiverLine* timetables that went into effect as of May 17 have a new feature wherein trains that have two cars are so marked. In addition, the running times for northbound weekday trains are faster by two minutes. The running times for southbound and all weekend trains are unchanged.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

All service on the 33<sup>rd</sup> Street Line was suspended due to a fire in a manhole east of Christopher Street which began just after noon on Wednesday, April 30. There were no injuries. After the fire was extinguished, service remained knocked out for the rest of the day because of damage to signal and power cables. PATH operated regular service from World Trade Center to Hoboken and Newark, and also between Journal Square and Hoboken. NJ Transit cross-honored PATH tickets at New York Penn Station, Penn Station Newark, and Hoboken. Crews worked throughout the night to restore service, which was resumed shortly after 6 AM Thursday.

The Santiago Calatrava-designed World Trade Center station, which has already undergone two significant design changes, may be revised again, in a cost savings move. *The New York Times* reported, PA is committed to retaining the aboveground signature design – an elliptical ribbed structure that Mr. Calatrava as likened to a bird taking flight. The goal is to find other cost savings if a contractor can not be found that will build the project for \$2.5 billion.

**PORT AUTHORITY OF NEW YORK & NEW JERSEY**

At its March 27 meeting, the Commissioners voted to spend \$5.7 million for planning and design services to upgrade and expand the Harrison station. Also approved was a Memorandum of Agreement with MTA for PA's participation in the West-of-the-Hudson Regional Transit Access Study, for which PA has committed up to \$2.7 million. The study will explore ridership growth on the Port Jervis Line and will develop transit options to serve Stewart International Airport. In a May 9 press

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**Commuter and Transit Notes**

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conference, Senator Charles Schumer (D-New York) announced that MTA had committed \$2.7 million towards getting the study moving. Without these funds, it would have been necessary to await a federal appropriation in 2009. Mr. Schumer said that the study could begin within months and be completed in 2010. Metro-North President Peter A. Cannito, who was also present, said that the railroad would look at upgrading the Port Jervis Line, which is about 4.5 miles south of the Stewart Airport terminal. Possible improvements include new signals and minor straightening of some curves, which would permit an increase in speeds from 79 to 90 mph. **The Rockland Journal News** reported that the study will also look at all means of getting to and from Stewart, including ferries and buses to Beacon (Hudson Line).

Following earlier reports that he would be replaced, PA Executive Director Anthony Shorris, a former Governor Spitzer appointee, announced on April 17 that he would resign effective April 24. In this position, the incumbent serves at the pleasure of New York's Governor. He had served since January 25, 2007. Susan Bass Levin, who had been the First Deputy Executive Director since July 18, 2007, was named Acting Executive Director that same day.

**AMTRAK**

National Train Day was held in various cities (May **Bulletin**) on May 10. My son Marc, who went to New York Penn Station, told me that it was definitely not a railfan event, but mainly for children and to promote rail travel and tourism.

Amtrak's Spring-Summer System Timetable (Form T-1) was issued for the period May 12-October, 2008.

**METROPOLITAN AREA**

At first blush, the title of the article in **The New York Times** (May 5), which made reference to the City of New York and casinos, did not seem interesting, but as I quickly scanned the page, the word Aqueduct caught my eye. The details are that the city is entertaining offers from three bidders to develop a "racino," which the gambling industry describes as "a gambling emporium," at Aqueduct Race Track. There would be 4,500 video slot machines, but no table games. What could make this relevant to this column is that one of the firms proposes to extend JFK *AirTrain* to Aqueduct with the purpose of "being JFK's waiting room." A decision on which bidder was to be selected will be made by Governor Paterson, Assembly Speaker Silver, and Senate Majority Leader Bruno.

**MUSEUMS**

About a year ago, the Danbury Railway Museum added former Metro-North ACMUs 1128 and 1171 to its already extensive collection.

Member Frank Pfuhrer reported that during early May,

Branford's volunteers were sprucing up former Toronto Transportation Commission Peter Witt 2898 for the purpose of touring Boston in early June. TTC 2898 will be on charter to the Canadian Tourist Board to promote vacations in Canada. There is a possibility that 2898 might also run in service on the Mattapan-Ashmont High Speed Line.

**MISCELLANEOUS**

New York City's loss may be Los Angeles' and Chicago's gain. When the New York State Assembly failed to pass legislation in April to allow congestion pricing, the city forfeited its right to \$354 million federal dollars. If the Feds approve Los Angeles' plan to convert car-pool lanes to special congestion-pricing toll lanes, beginning with stretches of I-10 and I-210 in the San Gabriel Valley, it will receive \$213 million. Chicago would get \$153 million for mostly road improvements. Various local, county, and state transportation boards must give their approval for this to happen.

Transit ridership has been climbing for well over a year, and if you think that the increasing price of gas has contributed to this, you are right. But, transit agencies are not immune to the increased cost of purchasing diesel fuel, and this is causing some financial problems. Denver RTD reported that every penny increase (per gallon) costs an extra \$100,000 per year. **The New York Times** (May 10) had a front page story on this subject. While ridership is up in the New York metropolitan area, the largest increases are taking place in the Southern and Western United States. Some of the data has been summarized in the table below.

