

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 53, No. 1

January, 2010

The Bulletin

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

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SEVERAL TROLLEY LINES DISCONTINUED 90+ YEARS AGO

The fiscal year ending June 30, 1919 was the worst year on the books of New York City's transit companies. In the history of transportation in New York City, there was never so much distress. It was the first year that the majority of the companies failed to meet all compulsory charges.

New York Railways' previous year's deficit was \$2.17 million and the January 1, 1920 deferred maintenance was estimated at \$1.25 million. When the city refused to allow the company to increase the five-cent fare, it was forced into bankruptcy. On March 20, 1919, Job E. Hedges was appointed receiver. The next day, a receiver was appointed for Interborough-Consolidated Company, which held nearly all of New York Railways and IRT stock. The court ordered the receiver to discontinue the Avenue C, Madison Street, Spring and Delancey Street, and Sixth Avenue Ferry battery lines, which carried a million passengers a month and incurred an annual deficit of \$414,577. The company expected to save \$300,000 a year after the four lines were abandoned on September 29, 1919. When New York Railways discontinued service on these lines, Mayor Hylan arranged for bus operation on a five-cent fare without any transfer privileges. The Department of Plants and Structures authorized private owners to perform the work. But none of these owners had formal permits or certificates of convenience and necessity. The Public Service Commission revealed that these buses were a poor substitute for street cars. They could not carry as many passengers and were crowded to suffocation in the rush hour. Service was uncertain and the

number of vehicles in operation varied from day to day.

The Public Service Commission gave the company permission to charge two cents for transfers at 99 of the 113 transfer points. This charge, which went into effect on August 1, 1919, was expected to yield \$700,000 a year.

Because New York Railways was unable to pay the rent, the court ordered the receiver to return three companies to their owners on the following dates:

- Eighth Avenue Railroad Company—August 1, 1919
- Ninth Avenue Railroad Company—October 1, 1919
- New York & Harlem Railroad Company—February 1, 1920

The latter was the most prosperous of the three companies.

New York Railways remained bankrupt for several years before it became solvent again on May 1, 1925.

Third Avenue Railway remained solvent during this period. It paid expenses and earned enough to pay interest on some but not all of its bonds. Since 1917, it did not pay interest on the Five Percent Adjustment Bonds. However, in 1922, it paid only a small portion of the interest. Unfortunately, it could not pay dividends on its stock until it paid the interest on its bonds. Because the company did not suffer as much as others from the free transfer system, the Public Service Commission did not allow it to charge two cents for transfers.

The company was able to save a quarter million dollars by discontinuing the following

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NEXT TRIP: GRAND CENTRAL TERMINAL TOUR, FEBRUARY 20

A HISTORY OF **F** (AND **V**) TRAIN SERVICE by George Chiasson

Whereas **E** paralleled the original development of the Queens Boulevard IND, **F** had its origins in the opening of the Sixth Avenue Subway on December 15, 1940. At that time letters were designated from each originating branch and denoted express or local service via the Eighth Avenue Subway (A/AA-Washington Heights, C/CC-Concourse, E/EE-Queens Boulevard) or, when it finally opened, Sixth Avenue Subway (B/BB-Washington Heights, D/DD-Concourse, F/FF-Queens Boulevard). Thus, the original routing of **F** started at Parsons Boulevard and ran express to Queens Plaza, then local to Church Avenue. As until 2001, it shared the express tracks in Queens with **E** from 71st-Continental Avenues-Forest Hills to Queens Plaza, but at that time **F** continued to duplicate **E** as far as Fifth Avenue, where it diverged into the new Sixth Avenue Subway. From 47th-50th Streets-Rockefeller Center to Church Avenue, **F** then continued along a route similar to the one it follows today: via Sixth Avenue Local, the Houston Street Line, Rutgers Street Tunnel, and Smith Street Line (also local). Interestingly, **F** was then a full-time express operation in Queens, complemented by **E** running local.

Whereas **E** was used to initiate service farther east into Queens in April, 1937, **F** didn't follow until the early 1950s, and at that in stages. Its first service expansion, as a local from Parsons Boulevard to 169th Street, was only in effect at nights and on Sunday morning beginning January 10, 1944, being extended to the terminal at 179th Street-Jamaica when it opened on December 11, 1950. To keep up with its ever-increasing demand (and by this time as the preferred route for Queens riders), the remainder of **F**'s non-rush hour schedule was extended as a local to 179th Street-Jamaica starting on May 13, 1951, followed (at last) by rush hour trains beginning October 8, 1951. However, in the rush hours **F** was continued along the Queens Boulevard express tracks from Parsons Boulevard to 179th Street-Jamaica, and thus passed up the local station at 169th Street. Finally, on October 30, 1954 when

IND was extended to Coney Island via BMT's Culver Line, **F** in Brooklyn was replaced by **D** and cut back to the middle tracks at Broadway-Lafayette. At the same time, it began running as a local from Parsons Boulevard to 71st-Continental Avenues-Forest Hills at night and on weekends.

Effective April 29, 1956 (and overshadowed by expansion of **A** along Fulton Street) **F** was extended by one stop from Broadway-Lafayette to the middle stub tracks at Second Avenue, using the local tracks to get around the "stub" in the middle at Broadway-Lafayette, which would over the next decade be extended to the Manhattan Bridge as the Chrystie Street Connection. On October 6, 1957 night and weekend **F** service was truncated at 34th Street-Sixth Avenue (also using the middle tracks to relay), then, as construction of the Chrystie Street Tie began to build momentum, weekday **F** trains were again terminated at Broadway-Lafayette as of November 10, 1958. This was how **F** operated through most of the following decade.

With work on the Chrystie Street Connection winding down, **F** trains were re-extended from Broadway-Lafayette to Second Avenue during weekday midday hours on July 11, 1966, at which time they also started running as locals in Queens (in addition to **E**) between Parsons Boulevard and 71st-Continental Avenues-Forest Hills. The turn back at Second Avenue proved to be problematic, however, and on August 30 **F** was returned to the middle at Broadway-Lafayette. After this time the Second Avenue stub tracks were not regularly used again until the coming of **V** in 2001.

The Chrystie Street Connection finally opened on November 26, 1967 and as it did **F** was extended via the former **D** route to Stillwell Avenue-Coney Island, through the Rutgers Street Tunnel and along the Smith Street and Culver Lines, with every other trip being turned at Church Avenue in the rush hours. During the next decade, Brooklyn express service was changed frequently, as shown in the following table published in the June, 2009 *Bulletin*:

DATE	SOUTH TERMINAL	TIME OPERATED	RUSH HOUR EXPRESS OR LOCAL IN BROOKLYN	
			AM—N/B, PM—S/B	AM—S/B, PM—N/B
F Service to 179th Street (Several trains terminated at 71st Avenue after AM rush)				
November 26, 1967	Church Avenue Coney Island	Rush hours All times	L L	L L
August 19, 1968	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	X-C-J X-KH-J L	X-J-C X-J-C L

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A History of F (and V) Train Service

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June 16, 1969	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	L X-KH-J L	L X-J-C L
January 2, 1973	Same as August 19, 1968			
January 19, 1976	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	L X-KH-D L	L X-J-C L
August 30, 1976	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	L X-KH-D L	L L L

Key:

L—Local X—Express
KH—Kings Highway C—Church Avenue J—Jay Street D—Ditmas Avenue

What remained of express service on the Smith Street Line from Church Avenue to Jay Street-Borough Hall was discontinued completely as of August 30, 1976 and all **F** trains then made all stops on the outer tracks, with GG trains again being terminated at Smith-9th Street at all times. The middle express tracks of the Smith Street Line have not been regularly used since that time but for service diversions, schedule adjustments, cab signal testing, and occasional General Orders (as well as **G** train relays at Fourth Avenue until July, 2009). Overnight **F** service began making local stops on the Queens Boulevard Line (Queens Plaza to 71st-Continental Avenues-Forest Hills) on August 28, 1977, during the difficult "Summer of Sam," and that was it for basic route alterations until the late 1980s.

Rush hour use of the middle track on the Culver Line was suspended indefinitely on April 27, 1987 as roof reconstruction of the Culver Line's station mezzanines commenced, and was never resumed. When **N** and **R** swapped their northern termini on May 24, 1987 **F** was cut back from its home borough for the first time, running into the (then) stub at 57th Street-Sixth Avenue during midnights, with **R** replacing it to 179th Street-Jamaica. As the Archer Avenue Subway opened on December 11, 1988, **E** (long **F**'s faithful companion on Queens Boulevard) was rerouted from 179th Street-Jamaica to Parsons/Archer (Jamaica Center) and **R** extended from 71st-Continental Avenues-Forest Hills to replace it. Consequently, midday **F** trains were routed via the middle express tracks from between Parsons Boulevard and 179th Street-Jamaica, creating all day, all-express **F** service in Queens.

Things began changing again on October 29, 1989 when the first portion of the 63rd Street Tunnel was opened as an extension of **Q**, which at the time was routed from the Brighton Line onto Sixth Avenue via the Chrystie Street Connection. This was while the south (Broadway) tracks of the Manhattan Bridge were closed for reconstruction. However, as **Q** did not operate overnight **F** was extended from 57th Street-Sixth Avenue to

21st Street-Queensbridge, though operationally (and according to rule, by signage) it was considered **Q** north of 47th-50th Streets-Rockefeller Center. In March, 1997 a major rebuilding of the track bed was begun in the 63rd Street Tunnel, and late-night **F** service again curtailed at 57th Street with a connecting (full-time) single-track shuttle through the work zone. On August 31 the late-night **F** was finally returned to 179th Street-Jamaica via the 53rd Street Tunnel to replace **G**, which was cut back to Court Square overnights. As it turned out, for **F** this represented a temporary evacuation from the 63rd Street Tunnel.

