

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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UNIFICATION ACCOMPLISHED 70 YEARS AGO

In June, 1940, the control of city-owned transit facilities exercised by the Interborough Rapid Transit Company for forty years through Lease Contracts #1 2, and 3, and exercised by the Brooklyn-Manhattan Transit Company for 27 years through Lease Contract #4 was terminated. The city acquired ownership of all company-owned elevated railroads, the BMT power plant and power distribution system, and the Brooklyn and Queens trolley car and bus system. The Board of Transportation of the City of New York was the agency of the city for the management, operation, and maintenance of the New York City Transit System, and for all construction of the publicly owned transit facilities within the city.

Unification was planned in the early 1920s. The state Transit Commission was trying to develop a plan of unification of all rapid transit facilities in the city, which would be acceptable to the city government and the lessees, IRT and BMT. A valuation of the properties and of the leasehold rights and interests of the city and the lessee companies was completed in 1923 and was kept up to date.

A tentative outline of a unification plan was submitted to the city government, IRT, and BMT. A new non-profit corporation, authorized by an act of the Legislature, would be managed by a Board of Directors composed of representatives of the city government, the lessee companies, and the public. This corporation would have the power to acquire all the interest of the lessees and to issue its own bonds or assume outstanding company bonds.

This tentative plan was discussed and revised without reaching any agreement. Late in 1933, the Transit Commission submitted

another incomplete draft, which was rejected by the lessees.

When Fiorello H. LaGuardia became Mayor on January 1, 1934, he appointed Judge Samuel Seabury and City Chamberlain Adolf Berle, Jr., who investigated the unification plan. They reported that the lessees rejected the plan because the fare was fixed at five cents. The city could not buy IRT and BMT or recapture portions because its borrowing or bond issuing capacity within the constitutional debt limit was insufficient.

The Transit Commission and the city government obtained permission to authorize a referendum on a constitutional amendment increasing the city's borrowing capacity and allowing the city to issue bonds worth \$315 million for unification. This amendment was adopted on November 8, 1938. With adequate funds available, the city government and the Transit Commission prepared a new plan based on complete city control canceling the long-term operating leases held by the Interborough Rapid Transit Company and the Brooklyn-Manhattan Transit Corporation. After conducting protracted negotiations with committees of stockholders and bondholders of both corporations, two coordinated plans were adopted by the city Board of Estimate and the state Transit Commission in the summer of 1939. These plans became effective in June, 1940.

There was a ceremony at the City Hall Council Chambers at noon June 1, 1940. Security holders were paid \$147 million in city bonds in the presence of the Mayor, city officials, members of the Transit Commission, and security holders. Directors of the Williamsburg Power Plant Company, South

(Continued on page 4)

NEXT TRIP: LANCASTER WEEKEND—JUNE 12-13

F HEADWAY TABLES by Bernard Linder

WEEKDAYS

DATE	MIDNIGHT	AM RUSH		MIDDAY	PM RUSH		EVENING
		Northbound	Southbound		Northbound	Southbound	
This is an incomplete record.							
January 10, 1944	15	4, 5	4	6	4	4, 5	8
This is a complete record.							
December 11, 1950	15	4, 5	3½, 4	6	3½, 4	4, 5	8
June 30, 1952	20	4, 5	3½, 4	8	3½, 4	4, 5	10
November 1, 1954	20	4	4	8	4	4	10
December 21, 1964	20	3½	3½	8	4	4	10
July 11, 1966	20	3½, 4	3½, 4	10	4	4	12
November 27, 1967	20	4	3½	10	4	4	12
November 1, 1971	20	4, 5	4	10	4, 5	4, 6	12
August 30, 1976	20	5	4	10	4, 5	5	12
May 5, 1980	20	4, 5	4	10	4	4, 6	12
November 26, 1984	20	5	4	10	4	4, 6	12
October 26, 1992	20	5	3½	10	3½	5, 6	12

SATURDAY

SUNDAY

DATE	AM RUSH	MORN-ING	AFTER-NOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
January 15, 1944	4	6	6	8	January 9, 1944	10, 8	6	8
May 17, 1947	5	6	6	8	This is a complete record.			
This is a complete record.					October 22, 1950	10, 8, 7	7	8
December 16, 1950		6	6	8	December 30, 1951	10, 8	8	8, 10
January 5, 1952		6, 7	7	8	October 31, 1954	12	10	10
July 5, 1952		8	8	8	October 31, 1971	12	12	12
December 2, 1967		8	8	8, 10	November 11, 1973	15	12	12
November 6, 1971		10	10	12	May 15, 1988	15	10	12
May 21, 1973		10	8	12	December 11, 1988	15	12	12
December 1, 1984		10	10	12	October 29, 1989	15	10	12
December 17, 1988		10	8	12				

A HISTORY OF THE **R** TRAIN

By George Chiasson

(A Special Word of Thanks to ERA Member Michael Miller).

In a manner somewhat similar to **A**, the current **R** train of MTA New York City Transit represents the inheritor in a long line of rapid transit development serving the waterfront, Sunset Park, Park Slope, and Bay Ridge sections of Brooklyn, (more recently) Fort Hamilton, and even to some extent, areas of Staten Island.

Route of the **R** Train

R is one of the longest single routes on the New York subway system at 21.60 miles. It begins at the 71st-Continental Avenues-Forest Hills terminal on the Queens Boulevard Line and travels entirely underground beneath the East River to Manhattan via the ex-BMT 60th Street Tunnel, down the length of the Broadway Line, and through the Montague Street Tunnel back to Brooklyn. It then completes its journey in marquee fashion as the "Fourth Avenue Local" to 95th Street in Fort Hamilton.

SECTION 1: 71ST-CONTINENTAL AVENUES-FOREST HILLS TO QUEENS PLAZA

(E, F, R, V UNTIL THE END OF JUNE)

R originates at the underground terminal at 71st-Continental Avenues-Forest Hills on the Queens Boulevard Subway. This station is set up as an express stop, with two island platforms straddled by four tracks, plus relay trackage beyond that ducks beneath the four main tracks. All four tracks then proceed west beneath Queens Boulevard with stations at 67th Avenue (local), 63rd Drive-Rego Park (local), and Woodhaven Boulevard (Slattery Plaza) (local); then under Broadway with stations at Grand Avenue-Newtown (local), Elmhurst Avenue (local), Roosevelt Avenue-Jackson Heights (express), 65th Street (local), Northern Boulevard (local), and 46th Street (local); then beneath Steinway Street with a local station so named; and finally under Northern Boulevard with stations at 36th Street (local) and Queens Plaza (express). Starting at 71st-Continental Avenues-Forest Hills, **E** and **F** share the middle express tracks, while **R** and **V** locals use the outer tracks. In this manner, **E**, **F**, **R**, and **V** (and occasionally **G** until recently; service is cut back to Court Square as of June 27, but the cutback has already started because of General Orders in the area) continue through the four-track subway and the express station at Roosevelt Avenue-Jackson Heights. **F** trains diverge to the 63rd Street Tunnel immediately west of the local station at 36th Street, while **E** trains continue to Queens Plaza via the express tracks, which run beneath Northern Boulevard from the 65th Street to 36th Street stations.

SECTION 2: LEXINGTON AVENUE TO FIFTH AVENUE (**N, R, W UNTIL THE END OF JUNE**)

From Queens Plaza, **R** trains diverge into the two-track "11th Street Cut" which in turn brings them into the two-track 60th Street Tunnel. After crossing beneath the East River they pass through the Lexington Avenue and Fifth Avenue stations before joining the outer (local) tracks of the four-track ex-BMT Broadway Subway north of the 57th Street station.

SECTION 3: 57TH STREET TO WHITEHALL STREET (**N, Q, R, W UNTIL THE END OF JUNE**)

R trains follow the outer (local) tracks of the four-track Broadway Subway, with stations located at 57th Street (express), 49th Street (local), 42nd Street-Times Square (express), 34th Street (express), 28th Street (local), 23rd Street (local), 14th St.-Union Square (express), 8th Street (local), and Prince Street (local). Immediately south of Prince Street the two express tracks diverge beneath Canal Street to the south tracks of the Manhattan Bridge, while the two local tracks continue into Lower Manhattan with stations at Canal Street, City Hall, Cortlandt Street, Rector Street, and Whitehall Street. A two-track lead south of the Manhattan Bridge turnout serves the never-opened lower level station at City Hall, which is used as a small layover yard. This gives the false appearance of a four-track subway at the Canal Street station, while a double-ended middle relay track exists at the Whitehall Street station.

SECTION 4: COURT STREET TO DEKALB AVENUE (**B, Q, M, R**)

Beyond Whitehall Street **R** enters the two-track Montague Street Tunnel, which proceeds beneath the inner bay to Downtown Brooklyn. The two tracks initially proceed on separate levels as they are joined by the two-track Nassau Street (**M** until the end of June) Line, then level out for their passage under New York Harbor and the mouth of the East River to Downtown Brooklyn. The Montague Street Tunnel proceeds through stations at Court Street and Lawrence Street before merging into the DeKalb Avenue complex, using the intermediate tracks of the six-track alignment through the DeKalb Avenue station in company with **M** (until the end of June) trains. Nominally at DeKalb Avenue, **B** and **Q** (Brighton) trains utilize the outer tracks, **M** (West End Local) and **R** (Fourth Avenue) trains use the intermediate tracks, and **D** (West End Express) and **N** (Sea Beach) trains bypass the platforms on the inner tracks.