CITY/ TRAN- SIT LINE	2007 FIRST QUAR- TER RID- ERSHIP	2008 FIRST QUAR- TER RID- ERSHIP	1/08	2/08	3/08	4/08
Minneapolis-Hiawatha LRT	1,770,000	2,060,000	+16 %	+19 %	+15 %	+16 %
Tri-Rail Commuter Rail	890,567	1,008,074	+10 %	+15 %	+14 %	+28 %
Denver RTD LRT	4,525,661	4,850,899	+1 %	+11 %	+10 %	n.a.

**SCHEDULED FOR 2008**

Two projects listed in the January **Bulletin** will not take place this year. In mid-April, member Jim Beeler sent an article from **The Chicago Tribune** reporting that fans would have to "wait until next year." It turns out that a lack of funding caused the 35<sup>th</sup> Street station at U.S. Cellular Field project to be delayed. Up to the plate stepped U.S. Representative Bobby Rush (D-Ill), who got \$4.2 million in federal funds to pay for the station.

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While 35<sup>th</sup> Street would only see use by Chicago White Sox fans about 80 times a year, there is potential use by residents, students, and workers going to the adjacent Bronzeville neighborhood. Also located in this area are the DeLaSalle Institute and the Illinois Institute, whose President has been advocating for this project for 13 years. On April 11, Metra's board approved a \$99,000 study to determine the feasibility of adding more stations south of 35<sup>th</sup> Street.

According to a report on WTOPNews.com, the Anacostia Streetcar was supposed to be in service this Spring. In February, 2007, approvals were given to enable construction of the initial segment. A recent email contained a report from WTOP, reporting that the city of Washington, D.C. had purchased three Skoda-Inekon streetcars, which are similar to those already operating in Portland and Tacoma. WTOP also reported that although \$10 million was paid for the cars, instead of running in Washington, D.C., they are operating in the Czech Republic. It turns out that the cars do not pick up passengers, but are being run to keep them in operating condition until they can be shipped to D.C., which still has no tracks on which to run them. A deal has been worked out to extend the warranties of the cars.

At the end of April, *Railway Age* reported that the D.C. Office of Contracting and Procurement announced that it had a contractor, and that a pre-bid meeting was scheduled for May 8.

**POPE BENEDICT XVI**

Pope Benedict XVI arrived in Washington, D.C. on Tuesday afternoon, April 15, for a five-day visit that included New York City. As could be expected, transit agencies in both cities made service adjustments to accommodate the tens of thousands who went to meet him.

In Washington, D.C., a Papal Mass took place at Nationals Park on April 17. Metrorail operated additional service and assigned personnel to assist riders at key stations. A One Day unlimited Metrorail (\$9) commemorative paper *Mass Pass* was sold for that day only. Regular one-day passes cost \$7.80, but cannot be used before 9:30 AM on weekdays. Non-peak hour fares were in effect between 9:30 AM and 3:30 PM. There was continuous rush hour service from 5 AM to 7 PM on Wednesday, April 16, and Thursday, April 17.

Member Steve Erlitz, who sent this report, also wrote: "it seems Metro was a little more optimistic than reality. They were running their regular 12-minute headway on the Green and other lines (except for the Red which is 8) for the first hour, 5-6 AM. Out of Greenbelt, after 6 AM, the next train is 6:10 then 6:16, and on. They kept that headway all day." On Thursday, because his office is a block from Nationals Park, he and his co-workers were encouraged to telecommute or take leave. So,

Steve worked at the regional office, which was a short commute from home.

The first stop for the Pope in New York City was to address the United Nations on Friday, which involved street closures and bus reroutings. Later, he visited a Manhattan synagogue. On Saturday, for a mass at St. Patrick's Cathedral, the transit effects were similar.

On Sunday morning, April 20, because of Pope Benedict's visit to Ground Zero, PATH's Exchange Place and World Trade Center stations were closed from 8:30 to 10:30 AM. That afternoon, a Mass took place at Yankee Stadium, and additional service was operated on **4** and

**D.****OTHER TRANSIT SYSTEMS****BOSTON, MASSACHUSETTS**

In the aftermath of the March 26 collision between a CSX-delivered freight car and an MBTA commuter train, MBTA filed a lawsuit on April 17 against CSX and the Cohenno Lumber Company of Stoughton. Both were accused of failing to take several basic safety steps to secure the freight car that got loose. This was the first public comment for MBTA. In its suit, "T" claimed that CSX workers had delivered the car to the lumber company earlier that day, and had failed to set a hand brake on the freight car while it was stored at the yard. The suit also claims that CSX workers failed to close and lock a steel gate that separates the lumber yard from the tracks and that they failed to place a chocking device next to the car's wheels. Such a device would have prevented the wheels from rolling. The Cohenno Company was not off the hook, because the suit also alleges that its workers were moving the freight car in question and lost control of it, which allowed it to roll down a steep grade and onto the tracks, striking the train. The Federal Railroad Administration is investigating, but the National Transportation Safety Board is not involved, despite the fact that there were 150 passenger injuries.

Due to its popularity, MBTA is adding a second bike train, this time on the Greenbush Line for those destined to Nantasket and other South Shore beaches. The other train will operate on the Rockport Line and serves the Cape Ann beaches. Fares are \$15.50 round trip, including the bike. The first modified coach, 219, was introduced in June, 2006, and accommodates 40 bikes and 42 passengers. At publication time we were awaiting the number of the second car.