Midday **F** trains resumed making local stops between 179th Street-Jamaica and 71st-Continental Avenues-Forest Hills (to which point the non-rush hour **R** was truncated) starting on September 30, 1990. The final thread in the life of **F** express service to Jamaica was surrendered on October 25, 1992 when rush hour operation of **R** was curtailed at 71st-Continental Avenues-Forest Hills, while **F** was (then and ever since) operated as a local from that point to 179th Street-Jamaica. Since that date, the middle tracks of the Queens Boulevard Line east of Union Turnpike-Kew Gardens have been used exclusively for train storage, special moves, and schedule adjustments.

Construction of the 63rd Street Connection (linking the 63rd Street Tunnel with the Queens Boulevard IND near the 36th Street station) began in 1994, and it was actually first used to provide for weekend service diversions on **E** (detoured from 53rd Street) starting on January 13, 2001. **F** was similarly diverted overnight, north from 57th Street-Sixth Avenue, and **R**, north from 57th Street-Seventh Avenue, starting on May 7, 2001. The Connection was formally placed in service on December 17, 2001 and **F** relocated at all times to the 63rd Street Tunnel between Roosevelt Avenue-Jackson Heights and 47th-50th Streets.-Rockefeller Center. As a result, **F** diverged into the new Connector immediately south of the 36th Street local station and no longer

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A History of F (and V) Train Service*(Continued from page 3)*

passed through Queens Plaza or the 53rd Street Tunnel. At these stops it was replaced by the new **V**, a local service from 71st-Continental Avenues-Forest Hills in Queens to the middle stub-end tracks at Second Avenue in Lower Manhattan via the 53rd Street Tunnel and Sixth Avenue Subway.

Finally, a general reconstruction of the terminal at Stillwell Avenue-Coney Island resulted in all four of the routes that used it being temporarily truncated at nearby stations to permit work to progress. For **F** this meant operating only as far as Avenue X between September 8, 2002 and May 23, 2004 when service into Tracks 3 and 4 (as traditionally known) was resumed. And so have things remained to the present time.

ROUTE OF **F**

F is one of the longest and most diverse routes on the New York Subway system, traveling extensively underground across Queens and down the lower half of Manhattan. It then slices through the heart of Brooklyn (with a brief, high passage on the Culver Viaduct, so called) before re-emerging onto the former BMT Culver Line elevated for a lengthy run straight down McDonald Avenue to the ocean shore, right by Coney Island (and currently the New York Aquarium). From there it curls westward to reach the multi-track terminal at Stillwell Avenue-Coney Island.

Section 1: 179th Street-Jamaica to Van Wyck Boulevard-Briarwood (F**)**

F starts its trip in the underground terminal at 179th Street in Jamaica, where originates the Queens Boulevard IND Subway. This station is set up as an express stop, with two island platforms straddled by four tracks, plus relay and lay up trackage beyond on two levels. All four tracks then proceed southward beneath Hillside Avenue to Queens Boulevard with additional stations at 169th Street (local), Parsons Boulevard (express), and Sutphin Boulevard (local). East of the local station at Van Wyck Boulevard-Briarwood the Queens Boulevard Line is joined by the two-track Archer Avenue Subway (opened December, 1988 for **E**) and proceeds into the Union Turnpike-Kew Gardens express station.

Section 2: Union Turnpike-Kew Gardens to Roosevelt Avenue-Jackson Heights (E**, **F**)**

From Union Turnpike-Kew Gardens to 71st-Continental Avenues-Forest Hills, **E** nominally uses the middle express tracks and **F** the outer local tracks. On occasion (and always late at night), **E** trains are switched to the local tracks as well and make stops at Union Turnpike-Kew Gardens and 75th Avenue. In addition, a handful of **E** trains are still routed to 179th Street-Jamaica during rush hours to provide for put-ins and lay-ups. Starting at 71st-Continental Avenues-Forest Hills, **E** and **F** share

the middle express tracks, with **R** and **V** locals on the outer tracks. In this manner, the **E**, **F**, **V**, and **R** continue through the four-track subway to the express station at Roosevelt Avenue-Jackson Heights and on to a point immediately west of the local station at 36th Street.

Section 3: 21st Street-Queensbridge to 57th Street (**F**)
West of 36th Street, **F** trains take a recently-built, grade-separated junction and diverge to the two-Track "63rd Street Connector" (opened December 17, 2001), which brings them into the 63rd Street Tunnel (opened in October, 1989). The first station stop is located at 21st Street-Queensbridge, before trains pass into two long subaqueous tunnels beneath the East River, which are divided in the middle by the station at Roosevelt Island. In addition, **F** uses the upper level of the underriver tubes as constructed (starting in 1969), with the still-developing East Side Access project of MTA Long Island Rail Road being installed in the lower level. Once in Manhattan the two tracks divide again to upper (southbound) and lower (northbound) levels as they enter the Lexington Avenue-63rd Street station. Here exist what appear to be side platforms, but with "false" walls that disguise stub-end leads from 57th Street-Seventh Avenue on the ex-BMT Broadway Subway. At some point by 2018, these will be extended into the new Second Avenue Subway (and be used by **D**). Beyond Lexington Avenue, the two tracks of the 63rd Street Tunnel resume their side-by-side alignment and curve beneath Central Park to meet Sixth Avenue, proceeding into the pre-existing (stub) station at 57th Street, which opened on July 1, 1968.

Section 4: 47th-50th Streets-Rockefeller Center to Broadway-Lafayette (B**, **D**, **F**, **V**)**

South of the 57th Street station, **F** trains proceed into the four-track Sixth Avenue Subway (opened December 15, 1940), and share the local tracks with **V** from 47th-50th Streets-Rockefeller Center to W. 4th Street (southbound inward, northbound outward at 47th-50th Streets, on the outside south of that point), while **B** and **D** trains operate on the express tracks. South of W. 4th Street, **F** and **V** trains negotiate another grade-separated junction to turn east and join the four-track Houston Street Line, which brings them into the outer tracks at Broadway-Lafayette. East of Broadway-Lafayette, **F** and **V** trains continue via the outer tracks into Second Avenue, while **B** and **D** trains use another grade-separated turnout and diverge to the Chrystie Street "Tie," which passes through the Grand Street station and onto the north tracks of the Manhattan Bridge.

Section 5: Second Avenue to Jay Street-Borough Hall (F**, **V**)**

At the Second Avenue station, **V** trains diverge into the middle tracks, which form a stub-end terminal, while

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A History of F (and V) Train Service

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F continues into the two-track Rutgers Street Tunnel. This courses through Lower Manhattan and then beneath the East River to Brooklyn, where the first station is at York Street. Beyond that point the two-track Rutgers Street Tunnel merges with the two-track Cranberry Street Tunnel (used by **A** and **C** trains) to form the four-track Smith Street Line. This proceeds beneath Downtown Brooklyn into the station at Jay Street-Borough Hall, where **A** and **C** trains use the middle tracks, **F** trains the outer. Beyond Jay Street-Borough Hall the two inner tracks (with **A** and **C** trains) diverge to the Fulton Street Subway, while the two outer tracks (with **F** trains) continue south on the Smith Street Line.

Section 6: Bergen Street to Church Avenue (F, G)

South of Jay Street-Borough Hall, the Smith Street Line expands from two tracks to four at a grade-separated junction, with the local tracks climbing to the upper level, while the express tracks continue into the lower level. The first stop at Bergen Street thus has separate pairs of platforms, the upper level for locals and the lower level for expresses. A four-across alignment is then assumed through the local station at Carroll Street and continues onto the Culver Viaduct, a high steel and concrete trestle across the Gowanus Canal that includes local stations at Smith-9th Street and Fourth Avenue. Until July 5, 2009 the **G** line (prior to 1985 the GG) was relayed on the middle tracks south of Smith-9th Streets, adjacent to the Fourth Avenue station. The four-track line re-enters a subway beneath 9th Street from Fourth Avenue to the Seventh Avenue sta-

tion, then pursues separate alignments, the local tracks swinging south and east beneath the neighborhood through stations at 15th Street-Prospect Park and Ft. Hamilton Parkway, while the express tracks diagonally cut under Prospect Park. Beyond the Ft. Hamilton Parkway station the line resumes its four-track alignment beneath McDonald Avenue and continues into the express station at Church Avenue. Past that location are located lower level relay tracks and a four-track lead up to the former BMT Culver Line.

Section 7: Ditmas Avenue to Stillwell Avenue-Coney Island (F)

As opened, BMT's Culver Line originated from a union with the West End Line just west (north) of the 9th Avenue station, passed through the lower level at that location, then emerged onto a three-track elevated structure adjacent to 37th Street to continue as far as the present Ditmas Avenue station. Structure for the four-track ramp from IND's "Brooklyn" (Smith Street) Line at Church Avenue to BMT's Culver Line at Ditmas Avenue was part of its original construction in the 1930s, but a physical track connection, signals, and other improvements necessary for through operation were not completed until 1954. The four-track ramp (opened 1954) merges into the three-track elevated structure (opened 1919) immediately north of Ditmas Avenue, and the line then proceeds south above McDonald (formerly Gravesend) Avenue as far as Avenue X. As a two-track structure, it continues above Shell Road to the Belt Parkway, then W. 6th Street as far as Surf Avenue, where the line turns west as the lower level of a double-deck el structure above private property (with the Brighton Line above) and progresses into the terminal at Stillwell Avenue-Coney Island.

Several Trolley Lines Discontinued 90+ Years Ago

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unprofitable lines:

- The East Belt Line and the West Belt Line, which operated along Manhattan's waterfront, were abandoned on June 3, 1919 and March 24, 1921 respectively because of light riding. The large amount of trucking on these streets delayed the cars and damaged the pavement between the tracks
- The 28th and 29th Streets Crosstown, abandoned on August 8, 1919, never made a profit. Service was discontinued because the opening of the IRT Steinway Tunnel and the extension of Second Avenue Elevated service to Queens diverted traffic from this line
- 42nd Street service to Queens was discontinued on August 31, 1919 because of the extension of subway and elevated service to Queens
- Service from City Island to the New Haven Railroad station was discontinued on August 8, 1919.