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Unification Accomplished 70 Years Ago

(Continued from page 1)

Brooklyn Railway Company, and New York Rapid Transit Corporation resigned and four city officials were named Directors for the purpose of dissolving the com-

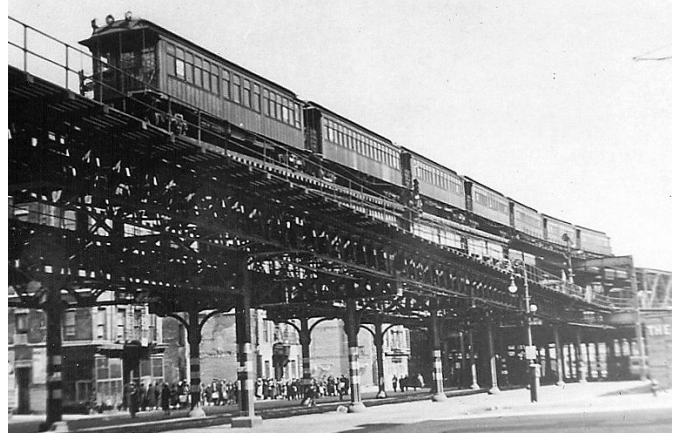
panies.

On June 12, 1940, there was another ceremony at City Hall at which the city acquired ownership of IRT.

This transit system was the largest in this country. Five years later, the system consisted of 5,620 rapid transit cars, 1,141 trolley cars, and 546 buses.



Second Avenue El at E. 117th Street, looking north.
Bernard Linder collection



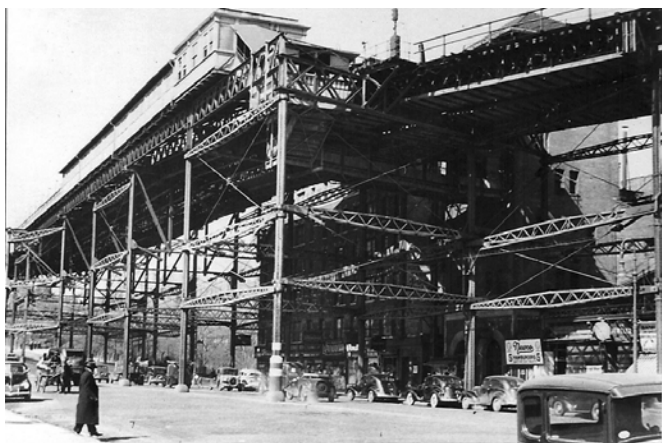
Second Avenue El at E. 127th Street, looking north.
Bernard Linder collection



Ninth Avenue El south of Battery Place.
Bernard Linder collection



Ninth Avenue El at Rector Street, looking south.
Bernard Linder collection



Ninth Avenue El at W. 110th Street and Eighth Avenue, looking west.
Bernard Linder collection



Ninth Avenue El at W. 110th Street, looking west.
Bernard Linder collection

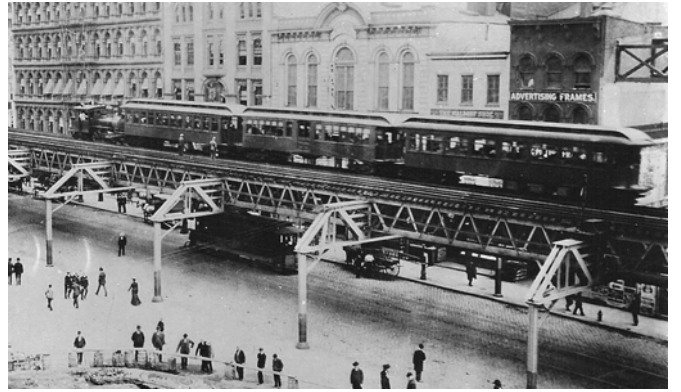
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Unification Accomplished 70 Years Ago

(Continued from page 4)



Fifth Avenue El terminal at Third Avenue and 65th Street, May, 1940.
Bernard Linder collection



Fulton Street El at Borough Hall in 1902.
Bernard Linder collection



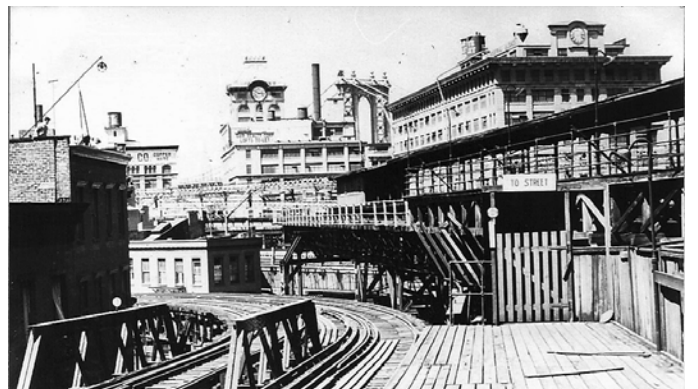
Fifth Avenue El crossing under Fulton Street El east of Flatbush Avenue, 1927.
Bernard Linder collection



Fulton Street El at Flatbush Avenue looking east.
Bernard Linder collection



A Fifth Avenue El train of 1000-series cars on the structure over Flatbush Avenue between Fulton Street and Fifth Avenue.
Bernard Linder collection



Kings County station, Fulton Street El, looking north, June 9, 1941.
Bernard Linder collection

STATEN ISLAND — FINALLY! by Marc Glucksman (Photographs by the author)

April 17 was the day that NYDERA was able to take its long-awaited trip in Staten Island behind Staten Island Railway's (SIR) newest motive power. BL-20G 776 was selected from the new group of four engines from Brookville for the fantrip assignment and met us at St. George. The engines weigh 230,000 pounds and produce 2,250 horsepower. Similar engines were delivered to Metro North and Connecticut DOT. There had been a delay from the original planned date of the trip, owing to engine acceptance problems. Amongst other issues, our hosts later informed us, the AAR FRA Class I-compliant coupler on the engine was mounted in such a fashion that it was not able to properly meet the R-44S/MUE-2 coupler. They also noted that the engines have been extremely successful since their local modification. Their acceptance has allowed SIR to sell its two Alcos and return engines 57 and 58 to MTA New York City Subway. In October, 2008, NYDERA went on a similar excursion with these Alcos (see December, 2008 *Bulletin*).

As we left St. George, our crew wye'd the train and backed into the Ball Park station. The station, which opened in 2001, is the only active portion of the former Baltimore & Ohio North Shore Line. It serves the New York Yankees' Staten Island New York Penn League Minor League Affiliate team, or did until MTA's 2010 service reductions included cutting the two inbound and one outbound trips that had run only on game days. There is no projected return of service, and so our train

may well be the last to stop at this station for quite some time.

Our trip then proceeded southbound to Tottenville, making photograph stops including Dongan Hills, New Dorp, Great Kills, and the smallest SIR station, Atlantic. In revenue service, only the last car of revenue trains opens for passengers. Within the next year, Atlantic is projected to close and combine with Nassau into a single station. At Tottenville we had an opportunity to photograph the engine in the yard, as it was separated from the train and moved to the north end for the return trip.

The next stop was Clifton, where our guides took us into SIR's maintenance facility. They told us about the overhaul that the R-44S fleet had received at MTA New York City Subway's Coney Island facility. For many of the cars it was only their second trip off of the island since delivery from St. Louis, Missouri. The repairs mainly included new seats and changing mechanical components. Although many of the cars have extremely low mileage relative to their city cousins (the Subdivision "B" R-44), rust has developed in unexpected places, which could potentially lead to structural problems. This opens the door to replacing the current fleet with R-46s retrofitted to appropriate standards to temporarily forestall ordering a new fleet.

Thanks go to Sid Keyles, our erstwhile trip coordinator, and the staff of SIR for making the trip an enjoyable experience for all.



Ball Park.



Combination shot at Annadale.

(Continued on page 16)

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello, Everybody!

Subdivision "A" Happenings

9339 became the first of the 38 former World's Fair R-33 single units, all now converted to work motors, to be retired from its second career during February, when it reportedly suffered a serious grid fire. The car was last observed being a Signal Dolly based at 207th Street, and it was included with the 25 bodies that departed on the final barge of April 15, 2010. Also on board the same barge was former R-22 revenue car 0R722 (ex-7490), which had been rehabilitated by Coney Island Shops as a transition car back in 2006 but was seeing little to no use. In March and April, R-142s from ② and ⑤ line were making fairly regular appearances at the new South Ferry Terminal as part of a General Order. During the overnight hours and sometimes on weekends, ② trains from 241st St.-Wakefield were diverted to South Ferry, where passengers were either given block tickets for transfer to ④ trains at Bowling Green, or could change for ① trains to Pacific Street, where they could re-connect to Subdivision "A" via Atlantic Avenue. The construction side of this G.O. involved a major track replacement project through the station at Borough Hall.

R-160 Progress (Jamaica's Deliveries Almost Final; The First Option II R-160A-1s Arrive)

In the second half of March, Option II R-160A-2s 9793-7 were delivered, while Option II R-160A-2s 9753-62 and 9773-77 entered service on ⑤ and ⑥. Additional Option II R-160A-2s placed in service through April 17 on the Jamaica routes included 9763-72 and 9778-92. By March 31, Option II R-160Bs 9913-22 had been delivered, with cars 9903-12 entering ⑤ and ⑥ service as of March 23. Through April 17, Option II R-160Bs 9923-32 had also arrived, which left just ten more cars to come in before Kawasaki's portion of the R-160 contract would be complete. In fact, 9933-42 were sighted at the Yonkers assembly plant all but ready for delivery on April 8. Starting on April 3, at least three trains of Jamaica R-160s were assigned at all times to ①, and often one or two more than that. As a direct result the use of R-160s on ⑥ was reduced slightly (though still in a big majority) and they no longer cover complete schedules at night and on weekends.

