

The Bulletin



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NEW CULVER STRUCTURE IN SERVICE 90 YEARS AGO

On May 1, 1920, Culver elevated trains started furnishing through service to Coney Island on the new elevated structure.

Since June, 19, 1875, there was rapid transit on Gravesend Avenue, whose name was changed to McDonald Avenue in 1935. At first, steam engines provided motive power. Crews started stringing trolley wire in April, 1899 and electric trains started running from Park Row to Coney Island on July 10, 1899. All steam operation ceased on August 2, 1899. All wooden cars were equipped with shoes and trolley poles. When trains operated on the elevated structure, power was supplied from the third rail through the shoes to the motors. When the train descended to the surface, the Conductors raised the trolley poles, adjusted the single-pole double-throw switch, and power was supplied from the trolley wire.

Because this railroad offered a convenient route to Coney Island, the following trolley lines were extended via Gravesend Avenue during the summer months:

- Coney Island-39th Street (1899-1901)
- Court Street (1903-7) via regular route, then Hamilton Avenue, 15th Street, 9th Avenue, and Gravesend Avenue
- 15th Street (1899-August 28, 1920 and July 1, 1930-September 15, 1932)
- Nostrand-Culver (April 29, 1906-September 1, 1919) via regular route, then Empire Boulevard, Flatbush Avenue, Church Avenue, and Gravesend Avenue
- Tompkins-Culver (April 29, 1901-August 29-1920) via regular route, then Bergen Street, Rogers Avenue, Church

- Avenue, and Gravesend Avenue
- Reid Avenue (?-August 28, 1920) via Broadway, Reid Avenue, Fulton Street, Utica Avenue, Church Avenue, and Gravesend Avenue
- Union Street (1910-August 28, 1920) via Prospect Park West, 19th or 20th Street, and Gravesend Avenue
- Vanderbilt Avenue (1900-August 28, 1920)
- Vanderbilt-Culver (1899-1900) from Grand Street Ferry

We are publishing Culver schedule changes and car assignments in George Chiasson's history of the **F**, **V**, and **R** trains.

Until the structure was built on Gravesend Avenue, several different types of cars were operated on the surface. Elevated trains furnished year-round service, trolley cars were operated in the summertime, and electric locomotive-hauled trains carried freight.

Trains started operating on the new structure as far as Kings Highway on March 16, 1919 and Avenue X on May 10, 1919. Trolley cars and South Brooklyn Railway freight trains provided service on Gravesend Avenue.

SOUTH BROOKLYN RAILWAY COMPANY

On June 1, 1940, the City of New York assumed operation of the BMT rapid transit and surface lines and the South Brooklyn Railway Company. On May 31, 1940, the South Brooklyn Railway entered into a contract with the Board of Transportation, whereby the

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NEXT TRIP: OYSTER BAY RAILROAD MUSEUM FANTRIP—MAY 8

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

CULVER LINE ROLLING STOCK IN THE BRT/ BMT ERA (1899-1975)

In some ways, this compilation is more indicative of the state of affairs regarding rolling stock on the Brooklyn "EI" system in general as opposed to the Culver Line in particular. Wherein specific equipment was cited, BRT was using "Union Elevated Rail Road" coaches 1-108 and "Seaside & Brooklyn Bridge" 1-59 when Culver Line service commenced in June, 1899. Trains were pulled all the way to South Brooklyn and Coney Island by Brooklyn elevated steam engines at first, but as of July 3, 1899 trains could operate on overhead electricity on the surface, if so equipped. In 1900 BRT added "Brooklyn Union Rail Road" cars 1-5 and in 1901 followed up with BURR 6-55 as well. As explained above, the entire route from Park Row to Coney Island was electrified in July, 1900, but not all trains were electric until 1905.

By 1902, BRT consolidated, renumbered and re-assigned its mixed "EI" car fleet on the basis of Division (Eastern or Southern). After that time the most commonly seen cars on the Culver Line included motor cars 633-682 and 700-758, along with trailer cars 1-271, many of which had been rebuilt from coaches bought by the original elevated companies. As operations and train lengths expanded in ensuing years, three more groups of new wooden motor cars were added: the 1000-1119 arch roof "convertibles" in 1902, the 1200-99-series closed cars in 1903, and finally the 1400-99 group in 1907. The procurement of wooden elevated equipment was discontinued by the BRT after the latter group, though open gate cars were provided to the Chicago "L" until 1909 and to the Manhattan "Els" as late as 1911.

With BRT focusing on subway conversions after World War I, its elevated rolling stock was gradually shifted about and by 1920 most of the newer wooden "EI" cars had been assigned to the Eastern Division, where they continued to operate at all times. As a result all of the 1-271 series trailers and 1200- and 1400-series motor cars were taken off the Culver Line (by this time the last Southern Division surface route to require wooden equipment) to supply BMT's new joint service to Corona and Astoria in April, 1923. Following delivery of the D-Type Triplexes to Coney Island in 1927, cars were shifted around again and some 1200-series motors and wooden trailers did return to the Culver Line, but as of May 30, 1931, when short trains of B-Type 67-foot "Standards" were finally placed in service on the Culver Line for the first time, the "EI" route was still largely employing the 600-, 700- and 1000-series motors it had received from BRT. When the subway service

became untenable and a dedicated shuttle established in the summertimes from Kings Highway (Culver) to Bay Parkway (West End) for 1931 and 1932, that was the rolling stock assigned.

When the Fifth Avenue "EI," and with it Culver "EI" service to and from Park Row, was abandoned on June 1, 1940 all of the previously-assigned motor cars (600s, 700s, 1000s and those 1200s not converted to "Q" Types) were removed from Culver service and re-assigned or retired. In their place the Board of Transportation provided 1300-series "convertible" motors built in 1905, most popularly known as "BU Gate" cars. These and the early trailers that survived the 1940 purge were used in daily service between Ninth Avenue and Coney Island, as well as the Kings Highway-Bay Parkway shuttle, for many years, gradually being reduced in number as Brooklyn "EI" operations declined further and attrition in the ranks continued. The last trailer cars finally departed the scene during 1951, while the BUs were retained until July 1, 1953, when they were finally replaced by "C-Types" imported from the Fulton Street Line after the shuttle route had been shortened from Ninth Avenue to Kings Highway and extended to Bay Parkway (West End) in June, 1952. It is not known if the gate cars used after June, 1940 had bridge devices installed to overcome the 6-inch "gap" at the platform that occurred when "EI" cars ran on standard subway lines, but the C Cars most definitely were modified for the 10-foot (subway) loading gauge of the Fulton Street Line.

The Cs became the last ex-BMT "elevated" equipment to be used on the Culver Line when its operation was assumed by IND on November 1, 1954 and the supplementary "EI" car service between Kings Highway and Bay Parkway was discontinued. From that point forward only steel "subway" rolling stock was used on the remaining service between Ditmas Avenue and Chambers Street, and at that only the same B-Types that had been rolling along since May, 1931. In 1955 NYCTA was finally able to address its equipment shortcomings somewhat by acquiring 25 steel motor cars and 5 trailers second-hand from Staten Island Rapid Transit (SIRT), after two of this system's branch lines had been abandoned in 1953. Though not ideally configured for use on the New York City subway system as built (with end doors and all-transverse seating), the 25 motor cars were rehabilitated and received modified longitudinal seating at Coney Island Shops. Upon completion they were assigned to service on BMT's Southern Division, including the surviving piece of the Culver

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A History of F (and V) Train Service

(Continued from page 2)

Line, on October 3.

When Culver Line service was curtailed into a full-time shuttle starting in May, 1959 both B-Types and ex-SIRT cars remained, but the latter were soon replaced by modified ex-IRT Low-V motors beginning on August 20 and moved over to the West End Line. The Low-Vs were themselves removed in February, 1961 as replacements arrived on the IRT lines, and a train of SIRT motors made a brief return until all service on the Culver Shuttle was provided by B-Types after April 17. Single-track/single train operation commenced three years later, and with only brief interruptions in 1964 (D-Types); 1965 (R-11s and R-27/30s); and 1966 (R-9s

and R-32s), the B-Types then stayed on the Culver Shuttle through the end of 1968, when R-16s were assigned. The B-Types made one last return to the Culver Shuttle for about a month in April, 1969, running for the last time on May 3. The R-16s then plied the line again until March 9, 1970, with brief interruptions in June, 1969 (R-9s) and September, 1969 (R-27/30s). One pair of R-27/30s was then assigned to the Culver Shuttle full-time, spelled by a set of R-16s in March, 1971; a set of R-32s in July, 1971; and the TA's "Museum" R-1 to R-9s in September, 1971. The R-27/30s, with third rail shoes modified to use the uncovered "elevated" third rail between Ditmas Avenue and Ninth Avenue, finally closed out all service on the Culver Shuttle on May 13, 1975.