Competing buses operating to the IRT at West Farms reduced the battery cars' revenue considerably

- The Jerome Avenue Line, which was a feeder to the Sixth and Ninth Avenue Elevateds at 155th Street, was discontinued on September 1, 1921 because riding declined after IRT subway and elevated trains started operating on Jerome Avenue
- The Randall Avenue Line was discontinued on July 16, 1921 because riding was very light. The portion east of Hunts Point Avenue was under several feet of fill and had never been operated

An April, 1905 contract stated that a passenger buying a three-cent transfer could transfer between IRT trains and New York City Interborough Railway trolley cars. This privilege was discontinued November 22, 1919.

Third Avenue Railway riders were luckier. Upon payment of a five-cent fare, they were allowed to retransfer and ride from any point to any other point within the same borough. Passengers on other street railways often paid more than a nickel if they rode two or more cars.

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NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello, everybody!

The same kind of news has taken place the same kind of way in the last few weeks as the R-160 program "falls" forward. In the background though, the pieces are being assembled for "news" that has yet to occur and so will not appear in this chronicle for some time to come. There is definite progress on R-62A brake valve modifications in Flushing, yet the question of whether or not (or when) the R-62As as a whole will be uprooted in favor of a future new R-188 acquisition remains open. Then there is the matter of how the next order of rolling stock for Subdivision "B" should be configured and for what purpose. Will it be an additional group of R-160s under the as-yet-nonexistent "Option III," or an entirely new acquisition under projected Contract R-179? Will they be 60-footers or 75-footers? R-44 replacements for New York City Transit and/or new cars for Staten Island? Both? These are the issues that seem to be garnering most of the attention these days, but now more as background, the R-160s continue to arrive and the last 60-foot SMEEs at Jamaica dwindle away. Finally, there is as yet no sign of R-46 movement to **A** and **C** commencing soon, and this also appears to have been put on "hold" until sufficient equipment is available from Jamaica to address the issue of standard consist size for **C**. In the end, this month's Update is actually rather thin given the sequence of activities now entering their fourth winter, but there's always hope for next time. And so...

Subdivision "A" Happenings

As projected, all remaining single-unit R-62As that end in the digit "4" were given the modified WABCO brake valve at one end by the end of October, and the pool of cars designated to act as north motors expanded to 46 as a result. Single-unit 1912 was the first of the "2" cars so observed (as marked with the "orange diamond") on November 4, followed by 2012 and 2152 through November 14. The last of the summer's single-unit R-62As was also removed from Corona-based Refuse Train 7-Ash by the end of October and replaced by EPO-series R-127/R-134s at both ends. For several months now, the "band" style advertising that adorns some of the R-62s and R-62As has also been applied to the lower bodies on some R-142s and R-142As as well, particularly those assigned to **4**. Finally, numerous weekend "GOs" have consumed **2** and **5** service as part of reconstruction work at the E. 180th Street/Unionport Yard complex and as a result, **4**-assigned cars can sometimes be seen running as "**5**" trains between Bowling Green and 149th Street-Grand Concourse.

R-160 Progress

Through October 31, 2009, Option II R-160A-2s 9628-47 were delivered, while Option II R-160A-2s 9603-12 entered service on **E** and **F**. As of November 14, 2009 Option II R-160A-2s 9648-57 had been delivered, while 9613-32 had entered service at Jamaica. By November 14, 2009 the delivery of Option II R-160Bs 9848-67 was being completed, with cars 9833-52 entering service during the same interval. On October 29, R-160Bs 9133-42 were returned from Jamaica (**E**, **F**) to Coney Island (**N**, **O**, **W**) as part of the ongoing fleet settlement associated with reconstruction on the Brighton Line. The confinement of R-160A-1s 8313-76 to **L** was brief; the trainsets were broken up and that group again scattered among **J/Z**, **L**, and **M** starting on October 20. Though all 64 are equipped for CBTC operation, it is not yet known when they will actually be used as such and until then can be sometimes found in separate consists and sometimes not. As well, they are sometimes only found on **L**, and sometimes just on **J/Z** and **M**. Finally, it does now appear that all 140 Option II R-160Bs to be provided by Kawasaki (9803-9942) will be equipped with the Alstom Onix propulsion system, thereby concluding the run of such cars using Siemens propulsion. This trait is a key determinant for service assignments, as an effort is made to avoid mixing the two types. Cars using the Siemens propulsion are all gathered at Coney Island (along with some having Alstom), while only R-160s using the Alstom system are at Jamaica.

As of November 14, 2009 deliveries totaled 340 R-160A-1s, 485 R-160A-2s, and 595 R-160Bs for a combined quantity of 1,420. Of the overall total as of November 14, 340 R-160A-1s were in service at East New York on **J/Z**, **L**, and **M**; 60 R-160A-2s plus 430 R-160Bs at Coney Island on **N**, **O**, and **W** (for 490 total); and 400 R-160A-2s plus 140 R-160Bs at Jamaica on **E** and **F** for a combined total of 540.

60-Foot SMEE News

October 20 may have been the last day of operation for the train of Phase I R-32s assigned to Coney Island. It was used on **B** that day, but has been strictly stationed as a "gap" train at Brighton Beach through November 14. The four Jamaica-assigned Phase Is used on the 38th Street refuse train (3500/1 and 3522/3) were relieved of this duty on October 22. Nominally to be used as spares on **R** and **V**, they had not yet reappeared in revenue service. Meanwhile, the two active trains of Phase I R-32s at Jamaica were still going as of November 14, while the number of Morrison-Knudsen-

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New York City Subway Car Update*(Continued from page 6)*

overhauled R-42 trains remaining has dwindled from the 90 described last time to 50. All seven of these 10-car trains (five Morrison-Knudsen-overhauled R-42s and the two Phase I R-32s) were in service on November 13. It would not be unreasonable to expect the last 60-footers will have been removed from service at Jamaica by the end of 2009. Overall by November 14, 2009, there remained 240 Phase I R-32s and exactly 100 Morrison-Knudsen-overhauled R-42s active for a total of 340.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, restored to operation, or reassigned to work service through November 14, 2009:

October, 2009: R-32 Phase I 3606/7 withdrawn from Jamaica (R, V); R-42 (Morrison-Knudsen-overhauled) 4556/7, 4568/9, 4600/1, 4612/3, 4620/1, 4668/9, 4690/1, 4698/9, 4728/9, 4744/5, 4754/5, 4776/7, 4778/9, 4780/1, 4782/3 withdrawn from Jamaica (R, V); R-32 Phase I 3500/1, 3522/3 from Jamaica (R, V) removed from Refuse Train

November, 2009: R-42 (Morrison-Knudsen-overhauled) 4558/9, 4560/1, 4646/7, 4662/3, 4684/4727 withdrawn from Jamaica (R, V).

The 75-Footers of MTA New York City Transit (R-44, R-46, R-68, R-68A)

R-46 unit 6118-21 is still at 207th Street, presently being used as an orientation tool for Car Inspectors in anticipation of the group's eventual arrival from Jamaica. After the 60-foot SMEEs depart Jamaica, several train sets of R-46s will be assembled for simultaneous transfer to 207th Street in early 2010. This will grant a sufficient cushion of rolling stock to enable the existing 8-car trains of Phase I R-32s used on C to be extended to 10 cars, and thus equalize consist lengths as the 75-footers are introduced. With over 500 R-160s now plying the rails out of Jamaica, it has been noted that most of the R-46s now appear to be concentrating on R and V, and are now noticeably less pronounced on F. On October 27 yet another R-68A consist was spied on N, then starting on November 9 there was at least one and sometimes up to three trains of both R-68s and R-68As located there each weekday.

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between October 17 and November 14, 2009 were SIR "A" cars 400 and 466, along with "B" cars 407 and 421. "A" cars 410 and 428 remained in process at Coney Island, while "A" cars 424, 460 and 464, along with "B" car 433, were completed and returned to Staten Island. This raised the overall number of completed cars to 39.

Miscellaneous Notes and Reefing Renewed

In the fall of 2008, Coney Island "gel car" 8429, an ex-Westinghouse R-30, was powered by two pairs of slant R-40s as it battled leaf season, generally on the Brighton and Sea Beach Lines and the Franklin Shuttle. With the 60-foot SMEEs largely now removed from the equation (as an example there is now just one pair of slant R-40s in existence and that as part of the Transit Museum collection) it was open to question what would be used in 2009. In late October this matter was at last resolved when 8429 was sighted doing its duty in the company of R-33 single units 9319, 9330, 9340, and 9344.

Barge 25, which departed on October 10, did indeed head to the Del-Jersey-Land Reef. This reduced the transit time versus other potential sites and helps to return the empty barge faster for reuse. Barge 26 took shape during the first week of November and was likewise moved out to Delaware on Saturday the 7th with these 44 cars aboard: R-40Ms 4450, 4451, 4454, 4455, 4466, 4467, 4496, 4497, 4500, 4501, 4504, 4505, 4510, 4511, 4516, 4517, 4522, 4523, 4530, 4531, 4534, 4535, 4548, and 4549 (24), and Morrison-Knudsen-overhauled R-42s 4564, 4565, 4644, 4645, 4648, 4649, 4652, 4653, 4706, 4707, 4712, 4713, 4716, 4717, 4718, 4719, 4768, 4769, 4774, and 4775 (20). This left just two R-40M pairs behind, 4474/5 (stored at Concourse) and 4480/1 for the Transit Museum collection. Likewise, of the 292 slant R-40s in service at the end of 2007, only the shell of 4272 and 4280/4281 (also for the Transit Museum) remain. Now in the pipeline for reefing are the remaining R-38s not designated for preservation, including what remained of the first air-conditioned train from 1967 (4140-7) and four that had been set aside for School Car use (3950/1, 4044/5) but will be usurped by permanent structures. When these depart the only surviving pair of R-38s will become 4028/9, which are also set aside for the Transit Museum collection.

