

The Bulletin



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The Bulletin

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NOR'EASTER HITS EASTERN SEABOARD

Although the "official" start of winter was not until Monday, December 21, 2009, the first major winter storm, a Nor'easter, traveled up the eastern seaboard, arriving in the metropolitan area Saturday afternoon, December 19. It continued through Sunday, December 20, dumping up to 26" of snow in eastern Long Island. Portions of New Jersey also received significant amounts. In New York City, approximately 11 inches were recorded in Central Park, 13.2 inches in Sheepshead Bay, six inches in the Bronx, and only a trace in Poughkeepsie. Many areas received record amounts of snow. For the most part, rail transit was unaffected on Metro-North, but on NJ Transit's Atlantic City Line, on Saturday evening an NJ Transit Route 404 bus got stuck on the tracks in Pennsauken and was hit by Train #4687 (7:03 PM 30th Street/Atlantic City). Twenty-six bus passengers were evacuated after the bus became stuck in snow and ice on the grade crossing, and had been off the bus for about ten minutes before the train came along, hitting the bus. The train's Engineer was slightly injured but remained with the train while the bus wreckage was cleared away, and he was able to move the train off the crossing afterward. There was no word as to why NJ Transit did not notify its Train Dispatcher that one of its buses was stuck on its tracks.

Long Island was particularly hard hit, and early on Sunday morning, about 150 passengers who were aboard Train #8004 (2:53 AM New York Penn/Ronkonkoma) were stranded for more than five hours due to a combination of snow drifts, icing, an automobile that got stuck on the tracks, and locomotive failure east of Wyandanch. This train was towed back to Farmingdale, where the passengers

boarded a following train that got them to Ronkonkoma at 8:45 when they were scheduled to arrive at 4:14 AM. Thanks to member Larry Kiss, who filled in some details.

Later that day, at 8:45 PM, service was suspended between Ronkonkoma and Greenport and there were scattered delays on the Port Jefferson, Babylon and Montauk Branches. Traffic reports in the following days also told of minor delays.

Our Editor-in-Chief, Bernie Linder, saw on a news report on Channel 7 that the lead car of each LIRR MU train, and probably also the DM locomotives, temporarily had a special third rail shoe with an uneven surface installed. This is supposed to remove snow and ice from the third rail as the train operates, and was done in advance of the forecasted storm.

Several of our members sent reports, and they appear below (geographically):

On Monday December 21, 2009, a snow plow that was clearing the Pennsauken parking lot skidded into the path of River Line DMU 3510, causing a derailment. There was a partial suspension of service until about 4 PM while the investigation was being conducted and the car was being re-railed. Southbound *RiverLine* trains terminated at the Route 73 Park-Ride station, with a bus shuttle to 36th Street and Camden. Thanks to member Bob Vogel (Chuchubob) for the photos and this report.

From Philadelphia, member Bob Wright wrote: "Lots of snow, nearly 2 feet, making this the second largest recorded snowfall in Philadelphia history. It sounded as if most SEPTA bus service was shut down and Regional Rails were 30-40 minutes behind

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NEXT TRIP: GRAND CENTRAL TERMINAL TOUR, FEBRUARY 20

A HISTORY OF **F** (AND **V**) TRAIN SERVICE (Continued from January, 2010 Issue) by George Chiasson

F ROLLING STOCK

Like its Eighth Avenue counterpart, **E**, **F** used IND R-1 to R-9s exclusively from inception in December, 1940 until August 23, 1966 when new R-38s were added. One brief exception to this was the period between October, 1949 and November, 1953 when the lone prototype train of R-11 cars was sometimes used in service on **F** and occasionally **E**. All of the R-38s were then concentrated on **F** between November 25, 1966 and April of 1967, when they returned to **E** (and sometimes the GG as well), and that was how **F** looked (R-1 to R-9 and R-38) on November 26, 1967 when it was routed via the Culver Line to Coney Island.

By February 1968 the R-38s were providing most service on **F**, supplemented by R-1 to R-9s mostly in peak periods. The first "slant" R-40s were then introduced to passenger service on **F** on March 23, 1968 and continued to arrive through that summer. This gradually permitted most of the R-38s to be shifted elsewhere and further reduced the need for R-1 to R-9 equipment to meet peak schedules. The last of the slant R-40s entered **F** service in early 1969, then starting on March 6 they were joined (literally) by the first "Modified" R-40s with which they initially ran in mixed trains. This early tenure of the R-40M on **F** was fairly brief, however as they all but disappeared on April 7, 1969 when they were reassigned to GG and **N**. Some R-40Ms returned to **F** on June 28, mostly mixed in trains with also-new R-42s, but the line was still dominated by slant R-40s, matched by trains of R-1 to R-9s in peak periods.

The few remaining R-38s disappeared from **F** between April and October of 1970, then an occasional train of R-16s joined Jamaica's mix starting in July, 1971. On April 19, 1972 another new series of cars, the 75-foot long R-44s, began running on **F** and once again what R-40Ms there were departed for a brief time, returning again as of June 25 in their usual supplementary role. Arrival of the new R-44s was unrelenting across the second half of 1972, and as such the appearance of everything else on **F** (R-16, R-38, R-40, R-40M/R-42) was reduced accordingly, though still not eliminated completely. The R-44s were beset by problems as they began to accumulate miles by early 1973, and as they staggered additional equipment was called on for **F** to relieve them. This included a few trains of R-38s between February and May of 1973; R-40M/R-42s starting in June, 1974; and the rest of the R-38s as of November 18, 1974. Finally, by April of 1975 there were R-1 to R-9s appearing on **F** at most hours

again, really for the first time since 1968, and it was the R-44s that were reduced to peak hours only.

The first of 754 new R-46 cars was placed in **F** service on July 14, 1975 to begin revenue testing. They were shared with **N** through that fall, with regular service starting on both routes November 5. By that time the R-16s were showing their age as well and no longer showing up on **E** or **F** as a result, but this (as yet) had no relationship to arrival of the R-46s. At any rate, as the R-46s were delivered in 1976 they greatly grew in quantity on **F** and served to diminish the presence of other equipment in corresponding fashion. The last R-1 to R-9s had disappeared from **F** by late summer (final "official" trip on August 27), as did the R-40M/42s, most of the R-38s, and a good number of slant R-40s. In fact, during August, 1976 there were a fair number of R-32s temporarily shifted to **E** and **F** for a "tryout." With a new schedule in effect on August 30, **F** was being dominated by R-46s supplemented by R-44s, plus the remaining slant R-40s and R-38s.

The R-46s began to experience troubles of their own as 1977 unfolded, but were arriving in such great quantity that it didn't really impact their use at first. However, as time went on and the existing equipment at Jamaica was needed elsewhere, there was some stress placed upon the R-44s remaining in Queens, which were used more often, as well as the R-40s. The final R-38s had departed **F** as of May 5, 1977, and as R-46 deliveries continued the other classes gradually followed, with the rest of the R-44s heading to **A** that July and the slant R-40s leaving **F** between September 13 and November 14, 1977. In exchange, most of the R-32s from around the system were gathered at Jamaica, where they had started running on **F** as of May 31. As 1977 progressed they were used in great number to spell both the departing classes of SMEE equipment and the R-46s, so that R-32 and R-46 types were in use on **F** at all times, in varying quantity, as the rest of the R-46s were delivered by late 1978.

As the R-46s were experiencing serious problems with their original Rockwell-supplied HPT-2 trucks, NYCTA began shifting assignments around the B-Division on April 26, 1980 to reduce their mileage. R-44s were thus returned to **F**, while the R-46s were reduced mostly to rush hour use as of May 12. Things changed again on August 9, when most of the R-44s from Queens went back to **A** and **D** and trains of venerable R-10s deployed on **F** for the first time in their long his-

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A History of F (and V) Train Service

tory. This basically lasted until mid-October, by which time the best surviving R-46s were re-concentrated on **F**. After that it featured fewer R-10s (though still present), R-32s, R-44s, and R-46s. As of January 29, 1981 the R-46s were providing all service on **F**, and they have remained there to the present time, including their rebuilding period in 1990-1.

As for the R-32s, they began intermittently returning to **F** in March of 1981, then were again removed in early 1982. Replacement trucks for all 754 R-46s finally arrived over the fall and winter of 1982-3, and in early 1985 the first graffiti-free trains of R-46s began to appear on **F**. Effective on June 30 of that year, R-46 A-cars 724-1074 were specifically assigned to **F** (along with their associated B-cars) and the line became graffiti-free. When **N** also became graffiti-free as of September 30, the specific assignment of R-46s to each of the Jamaica lines (**E**, **F**, and **N**) was discontinued and the equipment again used in an overall pool.

On September 14, 1987 five trains of R-46s were transferred from Jamaica to Coney Island in exchange for five trains of R-68s (actually 43 cars), and they entered service on **F** as an experiment. This lasted for several months, with the R-46s finally returning to Queens by the end of 1987 and the R-68s becoming an occasional visitor to **F** after February 2, 1988, then disappearing entirely by the end of that summer.

The first R-46s were shipped to Morrison-Knudsen's facility at Hornell, New York for General Overhaul by December, 1989 and returned to service beginning July 18, 1990, with occasional use on **F**. The rebuilt R-46s were removed from **F** as of November 30, 1990, with trains of Morrison-Knudsen-rebuilt R-32s being deployed in exchange. Meanwhile, all 752 remaining R-46s went through the GOH program over a two-year period, and as such the rebuilt cars were back on **F** by the end of 1990. They increased in number through late May of 1991, by which time the last unrebuilt R-46 cars were out of service. The final rebuilt "A-B" R-46 sets (as originally configured) were back in service at Jamaica, including **F**, by late October, 1991, while all 1200-series A-A ("JFK") cars were back on hand as of mid-December. From that time through March of 2009 trains of both GOH R-46s and Morrison-Knudsen-rebuilt R-32s carried all **F** service with little variation.

With R-160s entering service at East New York and Coney Island, the occasional use of mixed R-40M/Morrison-Knudsen-rebuilt R-42 equipment began as early as September, 2008. R-160s based at Jamaica were first used on **E** starting December 22, 2008 and the older equipment gradually shifted around. As a result some R-40M/42s were finally allocated to **F** on March 14, 2009, with R-160s following them on March

24. As of September, 2009 R-46s still dominated **F**, but the split was almost even as of early November. It is projected that the R-46s will eventually be subsumed by the R-160s in 2010 and reduced to a supplementary role. The last "assigned" train of rebuilt R-32s was recorded and observed on **F** of July 2, 2009 and the final mixed trains of R-40M/42s removed on July 6.

ROUTE OF **V**

V is a weekday-only, local counterpart to **F** that serves the Queens Boulevard Line in Queens and the Sixth Avenue Line in Manhattan. The line runs entirely underground, following the former route of **F** (prior to December 17, 2001) through the 53rd Street Tunnel between Roosevelt Avenue-Jackson Heights and 47th-50th Streets-Rockefeller Center.

Section 1: 71st-Continental Avenues-Forest Hills to Queens Plaza (**E**, **F**, **R**, **V**)

V originates at the 71st-Continental Avenues-Forest Hills express station on the ex-IND Queens Boulevard Line, using underground tail tracks to relay east of the station. It then travels along the outer local tracks of the four-track "Queens IND," sharing iron with **R** to Queens Plaza. Meanwhile, **E** and **F** trains utilize the middle express tracks from 71st-Continental Avenues-Forest Hills to Queens Plaza, with **F** diverging into the 63rd Street Tunnel immediately west of the 36th Street local station.