Ex-Staten Island cars east of Fort Hamilton Parkway, looking east.
Bernard Linder collection



Car 2701 at Fort Hamilton Parkway, April 12, 1969.
Larry Linder photograph



Car 2712, April 12, 1969.
Larry Linder photograph



Looking west toward Fort Hamilton Parkway station, April 23, 1975.
Bernard Linder photograph



Portal south of Ninth Avenue.
Bernard Linder collection



Portal east of Ninth Avenue station looking west, April 23, 1975.
Bernard Linder photograph

New Culver Structure in Service 90 Years Ago

(Continued from page 1)

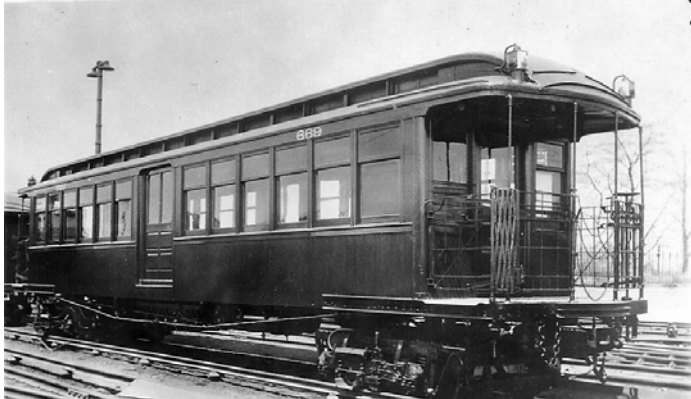
Board agreed to control and operate the South Brooklyn Railway and furnish the labor, material, and supplies required for maintenance and operation.

As a common carrier of freight, this company was under the jurisdiction of the Interstate Commerce Commission and was required by federal law to obey its orders. The company was required to keep its books and records in the manner prescribed by ICC and also observe the regulations issued by the commission, covering all of its operations as a common carrier, including

the local trolley passenger traffic.

If the Board of Transportation had operated South Brooklyn's interstate freight, all of the rapid transit and surface lines would have been under the jurisdiction of ICC. The city officials thought that ICC's jurisdiction would be undesirable and decided that South Brooklyn would continue operating as a separate company. The city bought the entire capital stock of the company at Unification, but did not buy the engines, cars, and property.

Below are photographs of cars that ran on the Culver Line.



Car 669.
Bernard Linder collection



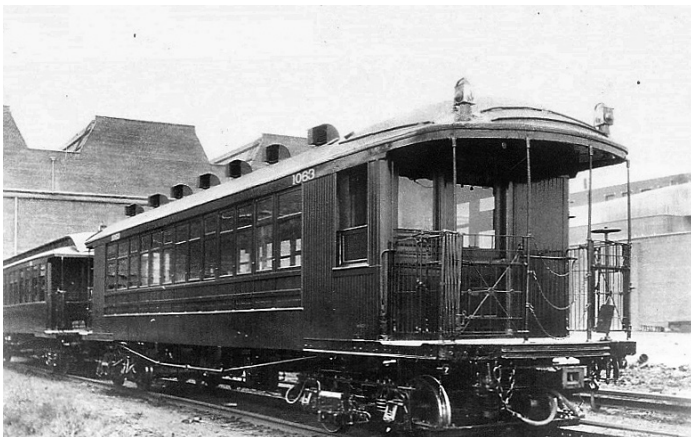
Interior of car 669.
Bernard Linder collection



Car 728 in 36th Street Yard, April 27, 1931.
Bernard Linder collection



Interior of car 728.
Bernard Linder collection



Car 1063.
Bernard Linder collection



1000-series car interior.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello, Everybody!

The table is now set for a new round of equipment changes at MTA New York City Transit, changes which may or (still) may not be accentuated by a raft of service alterations to come a little later this year. The end of the R-160 program is now coming within sight after almost five years in the running, with the "end product" of a final array of Subdivision "B" assignments and services taking shape, though it will probably be a few more months before it becomes hard reality...And so, away we go!

Subdivision "A" Happenings

There was very little of note on the Subdivision "A" routes these past few weeks, the only events of note being the scattered appearance of non-modified single unit R-62As as north motors on **7**. Again this is now definitely an exception from the norm, the most recent observation being 2023 at the Flushing end of a train on March 11-12. Due to the long-running reconstruction of the East 180th Street/Unionport complex, rush hour **5** trains are to start operating as locals in the Bronx during rush hours on March 29, and not expected to resume until 2011.

R-160 Progress

There were no additional R-160 deliveries between February 22 and February 28, 2010, but by March 15, 2010 Option II R-160A-2s 9773-92 had arrived, along with Option II R-160Bs 9908-12. There now remain just one more train of Option II R-160A-2s to come (9793-9802) along with the last 30 of the Option II R-160Bs (9913-42). Deliveries of the last portion of the overall R-160 contract, the 32 R-160A-1 cars added under Option II (9943-74) will then commence this coming spring and be processed for passenger service on **J/Z** and **M**. As of February 28, 2010, Option II R-160A-2 cars 9733-42 were in service on **E** and **F**, being joined by Option II R-160A-2s 9743-52 and Option II R-160Bs 9883-9902 through March 15, 2010. On Sunday, February 28, the entire **E** and **F** were operated with R-160s for the first time, albeit for just part of the day. This will probably become more and more common as the last round of deliveries to Jamaica proceeds over these next few weeks and the 810-car allocation in Queens is finalized. On February 26, snowy weather disrupted normal service and one train of R-160s was spotted running as an **R** at Bay Ridge Avenue. Starting about February 23, trains of CBTC-equipped R-160A-1s assigned to **L** (8313-76) were being operated in full ATO mode (Automatic Train Operation) for the first time.

As of March 15, 2010 deliveries totaled 340 R-160A-1s, 620 R-160A-2s, and 630 R-160Bs for a combined quantity of 1,590. Of the overall total as of March 15,

340 R-160A-1s were in service at East New York on **J/Z**, **L**, and **M**; 60 R-160A-2s plus 420 R-160Bs at Coney Island on **N**, **O**, and **W** (for 480 total); and 520 R-160A-2s plus 200 R-160Bs at Jamaica on **E** and **F** for a combined total of 720.

60-Foot SMEE News (R-32s Are Now Harder To Find)

As part of researching the above observation submitted to this correspondent regarding the R-160 on **R**, it was discovered that Jamaica's two trains of Phase I R-32 were no longer being used on **R** and apparently hadn't been for some time. As it turned out, the last trip of a Phase I R-32 on **R** occurred on December 15, 2009, with a consist of N-3607/6-3473/2-3767/3750-3933/2-3673/2-S. Starting on March 1, 2010, 207th Street Inspection Barn was responsible for providing R-32 equipment solely toward **C**, and as a result, 10-car trains of Phase I R-32s were removed from **A**. The last R-32 train departed Far Rockaway for what may be the final time on February 26, with their final run on **A** made as the 08:22 interval out of Lefferts Boulevard on March 3, 2010. The consist was N-3818/9-3484/5-3806/7-3646/7-3925/4-S, which proceeded to 168th Street-Washington Heights then ran light into 207th Street Yard.

Finally, the "test train" of R-32s that appeared at Fresh Pond Yard was a one-time event. Combined with the 10 cars at Coney Island that remain on **B** and 26 more at Jamaica still used on **V**, the total active Phase I R-32 fleet comes out at 240. Add in the 50 Morrison-Knudsen-overhauled R-42s still running out of East New York on **J** and **Z** and the total number of active 60-foot SMEEs on March 15, 2010 becomes 290.