Commuter and Transit Notes

No. 254
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On December 8, 2009, MTA reported that due to a shortfall, there would likely be some service reductions. The recently enacted payroll tax was expected to raise \$957 million, but only \$728 million came in. This shortage plus another \$143 million that New York State recently cut to help its own budget, only exacerbates the problem. MTA Chairman Jay Walder has said that he does not want to raise fares at this time. Fare increases are already planned for 2011 and 2013 (September, 2009 *Bulletin*). In the days that followed, news reports said that "Doomsday" service cuts which had been proposed last year and reported in the May, 2009 *Bulletin*, could be implemented. See the back page of this issue.

MTA METRO-NORTH RAILROAD (EAST)

The 2009 edition of the Thanksgiving period timetables had the same cover design as the past three years and mirrored the service plan that was used in 2008.

Holiday timetables for Christmas and New Year's weeks were issued, but were not available at publication time. The plans called for similar service as has been previously operated on both holidays and the holiday eves and post-New Year's Eve. The regular timetables indicate trains that would or would not operate on December 28, 29, and 30. Metro-North has records that show midday inbound ridership between 10 AM and 2 PM increases by more than 100% on the weekdays between Christmas and New Year's Eve and has adjusted its service accordingly.

Metro-North is in the midst of an in-house overhaul program for its 140 M-3s. Built between 1983 and 1985, they are due for a mid-life overhaul. The program got its start after a team from the Brewster Repair Shop made a presentation to the MTA Board showing them a prototype of an M-3 they had refurbished in their shop. The car had new air-conditioning, walls, windows, seats, etc. As reported in *On Track* (October, 2009), the Board was "pleasantly surprised" by both the quality of the work and the cost-savings, and the project began in December, 2007.

This is a multi-facility endeavor involving four of Metro-North's maintenance bases. Once selected, two cars are first sent to Highbridge Car Facility where the seat cushions are removed for refurbishment. The cars are then transferred to North White Plains, where the seat frames are removed and cosmetic work begins. The air-conditioning system (HVAC) is also overhauled. Brewster Shop has responsibility for the floors, walls, vanities, and windows, which are removed and replaced. Next, mechanical systems including lighting and cab signals are replaced. While this is going on, the propulsion units have been sent to the Harmon Support Shop

for rebuilding. Two spares are on hand as replacements. New modems and routers are installed by Brewster and North White Plains to work with the already installed event recorders. At the time the article was written, the 60th car was being completed; the entire project is due for completion by the December, 2011.

In the November edition of *Mileposts*, readers were alerted that as part of the East Side Access Project, on weekdays, during midday hours, they might hear noises that are the result of "small and tightly contained blasting."

A friend who works for Metro-North told me that these out-of-service engines, which were at Croton-Harmon at least during late November, have had the letters "FICX" (Frontier Industrial Corporation) and transponders affixed to their sides: FL-9 2008 and F-10s 410 and 411. Also on the property, but not yet designated for removal are: GP-8 543, GP-9 750, FL-9 2012 (in New York Central gray with lightening stripes), and F-10 413. The following M-1s have also received these markings/transponders: 8242-3 and 8348-9.

The sole pair of west-of-Hudson Comet III cars, now numbered 5009 and 5010, have been at Croton-Harmon since last spring. Delivered as 5179 and 5180, after being swapped for a pair of Comet-II's prior to their rebuilding, they received NJ Transit numbers that put them above NJ Transit's nine Comet III's. This bumped Comet IVs 5009 and 5010 to 5030 and 5031. What will become of 5009-10 is unknown.

As of October, 66 Bombardier coaches (55 trailers and 11 cabs) had been overhauled and are in service.

LoHud.com reported that New York City Police Officers have been riding selected Metro-North trains since the last week of November, 2009. A police spokesman said the program uses eight officers and a sergeant, and grew out of a three-year-old initiative begun by Police Commissioner Raymond Kelly to send a team of officers outbound from New York City hubs and back and was not done in response to any specific threat. This team has also done similar work on Amtrak, NJ Transit, and LIRR. The same spokesman reported that the New York Police Department has authority to make the rounds under New York state law and, for the New Jersey runs, an agreement between the Governors of the two states. Since 2001, I have occasionally seen Connecticut State Troopers in Grand Central Terminal.

MTA METRO-NORTH RAILROAD (WEST)

Before the end of the midday busing on the Port Jervis Line, my son Marc returned to take more photos. One driver told him that there had also been MTA Bus operations in Peekskill and Wassaic, and that the service at

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

Wassaic had been heavily utilized. Marc also stopped at the O&W Depot in Middletown, which he remembered as being in far better condition.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued another Construction Schedule timetable effective November 23, 2009. Besides a number of minor time changes, two additional trains in each direction have been scheduled for November 27, 2009 and January 18 and February 15, 2010. Thanks to member David A. Cohen for sending copies.

MTA LONG ISLAND RAIL ROAD

Construction timetables were issued for the Oyster Bay Branch to enable replacement of a bridge that was built in 1910 on Shore Road that crosses LIRR tracks. Vans replaced rail service between Locust Valley and Oyster Bay over the weekends of November 13-15 and November 20-22.

Occasionally, as I have passed through New York Penn Station in the vicinity of Tracks 14 and 15, I have heard the sounds what appeared to be birds chirping. I never investigated the source but believed that it was possible that birds had found their way into the station because west of Penn Station and before the North River Tunnels, there is an open area known as "A" Interlocking. The real answer was given in a response to a *The New York Times* F.Y.I. It is a "talking kiosk." "To help visually impaired customers locate the kiosk, it emits the song of the lark sparrow (*Chondestes grammacus*), a bird species to the American West, that is found by audiologists to have a unique set of phonetic properties considered effective for directional way-finding." The current model was installed in December, 2008 and replaced an older one.

New timetables with "Season's Greetings" on each cover went into effect for the period December 14, 2009-March 7, 2010. Holiday Eve trains will operate on the Port Washington, Port Jefferson, Ronkonkoma, Far Rockaway, Babylon, Long Beach, and Montauk Branches on March 17, 29 and 30; April 2; May 28; July 2; and September 3, 8 and 17. These trains also ran on Christmas Eve and New Year's Eve. Extra service was operated on the Hempstead Branch for New Year's Eve.

A special timetable was to be issued this month on the Long Beach Branch for weekend track work.

For Martin Luther King Day (January 18) a modified holiday schedule will be operated. Extra trains have been scheduled on the Port Washington, Port Jefferson, Ronkonkoma, Babylon, and Montauk Branches.

NJ TRANSIT

At the November 10, 2009 Board meeting, contracts were awarded for the installation of a compressed air system in Gladstone Yard that would eliminate the need to run locomotives continuously to maintain airbrake

pressure. All four tracks would be so equipped under this \$1.77 million contract. Another contract went to Alstom, which will develop a cost-effective maintenance system for the over 100-diesel fleet that would create a specialized program to detect problems using customized diagnostic tools. Alstom had performed a teardown and rebuild of two units and determined that complete overhauls were not necessary.

The Asbury Park Press reported that beginning November 23, 2009 a train of multi-level cars has been assigned to North Jersey Coast Line Trains #2302 (5:28 AM Bay Head/Hoboken) and #2309 (5:10 PM Hoboken/Bay Head). Till then, multi-level cars could be found on the Northeast Corridor Line (Trenton trains), Raritan Valley Line, *Midtown Direct*, and Main/Bergen Lines.

It is rare that I ride a midday train out of New York Penn, but in late November, 2009 I noticed that hanging over Tracks 13 and 14 and at the entrance to the tracks were digital signs that displayed the NJ Transit train information for the train that I was about to ride. When I checked further, I discovered that those signs were the same on all of the LIRR tracks — what a great idea to do this. Tracks 13 and 14, and possibly others, are often used during non-peak hours to avoid the slower moves to Tracks 1-12 via the ladder tracks.

At its December 9, 2009 meeting the Board approved a \$583 million contract to a joint venture of Barnard and Judlau Contracting, Incorporated to build one of the three tunnel segments that are part of the ARC project. This contract is for a one-mile section from a shaft at Twelfth Avenue and W. 28th Street in Manhattan. NJ Transit expected to receive bids for the Palisades tunnel segment within weeks, followed by the third and final Hudson River segment. Since this project has been reported, the opening date has moved from 2016 to 2017 and is now 2018, and the price has also edged up to \$8.7 billion.

How times have changed. When a co-worker moved to Woodbridge, New Jersey a few years ago, there was a 1 to 1½ year wait for a permit to park at the Metropark garage, in spite of the fact that within its 2 huge buildings, it holds 4,000 cars. That's why when he was on the waiting list he commuted from Woodbridge (North Jersey Coast Line), which has far fewer trains. Once he received this coveted permit, he switched to Metropark. Last month he learned that the waiting list was no more and permit parking slots were available at \$70 per month. He believes that a lot of job losses have caused this.

Member Bob Kingman reported multi-level car sightings at Kenwood Yard: 7007 (second trip), 7049, 7670, 7671, and 7673 (November 13). On November 21, only 7050 was heading south and on December 2, 7675. Bob believes that fewer than a dozen cars remain to be delivered.