Section 2: 23rd Street-Ely Avenue to Fifth Avenue-53rd Street (**E**, **V**)

From Queens Plaza station, **V** trains merge into the two-track 53rd Street Tunnel with **E**. First stop is 23rd Street-Ely Avenue, then they proceed beneath the East River and emerge on the Manhattan side into the deep station at Lexington Avenue-53rd Street. Tracks separate coming into the station at Fifth Avenue, with westbound (southbound) trains using the upper level and eastbound (northbound) trains the lower. At a grade-separated junction immediately west of Fifth Avenue **V** turns south to join the Sixth Avenue Subway while **E** continues into the Seventh Avenue station and on to the Eighth Avenue Subway.

Section 3: 47th-50th Sts.-Rockefeller Center to Second Avenue (**B**, **D**, **F**, **V**)

At 47th-50th Streets-Rockefeller Center, **V** proceeds into the four-track Sixth Avenue Subway (opened December 15, 1940), and shares the local tracks with **F** 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, **V** and **F** 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 the Broadway-Lafayette station. East of Broad-

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THIRD AVENUE "EL" NEAR FORDHAM ROAD



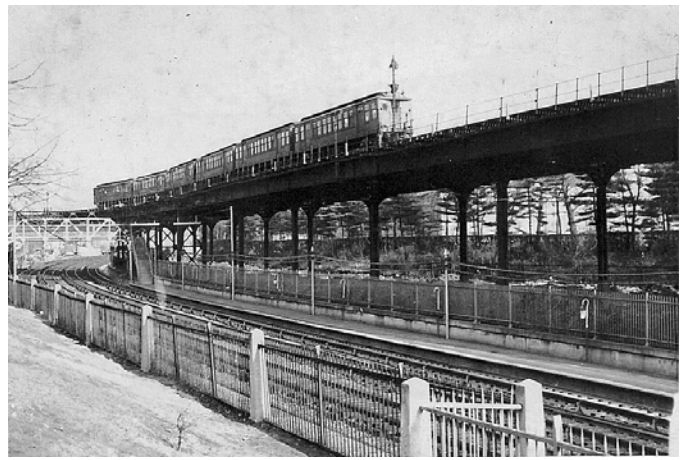
E. 194th Street and Webster Avenue, north of Fordham Road, November 6, 1965.
Bernard Linder photograph



Fordham Road station, November 6, 1965.
Bernard Linder photograph



Fordham Road station as seen from street level, November 6, 1965.
Bernard Linder photograph



North of the Fordham Road station, December 2, 1956.
Bernard Linder photograph



Looking north from the Fordham Road station, June 17, 1951.
Bernard Linder collection

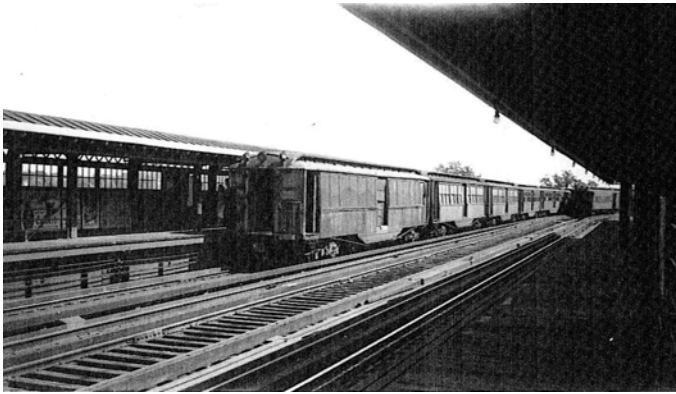


Looking south toward the Fordham Road station, June 17, 1951.
Bernard Linder collection

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Third Avenue "El" Near Fordham Road

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210th Street.
Bernard Linder collection

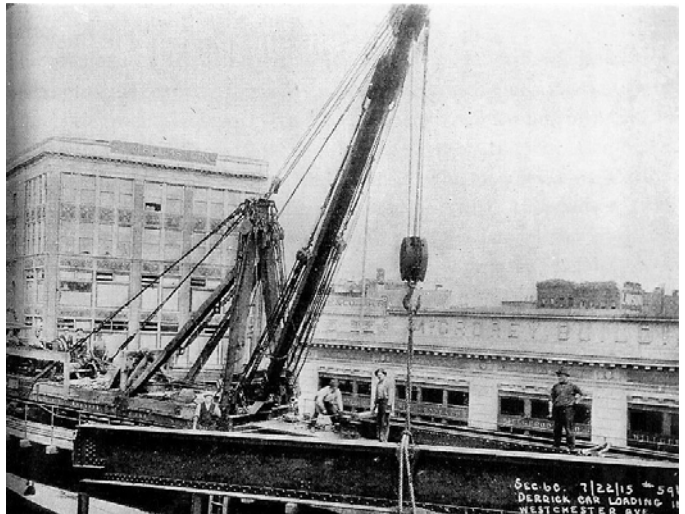


View south from 180th Street (northbound local approaching), April, 1938.

Bernard Linder collection



161st Street on October 21, 1914, before triple-tracking.
Bernard Linder collection



Westchester Avenue east of Third Avenue, July 22, 1915.
Bernard Linder collection



Looking east on 149th Street at the Bergen Avenue Cutoff.
Bernard Linder collection



Bergen Avenue Cutoff, 145th Street and Willis Avenue, looking north.
Bernard Linder collection

Nor'Easter Hits Eastern Seaboard*(Continued from page 1)*

schedule. Norristown High Speed Line (ex-Route 100) was not running. Fortunately, it's a Sunday."

Member Steve Erlitz reported that Baltimore received 21 inches. *(Editor's Note: Remember that the storm here began earlier.)* "Light Rail and Metro continued to operate with delays well into Saturday afternoon. Operations resumed Sunday morning because of the Baltimore Ravens game. In Washington, D.C., Metro shut all outside lines down at 11 AM Saturday, including the Yellow Line over the Potomac. That resumed 4 PM Sunday

and all other service Monday morning. The federal government was closed Monday, so MARC and VRE ran an 'S' schedule. Camden Trains #841, 840, and 851 (same equipment) ran so late (over 2 hours as of 8:51 AM), the first afternoon train, #846, had to be cancelled. On Tuesday, the government reopened with liberal leave, so MARC and VRE continued with the 'S' schedule. My Camden train was SRO, as was the next. Penn Line got so bad they called out an extra crew to get an empty set of equipment out of Baltimore and run empty to Odenton to do a sweep of stations. Then they announced that Train #530, the 4:24 PM to Perryville, would operate making all stops."

WEEKEND SERVICE RETURNS TO MONTCLAIR

by Jack May

With the arrival of NJ Transit Train #513 at the Bay Street station at 6:46 AM on Sunday, November 8, 2009, weekend rail service returned to Montclair, New Jersey. Since the inauguration of weekend service on the Pascack Valley line in 2007, this had been the only NJ Transit line with Monday-to-Friday-only service. The three-car diesel-hauled push-pull consist was the first arrival of a weekend passenger train at Bay Street, which had been constructed in 1981 to replace the historic six-track "Lackawanna Plaza" terminal in Montclair's business district, where Thomas Alva Edison operated the first electrically-propelled train on the Delaware, Lackawanna & Western Railroad in 1930. Sunday service to the old station, which has been preserved as a shopping mall, last ran on April 23, 1961, and Saturday service ended on October 2, 1966.

In the meantime, the ex-DL&W electric lines were converted from 3,000-volt d.c. current to 25,000-volt 60-cycle a.c. power and connected with the former Erie Railroad Greenwood Lake Branch to create a through line from Hoboken to Dover via Newark Broad Street. Rechristened as the Montclair-Boonton Line, the electrification was pushed through to a new station at Montclair State University, where a large parking garage was constructed. When the project was completed in 2002 electric trains began operating to Penn Station, New York, using the Kearny Connection between the ex-DL&W and the ex-Pennsylvania Railroad. But the new service, branded as *Midtown Direct* (just like the New York trains on the Morristown and Gladstone Lines), operated only on Mondays to Fridays.

As NJ Transit's fiscal situation worsened in the last few years, significant cutbacks occurred on the ex-DL&W lines, mostly in off-peak hours and on weekends. Since 2008 all Morris & Essex Saturday and Sunday service to Hoboken has been provided by a shuttle train from Newark-Broad Street that connects with every other through *Midtown Direct* train. After much prodding

these trains were extended to Bay Street, Montclair starting on Sunday, November 8. No additional crews or equipment are needed for the new service, resulting in a "win-win" scenario for NJ Transit and riders from the towns of Bloomfield, Glen Ridge, and Montclair.

Thus weekend Montclair service consists of trains running approximately every two hours between Bay Street and Hoboken, with a timed, across-the-platform connection to and from *Midtown Direct* Morris & Essex trains operating between Dover and Penn Station in midtown Manhattan. Specifically, trains toward New York run every two hours from 7:05 AM until 9:05 PM, with a final train at 12:05 AM. Westbound trains leave Hoboken at 6:08 AM and every two hours thereafter until 8:08 PM, with additional trains scheduled at 11:08 PM and 1:32 AM. Connecting trains from New York generally leave at 11 minutes after the hour, with the last at 1:34 AM. End-to-end travel time from New York averages 35 minutes, with inbound trips slightly longer.

Railfan Gary Kazin was the only passenger to ride the inaugural train all the way to Bay Street, although two other passengers had alit at Bloomfield. The diesel train, which left Hoboken at 6:08 AM, arrived in Montclair at 6:47 AM, one minute late, on Track 1 at the outbound platform. It consisted of GP-40-PH-2 4147 (west end), pulling Metro-North Comet V coaches 6768 and 6761, followed by NJT Comet V cab car 6068.

I was joined by fellow New York Division member Phil Craig on the first eastbound train (from the outbound track) and we spent most of the rest of the day riding and counting passengers, as well as observing the transfer of passengers between Montclair-Hoboken trains and M&E-*Midtown Direct* trains. We were aided by other members of the New Jersey Association of Railroad Passengers at various times throughout the day.

The mayors of Montclair and Glen Ridge, along with a

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NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello, Everybody!

It took almost a full year to accomplish, but the last of the Morrison-Knudsen-overhauled R-42s was removed from service at Jamaica in December, 2009, leaving just 50 active out of East New York on **J** and **Z**. In turn, there remain two trains of Phase I R-32s on **R** and **V** just about every day, and at this writing it is unclear if these will also be retired directly, or drawn into a larger plan associated with changing over the rolling stock of **C** from 8-car trains of R-32s to 8-car sets of R-46s. After being ignored for a time, the lone 10-car R-32 train at Coney Island was also still hanging in there as Christmas loomed. The R-160s have continued to arrive and enter service at a steady pace, and as we all respectively dashed about in "holiday mode" the subway scene continued to transition before our very eyes.