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

Though retirement of the R-44s has still not been adopted as official policy as of this writing, the Subdivision "B" equipment fleet is now positioned for its implementation. As each new train of R-160s was accepted at Jamaica since mid-December, a corresponding set of R-46s was moved to 207th Street in anticipation of what was expected to be use on **A** and **C**. Eventually (starting on February 5) some of these were placed in service on **A**, then, on March 1 the first 40 such R-46s were formally transferred to Pitkin Shop, where they can act as replacements for the R-44s once their real retirement sequence does begin. Of these 40, R-46s 5846-9, 5858-61, 5878-85, and 5950-3 finally entered **A** service on that date; 5834-7 and 5922-9 remained in service on **A**; and 5862-5 and 5870-3 continued to be

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Commuter and Transit Notes

No. 258
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On March 19, MTA announced that based on the recently completed public hearings, it had decided not to eliminate some train and bus lines. Details of what had been proposed were published in the March *Bulletin*. The elimination of service to Greenport except on summer weekends was revised to retain weekday service. These reductions were approved at the March 24 Board meeting. Metro-North's changes go into effect on June 21 and the Long Island Rail Road's on May 17 or in September as indicated below.

LONG ISLAND RAIL ROAD:

- PORT WASHINGTON: Combine 2 PM trains. In September, the present midday half-hourly service will become hourly, and on weekends, trains will operate hourly
- PORT JEFFERSON: Cancel one PM Peak diesel train
- RONKONKOMA: Discontinue one PM Peak train and weekend service to Greenport, and reduce consist sizes (September)
- OYSTER BAY: Cancel one round trip each day on weekends
- HEMPSTEAD: Reduce consist sizes
- BABYLON: Combine four train trains into two trains; combine 2 PM trains
- LONG BEACH: Discontinue one AM and one PM to/from Flatbush Avenue (September)
- WEST HEMPSTEAD: Discontinue weekend service (September)
- MONTAUK: Discontinue one PM diesel train excluding summer Fridays
- Late-night service on the Atlantic Branch service discontinued (September). Service to Belmont Park only operates for the Belmont Stakes

METRO-NORTH:

Electric train consist reductions will take place wherever possible up to the current loading standard of 95% of available seats. In addition the following will take place:

- HUDSON LINE: Trains #487 and 491 (9:04 and 9:55 to Croton-Harmon) and Train #793 (10:55 PM to Poughkeepsie, discontinued)
- HARLEM LINE: Revised to discontinue Train #381 (7:28 PM to Crestwood) rather than combining Trains #681 (7:52 PM to Southeast and #683 (7:57 PM to Mt. Kisco). Passengers would ride Train #583 (7:30 to North White Plains) resulting in a ten-minute longer ride
- NEW HAVEN LINE: Trains #1532 (1:34 PM New Haven/Grand Central Terminal), #1569 (2:33 PM New Haven/Grand Central Terminal) and #1302

(1:15 AM Grand Central Terminal/Stamford) are discontinued. Train # 1300 (12:25 AM Grand Central Terminal/New Haven, was adjusted by 15 minutes to depart at 12:40 AM. Train #1500 (1:15 AM Grand Central Terminal/New Haven) added a stop at Greenwich

- PASCACK VALLEY LINE: Trains #1600 (4:56 AM Spring Valley/Hoboken and #1639 (6:55 PM Hoboken/Spring Valley) discontinued with a caveat that this is subject to approval by NJ Transit, who have also targeted these trains for elimination. NJ Transit did eliminate these trains. The four Weekend Metro-North Express trains remain.
- PORT JERVIS LINE: No trains were eliminated.

Contained within MTA's plan to reduce expenses by \$40.5 million is a \$3 million project that would have replaced the clothes-tearing rubber arm rests in the M-7s. Metro-North and LIRR have paid out thousands of dollars in claims to riders who reported torn pants pockets and jackets. Chairman Walder also plans to renegotiate terms with vendors, control overtime, consolidate administrative functions, and update the inventory system, which he described as looking "like a 1950s inventory process."

Effective last month, there was a streamlining of several of MTA's committees. The Long Island and Metro-North Committees have been merged, which will result in better coordination and oversight of a variety of subjects including capital projects, especially East Side Access. Also included in this reorganization was the Finance Committee.

MTA METRO-NORTH RAILROAD (EAST)

New timetables were issued for the period April 11 through June 20. The reason for these schedule changes, with one exception, is maintenance-related.

HUDSON LINE: Concrete ties are being installed between Beacon and Poughkeepsie. Some trains depart earlier or later, and in some cases travel up to 7 minutes slower or 10 minutes faster. Weekend trains operate up to 10 minutes later and 5 minutes slower. Most adjustments do not exceed 5 minutes. Three AM reverse peak and four PM reverse peak trains do not stop at Phillipse Manor and Scarborough. Instead, bus service operates from/to Tarrytown.

Train # 808 (7:16 AM to Poughkeepsie) does not stop at Garrison, Cold Spring, and New Hamburg. Passengers must ride trains either one hour earlier or later. In response to a request made by correction officers working the first shift at Sing Sing Prison in Ossining, Train #703 (5:45 AM Grand Central Terminal/Croton-Harmon) now departs at 5:36 AM so that they can make it to work

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Commuter and Transit Notes*(Continued from page 6)*

on time. By the way, this request was made at a Metro-North President's Forum where passengers can ask questions and get answers from Metro-North's President and senior staff.

HARLEM LINE: Drainage improvements are underway between Melrose and Fordham. All weekend Harlem Line trains travel two to four minutes slower due to some tracks being out of service. Bridge repairs between Goldens Bridge and Brewster caused adjustments to two late night trains. Train #902 (11:25 PM train from Wassaic) departs 13 minutes later, at 11:38 PM connecting with Train #602 (12:13 AM Southeast/Grand Central Terminal), now operating 10 minutes later, at 12:23 AM.

NEW HAVEN LINE: Trains are also affected by the aforementioned drainage improvement work and operate two-four minutes slower. In addition, CDOT requested that stops be added as follows: Train #1539 (7:59 AM New Haven/Grand Central Terminal) leaves two minutes earlier at 7:57 AM, to add a stop at East Norwalk, closing a service gap of 56 minutes for direct service to East Norwalk, and Train #1545 (8:50 AM New Haven/Grand Central Terminal) leaves one minute earlier to add a stop at South Norwalk, closing a service gap of 74 minutes.

The New York Yankees' home opener took place on April 13. For the 2010 baseball season, Metro-North again issued a special New York Yankees 2010 Game Day Service timetable and continues to provide direct service from the Harlem and New Haven Lines for the 7:05 PM games. (Hudson Line local trains always stop at the station.) The Hudson Line timetables that were issued for May 3-July 12, 2009 included letters denoting which trains would stop at this station during game days, respective of the game time. This year's edition does not, and so riders must check the special Yankees-E. 153rd Street timetable for this information.

Weekends, on the Harlem Line, last year one train was scheduled from Southeast and North White Plains. This year, both trains will begin in Southeast and make selected stops to Yankees-E. 153rd Street. Weekend New Haven Line service has been reduced from four trains (2 New Haven, 2 Stamford) to three – Stamford lost one train. It was determined that ridership in the Stamford-Mt. Vernon zone did not warrant the second train. However, post-game, there will be four trains. There were also minor changes in the Grand Central Terminal shuttle trains. During the 2009 baseball season, the service plan was refined to reduce operating costs. Those reductions, coupled with the aforementioned reductions, will result in approximately \$150,000 in savings vs. what a full season would have cost at the original average cost per game in 2009. Train service is provided for weekday (1:05 PM and 7:05 PM) and

weekend (1:05 PM and 4:05 PM) games.

In mid-January, Train Time™ was launched with 67 stations (March **Bulletin**). Since then, nearly a quarter of a million people have used this free service to check the status of train service in real time at their home stations or wherever they are traveling. On March 31, the final group of stations was added to total 96. Developed in-house, the system uses proprietary software developed by Metro-North's Information Technology and Customer Service Departments in conjunction with the Communications & Signal Department and allows handheld-users (Blackberries, Treos, PDAs, and web-based cell phones) to access train information in a format that is optimized for viewing on their particular device. Not included are the Danbury and Waterbury Branches, as well as State Street in New Haven because they do not operate with the system used to track train status and real-time train information cannot be displayed.