For several years, MBTA has been trying to purchase for \$300-\$400 million, CSX trackage on the Worcester/Boston Line as well as rights-of-way through Fall River (South Shore), and between Allston and Chelsea. The negotiations also involve the sale of CSX property in the South End and South Boston, which the state wants as part of an expansion of the Port of Boston, and a plan to relocate CSX's Allston rail yard to accommodate Harvard University expansion plans. One of the stumbling blocks remains CSX's demand for a no-fault deal that

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that it not be held at fault in the event of any type of accident, even if it was determined to have been caused by CSX. To resolve this issue, all 12 members of the state's Congressional delegation have sent a strongly worded letter to CSX threatening legislation if CSX continues to insist that it should not be held liable for the human cost of train accidents, even when it is at fault. Thanks to member Todd Glickman for sending these reports from **The Boston Globe**.

*PHILADELPHIA, PENNSYLVANIA*

It appears that the report in last month's **Bulletin** concerning SEPTA's purchase of rolling stock from NJ Transit was not true. Member David W. Safford and I both called SEPTA to get some details, but David was luckier because his call was returned. The person he spoke with said that, despite the **Philadelphia Bulletin** article, SEPTA has not purchased any cars from New Jersey Transit.

On April 28, David took the opportunity to check up on the Market/Frankford West End project by riding out to 69<sup>th</sup> Street and back. He wrote that "there has been significant progress since my last look-see. 46<sup>th</sup> Street is open, although it appears to be still about 10% incomplete. 52<sup>nd</sup>, 56<sup>th</sup>, and 60<sup>th</sup> Street stations appear to be complete, but 63<sup>rd</sup> Street is still in its original condition. Millbourne, the only station at grade excepting the terminal, appears about 65% complete, and is not in service, although the automated car announcement promised a stop! New track structure appears complete from the portal to just west of 46<sup>th</sup> Street and from just east of 52<sup>nd</sup> to about a third of the way from 60<sup>th</sup> to 63<sup>rd</sup> Streets. Just north of Millbourne the rest of the track structure is set out in sections being (apparently) preassembled for installation later."

On SEPTA's web page (<http://www.septa.org/news/construction/mse.html>) there are a series of photos describing the reconstruction of the Market Street elevated. Lee Winson, who sent this information, wrote that the replacement stations have an old-fashioned look to them.

I received an email with links to digital images that were taken by Bob Vogel a/k/a Chuchubob. Included were views taken at 46<sup>th</sup> Street, showing that the old eastward extension of the "L" structure toward 45<sup>th</sup> Street has been removed. Trains stopped using that alignment on October 28, 1955.

Lee Winson also sent the following report. Because many riders have complained about SEPTA's new policy to charge more for on-board ticket purchases even when there is no ticket office, SEPTA announced a new discounted rail ticket for weekend round trip travel to Center City, which became effective on May 24. The price is the same if purchased on-board or at a ticket office. These tickets are several dollars cheaper than

the existing on-board off-peak round trip tickets. The fares are:

Zone(s)	Price
1 & 2	\$ 6.00
3	\$ 8.00
4 & 5	\$ 9.00
6	\$15.00

*PITTSBURGH, PENNSYLVANIA*

Guess what transit agency owns a piece of artwork valued at \$15 million? The answer is the Port Authority of Allegheny County (PAT). How did this happen? In 1984, PAT paid \$90,000 for a 60'x13' mural entitled *Pittsburgh Recollections*, by the African-American artist Romare Bearden. The mural depicts working men and women and transportation and was installed in the Gateway station; it must be moved in order to construct the North Shore Connector. Insuring the painting would cost the cash-strapped transit agency about \$100,000 per year. A spokeswoman for the Office of Public Art in Pittsburgh reported that her office is working with an organization known as Heinz Endowments about moving the mural to a new subway station when it is built and having ownership transferred to another group. Thanks to member Joe Canfield for sending this report.

*BALTIMORE, MARYLAND*

Steve Erlitz sent copies of a MARC Brunswick Line timetable dated February 11, which is in the same format as the Penn and Camden Lines described in the March, 2008 **Bulletin**. MTA Maryland also produced a 2008 edition entitled Transit Maps. This is very different from previous issues, in that the covers are laminated (3½ "x 5") with a fold-out map inside. To get a better idea of what this looks like, it resembles what NJ Transit issued for the opening of Secaucus, HBLRT, and the *RiverLine*.

Steve also reported that MTA is having light rail issues. LRVs were developing problems and were being withdrawn from service for inspection and repair. Service to Penn Station is suspended indefinitely, replaced by weekday-only bus shuttle to Mt. Royal. Starting May 12, cars run every 15 minutes from Hunt Valley to Linthicum, with every other car going to BWI or Cromwell. According to MTA's website, the shortage of trains stems from an incident on April 23, 2008 in which a steel wheel experienced a failure while a train was enroute to the maintenance facility. MTA immediately conducted an inspection of the entire fleet and removed trains from service that had the same level of wear as the wheel that failed. A new safety procedure has been implemented which requires more frequent inspections.