As of April 6, the final five-car set of Option II R-160A-2s, numbered 9798-9802, had arrived on NYCT property. Two days later these were followed by the first four-car set of the 32 R-160A-1s to be delivered under Option II, made up of cars 9943-46 in consecutive order. These were marshaled at 207th Street and forwarded by diesel to Pitkin Shop where set-up commenced. Once joined by the second such unit to form a functional, initial test train of eight cars (and 9947-50

were delivered as of April 14), all will be stationed at East New York for the burn-in process and eventually enter revenue service on ①/② and ③. These cars are not equipped with the CBTC now necessary to operate on ④, and were originally intended to replace the 50 Morrison-Knudsen-overhauled R-42s that have remained at East New York since mid-2008. With the anticipated merger of ③ and ④ this summer, that plan appears to now have been put on hold and the 32 new cars will be used to expand the existing fleet of 276 R-160A-1s that are now used on ①/② and ③ (8377-8652), and will still be supplemented by the Morrison-Knudsen-overhauled R-42s.

As of April 17, deliveries totaled 348 R-160A-1s, 630 R-160A-2s, and 650 R-160Bs for a combined quantity of 1,628. Of the overall total as of April 17, 340 R-160A-1s were in service at East New York on ①/②, ④, and ③; 60 R-160A-2s plus 420 R-160Bs at Coney Island on ⑤, ⑥, and ⑦ (for 480 total); and 560 R-160A-2s plus 210 R-160Bs at Jamaica on ⑧ and ⑨ for a combined total of 770.

60-Foot SMEE Fleet

There have been no changes in the status of NYCT's 60-foot Subdivision "B" SMEE fleet between March 15 and April 17. 204 Phase I R-32s remain at 207th Street assigned to ⑦; 26 Phase I R-32s are at Jamaica and used on ⑧; and 10 Phase I R-32s are at Coney Island and used on ⑨ for a combined total of 240. There are also six retired (ex-Jamaica) Phase I R-32s that remain at 207th Street after departure of the final disposition barge. At East New York there are still 50 Morrison-Knudsen-overhauled R-42s assigned to ①/②, and not necessarily just on weekdays. 14 more ex-Jamaica Morrison-Knudsen-overhauled R-42s are in storage at 207th Street, potentially awaiting a recall to duty as well for a total of 64 overall. A handful of other cars from retired classes (6 R-40s, 1 R-40M, and 1 Morrison-Knudsen-overhauled R-42) were by-passed in the reefing program and also remain on NYCT property, but are unlikely to be reactivated. On April 6, there was one train of Phase I R-32s running on ①, the first such occurrence since last December 15.

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

Withdrawal of the R-44s began in earnest on March 16 with the removal of no less than 16 cars (that is four 4-car sets) from the active fleet in one single day. At the same time open-enders 6206/7 and the 26 6200-series "A-A" (or "JFK") R-46s that had been idle since March 1 were reactivated on ⑩. In the month since that time (through April 17) a pattern has become well-

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Commuter and Transit Notes

No. 259
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Having had the original 2010-4 Capital Program rejected by the Capital Program Review Board (CPRB), a revised plan, with \$1.8 billion less spending, was released on April 23. This can be viewed on MTA's website. There is some bad news – there is only funding for the first two years, but under the law, a five-year plan must be submitted. This plan was approved by the MTA Board at its April 28 meeting and then sent to CPRB for its stamp of approval.

The so-called “mega projects,” East Side Access and the Second Avenue Subway, will continue to be funded. Under the category of Shops, Yards, and Depots, there is an emphasis on investing in facilities that can serve the needs of more than one agency. As an example, at Croton-Harmon, \$123 million will be saved by eliminating a function that can be provided by LIRR at its Hillside facility. It is envisioned that Croton-Harmon will be able to service both MNR and LIRR electric equipment. \$76 million was saved for the Hillside facility as this work can be performed at Croton-Harmon. This will make for some interesting photo opportunities when LIRR equipment is moved on MNR trackage and vice versa. There are also new strategies with regard to repairing subway stations and in purchasing new rolling stock by removing “age” as the determining factor for when equipment should be replaced, saving \$800 million. There are comparable savings for NYCT (subways and buses) and Bridges and Tunnels. Below are just ten of the projects from each railroad.

LONG ISLAND RAIL ROAD:

- Purchase 84 MUs (\$356 million)
- Evaluate and purchase DMUs to support “Scoot” service on diesel (Greenport, Montauk, Oyster Bay) branches (\$81 million)
- New mid-Suffolk yard for electric train storage (\$79 million)
- Reconfigure Port Washington Yard to expand capacity (\$12 million)
- Construct “pocket tracks” at Great Neck and Massapequa (\$46 million)
- Montauk Yard facility improvements (\$8 million)
- Design a second track between Farmingdale and Ronkonkoma (\$30 million)
- Atlantic Ave. Viaduct repairs (\$40 million)
- Babylon Branch track replacement (\$37 million)
- Positive Train Control (\$314 million)

METRO-NORTH:

- Purchase of up to 380 M-8s and modernization of New Haven Line fleet (\$246 million)
- Replace five locomotives used for non-revenue yard operations, recovery of disabled trains and

branch line service (\$13 million)

- Continue priority infrastructure work in the Park Ave. Tunnel and trainshed leading to Grand Central Terminal (\$38 million)
- Upgrade Fordham Road Station with wider platforms, new canopies, passenger information system (\$13 million)
- Replace Harlem River Lift Bridge motor control components (\$14 million)
- Port Jervis Line signal improvements (\$68 million)
- Power improvements and component replacement – Hudson/Harlem Lines (\$44 million)
- Smart Card pilot (\$9 million)
- Create new strategic intermodal facilities (\$45 million)
- Positive Train control (\$187 million)

MTA METRO-NORTH RAILROAD (EAST)

April 29 was a day that every Metro-North train, east and west of Hudson, was on-time! This information was posted on the message board at Grand Central Terminal the following day, along with a “thank you” to both passengers and employees.

According to the latest information from Metro-North, NYCT Diesel 064 is no longer on its locomotive roster. Also gone are GP-8 543, GP-9 750, and all FL-9s. New to the MU roster are the M-8s. Although the order is for 300 cars, so far numbers have been assigned for the first 200 – 9100-9299. There is also an as-yet-unexercised option for 80 cars.

On May 5, retired FL-9 2008 and FP-10s 410 and 411 were hauled away to Selkirk, New York and then on to a scrapper. However, still on the property are FL-9 2012 (in New York Central colors) and FP-10 413, built in December, 1946.

For the first six games of the 2010 baseball season, about 19,000 passengers were carried on “Train to the Game” trains.

Metro-North suspended its usual rules for bicycles, a permit and limits on the number of bicycles per train, for the TD Bank Five Boro Bike Tour, which took place on Sunday, May 2. The usual special brochure was issued.

In last month's *Bulletin*, I wrote that 245 Park Avenue was located between Park and Madison Avenues, rather than Park and Lexington Avenues. Member and now Hawaii resident Charlie Treuhold, who informed me of this, also wrote, “before there was a GC North, there were ‘emergency’ stairways by which commuters exited from near the north end of two (?) low-numbered upper- and lower-level platforms (higher numbers than 11 & 13) to reach exits in buildings on the east side of Park Avenue at 47th and 48th Streets.”

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Commuter and Transit Notes

(Continued from page 8)

MTA METRO-NORTH RAILROAD (WEST)

In connection with NJ Transit's May 23 timetable change, a combined Pascack Valley/Port Jervis timetable was issued, which will remain in effect through June 19. There was one significant change – Train #56 (7:42 AM Port Jervis/Hoboken) departs four minutes later at 7:46 AM, arriving at Hoboken four minutes later. Fare information was also updated. Details of the next timetable change will be published next month.

A notice was issued by NJ Transit that although discounted tickets were eliminated an arrangement was made with Metro-North in that the off-peak round trip tickets remain available for travel between Metro-North stations and Secaucus Junction, New York Penn, and Hoboken. They are not sold on-board trains, and must be purchased at ticket windows and/or TVMs.

The usual Getaway service will operate on May 28, July 2 and September 3.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Effective April 19, Shore Line East began offering a reduced fare for senior (65 and older) and disabled commuters on all but weekday morning peak trains, which mirrors Metro-North's policy. The reduced fare is 50% off one-way fares and is available on-board SLE trains.

The New York Times (April 21) reported that CDOT is rethinking the idea of bar cars due to the recession and the higher costs for the custom design. New Haven Line rider and train designer Cesar Vergara prepared concept drawings for the interiors of the M-8s with and without a bar car. A CDOT spokesman said "A decision was made early on that more seats on the trains was our top priority and that bar cars – as popular as ever – could wait. It was that simple." Then on Sunday evening, April 25, Channel 4 aired a report from Jim Cameron, Chair of the Connecticut Commuter Rail Council, who assured riders that there were no plans to eliminate bar cars. The eight current cars are expected to remain in service along with a select group of refurbished M-2s until further notice.

The State of Connecticut earned high marks from Transportation Secretary Ray LaHood during his April 26 visit concerning its plans to introduce high-speed commuter rail service on the 64-mile line between Springfield, Hartford, and New Haven. So far, the state has received \$40 million from the federal government to construct a second track and will apply for additional funding. Eight to eleven stops are under consideration. Service could begin between 2014 and 2016.

9100-1, the final two pilot M-8s that are required for road testing, arrived on May 5. They join the already delivered 9102-7.