Subdivision "A" Happenings

An increasing number of single unit R-62As have received the modified WABCO brake valve in the past several weeks and are now part of the large pool used as north motors on **7**. In fact, it became exceedingly rare after mid-November, 2009 to find a non-modified R-62A in the north motor position and by the end of the year this transition might have been complete. Through December 15, 2009 the following additional cars were observed with the tell-tale orange "square" in their purple identification band: 1902, 1942, 1972, 1992, 2002, 2032, 2062, and 2122. To correct last month's entry, 2102 is so modified, but not 2012, as this car has four trippers and is only supposed to be used in a mid-train position in revenue service. This brings the total number of single unit R-62As with modified brake valves (e.g. the North Motor Pool) up to 57 of an anticipated 88 cars. Also, single unit R-62A 2009 was sighted bearing a set of external speakers like those on 2059, though it may have been this way for some time already. Long-stored R-142A set 7631-7635 was transported in tow from 207th Street back to Westchester Yard by the end of November, 2009 and will be repaired on site for a projected return to **6** service in the first half of 2010.

R-160 Progress

Through November 30, 2009 Option II R-160A-2s 9658-67 had been delivered, while Option II R-160A- 2s 9633-42 entered service on **E** and **F**. As of December 15, 2009 Option II R-160A-2s 9668-87 had been delivered, while 9643-62 had entered service at Jamaica. As of December 15, 2009 the delivery of Option II R-160Bs 9868-77 was complete, with cars 9853-62 entering service by November 25. It was noted that Kawasaki R-160B (Option II) set 9873-7 does indeed bear Alstom Onix propulsion, which keeps it standard among the cars being assigned to service at Jamaica. This con-

firms the long-held suspicion that further use of the Siemens propulsion system has been pre-empted from the balance of the R-160 contract. At the Kawasaki plant in Yonkers, Option II R-160Bs up to 9892 (with higher numbers perhaps unseen) were observed around the facility by the end of November, 2009. Finally, starting on November 25, R-160A-1s 8313-76 were again gathered in separate consists and were the only R-160s being used on **L**, though still not in automatic train (ATO) mode. Through December 15, R-160A-1s 8377-8652 were only being used on **J/Z** and **M**, but may reappear on **L** at any time prior to the start of ATO operation of the 64 modified R-160-1s.

Coney Island-assigned R-160Bs 8713-22 visited 207th Street this past fall and became a pilot "seatless" train. This is a phenomenon that is gaining interest elsewhere and has been tried (with mixed success so far) on the Chicago Transit Authority system and the MBTA Red Line in Boston. The idea was to minimize, or even eliminate, seating in specified cars so as to maximize crush load capacity, nominally confining their use to rush hours. On the two 5-car sets of R-160Bs involved, B-cars 8714, 8716, 8719, and 8721 are being outfitted with flip-up seating that will be locked closed during the rush hours and able to be folded down otherwise. In early December, 2009 the train was moved to Jamaica, which suggests it will be initially deployed on **E** and **F**.

As of December 15, 2009 deliveries totaled 340 R-160A-1s, 515 R-160A-2s, and 605 R-160Bs for a combined quantity of 1,460. Of the overall total as of December 15, 2009, 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**, **Q**, and **W** (for 490 total); and 430 R-160A-2s plus 150 R-160Bs at Jamaica on **E** and **F** for a combined total of 580.

60-Foot SMEE News (R-32's Play Hop-Scotch; The End of Jamaica's Morrison-Knudsen-overhauled R-42s)

There has been considerable juggling among the remaining Phase I R-32s at Jamaica and Coney Island since the last Update, with all three trains continuing in service through mid-December, 2009. By November 16, 2009 all available R-32 spares at Jamaica had been laid up, so one pair (mismatch 3444/3777) was temporarily brought back from 207th Street (**A**, **C**) to keep the two 10-car consists available for service. By November 20 the four R-32s that had been used on the 38th Street refuse train (3500/1, 3522/3) were returned to Jamaica and 3444/3777 sent back to 207th Street. As of November 27, 2009 there were exactly 20 Phase I R-32s still in use on **R** and **V** out of Jamaica, including weekends

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

on **R**, where one was sighted at the reopened Cortlandt Street station (northbound side only) on Saturday, November 28, 2009. This continued to be the case through December 15, 2009 when one train was still running on both **R** and **V** or both were on **V**. There are a couple of scenarios making the rounds as to the ultimate retirement of Phase I R-32s, but as this is written the details are as yet unknown. As for the 10-car Phase I R-32 train stationed at Coney Island (3445/3468, 3520/3891, 3610/1, 3726/7, 3820/1), it was first restored to operation on **B** on November 19, 2009 but promptly removed again the following day. On November 24, 2009 it was seen running on **O** for the first time since its arrival in September, 2009 (albeit for one round trip) and since then has tended to run on either line each week between Tuesday and Thursday.

As new R-160 trains entered service at Jamaica each week through the second half of November and first half of December, 2009, one corresponding consist of Morrison-Knudsen-overhauled-R-42s was immediately retired and sent to 207th Street Shops for reefing preparation. The Morrison-Knudsen-overhauled R-42s were removed from **R** after service on November 23, 2009 and appeared in steadily decreasing frequency on **V** afterward, with just two trains remaining by the end of the month. When the next set was retired on December 3, 2009, two cars (4784/5) were cut out of the consist and left at Jamaica as a spare to support the lone surviving train, which continued to serve **V** through the following week. It finally made its last round trips on the **V** on Wednesday, December 9, 2009, then as R-160s 9653-62 began their career on **E** the following day (December 10), the very last train of Jamaica-assigned Morrison-Knudsen-overhauled R-42s (N-4551/0-4704/5-4738/9-4674/5-4617/6-S) made a farewell trip of sorts on **R**, starting from 71st-Continental Avenues as the 16:51 interval and returning on the 18:26 from 95th Street. The train was laid up at Jamaica until Friday evening, when it along with (unused) spares 4784/5 were run light to 207th Street and await their turn through the reefing program.

Overall by December 15, 2009, there remained 240 Phase I R-32s and 50 Morrison-Knudsen-overhauled R-42s active for a total of 290.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, restored to operation, or reassigned to work service through December 15, 2009:

November 2009: R-32 Phase I 3500/1 and 3522/3 restored to service at Jamaica (**R**, **V**); R-32 Phase I

3428/9, 3500/1 withdrawn from Jamaica (**R**, **V**); R-42 (Morrison-Knudsen-overhauled) 4562/3, 4576/7, 4592/3, 4594/5, 4596/7, 4602/3, 4608/9, 4650/1, 4666/7, 4688/9, 4692/3, 4710/1, 4720/1, 4752/3, 4762/3 withdrawn from Jamaica (**R**, **V**)

December, 2009: R-42 (Morrison-Knudsen-overhauled) 4550/1, 4616/7, 4630/1, 4638/9, 4656/7, 4660/1, 4674/5, 4704/5, 4738/9, 4784/5 withdrawn from Jamaica (**R**, **V**). ALL MORRISON-KNUDSEN-OVERHAULED R-42s REMOVED FROM JAMAICA.

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

As additional R-160s arrive at Jamaica from mid-December forward, R-46s will be freed up for transfer to enable the next round of retirements to commence, focusing on the Phase I R-32s. It is not yet clear if these cars will be moved directly to 207th Street or perhaps to Pitkin, from which the "JFK" cars (A-A pairs 6208-6258) could be relocated.

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between November 14 and December 15, 2009 were SIR "A" cars 414, 426, and 438, along with "B" car 425. "A" cars 428 and 466, along with "B" car 421, remained in process at Coney Island, and returning to the Staten Island Railway upon completion were "A" cars 400 and 410, along with "B" car 407. This raised the overall number of completed cars to 42. The stripped shell of retired R-44 "SI" A-car 402, which had been in the December 26, 2008 derailment at Tottenville, was relocated to 207th Street Shops as of December 12 and will likely be reefed.

Miscellaneous Notes and Reefing Renewed

The empty Weeks barge was back at 207th Street from the Del-Jersey-Land Reef by November 20, 2009, with its reload commencing after Thanksgiving Weekend. Barge #27 departed on December 5, ostensibly bound for the coast off Savannah, Georgia but was diverted to Delaware due to stormy waters. Contained aboard were R-38s 3950, 3951, 4044, 4045, 4140, 4141, 4142, 4143, 4144, 4145, 4146, and 4147 (12), and Morrison-Knudsen-overhauled R-42s 4554, 4555, 4566, 4567, 4578, 4579, 4600, 4601, 4612, 4613, 4632, 4633, 4654, 4655, 4668, 4669, 4708, 4709, 4728, 4729, 4744, 4745, 4754, 4755, 4764, 4765, 4776, 4777, 4780, 4781, 4782, and 4783 (32), for a total of 44. This disposition left just one pair of surviving R-38s on NYCT property (4028/9), which are to be preserved.

Conclusion

Not much left to say at this stage but a belated Merry Christmas and Happy New Year to all! Some time in 2010 this stage of history in the ongoing development of New York's subway system will likely conclude, but an even more interesting future may be (by then) at hand. Let us see what the New Year holds in store!

Commuter and Transit Notes

No. 255
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

The subway and bus route elimination proposals, roughly the same ones that were proposed last year, were publicized in New York City newspapers. In the suburbs, *The Journal News* reported that east-of-Hudson riders would face more crowded trains, with several (unspecified) trains eliminated or combined. West-of-Hudson, two weekday and four weekend Pascack Valley Line trains would be eliminated due to "low ridership." The weekday trains are #1601 (4:56 AM Spring Valley/Hoboken) and #1639 (6:55 PM Hoboken/Spring Valley). Interestingly, the weekend trains that would disappear are the same four that, just last summer, Metro-North decided to pay NJ Transit \$265,000 to keep operating (August, 2009 *Bulletin*). They are: #2106 (9:27 AM Spring Valley/Hoboken), #2110 (11:37 AM Spring Valley/Hoboken), #2117 (3:14 PM Hoboken/Spring Valley), and #2125 (7:22 PM Hoboken/Spring Valley). None of this would take place until after public hearings are held, and probably not before July 1.

For the Long Island Rail Road, member Larry Kiss reported that weekend service on the West Hempstead Branch would be eliminated and weekend headways on the Port Washington Branch would increase from 30 to 60 minutes. The balance of service reductions would be various combinations and eliminations of rush hour trains.

A revised edition of MTA's plan was issued on January 22. We will provide details in next month's issue.

One of the first things that MTA Chairman Jay Walder did upon taking office last September was to order a revamping of the agency's website. This was accomplished on January 13, when the new site was unveiled. It is similar to those recently unveiled by NJ Transit and SEPTA in that the transit lines appear on the home page with color-coding – red for delays and green for normal service. Prominent on the home page is a feature known as "Plan & Ride," which allows users to get directions using various modes.

MTA METRO-NORTH RAILROAD (EAST)

On December 30, 2009, Metro-North announced that effective January 13, the ticket offices at Ossining, Fleetwood, Hartsdale, Chappaqua, Larchmont, and Harrison, New York, and Darien, Connecticut would be closed. Besides Grand Central Terminal, ticket agents remain at 24 stations. According to Metro-North spokeswoman Marge Anders, the closings will save \$1.1 million this year and ticket sales at these seven stations amounted to 12-17% of tickets sold by agents in November, 2009. Hartsdale was the exception with 24%. The buildings in which the tickets were sold will retain the same opening and closing hours as they had previ-

ously. Thirteen affected employees will be assigned to unfilled positions on the railroad. Passengers can purchase tickets from TVMs at these stations or via Metro-North's website.

MTA METRO-NORTH RAILROAD (WEST)

Sub-freezing temperatures that began after New Year's Day caused ice to form in the Hudson River. This ultimately led to a suspension of the Haverstraw/Ossining and Newburgh/Beacon ferries on January 5, so passengers had to ride shuttle buses to reach Tarrytown and Beacon. My wife and I visited Bear Mountain on January 1 with some friends. We walked over the Bear Mountain Bridge and there was no ice in the Hudson River.