Shortly before 8 PM April 5, the driver of a Jeep crashed onto the New Haven Line tracks in Mt. Vernon. This portion of the railroad has a third rail, not catenary. The 20-year-old driver, who was briefly hospitalized, was cited by police for driving with a learner's permit without supervision. She told police that she had swerved to avoid a car in front of her; however, witnesses told police that she swerved to avoid a boy on a bike. Metro-North spokesman Dan Brucker said that about 10,000 commuters were delayed as service was suspended in both directions until about 8:30 PM. By midnight all repairs were made to the tracks. A similar incident occurred on March 10 (April **Bulletin**) when a car crashed through a fence near the PATH Journal Square station.

After the arrival of Chairman Jay Walder, MTA's website has been upgraded to make it more user-friendly. Among the documents that are now available on-line are the meeting minutes of the various MTA committees. While reading the Metro-North Committee minutes of February 22, 2010, in the Mean Distance Between Failures (MDBF) report, there was note that the last 30 M-1s were retired in October. A source reported that those which had been tagged for removal (January **Bulletin**) remained at Croton-Harmon at the end of March.

Since late January, Tracks 11 and 13 at Grand Central Terminal have been out of service, and they will remain so for 20 months in order to construct a new entrance to the Grand Central North complex on the south side of E. 47th Street between Park and Madison Avenues in the 245 Park Avenue building.

MTA METRO-NORTH RAILROAD (WEST)

NJ Transit's May 1 fare increase these caused Pascack Valley (Spring Valley, Nanuet, and Pearl River) monthly New York Penn fares to go up by \$7 and one-way fares by \$.25. Monthly Port Jervis Line (Port Jervis to Sloatsburg) fares went up \$14, with one-way fares going up \$.50.

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Commuter and Transit Notes*(Continued from page 7)***CONNECTICUT DEPARTMENT OF TRANSPORTATION**

In December, 2009, 9102-3, the first of the M-8 pilot cars, arrived in New Haven. Subsequently, 9104-5 and 9106-7 were delivered. The latter arrived during the week of March 15. Eight cars are needed for road testing.

MTA LONG ISLAND RAIL ROAD

LIRR conducted a "secret" test of C-3 (bi-level) cars powered by dual-mode locomotives 500 and 516 on the Port Washington Branch during the morning of Saturday, March 20. This was the first time that this equipment has operated on the branch and it appears that the test was successful.

Special schedules were issued as follows:

- Port Jefferson - Sperry Rail Testing – March 31 and April 1. Buses replaced the train service between Hicksville and Port Jefferson
- All lines except Port Washington, April 10-11; 17-18 – track work. Buses replaced trains on the Hempstead Branch

Member Joe McMahon wrote about the work that is taking place on the Babylon Branch, which was reported in the April *Bulletin*. "LIRR often tweaks branch timetables to allow for scheduled track work and other maintenance. For ten weeks until May 16, on midday weekdays, there is a single-track operation between Wantagh and Babylon. Seven eastbound trains terminate at Freeport and seven trains provide hourly local service to Babylon. Four others make no stops between Wantagh and Babylon. Westbound, the service pattern is similar. In general, the schedule allows both an express and a local to travel the ten miles of single-track, then the flow reverses. On April 1, I searched for the work and found fourteen maintenance vehicles and many workers occupying Track 2 at the Amityville crossovers west of the station. On Track 1 at the station, new color signals are bagged and turned, ready to replace the position-light signal whenever the work is finished. On the other track, crews seemed to be replacing wooden ties in Lindenhurst and Massapequa. Another track crew was just east of the Wantagh crossover. The work on the Wantagh signals began in November, 2007. Color signals on the new bridges are not yet in use."

NJ TRANSIT

At the public hearings to discuss fare increases and service reductions, which took place on March 25 and 26, there was loud opposition to both. After their conclusion, Executive Director James Weinstein said that the transit agency may need to "adjust" its proposed service cuts and 25% fare hike proposal. Mr. Weinstein also said that bus and train riders should not expect "huge changes," citing the \$300 million deficit the agency faces for the fiscal year that begins on July 1.

The last fare increase, 9.6%, occurred on June 1, 2007. On April 14, the Board of Directors voted to raise rail and interstate bus fares by 25%, and light rail and local bus fares by 10%. Mr. Weinstein said that the latter was lower as those riders tend to earn less. The revised plan also restores some local bus routes in Middlesex, Morris, Monmouth, Somerset, Warren, and Sussex Counties. Customers were advised that off-peak round-trip (ORT) tickets would be discontinued on April 30 as part of the budget proposal and those tickets will be accepted only through May 23, 2010. This was the twelfth fare increase in NJ Transit's history. The changes are effective May 1.

There were modifications to the proposed rail reductions on the Main/Bergen, Morris & Essex, North Jersey Coast, Northeast Corridor, and Raritan Valley Lines, where some trains have added stops or had their departure times changed to reduce headways. New timetables will go into effect on May 23, except on the Pascack Valley Line, which will change on June 21. Details next month.

Raritan Valley Line trains resumed serving Bound Brook for the morning commute of March 23, after the waters from the Nor'easters receded.

Member Bob Vogel reported that regular consists for Atlantic City Express Service trains returned as of March 19. Train #7162, the first ACES train of the weekend, crossed Cooper River from Westmont to Cherry Hill with P-40-DC 4802 pulling and ALP-44 4409 trailing. While the P-40-DC fleet (four locomotives) was embargoed since the February 13 spectacular engine fire (faulty fuel injector), these trains had been powered by a PL-42-AC with a Multilevel cab car on the opposite end. Passengers were shuttled between Newark and New York because the PL-42-AC is too big to fit through the North River tunnels.

Newark Light Rail got a new timetable as of April 3. There are only minor changes to the weekday schedules, but on weekends, the same schedule is used on Saturdays and Sundays, and follows the January 9, 2010 schedule for Saturday.

AMTRAK

On March 22, Amtrak announced that it had established a new department to develop intercity high-speed rail service with the goal of operating trains at 220 mph (354 kph). At present, Acela trains are permitted to operate at 150 mph (241 kph) for two sections (MP 154.3-171.7 and MP 174.5-180.5) which is roughly between Kingston and Providence, Rhode Island.

The second Cascades train which began running between Portland, Oregon, Seattle, Washington and Vancouver, British Columbia on August 19, 2009 on a trial basis and which was to end on March 31, has been extended for six additional months. Intended to serve the recently completed Winter Olympics, ridership has exceeded 33,000. Thanks to Bob Hansen for this news.

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

Member Todd Glickman has been commuting between New York and Boston for over thirty years, but he's never had the chance to ride the "inland route" until April 4. This opportunity arose when the Northeast Corridor tracks were flooded in western Rhode Island due to the rainstorm of March 29-30, which shut off service between New Haven and Boston for many days thereafter. Todd wrote: "I took Amtrak train #1161, the 0815 departure from Boston, with a scheduled 5½ hour running time to New York Penn. It was a ten-car consist, led by P-42 #111, with the first coach being business class, followed by the quiet car; the café was in the 4th position. I estimated that the train was about 30% full leaving Back Bay, and was close to 70% full after New Haven. The trip took six hours and two minutes, with time lost for a brakes-in-emergency north of Hartford, waiting for an opposing move to clear the single track south of Hartford, and the engine swap to an HHP-8 at New Haven. The coupling of HHP-8 was very hard -- enough so that people standing in the first coach lost their balance. When passing the diamond crossover in Palmer, Massachusetts, it was strange to see railfans taking pictures of the train I was on!"

At 7:30 PM April 4, Amtrak issued a press release that the water had receded and the track was inspected, so Northeast Corridor service would be restored as the morning of April 5. Todd wrote: "I'm aboard *Acela* #2150 (0803 NYP-BOS) — yeah free Wi-Fi! We slowed to about 20 mph near Chapman Pond just outside Westerly, Rhode Island, where the flooding of the right-of-way took place. There's still a lot of construction equipment around, and the water on both sides of the roadbed is very high. Even outside the areas where the worst flooding occurred the water is still very high along the route. But it's nice to be back on the Northeast Corridor!"