Shore Line East issued a new timetable effective May 10, which has increased weekday service to and from

New London. Eastbound, Trains #1641, 1687, and 1697 depart New London at 6:55 AM, 6 PM, and 8:35 PM. Westbound, there are Trains #1600, 1636, and 1674, which depart from New Haven at 5:30 AM, 4:27 PM, and 8:50 PM. There are now five Shore Line East and three Amtrak trains in each direction between New London and New Haven, the highest level of Shore Line East service ever. Weekend service remains unchanged. Thanks to member David A. Cohen for sending copies.

MTA LONG ISLAND RAIL ROAD

New timetables were issued for all branches and Mets-Willets Point effective May 17 through September 12, which include many of the service reductions that were approved by the MTA Board on March 24. Details were provided in the May *Bulletin*. There were also the following construction-related activities, which have some train departure time changes:

PORT WASHINGTON: Tie replacement — one of the two tracks is out of service between Bayside and Great Neck requiring single-tracking, mid-days

PORT JEFFERSON: Tie replacement — single-tracking between Hicksville and Cold Spring Harbor, midday

BABYLON: Tie replacement — one of the two tracks between Valley Stream and Wantagh is out of service. One Babylon local train operates in each direction each hour. The second local train originates and terminates in Freeport every other hour. Express service to and from Babylon has been increased to hourly with added stops at Merrick, Bellmore, Wantagh, and Massapequa. Train departure times were adjusted between 2 and 22 minutes. The work on this stretch of track will continue until September 10. Additional work, and its associated affect on midday service, will be performed on another stretch of track on the Babylon Branch beginning with schedules that take effect September 13

ATLANTIC BRANCH: Half-tie replacement on weekday overnights requiring single-tracking between East New York and Jamaica

Due to rail testing and track work between Medford and Greenport, a special timetable was issued for May 10-14 and 17-21.

At the end of 2009, in addition to 45 diesels and dual-mode engines, the LIRR fleet consisted of:

CLASS	TYPE	NUMBER	ORIGINAL FLEET
M-3	EMU	160	174
M-7	EMU	826	836
C-3	Bi-level	134	134

Rail service will operate for the Belmont Stakes on June 4 and June 5 – the day of the race.

NJ TRANSIT

As was reported in the May *Bulletin*, at its April 14 meeting, NJ Transit's Board voted to raise rail and interstate bus fares by 25% and bus and light rail fares by

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10% on May 1. New timetables went into effect effective May 23 on all lines, with the exception of the Pascack Valley, which will change on June 20. Gone from the timetables (except for the Main/Bergen) are the shaded areas that formerly denoted peak hour trains. This no longer matters since off-peak fares no longer exist except for the MTA-controlled stations on the Port Jervis and Pascack Valley Lines. There were some time adjustments to trains on all lines. Below are changes that were made in response to rider's feedback and modify what appeared in the April **Bulletin**.

MAIN/BERGEN COUNTY LINE:

- Train #1122 (5:46 PM Suffern/Hoboken) now makes all Main Line stops
- Train #1277 (8:15 PM Hoboken/Waldwick) departs 25 minutes later at 8:40 PM to reduce the waiting time for Train #1279 (9:15 PM Hoboken/Waldwick)
- Train #1280 (9:29 PM Waldwick/Hoboken) departs 29 minutes later at 9:58 PM
- Train #1281 (10:26 PM Waldwick/Hoboken) is eliminated

MORRIS & ESSEX LINES:

- Train #429 (5:03 PM Hoboken/Gladstone) has added East Orange and Brick Church; and Train #807 (5:12 PM Hoboken/Lake Hopatcong) has added Orange, Highland Avenue, and Mountain stations for discontinued Train #465 (5:06 PM Hoboken/Murray Hill)
- Stops at Maplewood, Millburn, and Short Hills for discontinued Train # 813 (6:40 PM Hoboken/Lake Hopatcong) are being made by Train #439 (6:30 PM Hoboken/Gladstone).
- Train #1070, which replaced Train #1000 and Train #870, departs from Hackettstown at 5:15 AM

NORTHEAST CORRIDOR LINE:

- Train #3868 riders are being accommodated on either Train #3866 departing Trenton at 5:03 PM or Train #3970 departing Trenton at 5:49 PM, making all stops of Train #3868
- Train #3881 (previously the 7:42 PM NY/Penn/Trenton, now departing at 7:42 PM) has added stops to accommodate Train #3517's riders
- Train #3918 departs Trenton 19 minutes earlier at 6:13 AM to reduce waiting time for Train #3916 riders
- Late-night service was adjusted to reduce gap created by the elimination of Train #3801 (12:43 AM New York Penn/Trenton)

NORTH JERSEY COAST LINE:

- Train #3224 (7:10 AM Long Branch/New York Penn) is making the Woodbridge stop for discontinued Train #2306 (6:41 AM Bay Head/Hoboken)
- Train #3283 (8:04 PM New York Penn/Long Branch) has added Rahway to accommodate riders

ers from discontinued Train #3517 (7:42 PM New York Penn/South Amboy)

- Train #2307 (4:46 PM Hoboken/Bay Head) departs 9 minutes later at 4:55 PM to reduce the waiting time for discontinued Train # 2309 (5:10 PM Hoboken/Bay Head). The following train, #2311, departs Hoboken at 5:46 PM

RARITAN VALLEY LINE:

- Trains #5718 (6:44 AM High Bridge/Newark), #5420 (7:39 AM Raritan/Newark), and #5422 (7:32 AM Raritan/Newark) added stops to accommodate riders from discontinued Train #5724 (7:19 AM High Bridge/Newark)
- Train #5733 (4:45 PM Newark/High Bridge) now makes all stops to accommodate riders from discontinued Train #5903 (4:55 PM Newark/Plainfield)

Getaway service is scheduled for May 28, July 2, and September 3 on the Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines. Extra service is also scheduled on July 5 when weekend/major holiday schedules are in effect, for the Montclair-Boonton, Morris & Essex, Northeast Corridor, North Jersey Coast and Raritan Valley Lines.

In the week preceding the timetable change with its midday service reductions, member Larry Kiss took a ride on the Montclair-Boonton Line to see what the ridership was on Train #1028 (1:44 PM Mt. Olive/Montclair State University). This was done by riding Train #851, the 10:06 AM from Hoboken (which operates via the Morris & Essex) to Netcong, where he waited for Train #1028. His observations were that eight passengers boarded: one got off at Boonton, two got on at Mountain View, and three boarded at the new Wayne/Route 23 station. The remaining two, including Larry, were on prior to Denville. At MSU he changed to Train #6242 for the ride into New York Penn, where he transferred to the LIRR for his trip home.

NJ Transit Executive Director Jim Weinstein believes that the new fare increases will cause a temporary 5% drop in ridership. NJ.com reported that New Jersey Sierra Club director Jeff Tittel said, "the ridership decrease will put more cars on the road and, consequently, more pollution." He also predicted New Jersey would lose federal transportation dollars for being out of compliance with the Clean Air Act: "The more you cut services and raise fares, the less people take transit – so the more you have cut, creating a downward spiral. Each train takes about 500 cars off the roads. These cuts will lead to traffic sprawl and pollution."

At the April meeting, the Board also awarded a \$2.5 million contract for renovations at the Lindenwold station (Atlantic City Line). A new 1,000-square-foot heated and air-conditioned waiting room will be built to connect with the PATCO station. The existing shelter will be replaced. New lighting will be installed in the passage-

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ways between the two stations and on the ACL platform.

In February, 2009, ground was broken on a \$24 million renovation of the Ridgewood station on the Main Line. The three low-level platforms are being replaced by a 640-foot side platform serving Track 2 (towards Hoboken), and a 710-foot island platform serving Tracks 4 and 1. When my son Marc and I visited during the fourth week of April, we found the side platform in service for eastbound trains with footings installed for the island platform and tracks and concrete ties laid in place, but not installed, for the to-be-relocated Track 1. Westbound trains were using the original low-level platform. As of early 2009, an average of 1,573 passengers used the station each weekday. When completed next spring, the station will be ADA accessible with canopies 350 feet long over each of the platforms. One of the supervisors I spoke with on site told me that the work was on schedule.

The first day of Meadowlands service for 2010 took place on Friday, May 7. Because more than 70,000 were expected to attend the soccer match between Mexico and Ecuador, train service began at 5:50 PM.

This year Meadowlands rail service will operate on the following dates.