The Journal News reported that a century ago, explosives were used to blow up ice jams, but now it is the responsibility of the U.S. Coast Guard, which uses a fleet of five ice cutters (two 140-footers and three 65-footers) that patrol the river between New York City and Albany. This is necessary to keep the flow of goods and materials for the more than 300 vessels that use the river. There was no news about this either on radio or the Internet, so I called the operator, NY Waterway, and was informed that ferries had returned on January 11.

A new Port Jervis/Pascack Valley Line timetable was issued in conjunction with NJ Transit's schedule changes. (Please see below.) On Presidents Day, February 15, extra trains #94 (6:21 AM Port Jervis/Hoboken) and #93 (5:20 PM Hoboken/Port Jervis) will operate. Both run express between Suffern and Secaucus Junction.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The service cuts that were proposed under MTA's "Doomsday Budget" on December 16, 2009, should not affect Connecticut riders, according to Jim Cameron, head of the Connecticut Commuter Rail Council. He told WCBS-880, "...if they have money problems that are of their own creation then we didn't have any input on. Remember, we don't have a seat on the MTA Board. We shouldn't be asked to suffer because they don't have their financial act together." Connecticut Governor Jodi Rell points out any cuts to Connecticut rail service proposed by MTA must be approved by CDOT before they could take effect.

On December 24, 2009, the first pair of M-8s arrived in New Haven via the Port of Baltimore. They had departed from Kobe, Japan at the end of October. These cars and others that will be delivered to make up one train face several months of testing before they enter service.

Finally after years of studies concluded that double-

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

tracking the 62-mile line between New Haven and Springfield, Massachusetts was a viable project, on January 8 the State Bond Commission voted to approve \$62 million for this project. These funds will be used for design, environmental reviews, and construction. There will be stops in Hartford and up to 12 other towns, as well as connections to buses and Bradley International Airport. Of the twelve, there would be four or five new stations added to the existing eight that are presently served by Amtrak. During peak hours, trains would operate every 30 minutes. The Governor's office reported that the state has already applied for \$50.4 million in federal stimulus money for the New Haven-Springfield Line, as well as for the New Haven Line and Waterbury branch, freight lines, and parking at the Branford station.

MTA LONG ISLAND RAIL ROAD

A ceremony was held on January 5 to open the new Atlantic Terminal Pavilion. Located at the junction of Atlantic and Flatbush Avenues in Brooklyn, this is a three-story limestone, granite, and glass structure featuring an atrium that allows natural light to reach the below-ground LIRR concourse and subway station. Also included in the \$108 million project are a new ticket office, public rest rooms, grand stairs, and customer waiting area, among other new customer amenities, along with police and employee facilities. On a daily basis, the 25,500 LIRR passengers and 31,650 subway riders have connections with **B**, **D**, **M**, **N**, **Q**, **R**, **2**, **3**, **4**, and **5** trains plus five bus routes.

NJ TRANSIT

After the November 8, 2009 timetables were issued, the following service adjustments were made to accommodate track maintenance and switch installation near Madison Station:

- Train #623 (previously the 11:20 AM Hoboken/Dover) operates 10 minutes earlier
- Train #854 (previously the 12:02 PM Mount Olive/Hoboken) operates 15 minutes later
- Train #648 (previously the 2:29 PM Dover/Hoboken) operates 15 minutes later

There is also one post-midnight change to Train #6605 (previously the 1:58 AM New York/Dover), which now departs three minutes later at 2:01 AM and from Secaucus Junction and all following stops 5 minutes later. This was done to improve connections at Secaucus Junction for passengers traveling from Hoboken.

On December 21, 2009, just over two months after weekend service came to the Montclair-Boonton Line, NJ Transit announced the closing of the Great Notch station (MP 16.5) effective January 16. On September 3, 2008, a hearing was held on the subject of closing this station and on April 19, 2009, service to the station

was increased by four trains each weekday. This was done with the hope that ridership would increase to at least 75 for the first six months and to 100 after one year. (For details, please see the October, 2008 and May, 2009 *Bulletins*.) Displaced passengers were directed to use Montclair State University (MP 15.7) or Little Falls (MP 18.7).

All timetables were re-issued effective January 17, and a number of trains have been eliminated. On some lines there were changes to train station times. In the November 8, 2009 schedule change, nine weekday trains were added. Below are the significant changes:

ATLANTIC CITY: Trains #4610 (5:49 AM to Philadelphia) and #4615 (7:54 AM to Atlantic City) have been eliminated. Passengers are directed to use the Route 554 bus for all station stops to Lindenwold where a change to PATCO must be made. Rail tickets are honored on the bus.

BERGEN/MAIN: Train #1256 (8:06 AM Warwick/Hoboken) has been eliminated and Train #1158 (8:01 AM Suffern/Hoboken) makes all stops to Hoboken. Formerly, Train #1158 ran via express from Radburn to Secaucus Junction. Train #1156 (7:45 AM Suffern/Hoboken) has added Plauderville as a stop.

MONTCLAIR-BOONTON: In addition to the closing of Great Notch, two trains, #1050 (4:46 AM Mt. Olive/Hoboken) and #1015 (7:51 PM Hoboken/Lake Hopatcong) no longer operate. Options are:

- Hoboken-bound Train #1000, which departs Lake Hopatcong at 5:36 AM
- Train #870, which operates via the Morristown Line and departs from Mt. Olive at 6:19 AM
- Trains #1085 or #1087, which depart from Hoboken at 6:51 and 8:56 PM respectively, or a *Midtown Direct* train connection at Newark Broad Street for stations up to Montclair State University

MORRIS & ESSEX: In order to accommodate Portal Bridge repairs, the last train from New York, #6603, departs at 1:34 AM, which is the same time every night, except for Friday/Saturday night. On that night, passengers must use Train #3805 (1:41 AM New York Penn/Trenton), which stops at Secaucus Junction at 1:50 AM for connection with Train #905, which continues to Dover. According to the timetable, this train originates here. On weeknights, the last train from Hoboken, Train #405, departs at 12:32 AM. On weekends, the first train in each direction (#906 and #911) now operates between Dover and Hoboken, rather than to New York Penn. The first *Midtown Direct* trains operate one hour later and are #6906 (5:12 AM Dover/New York Penn) and #6913 (7:11 AM New York Penn/Dover). The mid-day track work between Summit and Morristown continues, necessitating a change of trains in Summit for some passengers.

NORTHEAST CORRIDOR: With the elimination of Train #3456 (9:08 AM Rahway/New York Penn), there are

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only two trains in this hour serving the stations east of Rahway.

NORTH JERSEY COAST: Train #3230, which departs from Long Branch (after a Bay Head shuttle connection), now operates via express between Woodbridge and Newark Airport.

RARITAN VALLEY: Weekday evening westbound service has been reduced and other trains in both directions during this timeframe have been renumbered, with minor changes in operating times.

- Train #5907 (6:30 PM Newark/Plainfield) extended to Raritan
- Train #5747 (7:15 PM Newark/High Bridge and Train #5447 (7:22 PM Newark/Raritan) have been combined, with the new train, #5749, now departing Newark at 7:22 PM, making all stops to High Bridge. Train #5447 has only operated since October 26, 2008
- Train #5453 (9:33 PM Newark/Raritan) no longer operates. After 7:22 PM, trains depart Newark at 8:12 PM to Raritan and 9:08 PM to High Bridge, before resuming the previous schedule with Train #5455 (now 10:08 PM from Newark)

Eastbound service was likewise reduced with the following service adjustments:

- Train #5904, 7:28 PM from Plainfield, eliminated
- Train #5450, 7:43 PM departure from Raritan, eliminated
- Train #5452, 8:32 PM from Raritan, now departs Raritan at 8:04 PM

Weekend/Holiday service operates on Presidents Day, February 15, and the following lines are operating additional trains: Atlantic City, Montclair-Boonton, Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley.

At 8:57 AM, December 23, 2009, NJ Transit sent out email alerts that due to low voltage into New York Penn, train service was indefinitely delayed. The Customer Notice reported that NJ Transit was notified by Amtrak at 8:45 AM. Passengers were advised to remain on trains into Hoboken and change for PATH, which was cross-honoring NJ Transit rail tickets at Hoboken, Newark, and 33rd Street as well as on buses destined for the Port Authority Bus Terminal. All service was suspended into New York Penn and *Midtown Direct* trains were re-routed to Hoboken. Five NJ Transit trains were stuck, four in the North River Tunnels and one outside the tunnel that was rescued by a locomotive which had been assigned for just this purpose following the major power outage which took place on May 25, 2006 (July, 2006 **Bulletin**). Those trains were reported to have been moved, one at a time, within an hour without loss of light or heat. At 10:19 AM, Northeast Corridor service and North Jersey Coast Line services were operating

hourly from Newark Penn Station to Trenton, and to Long Branch. Amtrak service between Boston, New York, and points south was also disrupted. Service was restored shortly after 12 noon, although with delays. The low voltage was attributed to an unspecified problem in North Bergen. LIRR service was unaffected.

On December 27, 2009, with the football season drawing to a close, my son Marc and I decided to ride to the Meadowlands via the Sport Line. This was the last scheduled game for the New York Giants at the present Giants Stadium, as the new stadium will open next year. This also turned out to end any chance for post-season play as they were defeated by the Carolina Panthers by a score of 41-9. From Secaucus Junction we rode in train of Comet IVs (5248-5569-5541-5550-5253-5026) that was "wrapped" to advertise Verizon products and was powered by GP-40-FH-2 4138. Unlike my ride last summer aboard a very early afternoon train, this one was jammed with gamegoers. This is not NJ Transit's first venture with "wrapped" cars, as Comet IIs 5312 and 5321 were done to promote Secaucus Junction's connections to various venues in 2003.

It is not the title of the song that was sung by Peter, Paul, and Mary, but "Where have all the Comet IIIs gone?" In my travels I had not seen any cars of this group for a while. Then, on December 29, 2009, when Larry Kiss and Barry Zuckerman had planned a trip on the North Jersey Coast Line, I joined them. Barry and I rode the Pascack Valley Line to Secaucus Junction, where we met Larry, who rode from Speonk on LIRR and boarded Train #3231 at New York Penn. This train terminates at Long Branch, where we transferred to a shuttle train for the stations between Elberon and Bay Head. This six-car train had four Comet IIIs sandwiched between a pair of Comet IV and Comet V cab cars. Another train also had an equivalent number of these cars and two tracks in Bay Head Yard appeared loaded with them. In spite of the temperatures in the 20s and an even lower wind chill, we had an enjoyable time. Steve Lofthouse joined us for lunch at a nice restaurant in Point Pleasant Beach. After lunch we had planned to walk the one mile to Bay Head, but instead, Steve drove us. We rode Train #2312 to Hoboken, which makes limited stops north of Long Branch, but still the running time is 2 hours 7 minutes.

A ribbon-cutting ceremony was held on December 29, 2009 for a new 477-space parking lot that more than doubles parking capacity at the Edison station (Northeast Corridor Line). It opened on January 1. This also marked the first of NJ Transit's American Recovery and Reinvestment Act (stimulus) projects to reach completion, and was finished within budget and ahead of schedule. Construction began last April.