*WASHINGTON, D.C. AREA*

Metro's board on April 24 approved an expenditure of \$1 million over the next five years to employ "Mystery Riders." These undercover individuals would be given a checklist of criteria that includes cleanliness and on-

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time performance of Metrorail and Metrobus. Nearly all routes would be covered. Service would be evaluated from a customer's perspective and the feedback provided to Metro, which would use this information to identify and correct problems. Transit advocates are not happy about the cost and maintain that Metro already receives 3,000-4,000 complaints each month from its riders and should use this data to improve things. According to *The Washington Post*, the most common complaints are late buses, rude and discourteous behavior, and a lack of reliability for *MetroAccess*, the paratransit service. Metro responded by saying that an earlier program produced unreliable results skewed by riders' subjectivity, and not all lines were covered. In the May *Bulletin* I reported that the Chicago Transit Authority started a similar program in March, but is using its own riders, who got one free ride after they submitted their evaluation.

Steve also reported that Metro started having problems with the doors again, so Train Operators must now open all doors.

WMATA's General Manager, John Catoe, told *Mass Transit* magazine that fares cover more than 80% of the operating costs of WMATA's trains, and a little over 30% of its buses' operating costs. However, there is no dedicated funding for the transit system.

In the March *Bulletin*, I reported that FTA had notified WMATA that the proposed 23-mile Metrorail extension from Falls Church to Dulles Airport would not receive funding. *Railway Age* reported that on April 30, FTA reversed its decision because it had been determined that the \$5 billion now met its standards for cost efficiency, construction, and expected ridership.

Beginning after the last evening train on May 29, CSX suspended its signal system associated with the installation of a third track between the Potomac River and Alexandria. Fredericksburg Line trains were terminated at Franconia/Springfield, while Manassas Line trains were terminated at a temporary station area near the Van Dorn Street Metro station. In its email notification, VRE wrote: "We know that Memorial Day Weekend would have been more ideal for our riders. Unfortunately, it was determined that all of the necessary pieces would not be in place in time for the signal suspension to be moved up one weekend." Over the last few years, additional interlockings, an additional bridge over Quantico Creek, and a third track in the area of the L'Enfant station have been added. Service was normal on Monday, June 2.

CHARLOTTE, NORTH CAROLINA

For the first time since the February 5, 2006 suspension of the Charlotte Trolley for Lynx construction, Gomaco Birney cars 91-93 returned to service on April 20. The Charlotte Trolley ran with Lynx LRVs only on week-

ends until mid-May, when the weekday service was to be added. To mark the occasion, a celebration was held at the Atherton Mill Trolley Barn. 85, an original Charlotte streetcar which has been restored, made one ceremonial run but then was retired to display status at the car barn. The Federal Transit Administration banned its use on shared light rail trackage, deciding it could not withstand a collision from the Siemens LRVs. The non-profit Charlotte Trolley began using 85 on a South End rail spur in 1996. Later, the line was extended through uptown to 9<sup>th</sup> Street. It was the success of this venture that spurred interest in light rail, which culminated with the inauguration of Lynx service last November. Thanks to member John Pappas for this report.

ORLANDO, FLORIDA

The Florida Legislature ended its session on May 2 without taking any action to approve the "no fault" liability protection. This was something that CSX required that would have made the State of Florida responsible for the cost of accidents involving commuter trains and passengers, even if CSX were at fault. This issue is the same one that is preventing MBTA from increasing service from Worcester. (Please see report above.) At publication time, state legislators were working to keep the project alive. Thanks to member Dennis Zaccardi for this report.

South Florida

Miami-Dade County placed an advertisement in some trade publications for bids on the Orange Line Phase I – Miami Intermodal Center-Earlington Heights, also known as the MIC-EHT Connector Metrorail Extension. This would be a 2.4-mile extension of the Metrorail system from the Earlington Heights station at NW 22<sup>nd</sup> Avenue and NW 41<sup>st</sup> Street, along State Road 112, to the MIC near Miami International Airport (MIA). The project includes one station at the MIC, with connections to Tri-Rail, Metrobus, tour buses, taxicab service, a future Amtrak station, an automated People Mover to MIA, and the airport rental car facility. This is one of three projects identified on June 16, 2007 that would add 22 miles to Metrorail.

CINCINNATI, OHIO

By a vote of 6-2, Cincinnati's City Council on April 23 approved a plan to build streetcar lines linking Downtown, Over-the-Rhine, and Uptown (the area around the University of Cincinnati). Two-thirds of the necessary funding has been identified, but there is a \$31 million gap, which it is hoped would come from the private sector, corporations, and other sources. At one time, the Cincinnati Street Railway Company owned 53 PCCs. One was scrapped, and 52 were sold to Toronto. Streetcar service ended on April 29, 1951. You can see a video of the proposed line by visiting <http://news.enquirer.com/apps/pbcs.dll/article?AID=/AB/20080423/VIDEO/80221012>.

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**Commuter and Transit Notes**

(Continued from page 13)

**DETROIT, MICHIGAN**

Detroit is another city that once had streetcars and would like to have them again. On April 21, city officials approved the preliminary engineering phase. The line would exactly replace the Woodward Avenue Line (abandoned April 8, 1956) that was 100% PCC-operated in its later years. Contained in the email report was this comment: "It was excellent in all respects with the outer portion on a median strip. Bus replacement was a political decision in the automotive capital of the U.S. (and indeed in the entire world at the time)." The writer opined that he did not believe that anything positive will come of the new study, as Detroit conducts studies such as this once a decade, but he hoped to be wrong. The \$371 million line would run from downtown to 8 Mile Road, generate 12,000 jobs, and provide 11,000 round trips daily. He concluded with: "May the Detroit United Railways rise again!"