DATE	TIME	EVENT
Wednesday, May 26, 2010	7:00 PM	Bon Jovi
Thursday, May 27, 2010	7:00 PM	Bon Jovi
Saturday, May 29, 2010	7:00 PM	Bon Jovi
Sunday, June 6, 2010	7:00PM	Hot 97
Thursday, June 10, 2010	4:30PM*	Eagles
Friday, July 9, 2010	7:00 PM	Bon Jovi
Monday, July 19, 2010	7:00 PM	U2
Monday, August 16, 2010	8:00 PM	Jets vs. Giants
Saturday, August 21, 2010	7:00 PM	Giants vs. Pittsburgh
Friday, August 27, 2010	7:00 PM	Jets vs. Washington
Thursday, September 2, 2010	7:00 PM	Giants vs. New England
Sunday, September 12, 2010	1:00 PM	Giants vs. Carolina
Monday, September 13, 2010	7:00 PM	Jets vs. Baltimore
Sunday, September 19, 2010	4:15 PM	Jets vs. New England
Sunday, September 26, 2010	1:00 PM	Giants vs. Tennessee
Sunday, October 3, 2010	8:20 PM	Giants vs. Chicago
Monday, October 11, 2010	8:20 PM	Jets vs. Minnesota
Saturday, October 16, 2010	1:00 PM	Rutgers vs. Army
Sunday, October 17, 2010	1:00 PM	Giants vs. Lions
Saturday, October 23, 2010	1:00 PM	Navy vs. Notre Dame
Sunday, October 31, 2010	1:00 PM	Jets vs. Green Bay
Sunday, November 14, 2010	4:15 PM	Giants vs. Cowboys
Sunday, November 21, 2010	8:20 PM	Jets vs. Houston
Thursday, November 25, 2010	8:20 PM	Jets vs. Cincinnati
Sunday, November 28, 2010	1:00 PM	Giants vs. Jacksonville
Sunday, December 5, 2010	1:00 PM	Giants vs. Washington
Sunday, December 12, 2010	1:00 PM	Jets vs. Miami
Sunday, December 19, 2010	1:00 PM	Giants vs. Eagles
Sunday, January 2, 2011	1:00 PM	Jets vs. Buffalo

NJ Transit announced an expansion of its Departure-Vision™ on May 12 to all 165 of its stations. This system, which was launched on August 12, 2009 (September 2009 **Bulletin**), enables riders to view train departure screens including departure time, train status, and track assignment, on a desktop computer or web-enabled device. Following the public beta test, all stations except for New York Penn and Hoboken were added. To view train status, click on the DepartureVision link on any station information page. I checked this out and found that the Metro-North stations on the Port Jervis and Pascack Valley Lines were also included.

Rail service to Monmouth Park began on May 22 and continues on Fridays to Sundays plus Monday holidays for fifty days through Labor Day. Then the Monmouth Fall Meet continues on weekends through November 21.

West of the Secaucus Junction station, a new housing complex has been under construction. During a recent ride on the Northeast Corridor Line, I found a seat drop from this project, which is called "XCHANGE at Secaucus Junction." The promoters have included a coupon that gives anyone who signs a one-year lease a free one-month NJ Transit pass from Secaucus Junction to New York Penn Station. Under the new fare structure, this pass costs \$116.

A flyer was produced in English and Spanish, which is entitled "DON'T MISS YOUR LAST TRAIN" for Secaucus Junction. The times are shown for the last departure to all western terminals and New York Penn Station.

New Jersey's two United States Senators, Robert Menendez and Frank Lautenberg, announced in April that the Federal Transit Administration had approved \$200 million in funding for the ARC Tunnel project. These funds will be used for work on the west side of the Hudson.

Member Barry Zuckerman works near the Great Notch station, which was closed in January, and sent this report. "Almost nothing has changed since the day it closed. A chain link fence was installed blocking the walkway to the platform and all the signs were removed."

My last report on Comet IIIs appeared in the February **Bulletin**, where I found some operating on the Bay Head Shuttle while others were stored in Bay Head Yard. It turns out that they were retired officially on February 17. According to **Railpace**, the last train, which consisted of four Comet IIIs and a Comet V cab, operated on the Main/Bergen Lines until early February.

The history of the Comet IIIs is as follows. The original contract specified that 75 would be ordered; however, in July, 1990, the order was reduced to 50 due to decreasing ridership and financial difficulties. The first cars arrived in October, 1990 and entered service the following month. They were the first Comets to have a center

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door and an enclosed Engineer's cab, meaning no end door for that end of the cab car. Metro-North then ordered a pair (originally 5179-80) for West-of-Hudson service to replace the RDCs on the Port Jervis Line; however, those cars were instead used in the Newark Division because their center doors would have been of limited use in the Hoboken Division. NJ Transit had assigned other cars to replace them. They were subsequently renumbered 5009-10 (II) and in March, 2009, were transferred to Croton-Harmon, where they are awaiting conversion to Metro-North inspection cars. Metro-North East-of-Hudson's Contract 38 cars (6300s and 6400s) follow this design. On June 13, 2007, NJ Transit's Board voted to exercise an option to purchase 45 multi-level cars (at approximately \$1.5 million per car) to replace the Arrow IIIs, rather than overhaul them at a cost of \$1 million per car (July, 2007 *Bulletin*).

The New Jersey Association of Railroad Passengers reported being informed by NJ Transit that the one-mile HBLR extension from 22nd Street to 8th Street would take place early next year or possibly this December. The contract was awarded on April 17, 2008, and the groundbreaking took place on October 15, 2008.

At its May 12 meeting, the Directors amended a previously awarded consultant contract to study a ¼-mile extension to a new station to the west of the Hudson-Bergen West Side Avenue station. The reason for this project is that there are plans for a new residential, commercial, and retail development. Up to 8,000 housing units could be built, and New Jersey City University plans to expand its facilities. Completion of this Phase II will meet the requirements of the Federal Transit Administration's Alternatives Analysis. Below are three light rail alignments with alternatives under consideration, as is a BRT alternative.

- 1 – HBLR – Bayfront
- 2 – HBLR – Society Hill
- 3 – HBLR – Lincoln Park

The *RiverLine* got a new timetable effective May 22, with reduced service. Below are the changes:

- The 6:14 PM from the Waterfront Entertainment Center (WEC) and the 7:28 PM from Trenton, both previously two-car trains, are now single-car trains
- The 7:13 PM and 7:43 PM departures from Trenton have been eliminated
- Regular late-night service between the WES Center and Pennsauken/Route 73 station has been discontinued except during concert events along the Waterfront
- Northbound and southbound service departures are a minute earlier

The title of the email read "DON'T THROW OUT THOSE OFF-PEAK TICKETS", and when I began to

read it, I learned that an NJ-ARP member, who had purchased what was described as a "fair amount" of ORT tickets before the May 1 fare increase, contacted NJT. He threatened to take them to small claims court because all ORT tickets purchased prior to May 1, 2010 were sold under the same policy as regular one-way tickets. That policy was "Non-Refundable" and "GOOD UNTIL USED".

NJ Transit responded to his email that although the ORT is no longer being sold, in the interest of good customer relations, NJ TRANSIT will continue to honor all ORTs in circulation after the May 23 cutoff. "These tickets will be good for travel between the station pairing listed on the ticket at no extra charge. However, if you wish to travel further than the origin/destination on the ticket allows, the appropriate Extension of Journey or Change in Terminal fee will be applied. We apologize for the confusion and appreciate your patience."

PORT AUTHORITY TRANS-HUDSON CORPORATION

One of our members, who saw a train of PA-5s, asked me what the flashing blue lights signify. Not having the answer, I emailed another member, who responded that it means that the ATO is cut out.

At the end of April, the Port Authority reported that more than one-third of its PATH service was being operated PA-5s. Kawasaki Rail Car has delivered 119, of which 102 are in service, with 17 others in the acceptance test phase. Another 91 cars are anticipated for delivery by year's end, with the remainder of the 340 scheduled to arrive next year.

PA also reported that more than half of its riders use *SmartLink* for fare payment. *MetroCards* make up about 40% of payment methods while PATH *QuickCards* make up most of the remainder of fare options.

One of my co-workers who was on a road trip through Ohio this past April spotted about 20 PA-1/PA-3 cars in a yard in Ashtabula, Ohio.

AMTRAK

On April 20, member Todd Glickman, aboard *Acela* #2190, emailed: "Just passed the new T.F. Green Airport station — the high-level platform has been built. One of the canopies is in the process of being erected. Good progress!"

On April 29, Amtrak operated a train between Miami and Jacksonville via the Henry Flagler-built Florida East Coast Railway trackage. Aboard the train were a host of state and local officials who advocate a return of passenger service to the FEC tracks between West Palm Beach and Jacksonville, which have been without service since July 31, 1968. The return trip took place two days later. Thanks to member Joe Gagne for this report from The South Florida Sun-Sentinel.

Whenever I pass by the Amtrak information booth in New York Penn, I peruse the timetable rack to see if anything new has been issued. During the third week of May, I saw for the first time, a *Downeaster* timetable

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dated April 19. The four panel (green) timetable in addition to the train schedules contains information about how to buy tickets, connections with other transportation providers and station information.

The Spring/Summer edition of the System Timetable (Form T-1) has been issued for the period May 10-October, 2010. The press release reported that schedules have been improved, and there are more trains, although not in the metropolitan area. With the end of major tie replacement work, all Northeast Corridor trains have returned to the timetable.

MISCELLANEOUS

The centerfold of the April edition of the **AARP Bulletin** featured an article entitled "Streetcar Revival," which touted the benefits of the (Portland City) streetcar to one particular couple and how it has had a positive affect on their lives. Also mentioned are other similar operations and the year each opened: Tampa (2002), Tacoma (2003), Little Rock (2004), and Seattle (2007). According to the article, at least 40 cities have plans in the works. Being optimistic, the article cites Washington, D.C. as the next city to open such a line, in 2012. That could come to pass once the electric wire obstacles are overcome as was reported in the May **Bulletin**.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Some months ago I asked Todd Glickman if he could find out when the last run of the #4 Blue Line cars happened. At that time he was unable to get an answer. Now, courtesy of Jonathan Belcher's "2009 MBTA Vehicle Inventory," which was published in the January-February issue of the Boston Street Railway Association's **Rollsign**, we have the answer: "By September, 2009, the use of the 20 remaining active #4 cars had declined to a semi-official stand-by status, with only occasional rush-hour appearances taking place through the first week of October, 2009. There were no #4 cars operated in revenue service through most of October, but one set consisting of 0606/7-0612/3, was pressed into service on November 2, 2009 after two trains of #5 cars had become disabled during the morning rush-hour. Unfortunately, this #4 car train also became disabled at Wonderland, further compounding the delays on the line that morning. After this incident, it became policy that #4 cars could only be used in service with permission from upper management, and could no longer be routinely used at the discretion of operating staff. It seems very unlikely that the cars will operate in revenue service again, however it is not yet final that November 2, 2009 will stand as the last day of revenue service, as the remaining cars are being held in operating condition."