When we stopped at the South Amboy station en route to Bay Head, it appeared that the new center island platform was completed, and less than a week

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

later (January 5), NJ Transit and elected officials joined together in a ceremony to mark the end of the construction. The platform features a canopy, climate-controlled waiting shelters, a ticket office, restrooms, an elevator, and stairs. Other improvements include closed-circuit security cameras and communication systems including variable message signs and a public address system. The platform connects to a surface parking lot via a pedestrian overpass, which opened in 2005, and links the station to downtown South Amboy. There are approximately 1,200 daily passengers.

On January 6, the Board of Directors awarded a \$271.7 million contract to PTP Constructors of Secaucus, a joint venture of Schiavone Construction, J.F. Shea Construction, and Skanska USA Civil Northeast, for the design and construction of a mile-long tunnel between North Bergen and Hoboken below the Palisades. This is for the second of three tunnel segments. The first was awarded on December 9, 2009 (December, 2009 *Bulletin*).

Governor-elect Chris Christie announced on January 11 that he had nominated James Simpson to become Transportation Commissioner and Jim Weinstein as NJ Transit's Executive Director. Both are transit veterans. They replace Stephen Dilts and Richard A. Sarles, who resigned. Mr. Simpson served MTA in several capacities from 1995 to 2006. Mr. Weinstein headed the New Jersey Department of Transportation from 1998 to 2002, and also served as the DOT Chief of Staff. Thanks to member Jack May for this report.

Member Bob Kingman reported that he saw multi-level car 7000 at Kenwood Yard, on January 5, on its way back from Plattsburgh. "Apparently, I missed the last two cars (7676 and 7677) because I found a picture of 7676 on the Internet, dated December 26, 2009, that was taken in New Jersey. Unless 7677 is badly delayed, the order should be complete now."

In last month's *Bulletin*, I wrote that ACES service had been reduced from 18 to 11 trips due to declining ridership. It turns out that the trains, which operated at about 80% capacity during the summer, have since tailed off, and the service lost \$6 million. On December 17, 2009, the Casino Reinvestment Development Authority reported that it had authorized a one-time contribution of \$2 million to keep the service operating, and that it would continue for two more years.

PORT AUTHORITY TRANS-HUDSON CORPORATION

Beginning at 2:41 AM January 5, PATH reported 30-minute delays in its Newark/World Trade Center service due to problems with the Dock Bridge. This bridge, which was built in 1935, is east of Newark Penn Station and used by all trains. Service was suspended entirely between Newark and Journal Square. Shortly after 5:30 AM, PATH riders were advised that NJ Transit would

honor their rail tickets, and a shuttle bus service was instituted between Market Street, Newark and Journal Square. At 7:46 AM, service was resumed, with 10-minute delays reported.

AMTRAK

A *Heritage* dining car was refurbished and returned to service on Trains #48/49, *The Lake Shore Limited*, as of December 14, 2009. Due to a shortage of available dining cars to operate the service, modified Café Cars have operated on this train since September, 2007.

Joseph Boardman will continue to serve as Amtrak's President, as the Board of Directors extended his interim contract for an indefinite period while postponing any decision to hire a "permanent" President. Boardman was appointed interim President in November, 2008, following the resignation of Alex Kummant. Thanks to *Railway Age* for this news.

New timetables were issued effective January 18 for Boston-New Haven, Springfield-New Haven, New York-Washington, and New York-Philadelphia. In its notification, Amtrak advised passengers that certain trains will depart earlier from stations.

METROPOLITAN AREA

New York Water Taxi, which operated a ferry between Yonkers and the World Financial Center, ended its twice-daily, 50-minute runs on December 31, 2009. This service began on May 1, 2007 and was extended to Haverstraw on September 4, 2007, but that only lasted until May 1, 2009. This firm still operates numerous other routes in New York City. The Lower Manhattan Development Authority helped fund this operation with grants totaling \$2.3 million for two years as part of an effort to draw people back to the area. It was the failure to increase ridership, which had been slightly over 2,000 per month in 2008 and was only matched in four months in 2009, that spelled the end of this service. Tickets sold for \$10 (single-ride), \$90 (10 trips), and \$320 (40 trips). By comparison, Metro-North charges \$8.50 (peak hour one-way) and \$186 (monthly). Add to that the cost of a subway ride

INDUSTRY

The American Public Transportation Association (APTA) reported that Public Transit ridership was down 3.8% for first nine months of 2009. This was attributed to high unemployment, significant decreases in gasoline prices, and less state and local revenue available for public transportation operations. This figure was compared to the record levels in the same period that were set last year. Trips on all of the major modes of public transportation (bus, light rail, heavy rail, and commuter rail) were down; paratransit (demand response) and trolleybus were the only two modes that saw increases in ridership. According to APTA, nearly 60% of riders take public transportation to work and when employment goes down, so does ridership.

Bloomberg News reported on January 7 that passen-

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

ger trains must be manufactured to better withstand collisions under a federal rule to take effect next month. That follows fatal accidents in New Jersey, Indiana, and Maryland. Manufacturers must meet the new standards for trains sold to Amtrak and American commuter railroads. The rule requires stronger front-end frames on new passenger railcars and some locomotives to help prevent their collapsing or telescoping on impact.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Concrete ties that were installed in the mid-1990s on the Old Colony Lines have become deteriorated. The result is that a 50 mph speed limit has been imposed on the Middleboro/Lakeville and Plymouth/Kingston Lines. After track inspections detected deterioration of tie integrity beginning in late 2007, rail crews inserted extra wooden ties to maintain full track alignment, allowing normal travel speeds. New timetables went into effect on January 11, and morning rush hour trains originating from Middleboro and Kingston depart five to ten minutes earlier than the previous schedule to preserve existing arrival times at South Station. Several midday trains have been combined. Concrete tie replacement will continue in the spring of 2010 and continue throughout the year.

Using the Wi-Fi aboard MBTA Train #815, member Todd Glickman, riding the 5 PM train from South Station to Providence, emailed that this train is usually 7 bi-levels and packed. "Today (December 21, 2009), it is 3 bi-levels and 2 flats (single-levels!) What's that, about 500 seats short? We had to leave people behind at Ruggles. The usually good suspension on the cars can't take the weight: I'm on a new 900-series coach and it's bottoming out frequently. I also hear there is a three-car set of singles in use on the north side. Even 4-car sets aren't supposed to go out."

MBTA provided extra services throughout the First Night Festivities on New Year's Eve and offered free rides after 8 PM.

Beginning January 7, Greenbush, Kingston/Plymouth, and Middleborough/Lakeville commuters began seeing a countdown clock on the platforms that tells them exactly when their trains will arrive. All 13 lines are expected to have the technology by the middle of this month. In addition, the "T" plans to launch a low-frequency AM radio broadcast at some stations that will let commuters hear when the trains are arriving without getting out of their cars, allowing them to stay warm and dry during bad weather. First to receive this is the Anderson Regional Transportation Center in Woburn.

A deal for the United States Postal Service to vacate the property it occupies near South Station so that a private redeveloper who would construct a mixed use complex on the 16-acre site has fallen through. USPS

had planned to relocate its mail sorting facility to South Boston. Had the deal taken place, MBTA would have been able to continue with its planned expansion of commuter service to Framingham-Worcester and New Bedford-Fall River. An MBTA spokesman said that South Station's current train platforms are too crowded, and the agency needs more tracks to increase service to these areas.

By a vote of 3-0 on January 6, MBTA's Board approved extending the contract valued at \$559.7 million with the Massachusetts Bay Commuter Railroad Company (MBCR) to operate the commuter service until July, 2013. *The Boston Globe* reported that this was done without any prior notice to the public, which at times has complained bitterly about the rail service. On-time performance, though it still has not met MBTA's 95% goal, was just under 90% for 2009, meaning about one in 10 trains was at least five minutes late. During some months in 2007, more than one in four trains was late. State officials said they brought the contract to the board for approval without putting it on the public agenda, and the January monthly meeting was about to end, because they were negotiating until the final hours. MBCR succeeded Amtrak in July, 2003, and on December 10, 2007, the "T" exercised the first option, which extended their contract until June 30, 2011. In 2012, work will begin on a new contract, which will be put out for bid to operate the service after July, 2013.

Todd wrote that his fellow commuters "acknowledge that the air-conditioning problems of a few years ago were addressed, and summer 2009 was significantly better. But commuters still suffer from late and canceled trains, mostly due to power issues. MBTA's engines are old, and there aren't enough spares. From the commuters' standpoint, they don't care if it's MBTA's fault for not having enough new equipment (including spares), or if it's MBCR's fault for not maintaining the current fleet well enough. They just want to get to work and back home on time, every day."

The Massachusetts Department of Transportation and MBTA announced that by the end of the summer the very popular Wi-Fi service will be expanded to every train on every line. This will make MBTA the only commuter rail operator in the country to offer Wi-Fi service on every one of its trains. There are 410 coaches in the fleet. Thanks to Todd for these reports.

WARWICK, RHODE ISLAND

The Rhode Island Department of Transportation is moving forward with plans to extend rail service to T.F. Green Airport in Warwick, then south to North Kingstown. \$3.2 million was spent for the land needed for a train station and parking garage at Wickford Junction in North Kingstown. 80% of the money came from federal funds. The Boston/Providence Line could be extended to T.F. Green Airport by the end of this year, with North Kingstown service beginning next year. Rhode

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

Island obtained more than 350,000 square feet of land for the project. The estimated construction cost is \$30 million. Thanks to Todd Glickman for this news.

LINDENWOLD, NEW JERSEY

PATCO's Board voted on December 28, 2009, to postpone a 10% fare hike that was scheduled to take effect this September. Instead, fares will rise next January.

PHILADELPHIA, PENNSYLVANIA

Member Bob Wright reported that the number of Kawasaki trolleys in the City Division that have been equipped with electronic signs continues to grow. I have not heard of any suburban cars or PCCs being converted although this is supposed to happen as part of this program. Speaking of the suburban side, Route 102 work west of Drexel Hill was completed on schedule and service with trolleys was resumed on December 14, 2009. Work moved to Route 101 west of Woodland Avenue/Springfield, where bus shuttles will replace the rail service until March.

Member Allan Breen visited Philadelphia and found a timetable folder for Route 101/Media dated December 14, 2009, showing the shuttle bus service. Allan also sent a card that provided the details of how the service would be operating through March 14. Riders were also alerted that two future phases of the work would take place from March-June, 2010, and then from June-August, 2010.

SEPTA is now selling its unlimited ride "Independence Pass" onboard Regional Rail trains. Passengers must tell the Conductor that they want an Individual or Family Independence Pass. This cash fare receipt will serve as the Independence Pass for any Regional Rail train. To use it on buses, subways, or streetcars, the cash fare receipt must be taken to a SEPTA Ticket or Sales Office and be exchanged for an Independence Pass. It is not accepted to or from West Trenton or Trenton, or on Regional Rail trains arriving in Center City weekdays before 9:30 AM.

New Regional Rail schedules went into effect on January 17. No significant changes are shown, except West Trenton midday weekday service has been realigned and some weekday West Trenton trains now operate through to the Airport. The covers of Regional Rail schedules continue to show their respective "R-" number. Thanks to member Lee Winson for these reports.