The light rail meeting in Tenafly, New Jersey, which

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was held on November 16, 2009, was attended by Member Stanley Z. Harris, who wrote: "The meeting was intended to provide NJ Transit an opportunity for residents to learn about the project and its effect on the borough. Present were the Mayor and Council, a panel of five NJ Transit personnel who were involved in light rail, representatives from federal, state, and county government, technical experts, and transit consultants. After a presentation showing the type of equipment that could be used (DMU or LRV), expected ridership, and the location of two stations, attendees were invited to ask questions, which ranged from the cost to the average time autos would have to wait at a grade crossing for a train to pass (under 1.5 minutes). Most of the money would come from the federal government. This did not satisfy most of the questioners, who complained that the rail line would cause an increase in the already high property taxes, plus dividing the borough in half. NJ Transit responded that all the municipalities' costs would be reimbursed and this project should not have any effect on taxes, and implied that property values increase when rail transportation is increased. In addition, some speakers voiced the opinion that the current bus service from Tenafly to the midtown bus terminal was more than satisfactory and questioned the need for even having a rail line. The borough's Chief of Police submitted a number of questions relating to traffic and the need for additional police to handle crowds (and) was loudly applauded when he opposed the project. From my view, most of the attendees were against building the rail line. Further meetings will be held, including an environmental impact study."

Member Jack May also attended the meeting and added: "Members in the audience were given 30 seconds each to ask a question, and then they could get back on line for another one, time permitting. Many made statements rather than asking questions. If you take away those that came to the meeting to gather information, I'd estimate that 80% were against restoring rail to the Northern Branch and 20% were for the project. This actually made me feel a bit optimistic, as it could have been 90 or 95% against. I believe that those who are against things (NIMBYs) tend to come to meetings of this kind, while those who support new initiatives tend to stay away."

I received several emails in the aftermath of this meeting, including this one: "Had the Northern Branch still had its token service as it did 43 years ago, the service would have slowly added trains, painfully as it did on the Pascack Valley Line and there wouldn't be all this negative hype. The new residents don't understand the value of the railroad."

ACES (Atlantic City/New York Penn) service was reduced from 18 to 11 trips effective December 18, 2009.

This action was taken due to a fall-off of ridership. Gone are the trips that were scheduled later in the day. A decision will be made in the spring on whether to restore the trips.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

PA reported that through the first nine months of 2009, traffic on its bridges, tunnels, airports, and PATH had declined due to the recession. 2.1% fewer vehicles used its six bridges and tunnels, Airport traffic was off by 6.4%, and PATH ridership declined 4%, from 56.4 million riders during the first nine months of 2008 to 54.1 million during the same period in 2009.

AMTRAK

In late October, 2009, Amtrak released a five-year plan, which included: partnering with and assisting states as they apply for federal grants to develop high-speed rail corridors; preparing a new fleet plan to replace aging locomotives and passenger cars; upgrading tracks and other infrastructure; and installing Positive Train Control technology to enhance safety. In addition, Amtrak plans to add Wi-Fi technology on *Acela*; implement next generation reservation and eTicketing programs; and improve accessibility for persons with disabilities to trains, platforms, and stations. Further, Amtrak is continuing to make investments in all aspects of the railroad, including improved business management processes, better on-board services, and modernizing existing passenger car interiors.

Although the Thanksgiving, 2009 Northeast timetable mentioned the operating of extra trains, no number was specified. Again, Amtrak reported that the Holiday Extra trains that were numbered in the 3000-series could be comprised of equipment that was borrowed from commuter agencies. Passengers were also alerted to the possibility that these trains might have fewer restrooms and may not offer food service. This brings to mind a bright and sunny (I just looked at the slides) 1993 Thanksgiving Day photo op with my son Marc at the Harrison station. We found two eastbound, four-car SEPTA trains; one led by Silverliner IVs (which have no restrooms) 113 and the other by 344.

Getting back to 2009, member Bob Vogel (Chuchubob) reported that Amtrak leased two NJ Transit and two MARC trainsets. He sent digital images of eight-car trains of Arrow IIIs operating on Sunday Trains #3057 and 3099; and MARC HHP-8 4912 leading a string of single-level (Sumitomo) coaches on Train #3154. The other train operated when it was too dark for photography.

Amtrak reported that this past Thanksgiving, 685,876 passengers were carried, including 127,577 on the Wednesday before Thanksgiving. Total ridership was up 4% over 2008's 659,184 and surpassed the previous record of 666,716 riders set in 2007. Comparing Thanksgiving, 2009 to Thanksgiving, 2008, there was a 5.5% increase in ridership on the Northeast Corridor, a

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2.9% increase on state-supported trains and other short distance corridors, and a 4.7% increase on long-distance trains. Thanks to Bob Hansen for this news.

The New York Post reported that 89 bridges in New York that are used by Amtrak have parts that are in a crumbling condition. At least 46% of the spans, some crossing over waterways like the Bronx River or such thoroughfares as Dyckman Street, have important components rated in "poor" or worse condition, according to inspection reports. Elsewhere around New York State, about 44% have poor or worse ratings. Amtrak-maintained bridges in New York City with parts that rate "4" or higher on a scale of 1, which is excellent condition, to 6, which is failed, include routes like the Northeast Corridor and the Empire lines, both of which use Penn Station. Thanks to our Production Manager, David Ross, for this report.

On December 1, 2009, Amtrak began work on a \$10 million project to rehabilitate the Pelham Bay Bridge in the Bronx. The 100-year old Pelham Bay Bridge (MP 15.5) is on the Hell Gate Line between Harold Interlocking in Queens and CP 216 in New Rochelle. Stimulus funding is being used. It is anticipated that this work will be completed in October. Simultaneously, there is a \$72 million project to replace the catenary and electrical equipment on this nearly 20-mile line.

INDUSTRY

In the wake of a rash of incidents involving light rail and heavy rail that have occurred recently, some with fatalities, the Obama Administration is proposing that legislation be enacted that would allow the federal government to set and enforce safety standards. Transportation Secretary Ray LaHood was to make this presentation last month. DOT presently has this authority for Amtrak and the airlines, but not for subways and light rail, even though this department provides financing for these operations. Oversight functions are handled by some 27 state-regional agencies. Under the proposed legislation, states would be allowed to maintain this oversight as long as they could demonstrate that they have enough fully-trained staff members to enforce federal safety rules.

On December 7, 2009, the Federal Trade Commission gave Berkshire Hathaway antitrust approval for its planned takeover of Burlington Northern Santa Fe Corporation, operator of BNSF Railway. The approval, which was expected, was contained in a list of antitrust clearances routinely issued by FTC. Thanks to **Railway Age** for this report.

SCHEDULED FOR 2010

The table below shows latest available information about start-ups or expansions of service that are scheduled to come on-line this year. The Capital Metrorail project is a holdover from 2008.

DATE	OPERATOR	AREA	LINE	NOTES
First Quarter	Capital Metrorail	Austin, Texas	Red Line Austin to Leander	Begins service, 32 miles, 9 stations
April 25	Edmonton Transit System	Edmonton, Alberta, Canada	South LRT Phase III	Extension, Edmonton South Campus station to Century Park, 2.6 miles
Fall	Metra	Chicago, Illinois	Rock Island District	Lovana S. "Lou" Jones/ Bronzville station opens
Fall	MBTA and RI DOT	Providence, Rhode Island	Providence-Stoughton	Extension from Providence to T.F.Green Airport
December	DART	Dallas, Texas	Green Line	Extension, Martin L. King to Buckner, 7.4 miles, 4 stations
December	DART	Dallas, Texas	Green Line	Extension – West End to North Carrollton/Frankford 17.6 miles, 12 stations
Late	Hampton Roads Transit	Norfolk Light Rail Transit	The Tide	Begins service, 7.4 miles, 11 stations
?	Los Angeles Metropolitan Transportation Authority	Los Angeles, California	Expo Line	7 th /Metro to Culver City, 8.5 miles, 10 stations
?	BART	San Francisco, California	Dublin/Pleasanton	Fill-in station between Castro Valley and Dublin/Pleasanton

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Boston transit riders who are also iPhone users can benefit from a free application that tells them the closest MBTA subway or bus stop, and when the next train or bus is scheduled to arrive. It was developed by a Cambridge-based company called Wonderland Development using publicly available scheduling data that the "T" posted on its website last spring. Transportation officials are promoting a contest they hope will result in even more data-based apps for commuters. The best ideas were discussed at an all-day conference on transportation and technology held on November 14, 2009 at the Massachusetts Institute of Technology. The winners received *CharlieCards* good for a year's worth of free rides. Thanks to member and proud MIT graduate and employee Todd Glickman for this news.

Todd also sent the following reports: The last Blue

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Line #4 East Boston (Blue Bird) cars were removed from service last Fall and replaced by #5 Siemens-built cars. At the same time, the four-car trains were replaced by six-car trains. When I asked about the official last day for the old cars, his response was: "It seems it just kind of happened without forethought or notice by anyone." With the team led by member George Chiasson, this would not happen in New York, and so readers' help is sought. The Seashore Trolley Museum will receive cars 0622/3.

Additional peak hour service was operated Thanksgiving Eve, 2009 on the Blue, Green, Orange, and Red Lines. Thanksgiving Day, Sunday schedules were in effect on all lines. On the day after Thanksgiving, the Green Line operated two-car trains on eight-minute headways all day, while weekday schedules were in effect on the other lines.

The Winter, 2009 edition of MBCR Commuter Express, which is published by Massachusetts Bay Commuter Rail, operator of MBTA's commuter rail lines, had this startling announcement: Effective January 11, 2010, except in the case of emergency, customers will no longer be allowed to enter or exit from the "operating end" of the control coach. The Engineer operates the train from this location on inbound trips. Upon arrival into Boston, there are mandatory safety duties for Engineers that do not allow for foot traffic through the operating end of these coaches. At all other times, this area must be secure. Signs will be placed on the control coach door to remind customers not to use this area. When I asked Todd if this affected his commute, he responded: "On the inbound trip I usually sit in the second car, since it's less crowded and I can often get a seat to myself. But after this change, people may move from the first to second when they find out they'll have to go out the 'rear' door of the control coach."