On April 19, for the Boston Marathon, the following service adjustments were made: Commuter, Blue, Or-

ange, Red, and Green Lines, and commuter boat and Inner Harbor Ferry services operated on a regular weekday schedule with extra service before and after the marathon, while buses and trackless trolleys operated on a Saturday schedule. The Copley station was closed all day.

Starting in August, the \$91.5 million project to replace 147,000 defective concrete ties on the Old Colony Lines will begin (February **Bulletin**). They were installed along 57 miles of track. The "T" was in negotiations with the manufacturer, Rocla Concrete Tie Incorporated, in an effort to get the company to cover the cost of the replacements and labor. Apparently the answer was no, because on May 4, a lawsuit was filed in Suffolk Superior Court against Rocla, seeking the entire cost of the project plus damages because the firm marketed those ties with a 50-year life span and a 15-year warranty. Several thousand of the ties began failing just a decade after the Old Colony lines resumed service in 1997. The "T" is suing the company for negligent misrepresentation, unfair or deceptive trade practices, and breach of warranty. In its defense, Rocla admitted that that its concrete ties should never have been marketed as having a 50-year life span.

The Boston Globe reported that recent history suggests that will not be easy. Amtrak and New York's MTA (in 2006), also sued Rocla over faulty ties manufactured in the mid-1990s and eventually settled, with Rocla agreeing to provide improved replacements for 260,000 ties and pay \$1 million a year for 10 years to defray labor costs. The Mayor of Braintree, one of the communities that will be affected by reductions of service and anticipated delays to service, has asked the "T" to reduce fares. Buses will replace trains during mid-days and on weekends. MBTA's answer was "no."

A ground-breaking ceremony was held on May 5, for the \$17.4 million Haverhill Commuter Rail Project funded by the American Reinvestment and Recovery Act (ARRA). The second track will be laid between the Ballardvale and Lawrence stations and finished by 2011 and riders should see fewer delayed trains. The stretch from Ballardvale to Wilmington will remain single-track, although plans are in the works to double-track that section as well. In addition to the MBTA trains, the tracks are also used by Amtrak's *Downeaster* as well as freight trains. According to **The Lawrence Eagle Tribune**, the line was double-tracked into the 1970s but the second track was removed because there was less demand for train service. The project complements a \$50 million ARRA-funded double-tracking and rail improvement project on the Fitchburg commuter rail line. Thanks to Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

At about 8:45 AM on April 30, commuters were delayed by a power outage that resulted in an hour-and-a-half suspension of train service. One train was stuck on

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the Ben Franklin Bridge. An investigation determined that the source of the outage was a series of electrical problems. Arrangements were made with NJ Transit to provide transportation to displaced PATCO riders. There is an ongoing two-year power cable and pole line replacement project that replaces the existing wood poles with new fiberglass poles. Power was restored at 9:45 AM, and all trains were moving at 10:07 AM. Thanks to members Lee Winson and Dave Safford for this report.

DRPA and PATCO have created a new name for their proposed rail extension. The 18-mile line will be known as the Glassboro-Camden Line (GCL) and will connect those two cities. Three "Scoping" meetings were held in early May, the first step in the process to develop an Environmental Impact Statement (EIS). Fourteen stations have been proposed, with service provided by DMUs, similar to those operating on the nearby *River-Line*. Trains would operate on 7½-minute headways during peak hours, and every 15 minutes at other times. Travel times from Glassboro to Center City would range from 45-55 minutes, including a transfer to PATCO. The following timeline is proposed.

Spring, 2010	Public Scoping Period
Fall, 2011	Publication of Draft EIS
Spring, 2012	Final EIS/FTA Approval
2012-2015	Design and Permitting
2014-2017	Construction
2016	Start of Operations

Dave Safford found this somewhat contradictory story in *The Philadelphia Inquirer* (May 12). The New Jersey Transportation Commissioner announced on May 11 that Governor Christie supports the proposed Camden-Glassboro light rail line, but will not provide any funding for it. A promise of \$500 million in state funding made by the previous governor will not be honored, that's clear. Dave wrote, "the support part is a bit fuzzy."

PHILADELPHIA, PENNSYLVANIA

Here is an update to the Silverliner roster which appeared in the May *Bulletin*, courtesy of *Cinders*. Retired, but unaccounted for, are Silverliner IIs 214, 257, 264, and 9017 and Silverliner III 224. *Cinders* staff is also seeking the disposition of Silverliner I 244, which was originally delivered as Pennsylvania Railroad 155, then renumbered in 1968 by Penn Central to 299, and which PC retired on October 21, 1969. If any reader has information about any of the aforementioned six cars, please email me and I will see that it reaches the appropriate person.

Member Bob Wright had these comments: "To add to your summary on the Silverliner IIs and IIIs, I've been told that 206 is 'snake bit' to some extent, with a history of incidents. One includes the rear-end accident almost 3 years ago to date, when 206 was the last car on an R6 Norristown train that was struck by an R5 train just

north of Market East. I was on that car that day. 206 did not receive any damage as a result of that crash, but a rider did get hit in the head by the pry bar that is stored in a box on the baggage racks on these cars. After that incident, plastic ties were added to keep the boxes closed and the bars from inadvertently falling out of the boxes."

Bob attended National Train Day at 30th Street Station and reported that the Silverliner Vs were on display. "801-2 were parked on Track 4 with regular service moved to Track 3 for the most part. To correct Mr. Safford's report, there are swinging doors between the married pair similar to the doors on the M-4 Market-Frankford El cars. The traps will be interesting as they will need to be closed between stations and manually raised for low-platform stops. Standees will no doubt tend to congregate around the doors, so this will make things tough for the Conductors to get to the doors."

The Federal Highway Administration's rejection of the I-80 toll proposal (for the third time) will hit SEPTA fairly hard, and a number of capital projects will be deferred. It isn't definite yet but among the projects are the R3 extension from Elwyn to Wawa, the reconstruction of the City Hall station on the Broad Street line, and a handful of station upgrades on Regional Rail.

Finally, Bob corrected my statement in last month's *Bulletin* regarding PCC 2785. This car was not part of the last delivery received by PTC, but it was part of the last two-man group (2701-2800) to be purchased, with provisions to operate as one-man or with Conductor. PTC's final order was for 110 one-man cars (2091-2200) that arrived in 1948.

The Pro Cycling's annual Triple Crown of Racing took place in Manyunk on June 6. A special race day schedule was in effect on the R6/Norristown Line for June 6, where service was increased to provide half-hourly service from 7:30 AM to 8:30 PM. Thanks to Lee Winson for this news.

WASHINGTON, D.C. AREA

In the March and April *Bulletins* we reported that Virginia Railway Express was seeking comments on a proposal to expand service. On April 27, VRE reported the following: "Nearly 45% of the official comments received, expressed concern regarding the origin and termination of trains at L'Enfant. The consensus from these passengers was that reducing the amount of service available to them in order to provide seats to other passengers was unjust. The majority of passengers attending the hearings stated that they would prefer overcrowding to terminating or originating any trains from the L'Enfant station. They felt that the delay in their schedules and inconvenience would far outweigh the benefits received. It is estimated that at least 400 to 600 of the current VRE riders would be disadvantaged or inconvenienced by terminating and originating VRE at L'Enfant. While we found that the majority of all riders

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completing (the) online survey supported the concept of adding railcars, it was not surprising that the support was predominantly passengers not traveling to Union Station.

"After presenting riders with several options and evaluating the collective comments made, we recommended to our Operations Board to only add a morning express train on the Fredericksburg line beginning July 19, 2010 (there will not be an afternoon or evening express train) and to not store any trainsets at the L'Enfant station. The Operations Board approved this recommendation. The express train will depart Fredericksburg at 5:05 AM and make stops at Fredericksburg, Leeland Road, Brooke, Woodbridge, Alexandria, Crystal City, L'Enfant, and Union Station. The final schedule with departure times at other stations is being evaluated. Once we have that schedule, we will be sure to share it."

Richard A. Sarles, the immediate past Executive Director of NJ Transit, was appointed as the interim General Manager of WMATA. His one-year appointment began on March 29.

Washingtonians got their first close-up look at the streetcars that hopefully will be running in the District. From Wednesday, May 5 through Saturday, May 8 (also National Train Day), one car was displayed at City Center D.C., the site of the old Convention Center. The District owns three streetcars, which are currently stored at Metro's rail yard in Greenbelt, Maryland. For the event, DDOT transported one of the vehicles downtown, where it was placed on temporary tracks in Lot B of City Center D.C. The lot was accessible from the intersection of 9th and H Streets, N.W., which is just north of the Gallery Place Metro station on the Green and Yellow Lines. Thanks to Todd Glickman for sending this news.

NASHVILLE, TENNESSEE

The Cumberland River overflowed its banks during the first week of May, causing numerous deaths due to flooding. Property damage was unknown but expected to be in the millions. And while limited bus (fare-free) service resumed on May 7, Nashville's commuter train – the Music City Star – was suspended until May 10 when the floodwaters receded and track inspections were completed.