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

On March 22, Governor Deval Patrick named Richard A. Davey, who was general manager of the Massachusetts Bay Commuter Railroad (MBCR), operator of MBTA's Commuter Rail services, to manage all of the state's public transit operations, including MBTA. Donald Saunders was named as MBCR's interim General Manager. On the eve of his expected confirmation to this position, Mr. Davey heard from a panel of transit riders and listened to concerns that ranged from the location of recycling bins on subway platforms to the long-term health of the often-troubled transit authority. *The Boston Globe* reported this quote by Mr. Davey: "We're going to be out and about, at Park Street, at Ruggles, riding trains, riding buses, talking to folks, seeing and hearing what you see every day and what we should be doing and addressing." Todd Glickman, who

sent this report bolded the following statement: "**For transit buffs, Davey said, he wants to expose more of the 'T's inner workings. He said he would like to open maintenance facilities for tours, or convert the dusty trolley cars caged at the Boylston stop into a walk-through museum, accessible for the price of a subway fare. Davey said such attractions would appeal to those, like himself, who find that public transportation 'brings out the little boy or the little girl in you.'**"

MBTA has made its bus scheduling data available to the public in the hopes that it would encourage people outside of the transit industry to develop software that would aid the public in using its lines. Recently one such entrepreneur, for \$375 in materials and in one afternoon's work, created an LED sign that displays the arrival time of the next two Route 39 buses, which operate between Jamaica Plain and Back Bay. In the October 2009, *Bulletin*, we reported on some iPhone apps that had been created. Todd looks forward to the availability of more such apps, especially when they get the rapid transit on-line. "It's my biggest beef — from Kendall/MIT station I have a number of choices to get to North Station. Knowing which service will come first (Red Line, with or without delays), and various bus routes, can help me decide which way to go. It will be a great help."

In Boston it is referred to as SPTO (Single Person Train Operation), not OPTO (One Person Train Operation) as it is in New York, and last month, MBTA held three meetings to get feedback from the public on its plan to convert the Orange Line to SPTO. The Blue Line has been operated in this manner since June 22, 1996, and the Red Line is to change on July 1. Reducing operating costs is the reason for making these changes.

LINDENWOLD, NEW JERSEY

According to member David Warner, *The Philadelphia Inquirer* was incorrect in its reporting of the downed utility poles that affected PATCO service during the storm on March 13. "The storm did take down several poles about ½-mile west of Lindenwold. Unfortunately for NJ Transit, the poles were on the north side of the shared right-of-way, so when the poles leaned into the right-of-way, their Atlantic City line rails were fouled, as was the normal westbound PATCO track. PATCO service, while disrupted, never stopped. A number of trains were delayed, but all made it to their destination. The headways were changed to 25 minutes to accommodate single-track operation between Woodcrest and Lindenwold, as well as factoring other single tracking due to track work that was occurring over the weekend. NJ Transit operated a bus bridge between Cherry Hill and Lindenwold. PATCO honored NJ Transit tickets for travel into Philadelphia, too. New poles were installed over the rest of the weekend, and NJ Transit service was restored on Sunday night. At least this time

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downed poles didn't take out a train. Two years earlier, on the same weekend in March, a pole that was leaning into the right-of-way did damage a train, and the cars have remained out of service since."

PHILADELPHIA, PENNSYLVANIA

PCC 2785, the last un-rebuilt car of its type in Philadelphia, was to depart for San Diego during the week of March 22 for rebuilding and use in that city. Because the trailer was not long enough, shipment was delayed until April 2. This car was part of the final order of 75 cars (2726-2800), which were built by the St. Louis Car Company and delivered between March and April, 1947. In its last incarnation, it wore the colors of the Chestnut Hill Trolley. According to SEPTA employee Ed Springer, "In August 1992, the skilled craftsmen at Woodland Shop restored 2785 to operate on the 'Chestnut Hill Trolley' (CHT). The car was painted in PTC's green and cream paint scheme. It operated on the CHT from September, 1992 to June, 1996. The trolley was used for charters and special events. The car's final operation was a charter in May, 2005." Thanks also to SEPTA trolley Operator Bill Monaghan for providing the departure date for 2785.

Member Bob Wright reported the three pilot Silverliner Vs are single unit 701 and married pair 801-2, but as of late March had not heard if any operating tests were underway. Bob also reported some details of the fare increases that SEPTA is seeking. "Tokens would go up 10 cents (\$1.35 to \$1.45), transfers from \$0.75 to \$1, and the Regional Rail zones by 25-50 cents each. The base cash transit fare of \$2 will not change. Among the more controversial proposals is the designation of all weekday Regional Rail service between 6 AM and 7 PM, as peak hour, which will change all inbound and outbound fares accordingly (taking away the midday discount period of 9:30 AM to 3:30 PM)."

While waiting for his R6 train one evening, Bob saw Silverliner II 267 on an inbound Cynwyd train. This line is the only Regional Rail line that runs single-car trains and it is almost always a Silverliner IV. "I don't recall ever seeing a Silverliner II or Silverliner III, not that I see it that frequently, so this was truly unusual. I was told by a Conductor that the Silverliner IIs and Silverliner IIIs were unofficially 'banned' from the line as their ages would present a problem if one failed in single-car service."

SEPTA's website lists the Regional Rail Lines with their "R" numbers in parentheses as the current (January 17, 2010) timetables were issued with them. **Cinders** reported July 25 as the effective date for their removal. There will now be 14 folders. If you are counting the table below – the Combined Center City timetable is not listed.

PRESENT NAME	NEW NAME
R1/Airport Line	Airport Line
R2/Warminster	Warminster Line
R2/Wilmington and Newark	Wilmington/Newark Line
R3/West Trenton	West Trenton Line
R3/Media/Elwyn	Media/Elwyn Line
R5/Paoli/Thorndale	Paoli/Thorndale Line
R5/Lansdale/Doylestown	Lansdale/Doylestown Line
R6/Norristown	Manyunk-Norristown Line
R6/Cynwyd	Cynwyd Line
R7/Chestnut Hill East and Trenton	Trenton Line
	Chestnut Hill East Line
R8/Fox Chase and Chestnut Hill West	Fox Chase Line
	Chestnut Hill West Line

Member Raymond Berger reported that Merritt Harrison Taylor, Jr., the last President of the Philadelphia Suburban Transportation Company a/k/a Red Arrow Lines, died on March 26 at the age of 87. This Mr. Taylor was the last of a long line of owners/administrators of the transit system that ran in the western suburbs of Philadelphia, Pennsylvania. His ancestors were A. Merritt Taylor and Merritt A. Taylor.

The following was omitted from a previous column. From **Cinders**: A citizen group has been formed to urge SEPTA to restore service for the 15-mile stretch on the R8 Line from Newtown to Fox Chase, the present terminus. Their web site, <http://www.r8newtown.com/>, contains a wealth of information including historic timetables, studies and the accident report that resulted in the "temporary" abandonment of service. This ex-Reading Line was electrified as far as Fox Chase, which is the last stop within the city limits of Philadelphia, in 1966. For a period of time, SEPTA operated an RDC shuttle service. Several attempts made over the years to operate rail service to Newtown ended in early 1983. SEPTA has reportedly kept the right-of-way intact.

Cinders has promised to account for Silverliner IIs and Silverliner IIIs as they are retired. Besides 257, which burned in the November 3, 2009 fire (December, 2009 and February, 2010 **Bulletins**), 210 and 265 are no longer on the roster. 210 was destroyed in a Christmas Day, 1971 fire at Suburban Station that also damaged 206. That car, along with 201, which was damaged in a collision with 231, also in Suburban Station (date presently unknown), were both repaired using components from 210, which was then scrapped. On October 16, 1979, 265 was involved in a four-train collision at Angora (R3/Media Line), which led to this car being sent to American Coastal Industries in Chesapeake, Virginia. (The name of this firm sounded familiar, so I searched the Internet, and sure enough, in 1987 it

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was awarded a lowest-bid contract by NYCTA to overhaul 52 cars for Staten Island. The first group of eight **A** Line R-44s were shipped, but after little progress, the cars were returned to New York, where the work was performed in-house.) Meanwhile, 265 arrived in Virginia in 1984 for evaluation and four years later it was determined that the car was irreparable. The trucks and other components were salvaged and returned to SEPTA, while the car body was scrapped in Virginia. One Silverliner IV has been retired – 9020 was peeled open when it was rear-ended at North Wales R5/Lansdale/Doylestown Line on July 17, 1980.

Below is a roster of the Silverliner-IIs and Silverliner-IIIs.