**CHESTERTON, INDIANA**

NICTD issued a new timetable effective April 1, which reflects the February 1 Metra fare increases to Hegevisch. Thanks to Jim Beeler for sending copies.

**CHICAGO, ILLINOIS**

For reasons that are not known, an 18-wheel tractor-trailer rammed into the Chinatown-Cermak Road "L" Station (Red Line) at around 5:20 PM Friday, April 25. There were two fatalities and 21 injured passengers. Witnesses reported that the truck appeared to be coming off the northbound Dan Ryan Expressway exit ramp when it wedged beneath the station's platform. The 64-year-old truck driver was initially cited for negligent driving, with other charges possible. The station remained closed until 10 the following morning.

Beginning May 1, active U.S. military personnel in full uniform ride free on CTA. Back on February 5, the Chicago City Council passed an ordinance to provide free rides for active military personnel and disabled veterans on CTA. CTA is developing a military service pass (ID card similar to those used by seniors to ride free), to be available this summer and intends to expand the program to allow disabled veterans to also ride free. Thanks to Bob Hansen for these reports.

Metra, which retired and sold its old gallery cars, has now repurchased five that had been used by VRE. The reason for this very unusual move is that ridership has increased to the point where additional cars were needed. Trains are being added to several lines and there is simply not enough spare equipment. Since 2000, 200 bi-levels have been delivered, and there are no new cars on order. The Illinois legislature and Governor have yet to agree on a public works funding measure that would also include billions of dollars for mass transit maintenance and system improvements. Thanks to member Jim Beeler for this report from *The Chicago*

**Tribune.****MINNEAPOLIS, MINNESOTA**

A groundbreaking ceremony was held on the site of what will be the Coon Rapids-Riverdale station on April 29. Past and present Northstar Corridor Development Authority members, elected and metropolitan transportation officials, as well as members of the Chamber of Commerce, representatives from BNSF Railway, and federal and state officials were in attendance. The station will feature:

- An enclosed and heated pedestrian bridge for crossing over the tracks
- Automated ticket and Metro Transit Go-To card kiosks
- On-demand heating in covered and enclosed platform shelters
- Bicycle lockers and parking
- Fully ADA compliant platforms
- Security cameras on platforms and well-lit parking and station facilities

In the coming months, construction also will get underway at Northstar stations in Big Lake (ceremony was held on May 8), Elk River, Anoka, and downtown Minneapolis. Preparation work for the Minneapolis station and the extension of the Hiawatha Light Rail Transit Line to connect with Northstar in downtown Minneapolis began last summer. In addition, construction on the vehicle maintenance facility in Big Lake is well underway. Service on the 40.1-mile route is set to begin in late 2009.

**AUSTIN, TEXAS**

John Pappas corrected my geography on Capital Metro's DLRT (May *Bulletin*). It will run from Austin to Leander, not San Leandro, which is in the Bay Area.

**DENVER, COLORADO**

Jim Beeler, who attended the Motor Bus Society's Spring Convention in the Mile-High City, sent copies of RTD's current light rail timetables, of which there are three. They are broken down as follows: Lines C and D, Lines E, F and H, and Line G. All except for G operate to downtown.

**SALT LAKE CITY, UTAH**

*FrontRunner* opening day ceremonies were held on April 26 and regular service began on April 28 between Salt Lake City and Ogden, not Pleasant View, which is about 6 miles north. Rail service to Pleasant View is scheduled to begin later this year, and in the interim, passengers must use bus Route 680. *The Salt Lake Tribune* reported that everything went off without a hitch, and free rides were offered through April 30. Details may be found in the May *Bulletin*. The rail line was constructed at a cost of \$611 million using the proceeds of the ¼% tax that was approved in 2000 for its 20% share, while the federal government provided 80%. There was also some reminiscing of years past. Eighty-year-old Gordon Cardall of Highland started working on

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

the Bamberger Railroad in 1943, when he was 15. Eleven years later he operated the final southbound trip. He told the *Tribune*: “the railroad fell victim to cheap diesel for buses and to government policies that subsidized mass highway construction.”

With four new TRAX lines on the drawing board, on May 14 UTA awarded Siemens a \$277 million contract for 77 model S-70s. The contract comes with options for up to 180 cars.

**SEATTLE, WASHINGTON**

In early May, Sound Transit notified residents and those who travel through the area that test trains would begin running on the tracks on Martin Luther King Jr. Way S. in the Rainier Valley as early as mid-summer. Test trains were already being operated in the SODO area south of Downtown Seattle. Ultimately, the line will extend 15.7 miles to SEA-TAC Airport, and is scheduled to open by the end of 2009.

Mukilteo, the latest Sounder commuter rail station, opened on May 31. In celebration, *Home Run Service* to the Mariners game was free from the Everett, Mukilteo, and Edmonds stations. Weekday service began on June 2.