Bob Wright commented on the January column: "You mentioned that Market-Frankford cars 1071-2 have been wrapped. These are not the first — a couple of summers ago 1097 (but not its mate 1098) was wrapped in a Nestea ad, and not long after a married pair (not sure but it might have been 1099-1100) got a wrap for recycling in Philadelphia. The SEPTA green pair and another for the Clear internet service, also

green, are on the line these days as well. Don't know the numbers."

Bob also got a chance to ride the Comet consist in late December, 2009 for two stops (30th Street to Market East). The old NJT numbers are 'reappearing' as grime is sticking to where the numbers were, so 291's former identity as 5726 is easy to see. He also reported that the cold is apparently taking some toll on Regional Rail with many late and short trains these days. A Conductor told him that the downgraded maintenance of the soon-to-go Silverliner II and Silverliner III cars is figuring greatly in this. Also, very few mixed consists are seen these days — Silverliner IIs, Silverliner IIIs, and Silverliner IVs are sticking together, unlike the days not too long ago when anything was coupled together.

"One final note, with the January 17 timetables, the R3/Media/Elwyn and R7/Trenton will go back to the same style as the other lines."

From *The Delaware Valley Rail Passenger*, which is published by the Delaware Valley Association of Rail Passengers: SEPTA formally approved its contract with Transport Workers Union Local 234, which ratified the agreement on November 20, 2009. This contract is for a five-year period. Work is well underway on the extension of the R3/Media Line from Elwyn to Wawa. SEPTA has had to acquire some slices of property adjacent to the right-of-way in Glen Riddle to construct retaining walls to stabilize the slope. This trackbed repair project is being paid for using federal stimulus funds. The Silverliner II car that burned near Overbrook on November 3, 2009 (December, 2009 *Bulletin*), was 257, not 267 as we reported. For those who are interested, other cars that were lost previously were 210 in the 1970s, 265 in a 1979 collision near Angora, and Silverliner IV 9020, which was destroyed in the 1980 North Wales collision.

WASHINGTON, D.C. AREA

As was reported in last month's *Bulletin*, over the second weekend of December, three Czech-built streetcars for the Anacostia Line and the Benning Road/H Street Corridor arrived in the Port of Baltimore. After clearing customs the cars were trucked to the Greenbelt Rail Yard. Since Skoda-Inekon completed them in 2005, WTOP.com reported that they had been operating around the streets of Plzen, just to keep them in a ready condition. Look for a 2012 opening. Thanks to members Frank Pfuhler and Phil Hom for this news.

In the aftermath of the Nor'easter that took place on December 19-20, 2009, Virginia Railway Express operated an "S" or reduced schedule on December 21 and 22. The regular schedule was resumed on December 23.

NORFOLK, VIRGINIA

Go figure. Right after I submitted the January column, due to an earlier than normal publication date, Hampton Roads Transit reported that because the construction is

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

running about 41% above budget, the opening date for the *Tide* will not take place this October, but rather in the first quarter of 2011. HRT President Michael Townes said that the latest cost estimate is \$326 million to \$328 million, and is higher due to the complexities of building in old, downtown streets as well as project enhancements that have driven up the cost. The project, which is just over 50% complete, needs another \$38 to \$40 million to finish the 7.4-mile line.

TAMPA, FLORIDA

Construction of the one-third-mile TECO extension to Whiting Street is underway. Member Dennis Zaccardi sent an article from *The Tampa Tribune* reporting that construction-related activities removed one lane of traffic on Brorain Street between Florida Avenue and Franklin Street. TECO's website reported that streetcars will reach the heart of downtown Tampa this year.

CLEVELAND, OHIO

Phil Hom sent a report that former Cleveland streetcar 1218, which once traveled along Euclid Avenue to the turnaround at E. 107th Street — giving University Circle its name — will be overhauled and placed on display. 1218's new home will be at the turnaround in front of the Cleveland Children's Museum. Built in 1924 by the Kuhlman Car Company in Collinwood, Ohio, this is the sole remaining car from the now defunct Lake Shore Electric Railway, Incorporated collection. A roster showing the disposition of the other cars was published in the December, 2009 *Bulletin*.

ALBUQUERQUE, NEW MEXICO

New Mexico Rail Runner is testing a Wi-Fi system between Sandoval County/U.S. 550 and Belen. The twenty-five riders who were chosen to help test the system, were selected based on the frequency they ride the train, the stations they use, and the Wi-Fi devices they have. Upon completion of the test, the entire corridor will be enabled for Wi-Fi from Belen to Santa Fe.

SAN FRANCISCO, CALIFORNIA

San Francisco Muni notified Market Street Railway that it had approved color schemes for four double-ended PCCs (aka "Torpedoes") now under contract to be rehabilitated. 1006 and 1008 will appear in Muni's 1950's "wings" livery, while 1009 will represent a Dallas Railway & Terminal Railway Company livery and 1011 will be in the Market Street Railway "zip stripe" livery. Market Street Railway reported: "in the late 1930s, Muni's private competitor (and our namesake) Market Street Railway Company (MSRy) drew up plans for a double-end PCC streetcar, but couldn't afford to buy any. Instead, they freshened up some of their old-fashioned streetcars with a racy 'zip stripe' slashing across the side panels along with a bright yellow roof, while retaining the solid white ends patented as a safety feature. That undoubtedly would have been the paint

scheme on any PCCs MSRy might have acquired." With the Dallas paint scheme, this means that 21 different North American cities that once ran PCCs will be honored with tribute liveries in Muni's PCC fleet. Thanks to member Raymond Berger for this report.

Last month, the Peninsula Corridor Joint Powers Board, operator of Caltrain, issued a request for proposal (RFP) for a company that provides commuter rail operating, maintenance, and construction support services. Amtrak is and has been the operator of this service on the basis of an automatic renewal. Last year, Amtrak received a contract to replace Veolia as operator of Metrolink, and Keolis will replace Amtrak for Virginia Railway Express. Both contracts become effective later this year.

ANAHEIM, CALIFORNIA

If you have ever needed a reason to visit Disneyland, here is one. Crews began work during the first week of January to construct the Red Trolley Cars attraction that is part of a \$1 billion renovation of Disney's California Adventure. When completed in 2012, the trolleys will travel and carry guests from the park's entrance around to the Twilight Zone Tower of Terror ride area. Signs on the newly built walls by the Playhouse Disney-Live on Stage Theater and the Tower of Terror ride announce the upcoming Hollywood Land-Buena Vista Street Line with four stations, which are set to be completed in May, 2012. The attraction is expected to be installed in phases and will be one of the last parts to be completed in the project. The trolleys are reminiscent of the Pacific Electric Red Cars that ran through Los Angeles County in the 1920s, when Walt Disney first arrived in California. The entrance, starting with a Buena Vista street, will be designed with the architecture of Los Angeles during that period. Thanks to Phil Hom for sending this report from *The Orange County Register*.

HONOLULU, HAWAII

Progressive Railroading reported that the Federal Transit Administration approved the city's application to begin preliminary engineering for a 20-mile light rail line connecting West Oahu with downtown Honolulu and Ala Moana. Eventually, the line would be extended to Honolulu International Airport, Waikiki, the University of Hawaii-Manoa, and Kalaeloa. In the meantime, the city moved construction on the first phase of the line between Kapolei and Pearl Highlands by awarding a design-build contract for the construction of an elevated guideway and tracks and restoring the road surface along a 6.5 mile segment. Additional contracts will be let in the near future for stations and other infrastructure. Service could begin on the initial segment in 2012 and on the entire line by 2019.

TORONTO, ONTARIO, CANADA

On December 15, 2009, Metrolinx purchased the lower portion of the Newmarket Subdivision in central-north Toronto for US\$64 million (C\$68 million) from the

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

Canadian National Railway. Metrolinx now owns, end-to-end, the 60-mile-long Barrie-Bradford GO Train corridor between Downtown Toronto and Barrie, Ontario. In addition, it fills the rail gap between the agency's east-west Union Station Rail Corridor in downtown Toronto and its Weston Subdivision in west-central Toronto.

Construction of the Sheppard East LRT got underway on December 21, 2009. The 8.7-mile line will be built on Sheppard Avenue East, in a dedicated right-of-way running from the Don Mills subway station to Meadowvale Road. It is the first of seven proposed lines and is expected to open in September, 2013. In connection with this, there are reports that Toronto will construct this and all new lines in standard gauge, 4'8½", rather than the 4'10⅞" gauge, that is used by its existing streetcar lines and subways. The Scarborough RT, which opened in March, 1985, does use standard gauge.

FROM THE HISTORY FILES

50 Years ago: On February 20, 1960, still believing in the viability of trolleys between Los Angeles and Long Beach, the Los Angeles Metropolitan Transit Authority spent several thousand dollars to conduct operational tests of a PCC over this route. **Headlights** (April, 1960) reported that it "seemed virtually certain" that electric operation would continue. PCC 3148, the car which was

used, rode on a set of standard gauge B-3 trucks that had arrived a few days earlier from San Francisco. At that time, Los Angeles' streetcar system was narrow gauge, 3'6". 3148 was selected because it was the only postwar PCC in the new MTA color scheme. It was trucked to Fairbanks Yard in Long Beach, where it stood out next to the Pacific Electric "Blimps." Additional test runs were conducted over the next week. In the end, service ended on April 9, 1961. On September 23, 1981, the Los Angeles County Transportation Commission voted to study the potential use of a light rail line between Los Angeles and Long Beach. The Blue Line, as it came to be known, opened on July 14, 1990.

30 Years ago: On February 8, 1980, the Metropolitan Transportation Authority (there was no Metro-North back then) approved a project to electrify the Harlem Line from North White Plains to Brewster, a distance of 28.5 miles. Conrail, as successor to Penn-Central (New York Central), was the operator of the service. The project was estimated at \$50 million, of which \$24 million was for nine new substations, \$19 million was for third rail installation, and \$6 million was for signals and communication equipment. Work was to be completed by late 1983, but it was on April 30, 1984 that electric trains began running.

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

NOTES ON AN OLD COMMUTER TIMETABLE

By Jim Guthrie

Many fans know the Long Island Rail Road ran a "loop" service through the Rockaways. Trains ran in both directions out of Penn Station or Flatbush Avenue through the Rockaways and returned to their originating station — or even New York Penn-Flatbush Avenue and Flatbush Avenue-New York Penn over the trestle on Jamaica Bay and Valley Stream. What many do not know is that LIRR had a second such MU-operated loop operation — by way of Mineola, the West Hempstead Branch, and Valley Stream.

In honor (?) of the MTA Doomsday Budget, which proposes to discontinue weekend service on the West Hempstead Branch, I thought it might be interesting to look back to the days when the line was newly electrified, and LIRR obviously had great hopes for it.

Here is the September 13, 1931 West Hempstead Branch timetable. Not only are there trains around the loop — but some that do not make the loop require a change of trains at Mineola or Country Life Press. One loop runs via Stewart Manor/Garden City, too. Note also the midday Saturday train that runs out of Long Island City and Hunterspoint Avenue that loops back to Jamaica. Note also the separate "local" panels. Just as the Far Rockaway timetable offered an Arverne-Valley

Stream panel to encourage traffic by passengers who might not be able to figure out the looping schedules, this schedule makes it easy to plan your Malverne-Mineola trips.