NUMBERS	MANUFACTURER	MODEL	BUILT
201-19	Budd Company	Silverliner II	1963
220-39	St. Louis Car Company	Silverliner III	1967
251-69	Budd Company	Silverliner II	1963
9001-17	Budd Company	Silverliner II	1963

Once deliveries begin, and before too many Silverliner IIs and Silverliner IIIs are scrapped, DVARP recommends that since there is little interest from other railroads in acquiring the aged MUs, SEPTA should put them into storage. History has shown that mechanical defects have cropped up that resulted in fleets of cars having to be withdrawn from service, e.g. Amtrak's *Acelas*, which were found to have cracks in the yaw dampers in 2002. SEPTA reported that there is no room in its yards for this purpose, but DVARP has identified the East Penn Railroad, which already uses one of the Bethlehem Branch tracks north of Telford for storage purposes. The rail line would charge SEPTA a "modest" fee for this service.

Member Dave Safford sent an article from philly.com reporting that as of April 12, there were 48 Silverliner V shells at Rotem's facility in South Philadelphia. All shells are built in Korea, but by law, final assembly must take place in the United States.

The married pair of Silverliner Vs (801-2) was displayed on Track 0 at Suburban Station April 14-16 from 11 AM to 6 PM. Bob Vogel emailed digital images, and Dave Safford sent this report. "The cars have smooth, stainless steel shells with a new striping scheme. All signage and warning lights are digital LEDs. Curiously, the pair displayed the soon-to-be-abandoned 'R' designations. A pair of doors is located at the third point from the operator's cab, and a single door at the 2/3 point from the cab. The doors are not vestibuled, and are

completely open to the car aisle. One door of the pair has an integral flip-over ramp to cover the gap at high-level platforms. A sliding threshold supports the outer edge of the closed trap, and retracts into the shell when the trap is open. This is the theory. During my visit at least a dozen SEPTA employees had a go at opening the trap with the ramp and latching the sliding threshold, all with a uniform lack of success. The interior is pleasantly finished and well-lit. The operator has a half-width cab, but my understanding is that the union is still fighting to have this modified. As it stands, a very nice railfan seat occupies the other half of the car width. Seating is vinyl-clad, cushioned, fixed with head supports. Seating is 2x2 between the doors, and 3x2 at the ends. Towards the cab, from the double doors, are two four-person bench seats that flip up to provide wheelchair access. Total seating accommodates 100 passengers by my count. There are no doors separating the two married cars. Scattered throughout the cars are small (maybe 14") video screens which were showing an infomercial for the manufacturer at the time of my visit. I speculate that these will be used for advertising. Wing walls with glass uppers partially shield seating from open doors. Overhead luggage racks run along all seating.

"Assuming that someone figures out how to work the traps, it appears a handsome, generally well-laid-out car, which unfortunately is seriously flawed by the lack of vestibules. They appear hazardous under crowded conditions when running with the traps open, and, despite the wing walls, it may be expected that the seating near the doors at a minimum will be unpleasantly cold. These problems might be mitigated by running only with the traps closed, but how that would be accomplished is unclear."

BALTIMORE, MARYLAND

At 9:20 AM March 23, a tractor trailer that was heading north made a right turn onto Gilroy Road against a signal into McCormick's Hunt Valley plant and was hit by a southbound light rail train. The LRV pushed the truck down the tracks and split the truck's trailer in half. Also caught in the collision was a gray Honda that was traveling behind the tractor-trailer. An MTA MD spokesman said the intersection is not gated. The Train Operator was trapped for 25 minutes before she was removed to a trauma center. Two of the seven passengers who were aboard the train were also injured. Investigators believed that the LRV was a total loss. It was likely that the truck driver would be charged in the accident. A bus bridge was established between Timonium and Hunt Valley so that repairs could be made. On March 27 only, the buses did not stop at the Gilroy station as Gilroy Road was blocked by vehicles making track repairs. After the weekend, shuttle buses reverted to serving all stations between Timonium and Hunt Valley. Normal service was finally resumed after nearly two weeks on April 5. Thanks to member Frank Pfuhrer for this report.

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WASHINGTON, D.C. AREA

A project is underway to replace the small four-digit car numbers on the exterior of Metrorail's subway car fleet with larger ones. Although the work is being undertaken for the benefit of emergency responders and Metro personnel, passengers will also find it useful. Since many riders know the equipment, they will know in advance if the car that they will ride in is one of the older 1000-series cars, or the newest 6000-series. The work is to be completed by this summer.

The three Czech-built streetcars have been delivered and sitting in Greenbelt Yard awaiting a call to service that may not come for a while. A law passed by the United States Congress in 1889 bans overhead electrification in Georgetown and the original center city design by Pierre L'Enfant in 1791, bounded by the Potomac and Anacostia waterfronts north to Florida Avenue. Streetcars would run through much of the core, including H Street NE, where the city is now laying tracks. According to an article published by *The Washington Post* and sent by member Phil Hom, among those opposing the use of overhead wires are the National Park Service, which "does not want and does not approve of" overhead wires in the city, spokesman Bill Line said. The Capital Planning Commission is also opposed to overhead wires, something which came up during reviews of city plans for the reconstruction of H Street, the 11th Street Bridge, and a 1.5-mile stretch in Anacostia. With the H Street-Benning Road section scheduled to open in 2012, Northern Virginia leaders are also planning a streetcar line along Columbia Pike, between the Pentagon City Metro station and Baileys Crossroads, that could eventually run to Alexandria.

One Washington, D.C. Council Member plans to introduce a bill to change the definition of the downtown area. The legislation would allow the council to determine which views in the federal city are worth preserving and which are not. Until the PCCs were abandoned on January 28, 1962, outside of the downtown area the streetcars received their power via a conduit below the street that was accessed from a center rail between the running rails.

NASHVILLE, TENNESSEE

Member Pete Donner, while passing through Nashville, found parked in MTA's bus yard, 7 or 8 ex-Virginia Railway Express (former-Metra) gallery cars in the 400- and 500-series. Pete also told me that the Music City Star Commuter Rail service utilizes two trainsets of ex-Metra gallery cars, one with two cars and one with three. Both trains are powered by ex-Amtrak F-40s.

CHICAGO, ILLINOIS

On the Bi-Level, Metra's passenger newsletter, is celebrating its 25th anniversary and to mark the occasion, Metra has placed a copy of the original edition,

which carries a Winter, 1985 date, on its website along with the current issue. The title originated with the Milwaukee Road, which used it for several years. Metra's press release reported: "The first issue began with a quote that explained the newsletter's mission: 'If you don't tell it like it is, you'll never get it like it ought to be.' The title fit that theme, although the pun was clearer in the original punctuation: **On the (Bi)Level**. It said: We're going to level with you, the riders of our bi-level coaches. (A redesign in October, 2002 dropped the parentheses in favor of a hyphen.)" In each edition, readers will find letters of passengers in the "Sounding Board" venting about the behavior of others and even sometimes the crew. There are also positive comments. Answering passenger questions is a popular feature.

ST. LOUIS, MISSOURI

Despite a low turnout, 63% of voters on April 6 approved a half-cent increase in the sales tax that supports Metrolink. The tax is expected to generate about \$90 million annually to fund operations and enable an expansion of service. Had the measure failed, 650 Metro employees would have been laid off. Some comments that were received as a result of my emailing this news agreed "that there is a pattern of localities willing to tax themselves, even during/amidst/after a Great Recession, to secure rail passenger transit" and "this shows that people are still willing to support transit when it comes down to the wire."

MINNEAPOLIS, MINNESOTA

Northstar Commuter Rail will serve 53 of the Twins' 81 home games this season, including the opening series against the Red Sox. All weekend games will be served as well as weekday evening games between June and August by regularly scheduled service or by additional trains. Families can save by purchasing a Northstar Roundtrip Family Pass, which entitles two adults and up to three children (ages 6-12) to ride. Children under five ride free. Passes cost: \$8 (Fridley), \$10 (Coon Rapids-Riverside, Anoka, and Elk River) and \$17 (Big Lake).

AUSTIN, TEXAS

March 22 saw the inauguration of Capital Metro's Metrorail's 32-mile DMU-operated service between Leander and Austin. According to reports in *The Austin American*, service was running on or near schedule all day. In the morning, about 80 people arrived on the first train, but close to half of them got right back on and rode back towards Leander. About 40 people arrived on the second train at 7:02 AM. Each train has 108 seats. Many passengers who arrived on the 6:25 PM, the last southbound train at the Downtown station, stayed on for a return trip. Capital Metro reported 2,942 boardings, however a group of rail critics, posted at eight of the nine stations, counted 1,946 boardings but did not yet have afternoon numbers for two stations. About 2,000 boardings a day are expected initially. The project, which was approved with a budget of \$90 million, will

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ultimately have cost \$120 million, which includes additional items such as the Leander park-and-ride lot and the connector buses. One interesting thing is that at grade crossings horns are not sounded because Capital Metro has arranged for quiet zones.