On December 4, 2009, the *CharlieCard* turned three years old. More than six million are now in circulation.

The Massachusetts Department of Transportation Board approved a \$17.7 million project on December 3, 2009 to build a new station in the Four Corners section of Dorchester on the Fairmount Line, the only one that is completely within the city of Boston. The station is to be completed by the end of 2012 as part of \$110 million in improvements for the line. Two more stations, one behind the South Bay Shopping Center and a second at Talbot Avenue, are expected to begin construction soon. The state agreed to improve the rail line to mitigate the environmental impact of the Big Dig.

New timetables go into effect on the Fitchburg Line on January 11. Of note is that the first inbound train, #404, will depart at 5:15 AM and arrive at North Station at 6:47 AM. Up to this point in time, Fitchburg was the only line in the system that has not offered a pre-7 AM arrival

option. This change was made in response to numerous letters and phone calls from passengers requesting an earlier arrival into the city. The schedules of the following three trains (#406/410) were adjusted by 5-10 minutes to provide better spacing.

There is more news about the Fitchburg Line. Archboston.com reported that an Environmental Notification Form was filed with the Executive Office of Energy and Environmental Affairs to extend the line 4.5 miles, on an active freight line, to a park-and-ride at Routes 2 and 31. The new station will be named Wachusett. Construction on the \$65.5 million project could start this quarter and be completed in early 2012.

LINDENWOLD, NEW JERSEY

When PATCO operated its 18th annual "Yuletide Ride" on November 28, 2009, it represented the first time that two eight-car trains were run for the ride. During normal peak hour service, PATCO operates trains only as long as six cars, so this was a rare event. In 2008, two six-car trains were operated; on at least one "Yuletide Ride" in the past an eight-car train had been used. The "Yuletide Ride" was free inbound for those boarding at the Woodcrest station. Departures were at 9:50 and 10:05 AM, and only ran to 8th/Market in Philadelphia. ERA member and retired PATCO Assistant General Manager/Superintendent Bill Vigrass wrote that "both trains were fully loaded with an estimated 100 passengers per car, many of whom were children with parents and grandparents of whom I was one, with 7 grandkids, 2 daughters, one son-in-law (other one was working). It was a Great Event!" Because the tail track at 17th/Locust can handle only six cars, and the "Yuletide Rides" were operating in between the normal Saturday revenue service, the eight-car trains turned back at 8th/Market after discharging their passengers.

PHILADELPHIA, PENNSYLVANIA

Market-Frankford cars 1071-2 have been wrapped to advertise Stream TV. I asked Bob Vogel (Chuchubob), who sent digital images, if this was the first time this had been done. He wrote that he believed this to be the first time, and that that another pair of MFSE cars have a green wrap advertising that SEPTA is "green." However, he had not seen them.

During late November, 2009, SEPTA launched its new website, with new graphics. All lines appear in a manner similar to what NJ Transit has done on its website. There is also a special section devoted to Stimulus Projects.

Member Lee Winson, who sent this information, also reported that under the Newsroom Section, there are guidelines for photography and filming. It starts off with, "As one of the oldest and largest multi-modal transit systems in the world, the SEPTA system is graced with beautiful, historic, and unique architecture and a wide variety of vehicles that attract the interest of visitors from the four corners of the globe — many of whom

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capture their visits in photographs or in sketch books. SEPTA welcomes photographers and artists. In return, we simply request they use common sense and courtesy to others in pursuit of their pictures." However, under the Security Section, there is this paragraph: "Worldwide terrorist attacks against public transportation facilities in recent years has required a tightening of security procedures at all SEPTA facilities. Security experts consider photographing and sketching public transportation facilities as possible pre-indicators of terrorist activity. While this unfortunate reality has not resulted in a prohibition of photography, SEPTA Transit Police and other law enforcement are under orders to question anyone taking photographs or sketching transit facilities. Obviously, these activities are almost always legitimate and that is the end of the issue. However, anyone conducting these activities in unauthorized areas of SEPTA property may be charged and detained for further investigation." To read the entire page, please go to <http://www.septa.com/policy/film.html>.

The Philadelphia Inquirer, which reported that when the R5 train caught fire on the second day of the six-day November transit strike (December, 2009 **Bulletin**), SEPTA attempted to send buses from the Victory Division garage. However, some strikers prevented buses from leaving 69th Street Terminal, allowing buses to leave only every 45 minutes. Ultimately, only four buses were dispatched and the city eventually sent school buses to rescue the stranded passengers. Thanks to member Joe Canfield for this news.

Member Dave Safford reported that, "the 30th Street Station power plant chimney was felled right on schedule at 7:45 AM, November 14. The remainder of the plant, plus the Pullman Porter's dormitory, was to be gone by the end of the year. There are no plans for re-use of the cleared site. — I suspect that Amtrak simply wants to be rid of an 'attractive nuisance'."

The Delaware Valley Association of Rail Passengers (DVARP) in the November, 2009 issue of **The Delaware Valley Rail Passenger**, reported that the pilot Silverliner V cars were en route to Philadelphia to begin road testing. As shown on www.phillynrhs.com, the NHRS Philadelphia Chapter's site, a former warehouse building on Weccacoe Avenue has been refitted as an assembly plant, and a section of track alongside a CSX industrial spur was rebuilt and equipped as an electrified test track. Rotem asked SEPTA to furnish an MU car to check out its equipment at the Weccacoe Street facility, and on October 1, two CSX locomotives moved out-of-service Silverliner III 237 from Wayne Junction shop to the assembly plant.

WASHINGTON, DC AREA

The National Transportation Safety Board has scheduled hearings on February 23 and 24, as part of its in-

vestigation into the Metrorail crash that took place on June 22, 2009, where there were nine fatalities, including a Train Operator. The purpose will be to gather additional factual information for the investigation. NTSB will question those called to testify regarding a number of issues, including the adequacy of WMATA's actions to address safety issues; the adequacy of state safety oversight of rail transit systems, including the Tri-State Oversight Committee; and the adequacy of federal safety oversight of rail transit systems.

Due to the controversy surrounding Virginia Railway Express' award of the operations and maintenance contract to Keolis Rail Services America (December, 2009 **Bulletin**), VRE explained its decision on its web site. Details can be found at <http://www.vre.org/about/keolis.html>.

NASHVILLE, TENNESSEE

To celebrate its third anniversary, RTA Nashville operated one weekday daily round trip from Lakewood between October 13 and 23. This was done to gauge the interest of commuters from Lakewood, Old Hickory, and Madison. On the first day, the inbound trip was free, but for all other trips the cost was \$4.25 each way. Running time was 30 minutes. To reach Lakewood, trains branched off their usual route east of Donelson.

SOUTH FLORIDA

Member Dennis Zaccardi sent an article from **The St. Petersburg Times** (November 28, 2009), which reported about the bias of Florida bureaucrats against commuter rail and their worship of highways and, to a lesser extent, buses. It seems that the Center for Urban Transportation (CUTR), a "think tank," which is part of the University of South Florida, has been advising lawmakers how to spend billions of taxpayer dollars, mostly in favor of highway projects. Since 2003, Florida's Department of Transportation has paid CUTR \$26 million to study and advise on everything from road rangers to drug abuse, but not passenger rail. Since its inception in 1988, its experts have been quoted or cited on rail at least 119 times, and those statements were three times more likely to be negative than positive. One more example is their decision that the Tampa Bay area was not suitable for light rail because it was less populated than cities where light rail was a success. It ignored Charlotte, where light rail returned in 2007 and has been declared successful, and which has a lower population density than Tampa. This has raised the ire of Tampa's mayor Pam Iorio, who has been a major champion of light rail for her city.

The next day, Dennis sent another article, which reported that state Senator Mike Fasano, who heads a committee that oversees how DOT spends its money, was not happy with CUTR's anti-rail bias. He said that his committee will consider elimination of funding in future budgets.

Nonetheless, the Pinellas Suncoast Transit Authority

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approved a 26-mile line between St. Petersburg and Clearwater for its 10-year plan. The estimated \$2.67 billion project would be done in two phases and completed by 2033. An 18-month study, termed alternatives analysis, should get underway this year. The plan hinges on voters approving a one-cent sales tax increase when it is presented in 2012.

CHICAGO, ILLINOIS

The Chicago Tribune reported that Metra is considering a \$500 million project to improve train service in Chicago and its suburbs that includes adding four stops in McHenry County on the branch of the same name. Prairie Grove and Johnsburg would get stations, and two others would be about 1.5 miles apart between Crystal Lake and Woodstock. If Metra gets federal funding, the project could take from three to six years to construct. Thanks to member Jim Beeler for sending this report.

Jim sent copies of a Metra Electric timetable dated November 22, 2009 (coincides with NICTD), in the old format. Jim believes that there is too much information to squeeze into the new format. Also, this is the only line that combines Monday-Friday and Saturday into one timetable. The Joliet Heritage timetable still remains in the old format, very likely to use up existing supplies.

MINNEAPOLIS, MINNESOTA

One week after launching service, Northstar Commuter Rail made some schedule adjustments. Starting Monday, November 30, 2009, weekday trains departing Minneapolis left five minutes later than originally scheduled. New departure times are 3:55, 4:25, 4:55, 5:25, and 6:15 PM. The morning reverse commute trip also leaves five minutes later, at 6:10 AM. Metro Transit reported that this was done to accommodate customers who reported that it was too much of a rush to leave their jobs and make it comfortably to departing trains in the 20 minutes budgeted to travel from the core of downtown to the Target Field station. Metro Transit also changed travel times between two stations for all weekday trips leaving downtown. The two minutes that was reduced from Target Field to Fridley was added between Elk River and Big Lake, to keep the end-to-end running time at 51 minutes.