**OCEANSIDE, CALIFORNIA**

Member Phil Hom attended a government conference in Anaheim, California during the last week of April and wrote this report. “With some time in between sessions, I took the opportunity to drive to Oceanside and visit the North County Transit District’s (NCTD) newest operation - The Sprinter. The drive on I-5 (San Diego Freeway) was just after the morning rush hour, and traffic was flowing smoothly. Along the way, I-5 and the former Santa Fe Railway Surfline either ran parallel or ducked under the freeway. One southbound three-car MetroLink train passed me. It is something, to have a commuter train pass slow moving traffic on the freeway.

“An hour later, I took the exit to downtown Oceanside and followed the signs to the Coaster station. Parking at the transit hub was plentiful and free. The three-story parking structure overlooking the railroad station is open from 4 AM to 2 AM, meaning no overnight parking. An open lot next to the station limited parking for up to four hours. I elected to park in this lot since I did not know beforehand that parking was free. After walking past the Breeze bus area I saw the station. I walked up the parking structure to see what it looks like from the top, and saw the Metrolink train laying over. This was the train that passed me along I-5 earlier. Oceanside is the end point for the southbound Metrolink service and the

northbound NCTD Coaster. Amtrak California also serves this station.

“Returning to the street level to look for the Sprinter train, I came across a Transit Police Officer and asked him about photography. At first he was looking for my camera crew, but I told him I had only my camera cell phone. He said it was no problem as he sees people taking snapshots all the time. If I had a camera crew with a sound tech and lighting person, he would have referred me to the NCTD Public Affairs Office. With that formality out of the way, I could focus on exploring the newest light rail system in the world.

“I found informational signs on the Sprinter service. During the week the trains leave from either end (Oceanside and Escondido) at 03 and 33 after the hour. Trains arrive at 56 and 26 after the hour. On weekends trains leave on 33 and arrive at 26 after the hour. Fares are \$2, and an all-day pass on Sprinter and Breeze is \$4. I did not have to wait long for a train to arrive. In fact, while waiting, I noted track work was in progress on the mainline with concrete ties and ribbon rail. The train, a German DMU, running as a married pair, arrived just before 26 with about 40 passengers. Since the cars do not meet FRA specifications, they cannot run with freight trains at the same time. The platform is not that high, and railings are installed on the platform with cut-outs for the user-operated doors. Inside, the cars, with their large windows, makes it feel spacious. The car is 60% low-floor with the operating ends and blind end a step up area.

“As I was running short of time, I checked the schedule to determine that trains will meet at El Camino Real, a ten-minute ride with a three-minute wait for a return trip. The ride was smooth and you can talk in a normal tone. The Operator sits center of the cab surrounded by an all-glass door and an all-glass frame, and one can watch the forward action. During the ride I was looking for a timetable and an older lady offered to show me her ticket. I politely told her I’m not the ticket checker, but there was a police presence at every station and on every train. I got off at El Camino Real (the previous stations were single-track), which was a double-track station, and crossed to the other platform. The return trip was just as smooth. Back at Oceanside, I found a Coaster train laying over on the same track where the Metrolink train had been (see photo below). I later Googled Sprinter and found a system map showing where the single- and double-track lines were located. There was enough time to drive back to Anaheim (57 miles on my GPS), grab a bite, and attend the afternoon sessions.”

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## New York City Subway Car Update

*(Continued from page 15)*

Philip Hom photograph

## GUELPH, ONTARIO, CANADA

The answer to the disposition of the former Vermont Boise Budds, was sent by the person who reported their movement (April *Bulletin*). Bob Kingman told me that three cars will be used by the *Guelph Junction Express* for weekend dinner, brunch, and sightseeing excursions. It is planned that the service will be provided year-round, using Guelph Junction Railway trackage between Guelph and Campbellville. Two cars are being configured with tables and chairs for meal service, and the third will be for those who just wish to take a ride. No mention was made of the remaining three cars. Motive power and crews will come from the Ontario Southland Railway.

## LONDON, UNITED KINGDOM

Ken Livingstone, who had been the Mayor of London since May 4, 2000, was defeated by Boris Johnson in an election that was held on May 1, 2008. It was under Mr. Livingstone's watch that congestion pricing was implemented in 2003. One of Mr. Johnson's first acts was to ban alcohol on London's public transportation system effective June 1, 2008. Mr. Johnson said that this was being done to "change the unpleasant late-night atmosphere in the subways." This move was applauded by some subway workers, but others questioned how it would be enforced.

## MANCHESTER, UNITED KINGDOM

In November, 2001, the city of Manchester purchased a pair of San Francisco Muni Boeings (March, 2002 *Bulletin*). This past December, one of the cars, 1326, was cut up for scrap according to an email with accompanying photos that was sent to me. The other,

1226, remained at Serco's Derby plant, its future uncertain. After the LRVs arrived in the U.K., it was realized that the magnitude of the conversion task was both too great and too expensive. Despite being at the end of their not particularly successful service lives in the U.S., it was perceived that their overall dimensions would still fit within Manchester's streets and on the former railway routes. The power system needed to be checked to ensure that it did not affect Metrolink's signalling, and Her Majesty's Railway Inspectorate also had to be satisfied with technical details and emergency procedures. Serco, which last year lost the franchise to operate Manchester's streetcars to Stagecoach, thought that these cars would be an economical way of increasing capacity.