DENVER, COLORADO

The final purchase agreements between Denver RTD and BNSF Railway Company were signed on March 31, which will enable an expansion of the FastTracks program. Under the \$144 million deal, the transit agency acquires the rights-of-way to construct the Gold Line and Northwest Rail Corridor, and will have access in and out of Denver Union Station (DUS) and the commuter rail maintenance facility. The FasTracks program is building 122 miles of commuter rail and light rail and 18 miles of bus rapid transit service, adding 21,000 new parking spaces, redeveloping Denver Union Station, and redirecting bus service to better connect the eight-county district. This investment initiative is projected to create more than 10,000 construction-related jobs during the height of construction, and will pump billions of dollars into the regional economy.

ALBUQUERQUE, NEW MEXICO

The March 22 *RailRunner* weekday schedules were replaced on April 12. This was done to accommodate the new Kewa station, after it became apparent that a few minor adjustments were in order to keep trains running smoothly and on time.

Also on March 22, *RailRunner* carried its 3-millionth passenger. Upon selection, the surprised University of New Mexico graduate student told the train crew that she sold her car last fall because she simply did not need it anymore. Since then, she has relied more on public transportation and that move has saved her thousands of dollars. She was rewarded with a basket of *RailRunner* items, including a free one year train pass, a Three Millionth Passenger certificate, and a gift bag that included Rail Runner pins, t-shirts, hats, and other train merchandise. *RailRunner* service began between Albuquerque and Bernalillo on July 14, 2006. The 1-millionth passenger was honored on June 26, 2008, and the 2-millionth passenger on June 3, 2009.

Free Wi-Fi service arrived on April 5. Users must have a Wi-Fi enabled device of their own and once logged on should be able to send emails, surf the Internet, and move from station to train and train car to train car without losing connectivity.

SAN FRANCISCO, CALIFORNIA

It was not an April Fool's joke, but on that day, Caltrain announced that it was facing a \$30 million shortfall in revenues and may need to cut half of its service. The budget is \$97 million. Very likely to be eliminated are night, weekend, and midday trains. Also on April 1, Caltrain announced that in the face of a lawsuit by the

Planning and Conservation League, a Sacramento-based nonprofit that also helped sue the California High-Speed Rail Authority in 2008, it was suspending work on the project to electrify its 51-mile line between San Francisco and San Jose. Thanks to KALW News for this report.

LOS ANGELES, CALIFORNIA

On March 15, the Angels Flight Funicular Railway reopened for the second time. Built in 1901, the line, which had been out of service since 1966, had reopened in 1996. It closed on February 8, 2001 following an accident that resulted in the death of one man and injuries to several others. The line had been scheduled to reopen in the summer of 2007. One of several emails on this subject reported that the line, at 312 feet, is America's shortest railroad.

TORONTO, ONTARIO, CANADA

MetroLinx approved a GO Transit fare increase effective March 20. Adult single-ride tickets were increased by 25 cents regardless of trip origin or destination. In addition, the discount offered on 10-ride tickets and monthly passes was equalized across all fare zones. All 10-ride tickets offer a 7.5% discount over 10 single-ride tickets, and all monthly passes offer a 17.5% discount over 40 single-ride tickets.

New GO Transit schedules went into effect on April 3, with run times adjusted to reflect actual travel times.

VANCOUVER, BRITISH COLUMBIA, CANADA

As it is said, all good things must come to a close, and on March 24 and 25, cars 3050 and 3051 were transferred to Crowe Street, from where they would be moved to Tacoma, Washington prior to being shipped back to Brussels, Belgium. Thanks to Raymond Berger for this report.

Six Budd Company-built RDCs will have a new lease on life as the result of a C\$12.6 million award to Industrial Rail Services Inc (IRSI) of Moncton, New Brunswick, Canada. These cars will be used on VIA routes between Sudbury and White River in Ontario and between Victoria and Courtenay in British Columbia. Built in the 1950s, these sturdy, stainless steel RDCs are structurally sound, and by applying technologically advanced subsystems, the cars will provide 15-20 further years of reliable service. The first car is to be delivered next April and the remainder by the end of 2011.

JERUSALEM, ISRAEL

Here is another light rail report from member Dave Klepper. "The cars have five body sections. There are four doors on each side; sections 2 and 4 have slightly larger than normal-size doors bracketing the four seats on each side. Also, there is an Operator's door, rather narrow, on left side at each end. Why the left side with right-handed operation and most platforms (in some cases just extensions of the adjacent sidewalk) on the right side (although there are a few locations with center platforms)? I think the answer is to facilitate crew

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LIRR TO PARTIALLY DISCONTINUE SERVICE FROM RONKONKOMA TO GREENPORT by Larry Kiss

On January 25, MTA announced plans to abolish all passenger service on LIRR's 46 miles of single-track line east of Ronkonkoma to Greenport except on summer weekends. This was part of the systemwide plan to cut expenses to meet a projected budget shortfall. MTA has calculated that ridership is 190 on weekdays and 160 on weekends. A hearing was held in Riverhead on March 8.

This line, between Greenport and Ronkonkoma, is a very old line, having opened in 1848 as part of a land-sea-land route between Brooklyn and Boston. Once the present Northeast Corridor to Boston was constructed, the line to Greenport became a rural branch line. Service east of Ronkonkoma has always been sparse. In the 1960s service was down to one round-trip seven days a week with additional trains in the summer. In the 1970s and early 1980s some additional trains were added in the rush hours as far as Yaphank and later to Riverhead.

The biggest change to service east of Ronkonkoma occurred on January 18, 1988 when electrification reached Ronkonkoma. Since then, all trains terminate or start at Ronkonkoma and connect with electric trains for Penn Station. The service pattern for the weekday and weekend schedules has remained the same for the last 22 years as shown below and reflects the times that exist in the March 8, 2010 timetables.

WEEKEND

TRAIN NUMBER	STATION LEAVE	TIME	STATION ARRIVE	TIME
3200*	Ronkonkoma	3:49 PM	Greenport	5:04 AM
201	Greenport	5:30 AM	Ronkonkoma	6:53 AM
200	Ronkonkoma	9:02 AM	Greenport	10:27 AM
203	Greenport	11:39 AM	Ronkonkoma	1:03 PM
250	Ronkonkoma	1:42 PM	Riverhead	2:27 PM
251	Riverhead	3:19 PM	Ronkonkoma	4:04 PM
254	Ronkonkoma	5:21 PM	Yaphank	5:40 PM
3251*	Yaphank	6:00 PM	Ronkonkoma	6:16 PM
256	Ronkonkoma	6:53 PM	Greenport	8:17 PM
253	Greenport	9:44 PM	Ronkonkoma	11:07 PM

Note:

*Non-revenue train, no passengers

In the summer the Yaphank afternoon train is extended to Greenport. Weekend service consists of two roundtrips both Saturday and Sunday.

The train consists of a diesel engine and two coaches.

WEEKEND

TRAIN NUMBER	STATION LEAVE	TIME	STATION ARRIVE	TIME
6200	Ronkonkoma	10:40 AM	Greenport	12:05 PM
6201	Greenport	1:11 PM	Ronkonkoma	2:35 PM
6202	Ronkonkoma	3:40 PM	Greenport	5:05 PM
6203	Greenport	6:11 PM	Ronkonkoma	7:35 PM

On March 24, MTA decided that effective September, 2010 only the weekend service would be discontinued between Ronkonkoma and Greenport except during the summer. There is no alternate bus service directly between Ronkonkoma and Greenport. For the first time in Long Island Rail Road history a significant section of railroad will have no passenger service over a weekend.