Due to a time change for the Vikings-Bears football game to 3:15 PM on November 29, 2009, Northstar added a train that departed Target Field at 7:20 PM.

AUSTIN, TEXAS

The November 18, 2009 presentation to the Capital Metrorail Board reported that between \$750,000 and \$1 million would be needed to make the necessary modifications to get service started in the first quarter of 2010. Since the previous (October 19, 2009) report, 19 of 24 FRA issues were resolved; the radio system was approved, and work was ongoing to complete program-

ming, operating procedures, "gate down time" modifications, and final validation. Test cars began operating on November 23 between 3 and 8:30 PM. News reports told of many drivers stopping on the tracks when no trains were present. Sadly, some of the errant drivers were amused and even joked about being on the tracks. Police were supposed to be issuing tickets, but preliminary reports showed that they did not on that day.

Member Steve Erlitz wrote that he had visited Austin during mid-November, and added that TV news reported that cars would be ticketed (\$250) and towed if they were next to the tracks.

Citing insurance concerns with Veolia, the contract operator, car testing was halted on December 3, 2009. Six days later, Metro's board cancelled the six-year contract with Veolia and awarded the contract for operations and maintenance to Herzog Transit Services. This firm currently operates Trinity Railway Express, Rail Runner, Altamont Commuter Express, and Coaster. Separately, a \$34 million contract for freight services was awarded to short line operator Watco, whose Austin Western Railroad subsidiary has operated freight services on the route as a subcontractor to Veolia since October, 2007.

On November 4, 2009, the Capital Metro Board approved fare increases that had been planned for August, and will now go into effect on January 18. Local bus fares will go from \$.75 to \$1. When Metrorail opens, the fares will be: \$1 (one Zone), \$1.50 (two zones), \$3 (Day Pass), and \$70 (31-Day Pass). The latter was increased from \$36. Senior/Disabled riders are free.

PORTLAND, OREGON

Member Mark Kavanagh wrote, "I've been taking WES on days that I know are typically bad traffic days, usually Thursdays. One week before the November 23, 2009 TriMet press release announcing the purchase of the RDCs, I noticed them at the WES shops in Wilsonville. It was dark and I had to work to do on my laptop so didn't ask the crew about them. On my ride home the Conductor seemed rather friendly, so I asked him about these cars. He stated that they arrived on 11/14 and that he was part of the crew that picked them up from BNSF Vancouver (WA) Yard and moved them to the WES yard. They were shipped by boat from Alaska to Seattle. BNSF had moved them to Vancouver. Cost was about \$75,000 per car. The Conductor went on to say that the motors need work, but the intention is that they will be used as a backup train. He is looking forward to it since when one of the trains go down, it is usually his trip that gets canceled, and it then is his job is to stand on the station platform and point people to the bus that will take 20-30 minutes longer than the train.

"A week later I was able to grab an earlier train home to snap some shots in quasi-daylight. The cars are 702 and 711, and both have freight doors in addition to the end doors. 702 looks like it has more freight area than

(Continued on page 15)

Commuter and Transit Notes

(Continued from page 14)

711. Here is a link I found to a photo of the pair in Alaska just before coming to Oregon: <http://www.railpictures.net/viewphoto.php?id=302276>.

SAN FRANCISCO, CALIFORNIA

Due to a projected \$129 million deficit in its current budget, SF Muni implemented service reductions, reportedly the largest in 30 years, on December 5, 2009. Most of the eliminations, consolidations, and changes to routes affected trackless and bus routes. One light rail line, N/Judah, saw weekend and holiday service between Embarcadero Station and Caltrain eliminated. Riders still have T/Third Street as an alternative. There was no change to owl service.

TORONTO, ONTARIO, CANADA

On November 23, 2009, almost seven weeks before a January 3, 2010 fare increase, the Toronto Transit Commission halted token sales to prevent hoarding and insure that tokens would be available after January 3. Previously, on November 6, token sales were limited to ten per customer and one at vending machines, and then on November 9, sales were further limited to just five. The new fare structure was approved on November 17, 2009. Cash fares are going from C\$2.75 to C\$3, while the Daypass will go from C\$9 to C\$10.

Replacing tokens were "temporary adult tickets," which were sold at the (then) current token price of 5 for C\$11.25 or 10 for C\$22.50. (Please see image below.) After January 3, using those tickets required a payment of an additional 25 cents to match the \$C2.50 token fare. January 31, 2010 was the last day that these tickets would be accepted, after which they were neither refundable nor exchangeable. Single tokens were still sold from vending machines.



Contradicting what was reported last month, TTC did in fact implement the splitting of Route 501/Queen Street on weekdays, between October 19 and November 20, 2009. The west portion of 501 ran from Long Branch Loop/Humber Loop to Parliament Street, and the east portion (designated as Route 301) from Neville Park Loop to Shaw Street. Both lines overlapped along the busy 2.5-mile stretch downtown, between Shaw and Parliament, so that most riders could continue to make their usual trip without having to transfer. Results of this experiment were to be released this month. Thanks to Joe Canfield for this report from *The Toronto Star*.

MONTREAL, QUEBEC, CANADA

Bob Kingman found a posting on the Internet that

AMT's new Bombardier multi-level cars entered service on November 23, 2009. The train departed from Gare Mont-Saint-Hilaire on time, at 8 AM. A co-worker sent a link to a news report (in French) showing these cars, which strongly resemble NJ Transit's cars. The interior view showed that AMT's do not have arm rests.

VANCOUVER, BRITISH COLUMBIA, CANADA

In the April 2009 *Bulletin*, I reported that an agreement had been reached whereby a pair of Bombardier-built Flexity trolleys would operate in this city before, during, and after the 2010 Winter Olympics (January 21-March 21). Member Raymond Berger learned via a contact in Vancouver that cars 3050 and 3051 arrived on December 9, 2009. They are part of an order that is destined for STIB - Société des Transports Intercommunaux de Bruxelles (Brussels), Belgium.

Raymond further reported that through a contract between the City of Vancouver, Translink, and Bombardier Transportation Services, an agreement was made to utilize the Downtown Historic Line, which normally runs British Columbia Electric Railway interurban cars 1231 and 1215 during the tourist season on Granville Island in Vancouver. This agreement permitted reconstruction of the entire line with new ties, rail, ballast, line poles, and trolley wire by Coast Mountain Bus Company maintenance of way forces.

After March 21, the cars will return to Belgium and regular tourist historic trolley service will resume. The Toronto Transportation Commission has ordered 206 similar Flexity cars with an option for 400. Bombardier hopes that by running the same type vehicle in Vancouver during the Olympics, interest will be generated in a new generation of 21st century LRVs not only for Toronto, but also for other locations in North America.

BANGKOK, THAILAND

The 28 km (17.4 miles) Airport Rail Link connecting Suvarnabhumi airport with Phaya Thai and Makkasan areas in downtown Bangkok will be in service by April. Thanks to Todd Glickman for this news.

FROM THE HISTORY FILES

60 Years ago: On January 8, 1950, in a harbinger of what was to come, the New York, Susquehanna & Western Railroad abandoned service on the Paterson City Branch and weekend service to Butler. All passenger service ended on June 30, 1966.

30 Years ago: On January 8, 1980, NJ Transit awarded the first contract for the re-electricification of the Morris & Essex Lines. DL&W's 3,000-volt d.c. system was de-commissioned over the weekend of August 24, 1984 and Arrow IIIs began operating under 25,000 kV a.c. on August 28. An official celebration was held at Maplewood on September 15, which I attended with my children. Afterwards, riding was free on all of the branches, including Montclair to Bay Street.

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

EAST SIDE ACCESS TOUR by Randy Glucksman (Photographs by the author)

On November 3, 2009, I was privileged to join a rare tour of MTA's East Side Access Project. When completed in September, 2016 (present schedule), LIRR riders will have the option of riding trains to a new station that is being built to the west of the lower level of Grand Central Terminal. Tunnel boring machines (TBMs) are being used to excavate the tunnels.

The tour group, which included ERA members Bill Guild and Stuart Goldstein, met at the construction trailer, which is located in a lot at the corner of Second Avenue and E. 63rd Street in Manhattan. Following a PowerPoint presentation where the details of this mega project were presented, we were given a mandatory safety talk. After donning knee-high "muck boots," safety helmets, vests, and glasses, we proceeded around the corner, entered a building that houses a fan

chamber, and walked down 20 flights of stairs. A few yards away, we boarded what could best be described as a mining train, which then brought the group further south into the tunnel towards Grand Central Terminal. Due to a crew performing work on the ceiling from the bucket of a rubber-tired construction vehicle, we de-trained and walked the rest of the way. While the tunnel is mostly dry, there were some locations where the mud was thick and there was a small stream of water running between the narrow-gauge rails that had been installed for the work train.

When the TBMs have done their work, they will be removed and then the tunnels will be concreted and finished. Our tour lasted nearly two hours and was very interesting. Some of the digital images that I took appear below. *(Continued on page 17)*



View toward Queens.



Looking toward Grand Central Terminal.



Our "transportation" - the mining train.



Walking toward Grand Central Terminal.

East Side Access Tour

(Continued from page 16)



Approximately E. 49th Street and Park Avenue.



Walls showing results of the Tunnel Boring Machine.



Work equipment.



Tubes under construction.



Train with group prior to departure.



Engine.

METRO-NORTH SCORES A TOUCHDOWN

by Randy Glucksman

On September 20, 2009, through train service began operating between New Haven, Connecticut and the Secaucus Junction station in New Jersey. Here, passengers transferred to NJ Transit-operated shuttle trains that delivered them to New York Giants and Jets games at the Meadowlands Stadium. This was reported in the October, 2009 *Bulletin*, with details appearing in several earlier issues. Not published is what was done behind the scenes to make it the operation work. *On Track*, Metro-North's employee newsletter, reported some of the details in the October, 2009 edition.