## BANGKOK, THAILAND

Todd Glickman wrote this report about Bangkok. "The extension of the Sukhumvit BTS Skytrain line continues east of its current On Nut terminal. Most of the elevated right-of-way is up, and the stations are taking form. I could not find an updated opening date other than '2008,' but from the looks of things I can't imagine how they will make this calendar year. In addition, I could find no mention of additional trainsets on order to keep service levels constant when the extension opens, nor to create longer trains. Current trainsets are semi-permanently coupled three-car sets. Station platforms are long enough for two such sets (i.e., six cars). During rush hours, trains run at 2.5-minute headways, and are as jam-packed as the Lexington Avenue IRT!

"In addition, the Silom Line is being extended over the Chao Phraya River, with two additional stations. The strip maps in the cars have the new stations listed, but covered over so they can't be easily seen. This extension looks like they will make a 2008 opening. On the MRT subway (underground), there are no changes this year. At every entrance, a guard continues to do a cursory bag check of everyone entering. I've captured a sample of an automated station announcement, which can be found at [http://web.mit.edu/glickman/www/audio/bkkmrt\\_asa.mp3](http://web.mit.edu/glickman/www/audio/bkkmrt_asa.mp3)."

## FROM THE HISTORY FILES

*100 years ago:* On June 30, 1908, the first Chicago, South Shore & South Bend train for South Bend left from Michigan City. Two days later, on July 1, the first revenue train departed from South Bend for Hammond. Headways were every 2 hours at a cost of 65 cents (one-way) or \$1 round-trip.

*90 years ago:* On June 29, 1918, with the opening of the Dorchester Tunnel, service on Boston's subway was extended one station south from Broadway to Andrew.

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



## BROOKLYN TROLLEY DEPOTS (Continued from April, 2008 issue)



Maspeth Depot's original building opened in 1885 and was replaced by a new building in 1907.  
Bernard Linder collection



This ca. 1910 photograph shows the 1907 building at Grand Avenue and Brown Place, which closed on November 14, 1937.  
Bernard Linder collection



This is what Maspeth Depot's yard looked like ca. 1910.  
Bernard Linder collection



The rear of the yard on July 7, 1935.  
Bernard Linder collection



Maspeth Depot reopened as a bus depot on May 9 1948. It closed again, this time permanently, on August 31, 1954. This photograph was taken on the last day of operation.  
Bernard Linder photograph



Seventh Avenue Depot, 19<sup>th</sup> Street and Seventh Avenue, looking south ca. 1910. This building was demolished on October 16, 1934.  
Bernard Linder collection

## TECH TALK by Jeffrey Erlitz

On May 7, I had the opportunity to tour the construction site of the Flushing Line West Side extension. As many of you know, Tracks 1 and 2 extend beyond the Times Square station and end at Eighth Avenue. It turns out that the Flushing Line and the lower level of the IND Eighth Avenue Line are essentially at the exact same level. Over the past few months, the contractor for this project has punched holes through the Flushing Line's bulkhead onto the platform of the IND station and is setting up some office space on the IND platform. The new alignment of the Flushing Line extension will start descending downgrade from a point 200 feet west (railroad south) of the Times Square station, passing underneath the IND Eighth Avenue Line. Part of the new structure, however, will pass through the current lower level station area. Tracks 1 and 2 south of Times Square were permanently removed from service on March 11 of this year. Almost immediately, the contractor removed both sets of third rails after they were de-energized. Below is a short photo essay of a portion of subway line rarely seen by the public.



Looking south (directionally west) from the same location. This opening between Tracks 1 and 2 was undoubtedly a provision for a double crossover that was never installed. The tie bumpers and red lights are located 200 feet from the end of the platform. This gives a little bit of an overrun area so that southbound trains do not have to come into the station as slowly as if the bumpers were right at the end of the platform, as in most other terminal stations.



Looking north (directionally east) towards the station at Times Square. Note that the third rails have already been removed. Track 1 is on the left.



At the end of Track 1, a Bobcat was at work completing the demolition of the concrete bumping block. Notice on the upper right of the picture is a 9-car, not 11-car, reverse movement sign. When the Flushing Line platforms were extended to 11 cars in the 1950s, Times Square was extended south. This shortened the tail tracks to only nine cars in length. On the other side of

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**Tech Talk**

*(Continued from page 18)*

the bulkhead is the lower level of the IND 42<sup>nd</sup> Street station.



Looking east from the IND 42<sup>nd</sup> Street station lower level platform, we see the openings cut into the wall leading to the Flushing Line. Track 1 is on the left.



A telephoto view through the opening in the wall shows Flushing Line Track 1 with the Bobcat where the bumping block once stood.

*Jeff may be contacted via e-mail at [jbe456@verizon.net](mailto:jbe456@verizon.net).*

## WHAT IS THE FUTURE OF THE HUDSON-BERGEN LRT?

Hudson County and NJ Transit are looking at future extensions of the Hudson-Bergen Light Rail Transit Line. Its current 41,000 daily riders will first require that the light rail look to increasing the capacity of the present line. The introduction of the MTA New York City Transit S89 bus route, which is currently getting over 1,000 riders since it started late last year, has added to the ridership coming from the borough of Staten Island. Two additional runs are planned for the summer.