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changes where operators swap cars. The first section has the streamlined driver's cab and sixteen seats arranged 2 by 2, four railfan seats, facing forward, paired with four, back then repeated. The truck is underneath. Next is the section with the two doors and four sideways seats on each side. The center section with truck has sixteen two by two seats, again two pairs of double seats on each side, this is the center section and the car is double-ended and symmetrical. So that gives $(16 \times 3) + (8 \times 2) = 64$ seats with plenty of standing room. The seats are upholstered in blue and look comfortable. Magnetic track brakes are on all three trucks. The wheels are mostly hidden by skirting, but from the sound, I would guess resilient wheels are used. The car can accelerate as fast as a PCC. MU operation is possible with a fold-out MU coupler that is normally sideways in a recess in the front cowling. There may be a plate to

cover it, but I did not see any covered. Most of the people around the place were Arabs who spoke both English and Hebrew, at least to some extent. Our communication used all three languages. Obviously they wondered who I was and I had to identify myself. I watched tests on the light rail system. The noise level is between a good PCC and a Boeing, not as quiet as the PCC, but not as noisy as a Boeing or certainly not as noisy as a Boston PCC without resilient wheels. The bell is a digital recreation of a standard USA streetcar and sounds terrific – could be on Market Street San Francisco or New Orleans!"

FROM THE HISTORY FILES

60 Years ago: On May 15, 1950, the Kodak exhibit in Grand Central Terminal opened. Kodak's website reported, "it unveiled the first in its long-running series of KODAK COLORAMA Display transparencies — 18 feet high and 60 feet wide — overlooking the main terminal floor of Grand Central Station in New York City. An esti-

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New York City Subway Car Update

(Continued from page 5)

on the sidelines. As the 40 R-46s arrived from 207th Street on March 1, all 26 of the A-A "JFK" pairs of R-46s (6208-58 even) were culled from the fleet and placed in storage pending their later transfer elsewhere. With the exception of 5794-7, which were returned to Jamaica, all remaining R-46s at 207th Street were moved to Pitkin as of March 8, 2010, broken down as follows: 5810-3, 5842-5, 5850-3, 5894-7, and 5942-9 continued in service on **A**; 5910-3 and 6118-21 were activated on **A**; and 5802-5 remained inactive. Also on or about March 8, 5902-9 became the first 8 R-46s to be transferred directly from Jamaica to Pitkin (and going straight into service on **A**). On March 12 these were followed by R-46s 5826-9 and 5866-9, and as additional R-160s are accepted at Jamaica this pattern will likely be repeated often in the weeks to come. Ultimately it is anticipated that there will be about 380 R-46s assigned to Pitkin for exclusive use on **A**, while roughly 308 will be retained at Jamaica for **G** and **R**, with some still used on **F** during peak periods.

R-44 Retirements

There were no additional R-44 withdrawals between February 22 and March 15, 2010.

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between February 23 and March 15, 2010 was SIR "A" car 432, along with "B" car 423. "A" cars 442, 448, and 462 remained in process at Coney Island, while returning to the Staten Island Railway upon completion was "A" car 408 along with "B" cars 403 and 409. This raised the overall number of completed cars to 54.

Miscellaneous Notes and Reefing

R-44 "link" (unitized 4-car set) 5342-5, which had been retired for the evaluation study in December,

2009, entered 207th Street Shop in early March and as of the 15th was being prepared for eventual reefing. This will help to identify the many issues related to setting up a full-blown production line of R-44s, one of the most pronounced of which to date is a shortage of working floor space due to the greater length of the bodies. Whereas a length of 270 feet was required to work on four 60-foot cars simultaneously and could fit within the existing pit space, each set of R-44s would need a length of 330 feet (which does not fit) and may thus force more of a horizontal flow than the former vertical process, with fewer bodies in process at any one time than previous. In addition to this concern it appears that the Coney Island-rebuilt R-44s will require the same sort of localized asbestos abatement that was performed on the slant R-40s, R-40Ms and Morrison-Knudsen-overhauled R-42s, and there will also be a different dynamic to apply when calculating the load of each new barge (meaning fewer cars per shipment owing to the larger size). Nevertheless, as the weeks progress the next round of reefing continues to develop and by summer will probably be proceeding as it has now for the past couple of years.

Conclusion

As so often seems the case recently, more topics could have been covered in this Update but were not developed enough to be included. MTA as a whole remains in an overall state of uncertainty and indecision as its financial underpinnings continue to be exposed to the larger economic upheaval and questioned by its detractors. Exactly where this will all lead may take months or even years to play out, but for purposes of this tome we'll continue to take the short-term view that has worked so well, and try to keep pace with events as they actually occur. Besides, bad times need to be chronicled as well as good for in either case, no one knows what lies ahead.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM
by Bill Zucker

DATE	ROUTE	TYPE OF CARS
April 11, 2010	D	R-68A

Commuter and Transit Notes

(Continued from page 14)

mated 650,000 commuters and tourists viewed this popular attraction every business day, and many of the dramatic photographs displayed over the years were the subject of widespread newspaper and magazine coverage. The exhibit was permanently dismantled in early 1989 as part of Grand Central's restoration." **30 Years ago:** On May 15, 1980, the John F. Hoban

Operations Control Center at the Journal Square PATH station in Jersey City was dedicated. **Headlights** (January-March, 1981) reported that Mr. Hoban had served as PATH Vice President and General Manager until his death in May, 1979. The Hoban Center still serves as the control center for PATH's rail operations, including power supply, communications, and station monitoring.

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

Around New York's Transit System

Prototype Wheelchair-Accessible R-62A Cars

R-62A cars 2451-2-3-4-5, assigned to 240th Street Shop (1), have been modified to provide for ADA access. Crew switch operation has been changed so that two door panels will open instead of one on each of the end cars of this unit (2451 and 2455), providing an opening wide enough for a wheelchair to pass through. On the other cars in the unit, one door panel will open.

Subway Construction Damages Buildings

Tenants in 28 apartment buildings on Second Avenue in the East 90s received letters from MTA informing them that they must vacate their apartments for one or two months, because cracks have appeared on the walls. Unfortunately, the construction of the launch box for the Tunnel Boring Machine is shaking the century-old buildings.

MTA expects to spend \$8 million to place the tenants in furnished hotel rooms, pay their rent, and shore up the buildings. As the work continues south, more tenants may have to move from 111 buildings that must be inspected.

Meanwhile, member Glenn Smith reports that pieces of the Tunnel Boring Machine started arriving at the worksite on the night of April 19.

Passenger Traffic Statistics

NYC Transit's *Weekly News* employee newsletter reveals that 1.623 billion passengers rode in the subway in 2008, averaging over 5 million on weekdays, 2.9 million on Saturdays, and 2.3 million on Sundays.

Parkchester Station Rehabilitation Causes Changes to 6 Service in the Bronx

On April 8, MTA reported that because of station rehabilitation at the E. 177th Street-Parkchester station, there will be changes to 6 service in the Bronx through early July. Weekdays, no northbound 6 local trains will stop at Parkchester, while northbound 6 express trains will

only stop there from 3-9 PM, using the southbound platform. From 6:30-10:30 AM, some northbound 6 trains will terminate at St. Lawrence Avenue, and all 6 local trains will terminate there from 3-9 PM. From 10:30 AM-3 PM, some northbound 6 trains will terminate at Third Avenue-E. 138th Street. There will also be service changes on weekends, and passengers are being advised to pay attention to announcements and notices to find out what they are on any given weekend.

Additional Stations Have Countdown Clocks

On April 12, MTA announced that countdown clocks have been activated at the Bergen Street, Eastern Parkway-Brooklyn Museum, Nostrand Avenue, and Kingston Avenue stations on the Eastern Parkway Line. These are the first stations in Brooklyn to have their countdown clocks activated. The clocks are part of the PA/CIS (Public Address/Customer Information Screens) system, which is connected to ATS (Automatic Train Supervision) to provide real-time information. As mentioned last month, a pilot program is underway to provide a more limited amount of information to screens at stations on lines that are not yet part of ATS.

Abandoned LIRR Station

An abandoned Long Island Rail Road station is adjacent to the Neck Road Brighton (C) station, which is being rebuilt. The Long Island's passenger service ceased on May 14, 1924, most of the Manhattan Beach Branch was abandoned in 1932, and the tracks were removed in 1937. Most of the concrete abutments are still in place. During the Brighton Line station rehabilitation, a portion of the abutment was removed. These April 17, 2010 Larry Linder photos show the remaining abutment and a concrete stairway with a concrete barrier. The railings on the upper level stairways leading to the abandoned platforms are also visible.