CHICAGO, ILLINOIS

The Chicago Transit Authority announced that after four weeks of testing, which began on the Red Line on April 19, the first train of 5000-series cars would begin operating on the Green Line starting May 17. In May, 2006, Bombardier was awarded a contract to build 406 cars, which will be similar to the Morrison-Knudsen 3200-series from 1991-4. The 5000s will replace CTA's oldest rail cars, such as the 2200-series Budd cars (1969-70), as well as the 2400-series Boeing-Vertol

cars (1976-8). Thanks to Bob Hansen for this report.

MILWAUKEE, WISCONSIN

The Milwaukee Sentinel reported that the Milwaukee Connector study committee voted on May 6 to begin preliminary engineering (PE) for a streetcar system that would initially be 2 miles but later extended to 3.6 miles. Although all of the funding for the \$96 million project has not been identified, the article indicated that vehicles similar to those already operating on the Portland City Streetcar and Seattle's South Lake Union Line would be used. Once the PE phase has been completed, the City Council will have its say and if it approves (expected 2011), work will begin with an opening date in 2013. At one time, Milwaukee had an extensive trolley and interurban system. Speedrail electric car service to Waukesha ended on June 30, 1951 and the last trolley operated on the 10/Wells Line on March 2, 1958.

DALLAS, TEXAS

DART announced on April 29 that the final two sections of the Green Line would open on December 6. The initial portion from Pearl to MLK Jr., along with daily service to the Victory station, opened September 14, 2009. Service will be extended northwest from Victory to North Carrollton/Frankford (12 stations, 17.6 miles) and southeast from MLK Jr. to Buckner (4 stations, 7.4 miles). Also in December, Lake Highlands, a fill-in station situated between White Rock and LBJ/Skillman (Blue Line), will open. Work continues on the following expansion projects:

- Blue Line extension (nearly 5 miles) to Rowlett is scheduled to open in December, 2012
- Orange Line (14 miles) will run parallel with the Green Line through Downtown Dallas to the Bachman station in Northwest Dallas. From Bachman, the Orange Line heads northwest to the Las Colinas Urban Center in 2011 and Dallas/Fort Worth International Airport in 2013.

DENTON, TEXAS

I just learned of a new rail line that is under construction in Denton. Legislation creating the Denton County Transportation Authority (DCTA) became law in 2002 and funding was appropriated the following year. DCTA operates fixed-route bus services in Denton and Lewisville, a demand-response system, and an express commuter bus line to Dallas. However, starting in December it will also operate what it is calling the "A-Train," a 21-mile line with five stations that will connect to DART's Green Line station in North Carrollton, which is also opening in December (please see above). Initially "A-train" service will utilize Trinity Railway Express RDCs. However, this is an interim solution because last May, DCTA finalized an agreement with Stadler Busnang AG for the purchase of eleven GTW 2-6 DMUs. Similar equipment is presently running on the recently opened Capital MetroRail in Austin. The first car is scheduled to arrive in August, 2011, with final delivery in April, 2012.

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Staten Island — Finally!

(Continued from page 6)



Southbound at Great Kills.



Engine 777 at Clifton Shop.

A History of the R Train

(Continued from page 3)

SECTION 5: PACIFIC STREET TO 95TH STREET (D, M, N, R)

Beyond DeKalb Avenue, **R** (and **M**) trains diverge to the Fourth Avenue Subway, where they take the outer (local) tracks for the balance of their journey. The Fourth Avenue Subway is a four-track line from Pacific Street to 59th Street with stations at Pacific Street (express), Union Street (local), 9th Street (local), Prospect Avenue

(local), 25th Street (local), 36th Street (express), 45th Street (local), 53rd Street (local), and 59th Street (express). Beyond 59th Street the express tracks diverge onto the Sea Beach Line, while the two local tracks continue south toward Fort Hamilton with stations at Bay Ridge Avenue, 77th Street, 86th Street, and 95th Street. **D** and **M** trains diverge to the West End Line south of 36th Street (and in earlier times BMT trains once branched off to the Culver Line), while **N** trains diverge to the Sea Beach Line south of 59th Street.

(Continued next issue)

Commuter and Transit Notes

(Continued from page 15)

Testing will continue through August, 2012 with “fleet transition” scheduled for September of 2012.

AUSTIN, TEXAS

On May 10, my wife learned that Jet Blue had put on sale all remaining seats for May 11 and May 12, for just \$10. With a clearable calendar for those two days, we searched for places to visit using the four local airports, and decided on Austin so that I could ride Capital MetroRail, which opened on March 22 (April and May **Bulletins**). These flights had a relatively early departure and the return was during the evening. Besides Capital MetroRail, this was also an opportunity to visit friends who had recently relocated to the Austin area.

Capital MetroRail trains run inbound in the morning and outbound during afternoons. In addition, there are several reverse peak trips, of which only one returns to the Downtown station, and it was the afternoon run that worked for me. During my ride, I observed five of the six DMUs (101-106), and cars are stored in a yard between the Crestview and Kramer stations. The Train Operator, who is employed by Herzog Transit Services, told me

that Union Pacific operates freight service on the tracks, which extend beyond Leander, although during my ride, I did see several diesel locomotives that had Austin Western Railroad markings. On the Internet, I found that Austin Western is part of the WATCO Companies, which operate approximately 20 railroads. Since the opening of Capital MetroRail, freight service operates only at night. Capital MetroRail owns the line, which is single-tracked and has several passing sidings. Most stations have one side platform, although at the Kramer station, there are two side platforms. MLK Jr. is the exception with a center island platform. The line is divided into two zones, the boundary between which is located between Kramer and Howard, and if your trip crosses this zone boundary, you pay for both zones. Two-hour tickets to ride the 32 miles cost \$3. Tickets are sold at TVMs at each station. During my ride, the service ran on time. On its website, Capital Metro reports that it is developing plans to increase frequency and expand the days and hours of service. Any expansion will require additional resources for purchasing more vehicles, building more railroad track and other infrastructure.

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Commuter and Transit Notes

(Continued from page 16)



DMU 104 at Leander



DMU 103 entering MLK Jr. station



DMU 104 at Leander.



DMU 104 at the Downtown station.



Interior of DMU 104 showing Capital Metro logo embossed on the seats.



Downtown Station sign and map.
(Continued on page 18)

Commuter and Transit Notes*(Continued from page 17)***PACIFIC NORTHWEST AND VANCOUVER, BRITISH COLUMBIA, CANADA**

In early May, member Pete Donner wrote that he had just returned from a 12-day trip through the Pacific Northwest and Vancouver, B.C. "I rode all the local rail services (except for West Coast Express) and made the following observations.

"The Canada Line of the SkyTrain system is nearly 65% underground. The cars are 41 meters (approx 135 feet) in length divided in half by an articulated section. One half of the car is numbered, for example, 101, and the other half is 201, and the numbering scheme continues as 102 with 202, 103 with 203 etc. The cars are not 'closed' on the 'B' end; rather, they are connected by an articulation section resulting in a very long car.

"The ride quality of the Skoda Streetcars used in Portland, Seattle, and Tacoma is similar to old style trolley cars and they make all the right sounds!!

"Series 4 LRVs operated by Tri-Met lack operating controls on the 'B' end; that area is used for additional seating, therefore a two-car train has to be operated at all times

"DMUs operating on the WES commuter service have rounded 'A' ends and flat 'B' ends with operating cabs at both ends. They can be operated individually or in 2-car trains (currently two 1-car and one 2-car trains with no spares). Ex-Alaska Railroad RDCs 702 and 711 (both combines) are in the WES Wilsonville yard being prepared for service.

"The ORCA (One Regional Card for All) fare card has been introduced to Seattle area transit users. This 'tap card' enables users of 7 Seattle area transit systems (including Sounder commuter trains and Washington State Ferries) to carry one card accepted by all systems. After the initial tap, the card becomes a 2-hour pass including transfers between systems (passes and transfers sold by the individual systems are not accepted by other providers) with the exception that when a transfer from one system to a second system having a higher fare occurs, the difference is deducted."

SEATTLE, WASHINGTON

Seattle's City Council approved building the First Street Streetcar route at its May 3 meeting. Projected to cost \$130 million, the line is to open in 2013, connecting the International District/Chinatown light rail station to the train station on Capitol Hill, which is scheduled to open in 2016. A short loop will pass King Street Station and Pioneer Square. Voters approved the line as part of a regional \$18 billion Sound Transit expansion measure in 2008. The Seattle Council will seek funding to study a north extension, beyond the light-rail station at Denny Way. *The Seattle Times* provided this link to an unofficial route map, by a transit fan: <http://oran.hoshiru.net/>

files/transit/1sthill_streetcar_map.pdf. While searching for any news about the restoration of the Waterfront Line, which was suspended on November 18, 2005, that creation of the aforementioned line would eliminate restoration of the prior service, which operated on Alaskan Way. The possibility exists that the ex-Melbourne cars could see service on special occasions.

SAN FRANCISCO, CALIFORNIA

A new Transbay Terminal will be coming to San Francisco, and the existing 1939-built building of the same name will be demolished, possibly as soon as this August or September. The \$1.189 billion project will include a 5.4-acre park that will stand atop three levels of shops and bus platforms, which would be in service by 2017. Another \$400 million will spent to construct the underground shell that will house a train platform and concourse. Thanks to Lee Winson for this news.

LOS ANGELES, CALIFORNIA

On May 3, Metrolink put on display the two Rotem commuter cars, one of which it received on March 2 (April *Bulletin*). These cars have a crash management system and are part of a 117-car, \$230 million order. Thanks to member Phil Hom for this report.