The first extension will be to a new development in southern Jersey City, about a mile from the present Westside Avenue station to an area across Route 440 on the old Central Railroad of New Jersey Newark Branch. The Honeywell cleanup site will be redeveloped into a multi-office and high-rise complex that could add an additional 1,000 riders a day. The second and more ambitious extension will utilize the old PRR 6<sup>th</sup> Street embankment from the mainline of the HBLRT on Harsimus Cove to the cliffs, and then via the former Erie RR right of way through the Bergen Hill to the Secaucus Transfer station. This has been a goal of Jeremiah Healy, the Mayor of Jersey City. There may be three or more stations on this extension. The third and last is from the present northern end at Tonnelles Avenue to the

Meadowlands Sports Complex.

The line that was proposed to go to Tenafly, New Jersey from the Tonnelles Avenue station is still under consideration despite the introduction of a proposal by NJ Transit for dual-powered DMUs running along the Northern Branch instead of the LRT. It was pointed out to the public that the DMU would be cheaper to build but would only attract 8,000 daily riders where the application of the extension of the HBLRT would attract 24,000 daily riders. Rose Heck, former Assembly person and champion of the original HBLRT being built, is now Mayor of Hasbrouck Heights. She is again fighting for the LRT over the DMU, and has signed on a number of towns along the way to be for the light rail only.

Talks have been initiated to start looking to increasing the station capacity to handle three-car trains on the existing HBLRT line. Most of the stations cannot at present handle three-car trains. With the gas prices, tolls, and parking rising, ridership on this system is on a steep climb. The extension to 8<sup>th</sup> Street in Bayonne has just been awarded and will add more ridership. It should be completed in 2010. The highest ridership stations on the HBLRT are Hoboken, Newport, Exchange Place, Bergenline Avenue, and Liberty State Park & Ride.



## Around New York's Transit System

### Retired Subway Cars Dumped in the Ocean

George Chiasson has been publishing a roster of retired subway cars in his column. Artificial reefs were created by dropping "Redbirds" from a barge off the coast of Delaware. "Redbird Reef," named after the R-26, R-28, R-29, R-33, and R-36 "Redbirds," is located 16 nautical miles from the Indian River Inlet and about 80 feet below sea level. Recently, 48 cars joined the 666 cars on the ocean floor. Cars were first sunk there in August, 2001.

This barren stretch of ocean floor has been covered with sea grasses and the walls have been full of blue mussels and sponges. The fish are multiplying so rapidly that the summer flounder and bass are crowded into the subway cars. To relieve the congestion, Delaware needs more cars. But New York will start accepting the cars as soon as the United States Army Corps of Engineers updates the state's reef permit. MTA could save about \$2 million when it stops out-of-state shipments. As a good faith gesture, MTA will ship about 100 cars to Delaware, Maryland, Virginia, and New Jersey before discontinuing out-of-state deliveries.

In 2003, New Jersey stopped taking the cars because environmental groups objected to small levels of asbestos in the cars. Because environmental officials found

that asbestos does not threaten marine life, New Jersey officials requested 600 additional cars. Their prospects are grim because New York State wants all the available cars.

At the present time, this reef attracts more than 10,000 angler trips annually, up from fewer than 300 in 1997. When commercial pot fishermen's lines became tangled with those of smaller hook-and-reel anglers, officials banned commercial fishing.

Officials favor the subway cars, which are roomy enough to attract certain fish, too heavy to shift in stormy weather, and durable enough to last for decades.

### Tourism Center Opens in "Redbird" Car

On January 8, 2008, Queens Borough President Helen Marshall formally opened the Queens Tourism Center, located in R-33 car 9075, which is displayed at Queens Borough Hall, 120-55 Queens Boulevard. Inside the car are free maps, brochures, and booklets describing the borough's attractions.

When the "Redbirds" were about to be scrapped, the Borough President interceded. Car 9075 was refurbished and shipped to Kew Gardens. This car, which displays Queens signs, never ran on 7, but looks like the R-36s that ran in Queens.

### Brooklyn Bridge "L" Service Began 110 Years Ago

*(Continued from page 1)*

which started operating the bridge shuttles on July 1, 1898. The New York & Brooklyn Bridge Company was no longer in existence.

During the next ten years, schedules were changed

frequently. To avoid rush hour switching delays, through service was usually operated only in non-rush hours. The cable cars made their last trip on January 24, 1908, after which BRT furnished through service across the bridge on eight elevated lines. Brooklynites were finally able to enjoy a fast, comfortable one-seat ride to Manhattan.

## NEWEST NYCT RIDER CARS

In his article in this issue, George Chiasson mentioned rider cars RD400-RD440. Here are their numbers from when they were in passenger service. All are former R-33s.

ORIGINAL NUMBER	NEW NUMBER	ORIGINAL NUMBER	NEW NUMBER	ORIGINAL NUMBER	NEW NUMBER
8987	RD400	9020	RD414	9038	RD428
8986	RD401	9021	RD415	9039	RD429
8956	RD402	8964	RD416	8878	RD430
8957	RD403	8965	RD417	8879	RD431
8859	RD404	9066	RD418	9139	RD432
8858	RD405	9067	RD419	9138	RD433
8868	RD406	9033	RD420	8892	RD434
8869	RD407	9032	RD421	8893	RD435
8890	RD408	8863	RD422	8914	RD436
8891	RD409	8862	RD423	8915	RD437
8954	RD410	8821	RD424	8936	RD438
8955	RD411	8820	RD425	8937	RD439
8817	RD412	9071	RD426	8950	RD440
8816	RD413	9070	RD427		