You already know about the test runs that were performed this past summer to qualify crews over a "foreign" railroad territory. Rules run a railroad and Amtrak and NJ Transit crews operate under what is called NORAC (Northeast Operating Rules Advisory Committee) while Metro-North has its own operating rules. In order to operate a train over Amtrak and NJ Transit territory, Metro-North's crews had to become qualified, and about 50 Engineers, Conductors, Assistant Conductors, and Supervisors were trained not only on NORAC rules, but also the physical characteristics of the Hell Gate Line – the territory between Shell Junction, which is west of New Rochelle, and Harold Interlocking in Queens. Also included are the Hell Gate Bridge and the East River Tunnels leading into Penn Station. Crews also needed to qualify on NJ Transit's ALP-46s and multi-level cars. NJ Transit crews took over operation of the trains at Penn Station.

However, prior to any of that taking place, there was a lot of planning, including creating schedules to avoid conflicts with scheduled train service. Another important element to this was the fact that there are different electric voltages in the territories in which the trains operate.

In order for this to work, crews from Metro-North's Power Department had to add a series of wayside magnets between the tracks. Each magnet, which is the size of a brick, is enclosed in a bright yellow container filled with a resin molding compound to hold the magnets in place and keep moisture away. They were added to bridge the difference between the two power systems. NJ Transit's rail system already includes them.

For those interested in the "electrical" details, Metro-North explained it this way. "There are six electrical segments to our overhead catenary system – each section is separated by a Phase Break which consists of a 130-foot dead zone (no power) to isolate different power sources. Depending on the area, power is supplied by the New York Power Authority, Con Edison, Connecticut Light & Power, etc. Between New Haven and the Meadowlands, the train operates under three different system voltages and two different frequencies (25- and 60-cycle). The ALP-46s have the capacity to do this, which brings us back to the magnets. As the locomotive approaches the Phase Break, the magnet triggers a system that opens the circuit breaker shutting down the train's power so that it will coast through the dead zone. When it encounters the next magnet, a signal will be received that lets that close the circuit breaker and the train will once again take power.

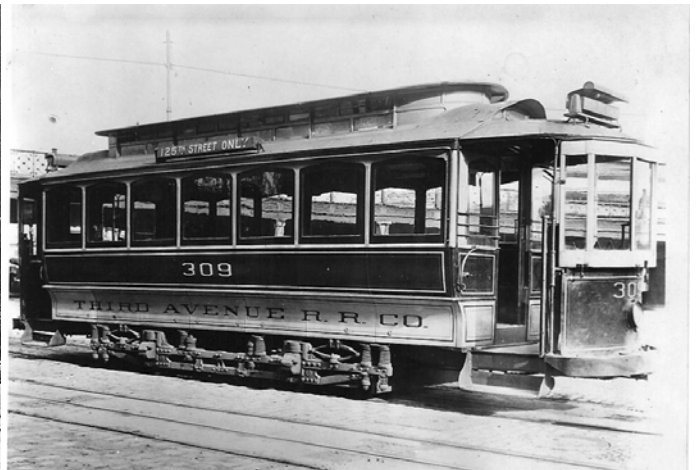
"An important part of this system is that the train automatically measures the new voltage and frequency and re-sets the train's power requirements. A lot of work was done to calculate the exact placement of the magnets which was based on track speeds and phase break locations. Once that was accomplished, the NJ Transit standard for magnet height and spacing was used."

Several Trolley Lines Discontinued 90+ Years Ago

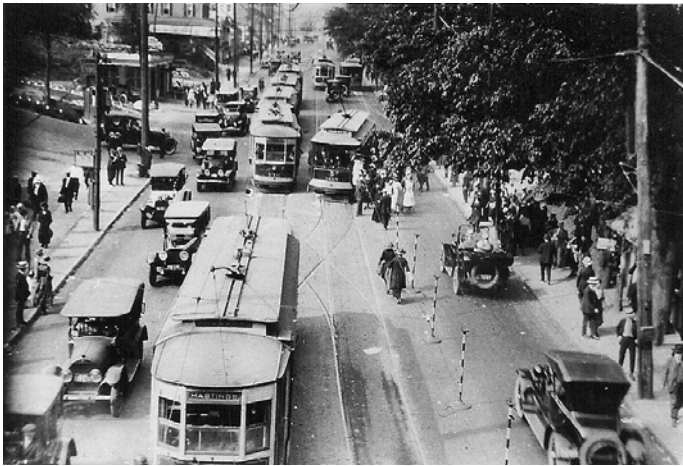
(Continued from page 5)



New York Railways' Eighth Street Line at Sixth Avenue, with the Sixth Avenue Elevated in the background.
Bernard Linder collection



A Third Avenue Railway single-truck car.
Bernard Linder collection



Broadway looking north from W. 242nd Street in 1921.
Bernard Linder collection



A Third Avenue Railway storage battery car on the 110th Street Crosstown Line.
Bernard Linder collection



New York Railways on Delancey Street, June 30, 1919.
Bernard Linder collection

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A rare intercompany transfer, between IRT and New York City Interborough Railway Company. It cost three cents.
Bernard Linder collection

Around New York's Transit System

MetroCard Apps Available for iPhone

After the base subway and bus fare went to \$2.25, several people came up with iPhone/iPod Touch applications that calculate the amount to add to a **MetroCard** that has any amount of value remaining. One of the calculators, called *MetroCard Maximizer*, was designed by an ERA member.

Cortlandt Street **N**R****W** Station Reopens — Partially**

After a \$7.25 million, federally funded rehabilitation, the Cortlandt Street station's northbound platform was reopened on November 25, 2009. Damaged in the terrorist attack of September 11, 2001, the station reopened on September 15, 2002, but was closed again on August 20, 2005 to facilitate construction of the Dey Street pedestrian concourse, part of the Fulton Street Transportation Center project. MTA expects to open the southbound platform, which is within the World Trade Center site's footprint, on September 11, 2011.

Improvements to the station include wider stairways, widening of a 150-foot section of the platform, and new tiles.

Brighton Line Rehabilitation

In the January, 2009 *Bulletin*, we reported that work on the rebuilding of Brighton Line stations began in December, 2008.

During this period, schedules will be revised as follows:

- Phase I—Avenue U and Neck Road construction: From December 8, 2008 to early 2010, Coney Island-bound **B** and **Q** trains skip Avenue U and Neck Road. During the evening rush, B3K shuttle buses operate from Kings Highway to Avenue U and Gerritsen Avenue and back. From early 2010 to early 2011, Manhattan-bound **B** and **Q** trains will make local stops from Sheepshead Bay to Prospect Park, bypassing Neck Road and Avenue U while Coney Island-bound **B** and **Q** trains will make local stops. B3K shuttle buses will run to and from Kings Highway during the morning rush
- Phase 2—Newkirk Avenue, Avenue H, Avenue J, Avenue M, and Kings Highway construction: Fall, 2009 to Fall, 2010—Coney Island-bound **B** and **Q** trains will make local stops from Prospect Park to Kings Highway, bypassing Avenue H and Avenue M. Manhattan-bound **B** and **Q** trains will make all local stops. Fall, 2010 to Fall, 2011: Manhattan-bound **B** and **Q** trains will make local stops from Kings Highway to Prospect Park, bypassing Avenue M and Avenue H. Coney Island-bound B and Q trains will make local stops

At the present time, southbound trains operate on the local track from south of Prospect Park to north of

Newkirk Avenue, then via a hard-rail reverse curve, and the express track to Kings Highway. Southbound trains stop at temporary platforms built over the northbound express track at Kings Highway and Avenue J, where an overhead passageway over the southbound express and out-of-service local tracks connects to the regular southbound platform and the control area.

When the work is completed, there will be ADA-compliant elevators at the Kings Highway station and additional entrances to the northbound platforms at the Avenue J and Avenue M stations. The historic Avenue H station house will be restored and an additional entrance will be built at the southbound platform.

Judge Rules In Favor of Union In Salary Dispute

NYC Transit and MaBSTOA's contract with Transport Workers' Union Local 100 expired in January, 2009. Unable to reach an agreement by that time, the parties submitted their dispute to a three-person arbitration panel. In August, 2009, the arbitration panel awarded the union a contract with a raise of 11.3% over three years. MTA took the issue to court, claiming that the arbitrator did not sufficiently weigh MTA's ability to pay the increase and that, because NYCT/MaBSTOA is not a city agency, it should not have to give raises similar to those negotiated by unions representing city workers.

On December 11, the judge in the case ruled that the arbitrators' award stands and MTA will have to pay the increase. At press time, it was not known whether MTA would appeal this decision, which is expected to cost NYCT/MaBSTOA \$200 million a year by 2011.

This news comes on the heels of announcements that New York State would be taking \$143 million from the "rescue package" approved in May, 2009 to address its own budget problems, and that collections from the payroll tax instituted as part of that same package would be \$229 million less than MTA had been led to believe. In light of these shortfalls, MTA has proposed instituting the service reductions outlined in late 2008 in a "doomsday plan" that was supposed to take effect starting in mid-2009 but was canceled after the "rescue package" was approved (see **Commuter and Transit Notes** in the February, 2009 issue for details of the plan and page 1 of the June, 2009 issue for details of the "rescue package"). It has also proposed reducing salaries of its approximately 6,000 non-unionized employees (including the Chairman) by 10 percent, probably by furloughs or a pay lag, and ending free rides for about 550,000 New York City students (under a 1995 agreement, the state and the city each pay MTA \$45 million for student riders; MTA was paying the remaining \$45 million in 1995, but the cost has risen over the years and the state/city subsidy has not — and the state has cut its contribution this year to \$6 million).