TORONTO, ONTARIO, CANADA

With the first pilot train of the 39-trainset order undergoing testing at Bombardier's Kingston plant and due to be delivered this fall, the Toronto Transit Commission exercised the option to purchase 31 additional trainsets. The rest of the fleet will arrive between September, 2012 and November, 2013. *The National Post* reported that this was announced on May 13. The trains, dubbed the "Rocket," are slated to replace older cars on the Yonge-University-Spadina Line. The T-1 trains now running on that line will move to the Bloor-Danforth Line. Just to give you an idea how long these things take, Bombardier was awarded the base contract on December 21, 2006.

EDMONTON, ALBERTA, CANADA

April 25 marked the date that Phase III of the South LRT was extended by two stations: Southgate and Century Park. Ceremonies were held on April 24.

FROM THE HISTORY FILES

80 Years ago: On June 28, 1930, New York Central Railroad trains headed for Cleveland operated via 17 miles of track that had been electrified with a 3,000 v.d.c. catenary system from Collinwood to Cleveland Union Terminal. Twenty-two Alco-GE electric (Class "P") motors were purchased for this purpose and after electrification ended in 1953, all but one of these engines were used between Grand Central Terminal and Croton-Harmon after being re-wired for 600 v.d.c.

30 Years ago: On June 15, 1980, SEPTA unveiled the first overhauled PCC, 2100. Ultimately, 148 cars would go through the GOH program from the 2091-2200 and 2701-2800 groups.

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

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

established where at least one train of R-46s is forwarded from Jamaica to Pitkin for every new train of R-160s accepted for **E**, **F**, and now **R**. This in turn has led to a rather brisk pace to the retirement of R-44s thus far, though they still carry at least half the service on **A** and oftentimes much more. To detail recent changes in assignments, the following R-46s were transferred from Jamaica to Pitkin: 6030-3 and 6102-5 on March 19; 6014-7 and 6038-41 on March 22; 5798-5801 on March 25; 5974-7 and 6046-9 on April 1; 6054-7 on April 9; 5962-5 with 5998-6001 on April 13; and 5966-9 with 6034-7 on April 15. In addition the remaining R-46s that had been held at 207th Street since as early as January 28 were all shifted to Pitkin and finally placed in service on **A** — cars 5862-5 along with 5870-3 on March 20; and the remainder (5802-5, 5826-9, and 5866-9 on April 2. All told Pitkin has some 240 R-46s to choose from as of April 17, which is enough for just under half of its peak scheduled service. On the Jamaica side, 512 R-46s continue to provide all **G** service, and are in the majority on **R** and **V**. Since the April 3 assignment of R-160s to **R** they have returned to full-time duty on **F** as well, though most times in very limited quantity.

R-44 Retirements and Restorations

The following were restored to service through April 17, 2010:

March, 2010: R-44 5354/5/7/6 restored to service at Pitkin (**A**).

The following were taken out of service through April 17, 2010:

March, 2010: R-44 5202/3/5/4, 5238/39/41/40, 5256/7/9/8, 5324/5/7/6, 5332/3/5/4, 5418/19/21/20, 5438/39/41/40, 5450/1/3/2 withdrawn from Pitkin (**A**)

April, 2010: R-44 5214/5/7/6, 5246/7/5337/6, 5250/51/49/5270, 5264/5/7/6, 5304/5/7/6, 5308/09/11/10 withdrawn from Pitkin (**A**).

The R-44s of MTA Staten Island Railway

As overhaul of the Staten Island R-44 fleet winds down, the last four unrehabilitated cars were transferred to Coney Island. 444 was moved by March 17 and was followed by 430, which became the final "A" (cab-equipped) car to arrive as of March 25. "B" car 411 then went to Brooklyn on March 30, with 419 being the 63rd and very last R-44 to cross the Verrazano-Narrows Bridge bound for Coney Island Shops on April 6. In return, completed "A" cars 442, 448, and 462 went back to Staten Island in trade, along with "B" car 423. "A" cars 430, 432, and 444 remain in process at Coney Island on April 15, as are "B" cars 411 and 419. The overall number of completed cars as of April 15, 2010 was 58.

Miscellaneous Notes and The End of Reefing

Work to prepare R-44s 5342-5 for reefing took an unexpected turn in mid-March, when it was discovered

that 5344 presented a serious contamination hazard that would be costly to mitigate were all 272 such cars to be so completed. As a result, only this car was stripped to a bare shell (albeit slowly and carefully), then all four were re-connected and placed in storage. This effectively spelled doom for any plan to reef the R-44s as they are retired, and as this is written NYCT is considering other disposition options. One possibility is to ship the R-44s off the property intact to a salvage contractor, similar to the practice followed by Metro-North in the disposition of its M-1 multiple unit cars.

As previously indicated, the reefing program itself spent most of early 2010 in a state of suspended animation (for lack of a better term), pending its applicability to the pending R-44 retirement. Following the various (and costly) challenges these cars presented as based on the experience with 5344, NYCT had all but determined that it should go in another direction even before the contamination problems cropped up, but this eventuality made the decision definite. Beginning the week of March 22, a concerted effort was made to gather the surplus equipment that had been left over following the departure of Barge Number 29, plus a handful of other work cars, and for the final time after almost a full decade of such activity (dating back to dispositions in advance of R-142/R-142A deliveries in 2000), this retired equipment was prepared for a watery grave off the Atlantic coast. By April 9 this work was complete and the so-called "Chop Shop" inside 207th Street dismantled for the last time, its personnel reassigned, and even its offices removed. Weeks Barge 297, with its companion scow for the trucks, made its farewell appearance at the 215th Street Pier on April 11, and by the end of the day on April 14, "Barge 29A" had been loaded with the 25 final car bodies to be reefed. It departed on Saturday, April 17, in a rare weeknight move, making its way around to Spuyten Duyvil, then down the Hudson and slipping out of town through New York Harbor. Just as had the very first barge in 2001, the last shipment was sent to the Delaware Department of Natural Resources, which deployed it at the Del-Jersey-Land Reef. Included on Barge 29A were the following: Former revenue car 0R722 (originally R-22 7490); R-33S 9339 (retired from work service in February, 2010); R-30 8337 (formerly of Transit Tech High School); Phase I R-32s 3742 and 3743; slant R-40 4272; R-40Ms 4474 and 4475; Morrison-Knudsen-overhauled R-42s 4568, 4569, 4574, 4575, 4610, 4611, 4614, 4615, 4622, 4623, 4676, 4677, 4694, 4695, 4750, and 4751; and (finally) ex-Staten Island R-44 402.

For the record, the quantities of each 60-foot Subdivision "B" SMEE type that was actually reefed were: 42 Phase I R-32s; 290 Phase II R-32s; 194 R-38s; 284 R-40s; 97 R-40Ms; 215 Morrison-Knudsen-overhauled R-42s; and 110 Coney Island-overhauled R-42s for a grand total of 1,232.

(Continued on page 20)

Around New York's Transit System

Second Avenue Subway Progress Report

As we reported last month, the main components of the Second Avenue Subway TBM (Tunnel Boring Machine), including the 200-ton cutter head, were lowered recently into the Launch Box at E. 96th Street. The TBM began mining the western tunnel on May 14.

This TBM, which was manufactured by the Robbins Company about 30 years ago, was first used to dig the 63rd Street Tunnel and four other tunnels. It was reconditioned and rebuilt at contractor Schiavone's yard in Newark, New Jersey.

The TBM is 450 feet long. This includes the trailing gear, which contains mechanical and electrical equipment that powers the cutter head with 44 rotating discs. The TBM will drill and excavate the 7,700-foot-long tunnels.

Construction began in April, 2007 and may be completed in 2018. The line will serve 213,000 daily riders and it should decrease crowding on the Lexington Avenue Subway by 13 percent or 23,500 fewer riders on an average weekday.

Staten Island News

An order for new SIR (Staten Island Railway) cars was dropped from MTA's five-year capital program. SIR's 63 R-44 cars, which were recently returned from an \$11 million overhaul at Coney Island Shops, will be in service for a few more years.

MTA may make modifications to the R-46s to make them compatible with railway operations. These cars, which have nearly identical to the R-44s, have received regular upgrades through New York City Transit's Scheduled Maintenance System. The R-46s are a few years younger than the R-44s.

If MTA can find enough money, the new \$23.3 million Arthur Kill station could open in 2012.

MTA is beginning an Alternatives Analysis study to determine whether transit service on the North Shore of Staten Island could be improved. An open house was held on April 22 to discuss resuming service on the for-

mer Staten Island Railway North Shore Branch. The study will examine different modes such as SIR heavy rail, Hudson-Bergen Light Rail, and Bus Rapid Transit.

North Shore passenger service was discontinued in 1953 and freight service ended in 1989. The right-of-way is still in place.

New Entrance to 96th Street-Broadway Station

This entrance was opened recently. Turnstiles and the Agent's booth are in a new building on the street level in the center mall of Broadway near W. 96th Street. After paying their fare, passengers descend stairways to the northbound or southbound platform.

The new entrance is more convenient than the original entrance opened in 1904. From the sidewalk, passengers descended stairways leading to unused platforms adjacent to both local tracks where they paid their fares in the turnstiles shown in the picture below. To reach the island platform, they walked through a passageway under the tracks.



Bernard Linder collection.

CORRECTIONS

Member Benjamin Schaeffer reported two items in the May issue that were incorrect:

In the New York City Subway Car Update, we reported cars 3750/3767 as being on the last **R** train of R-32

cars. The correct car numbers are 3650/3767.

In Larry Kiss' Greenport article, we stated that service began in 1848. It was actually 1844.

New York City Subway Car Update

(Continued from page 19)

This month I am left with little else to impart, but for a

hope that the weather perks up and we soon swing into summery conditions. Until next time, enjoy life and we'll see you soon!