Of course, with stations Malverne-West Hempstead showing up twice, calculating the next train to, say, Lake View was not so simple either. And then Woodside-Westbridge is shown twice as well, once for Long Island City trains and once for Penn Station trains — maybe someone thought the timetables still showed this when they instituted the 1A/1B Zones in the early 1970s, not realizing they had one train (Hunterspoint to Port Jefferson train) that stopped in both zones with no tariffs, but I digress...I do not see any trains stopping at Westbridge, but there is one train stopping at Morris Park at 12:17 AM that proceeds to Mineola, then down the branch, stopping at Malverne at 1:00 AM and then terminating at Jamaica at 1:21 AM with no connections listed for New York or Flatbush Avenue.

Note also the checked baggage station panel — there is a list of all the places that do not accept checked baggage, but one could send the suitcases and trunks from Penn Station, Flatbush Avenue, Long Island City, and

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Notes on an Old Commuter Timetable

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Woodside to both West Hempstead and Valley Stream. But the only train that will carry your checked baggage from Long Island City to West Hempstead runs Saturday only!

Loop service ran from the time the West Hempstead Branch was electrified around 1925 until 1934 or so. But the legacy lived on until the 1950s — as the West Hempstead Branch timetable had a Mineola panel that showed all trains stopping there until the schedules were reformatted in the early 1950s. Until the layup tracks were extended and the Railway Express Yard replaced with the "No-Tell Motel" ca. 1958, one morning equipment move continued to ply the line from Country Life Press.

Lots of other interesting things here too — "Change at Country Life Press" is a neat one. You could also change there for Clinton Road, Mitchel Field, Meadowbrook, and Salisbury Plains. The advent of this loop service spelled the end of the practice of routing Oyster Bay, Port Jefferson, Greenport, and Montauk trains via Garden City. These trains used a connection on the northwest side of Hempstead Crossing, removed in 1946.

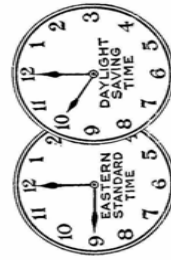
NEW YORK—BROOKLYN—WEST HEMPSTEAD
Schedule in Effect 2:00 A.M., September 13, 1931

Long Island Rail Road



Time Table

WEST HEMPSTEAD BRANCH



During the period of Daylight Saving Time, from the first Sunday in September to the first Sunday in October, Long Island Rail Road trains will operate on Daylight Saving Time, which is one hour later than Eastern Standard Time. At the expiration of the year trains will operate on Eastern Standard Time.

A. H. SHAW
Passenger Agent
Pennsylvania Station
New York

P. H. WOODWARD
Passenger Agent
Pennsylvania Station
New York

Form LI-14

PULLMAN TICKETS
TO ALL POINTS ON OR REACHED VIA
THE PENNSYLVANIA RAILROAD
THE ROUTE OF
The Golden Arrow
The Red Arrow
The Spirit of St. Louis
Broadway Limited
The Liberty Limited
AND OTHER FAMOUS TRAINS

INTERLINE TICKETS

TICKETS AND FULL INFORMATION

WARNING

MISUSE OF RAILROAD TICKETS
THE PUBLIC SERVICE COMMISSION LAW
PROVIDES AS FOLLOWS:

TRAINS TO WEST HEMPSTEAD, HEMPSTEAD GARDENS, LAKE VIEW AND MALVERNE

STATIONS	Week-days							Sundays						
	6:00	6:30	7:00	7:30	8:00	8:30	9:00	6:00	6:30	7:00	7:30	8:00	8:30	9:00
NEW YORK (P. S. Sta.)	1:00	1:30	2:00	2:30	3:00	3:30	4:00	1:00	1:30	2:00	2:30	3:00	3:30	4:00
NEW YORK (N. Y. Sta.)	1:15	1:45	2:15	2:45	3:15	3:45	4:15	1:15	1:45	2:15	2:45	3:15	3:45	4:15
NEW YORK (E. 42nd St.)	1:30	2:00	2:30	3:00	3:30	4:00	4:30	1:30	2:00	2:30	3:00	3:30	4:00	4:30
NEW YORK (Grand Central)	1:45	2:15	2:45	3:15	3:45	4:15	4:45	1:45	2:15	2:45	3:15	3:45	4:15	4:45
NEW YORK (Grand Central)	2:00	2:30	3:00	3:30	4:00	4:30	5:00	2:00	2:30	3:00	3:30	4:00	4:30	5:00
NEW YORK (Grand Central)	2:15	2:45	3:15	3:45	4:15	4:45	5:15	2:15	2:45	3:15	3:45	4:15	4:45	5:15
NEW YORK (Grand Central)	2:30	3:00	3:30	4:00	4:30	5:00	5:30	2:30	3:00	3:30	4:00	4:30	5:00	5:30
NEW YORK (Grand Central)	2:45	3:15	3:45	4:15	4:45	5:15	5:45	2:45	3:15	3:45	4:15	4:45	5:15	5:45
NEW YORK (Grand Central)	3:00	3:30	4:00	4:30	5:00	5:30	6:00	3:00	3:30	4:00	4:30	5:00	5:30	6:00
NEW YORK (Grand Central)	3:15	3:45	4:15	4:45	5:15	5:45	6:15	3:15	3:45	4:15	4:45	5:15	5:45	6:15
NEW YORK (Grand Central)	3:30	4:00	4:30	5:00	5:30	6:00	6:30	3:30	4:00	4:30	5:00	5:30	6:00	6:30
NEW YORK (Grand Central)	3:45	4:15	4:45	5:15	5:45	6:15	6:45	3:45	4:15	4:45	5:15	5:45	6:15	6:45
NEW YORK (Grand Central)	4:00	4:30	5:00	5:30	6:00	6:30	7:00	4:00	4:30	5:00	5:30	6:00	6:30	7:00
NEW YORK (Grand Central)	4:15	4:45	5:15	5:45	6:15	6:45	7:15	4:15	4:45	5:15	5:45	6:15	6:45	7:15
NEW YORK (Grand Central)	4:30	5:00	5:30	6:00	6:30	7:00	7:30	4:30	5:00	5:30	6:00	6:30	7:00	7:30
NEW YORK (Grand Central)	4:45	5:15	5:45	6:15	6:45	7:15	7:45	4:45	5:15	5:45	6:15	6:45	7:15	7:45
NEW YORK (Grand Central)	5:00	5:30	6:00	6:30	7:00	7:30	8:00	5:00	5:30	6:00	6:30	7:00	7:30	8:00
NEW YORK (Grand Central)	5:15	5:45	6:15	6:45	7:15	7:45	8:15	5:15	5:45	6:15	6:45	7:15	7:45	8:15
NEW YORK (Grand Central)	5:30	6:00	6:30	7:00	7:30	8:00	8:30	5:30	6:00	6:30	7:00	7:30	8:00	8:30
NEW YORK (Grand Central)	5:45	6:15	6:45	7:15	7:45	8:15	8:45	5:45	6:15	6:45	7:15	7:45	8:15	8:45
NEW YORK (Grand Central)	6:00	6:30	7:00	7:30	8:00	8:30	9:00	6:00	6:30	7:00	7:30	8:00	8:30	9:00
NEW YORK (Grand Central)	6:15	6:45	7:15	7:45	8:15	8:45	9:15	6:15	6:45	7:15	7:45	8:15	8:45	9:15
NEW YORK (Grand Central)	6:30	7:00	7:30	8:00	8:30	9:00	9:30	6:30	7:00	7:30	8:00	8:30	9:00	9:30
NEW YORK (Grand Central)	6:45	7:15	7:45	8:15	8:45	9:15	9:45	6:45	7:15	7:45	8:15	8:45	9:15	9:45
NEW YORK (Grand Central)	7:00	7:30	8:00	8:30	9:00	9:30	10:00	7:00	7:30	8:00	8:30	9:00	9:30	10:00
NEW YORK (Grand Central)	7:15	7:45	8:15	8:45	9:15	9:45	10:15	7:15	7:45	8:15	8:45	9:15	9:45	10:15
NEW YORK (Grand Central)	7:30	8:00	8:30	9:00	9:30	10:00	10:30	7:30	8:00	8:30	9:00	9:30	10:00	10:30
NEW YORK (Grand Central)	7:45	8:15	8:45	9:15	9:45	10:15	10:45	7:45	8:15	8:45	9:15	9:45	10:15	10:45
NEW YORK (Grand Central)	8:00	8:30	9:00	9:30	10:00	10:30	11:00	8:00	8:30	9:00	9:30	10:00	10:30	11:00
NEW YORK (Grand Central)	8:15	8:45	9:15	9:45	10:15	10:45	11:15	8:15	8:45	9:15	9:45	10:15	10:45	11:15
NEW YORK (Grand Central)	8:30	9:00	9:30	10:00	10:30	11:00	11:30	8:30	9:00	9:30	10:00	10:30	11:00	11:30
NEW YORK (Grand Central)	8:45	9:15	9:45	10:15	10:45	11:15	11:45	8:45	9:15	9:45	10:15	10:45	11:15	11:45
NEW YORK (Grand Central)	9:00	9:30	10:00	10:30	11:00	11:30	12:00	9:00	9:30	10:00	10:30	11:00	11:30	12:00
NEW YORK (Grand Central)	9:15	9:45	10:15	10:45	11:15	11:45	12:15	9:15	9:45	10:15	10:45	11:15	11:45	12:15
NEW YORK (Grand Central)	9:30	10:00	10:30	11:00	11:30	12:00	12:30	9:30	10:00	10:30	11:00	11:30	12:00	12:30
NEW YORK (Grand Central)	9:45	10:15	10:45	11:15	11:45	12:15	12:45	9:45	10:15	10:45	11:15	11:45	12:15	12:45
NEW YORK (Grand Central)	10:00	10:30	11:00	11:30	12:00	12:30	1:00	10:00	10:30	11:00	11:30	12:00	12:30	1:00
NEW YORK (Grand Central)	10:15	10:45	11:15	11:45	12:15	12:45	1:15	10:15	10:45	11:15	11:45	12:15	12:45	1:15
NEW YORK (Grand Central)	10:30	11:00	11:30	12:00	12:30	1:00	1:30	10:30	11:00	11:30	12:00	12:30	1:00	1:30
NEW YORK (Grand Central)	10:45	11:15	11:45	12:15	12:45	1:15	1:45	10:45	11:15	11:45	12:15	12:45	1:15	1:45
NEW YORK (Grand Central)	11:00	11:30	12:00	12:30	1:00	1:30	2:00	11:00	11:30	12:00	12:30	1:00	1:30	2:00
NEW YORK (Grand Central)	11:15	11:45	12:15	12:45	1:15	1:45	2:15	11:15	11:45	12:15	12:45	1:15	1:45	2:15
NEW YORK (Grand Central)	11:30	12:00	12:30	1:00	1:30	2:00	2:30	11:30	12:00	12:30	1:00	1:30	2:00	2:30
NEW YORK (Grand Central)	11:45	12:15	12:45	1:15	1:45	2:15	2:45	11:45	12:15	12:45	1:15	1:45	2:15	2:45
NEW YORK (Grand Central)	12:00	12:30	1:00	1:30	2:00	2:30	3:00	12:00	12:30	1:00	1:30	2:00	2:30	3:00
NEW YORK (Grand Central)	12:15	12:45	1:15	1:45	2:15	2:45	3:15	12:15	12:45	1:15	1:45	2:15	2:45	3:15
NEW YORK (Grand Central)	12:30	1:00	1:30	2:00	2:30	3:00	3:30	12:30	1:00	1:30	2:00	2:30	3:00	3:30
NEW YORK (Grand Central)	12:45	1:15	1:45	2:15	2:45	3:15	3:45	12:45	1:15	1:45	2:15	2:45	3:15	3:45
NEW YORK (Grand Central)	1:00	1:30	2:00	2:30	3:00	3:30	4:00	1:00	1:30	2:00	2:30	3:00	3:30	4:00
NEW YORK (Grand Central)	1:15	1:45	2:15	2:45	3:15	3:45	4:15	1:15	1:45	2:15	2:45	3:15	3:45	4:15
NEW YORK (Grand Central)	1:30	2:00	2:30	3:00	3:30	4:00	4:30	1:30	2:00	2:30	3:00	3:30	4:00	4:30
NEW YORK (Grand Central)	1:45	2:15	2:45	3:15	3:45	4:15	4:45	1:45	2:15	2:45	3:15	3:45	4:15	4:45
NEW YORK (Grand Central)	2:00	2:30	3:00	3:30	4:00	4:30	5:00	2:00	2:30	3:00	3:30	4:00	4:30	5:00
NEW YORK (Grand Central)	2:15	2:45	3:15	3:45	4:15	4:45	5:15	2:15	2:45	3:15	3:45	4:15	4:45	5:15
NEW YORK (Grand Central)	2:30	3:00	3:30	4:00	4:30	5:00	5:30	2:30	3:00	3:30	4:00	4:30	5:00	5:30
NEW YORK (Grand Central)	2:45	3:15	3:45	4:15	4:45	5:15	5:45	2:45	3:15	3:45	4:15	4:45	5:15	5:45
NEW YORK (Grand Central)	3:00	3:30	4:00	4:30	5:00	5:30	6:00	3:00	3:30	4:00	4:30	5:00	5:30	6:00
NEW YORK (Grand Central)	3:15	3:45	4:15	4:45	5:15	5:45	6:15	3:15	3:45	4:15	4:45	5:15	5:45	6:15
NEW YORK (Grand Central)	3:30	4:00	4:30	5:00	5:30	6:00	6:30	3:30	4:00	4:30	5:00	5:30	6:00	6:30
NEW YORK (Grand Central)	3:45	4:15	4:45	5:15	5:45	6:15	6:45	3:45	4:15	4:45	5:15	5:45	6:15	6:45
NEW YORK (Grand Central)	4:00	4:30	5:00	5:30	6:00	6:30	7:00	4:00	4:30	5:00	5:30	6:00	6:30	7:00
NEW YORK (Grand Central)	4:15	4:45	5:15	5:45	6:15	6:45	7:15	4:15	4:45	5:15	5:45	6:15	6:45	7:15
NEW YORK (Grand Central)	4:30	5:00	5:30	6:00	6:30	7:00	7:30	4:30	5:00	5:30	6:00	6:30	7:00	7:30
NEW YORK (Grand Central)	4:45	5:15	5:45	6:15	6:45	7:15	7:45	4:45	5:15	5:45	6:15	6:45	7:15	7:45
NEW YORK (Grand Central)	5:00	5:30	6:00	6:30	7:00	7:30	8:00	5:00	5:30	6:00	6:30	7:00	7:30	8:00
NEW YORK (Grand Central)	5:15	5:45	6:15	6:45	7:15	7:45	8:15	5:15	5:45	6:15	6:45	7:15	7:45	8:15
NEW YORK (Grand Central)	5:30	6:00	6:30	7:00	7:30	8:00	8:30	5:30	6:00	6:30	7:00	7:30	8:00	8:30
NEW YORK (Grand Central)	5:45	6:15	6:45	7:15	7:45	8:15	8:45	5:45	6:15	6:45	7:1			

Weekend Service Returns to Montclair

(Continued from page 6)

few others, spoke at a short ceremony prior to the 11:05 AM inbound train. There were snacks and coffee, and a jazz band entertained the 100 or so celebrants. This was the busiest inbound train of the day, with 81 passengers boarding at Bay Street, 47 more at Glen Ridge, with a total of 129 aboard upon its arrival in Newark (a few others had ridden locally, detraining after the ceremony at Glen Ridge and Bloomfield). Some 81 of the passengers detrained at Newark-Broad Street and transferred to the New York-bound connection.

NJ Transit was not totally organized for the new service, and there were a number of dispatching glitches on the first day. Among the problems were missed connections on the first two inbound trains and certain runs operating on the wrong tracks. But due to the efforts of the New York Division members, an NJ Transit Trainmaster was informed about the specific problems and adjustments were made. By the afternoon the trains were operating perfectly, with Montclair Branch passengers to and from New York City making the transfer easily, by just walking across the high-level platform at Newark-Broad Street between Track 3 and Track 1. Morris & Essex riders en route to Hoboken did the reverse, walking in the other direction. Unfortunately, later in the day, Murphy's Law briefly took over when the Portal drawbridge on the ex-Pennsy High Line (Northeast Corridor Line) failed to close, disrupting operations into and out of Penn Station...

NJ Transit substituted a consist of 4 Arrow III MU cars for the diesel set in the late afternoon. Apparently electric power in the overhead at the Hoboken station is shut off at times due to a bridge reconstruction project. Interestingly, several passengers aboard early

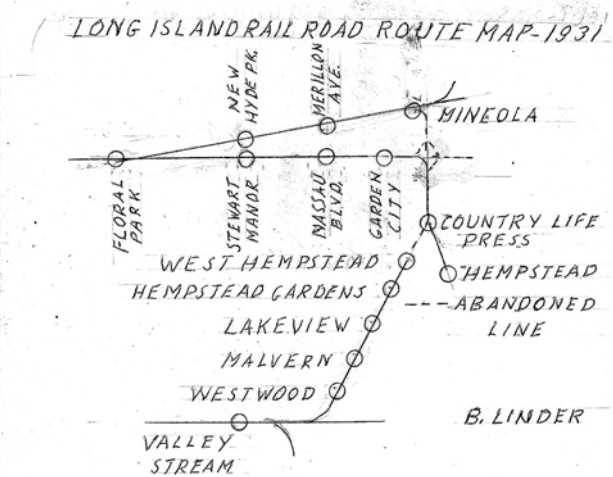
afternoon trains indicated their destination was the Meadowlands, as a Giants football game was scheduled for 4:15 PM. They said they preferred to ride via Hoboken (as opposed to Secaucus) because they were assured of a seat that way (and it actually is cheaper).

The NJ-ARP team estimated (because two round trips had not been monitored) that 700 passengers rode the branch on this first day of weekend service, a Sunday no less. The same team, which was led by the two New York Division members, also counted ridership on the following Saturday, November 14. All trains were counted, indicating that almost 1,000 rode over the branch (actually 973, with 512 inbound and 461 outbound). The busiest inbound train was the 9:05 AM, with 106 aboard, while the heaviest outbound train was the 6:10 PM, with 104 passengers. These numbers represent more than two busloads each. A little over 70 percent of the riders transferred to and from *Midtown Direct* trains, with a diesel consist being used all day. Since then weekend consists have varied between MUs and diesel-hauled push-pull trains.

Clearly, despite not operating to Montclair State University through the heart of Montclair, nor providing a one-seat ride to Penn Station, New York, there is a great potential for weekend rail service on the branch, even if operated only bi-hourly, and between Bay Street and Hoboken with an across-the-platform connection at Newark. While many believe the initial ridership numbers indicate that the service will be successful, the proof will be in the pudding, as the availability of weekend trains gets further publicized by newspaper articles and community and independent websites, as well as word of mouth. Perhaps frequencies will be improved to hourly and service extended to Montclair State in the not-too-distant future.

Notes on an Old Commuter Timetable

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Around New York's Transit System

passengers paying their fare at Tompkinsville will not be charged an additional fare when they exit at St. George. However, they will be allowed to make a free transfer to a train or a bus in Manhattan.

The \$6.9 million Tompkinsville Fare Collection Project included the construction of a station house entrance and the installation of turnstiles, cameras, and fare vending and communications equipment. To provide additional security, closed circuit television and intercoms were installed. This installation is expected to bring in about \$702,000 annually, a 15 percent increase in SIR's revenue.

Under the new schedule, all rush hour local trains stop at Stapleton and Tompkinsville.

Around New York's Transit System

7 Extension—Progress Report

New York City Transit is extending 7 from Times Square to 34th Street and 11th Avenue. This extension will introduce subway service to one of Manhattan's most underserved and underdeveloped areas. The city created two local development corporations, the Hudson Yards Infrastructure Corporation, which is contributing \$2.1 billion to the project, and the Hudson Yards Development Corporation, which oversees planning and development in the Hudson Yards on behalf of the city. This extension will help transform the area into a vibrant 24-hour neighborhood with commercial, residential, retail, and recreational areas.

Work began last summer at the underground assembly located at 26th Street and 11th Avenue. When the tunnel boring machines dig, they place pre-cast concrete lining rings along the excavated tunnel, building up the permanent liner of the completed tunnel. This 1,000-ton tunnel boring machine broke through the 34th Street station cavern wall, completing the layup yard on 11th Avenue between 26th Street and 34th Street. One machine has already started digging north of the station cavern toward 42nd Street while the other is being towed through the cavern and will start digging soon.

Tunneling is difficult because the new extension will run under the Eighth Avenue Subway, Amtrak, NJ Transit, former New York Central, Lincoln Tunnel, and the Port Authority Bus Terminal. At the present time, the contractor is underpinning the Eighth Avenue Subway. Tunneling should be completed in the spring of 2010, after which work will begin on station entrances and finishes, ventilating plants, and power substations.

Trains are scheduled to start running in December, 2013.

Staten Island Railway Collects Fares at Tompkinsville

Staten Island Railway riders pay their fares by swiping their MetroCards when they enter or exit at St. George. Since MetroCards were introduced in 1997, on-board fare collection at all other stations was eliminated, resulting in an annual revenue loss of \$3.4 million. Because Tompkinsville is approximately 0.6 mile from the ferry, passengers could have avoided paying their fare by walking this short distance. To reduce fare evasion, most rush hour trains have been bypassing Tompkinsville.

On January 20, low turnstiles were placed in service at Tompkinsville and the software was modified so that

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A History of F (and V) Train Service

(Continued from page 3)

way-Lafayette, V and F trains continue via the outer tracks into Second Avenue, where V trains terminate at the middle stub-end tracks, while F trains continue toward Brooklyn via the outer tracks.

V ROLLING STOCK

From inception on December 17, 2001 through June 30, 2009 V used R-46s exclusively. Beginning on July 1, 2009 the R-46s were replaced by mixed trains of R-40Ms and Morrison-Knudsen-overhauled R-42s along with trains of Phase I R-32s. R-46s were also used in limited number during the rush hour to fill out schedules, but have gradually increased in number since about mid-August. The last R-40Ms were removed from V on August 28, 2009 and after September 12 there remained a maximum of just two Phase I R-32 trains. As of early November, 2009 V was again mostly populated by R-46s, plus what was left of the Phase I R-32s and Morrison-Knudsen-overhauled R-42s.

CORRECTION AND ADDENDUM TO LAST MONTH'S INSTALLMENT

Member Bill Zucker had some changes to the second paragraph of the first part of this history, which was presented in the January issue. We are repeating the paragraph below,

with the correction and addition italicized.

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 179th Street to 71st-Continental Avenues-Forest Hills at night and on weekends. *Trains made local stops between 179th Street and Parsons Boulevard during midday and early evening on weekdays.*