

# The Bulletin



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

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## ***The Bulletin***

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## **PUBLIC OWNERSHIP OF SUBWAY LINES**

Building a subway was always very expensive. With the fare fixed at five cents, a private company could not make a profit.

During the 1880s, it was obvious that New York's elevated lines were overcrowded and would not accommodate additional passengers. To relieve the overcrowding, New York needed a four-track subway.

In 1891, New York City started participating in the ownership of local transit facilities. The State Legislature allowed the city government to issue city bonds providing funds for development and expansion of rapid transit facilities within the city. At an 1894 referendum, the voters approved the legislative grant of power. They also approved a resolution declaring that all future rapid transit lines constructed in the city should be owned by the city, instead of granting franchises to privately owned corporations.

Between 1891 and 1900, the Board of Rapid Transit Railroad Commissioners studied routes and financing of additional transit facilities in accordance with the referendum vote without exceeding the city's debt limit. A plan was developed for a combination of city funds and additional payments to be provided by a corporation as consideration for the grant of a lease. The structures and equipment would be owned by the city.

The first practical test of the public ownership plan occurred in 1899. The Board advertised Rapid Transit Contract No. 1 for twenty miles of new rapid transit lines in Manhattan and the Bronx which would be leased for 50 years with renewal for 25 years. The lessee would be obligated to supply all funds, in excess of a specified amount to be supplied by the city, necessary to defray the cost of construction and equipment. The city would own

all railroad structures. The successful bidder was John B. McDonald, who signed the contract on February 21, 1900. New York City provided \$35 million for the cost of construction and agreed to provide an additional \$2.75 million for terminals and land for stations. The McDonald company constructed the subway. In 1902, it assigned to the Interborough Rapid Transit Company all rights and obligations relating to the equipment and operation of the railroad.

In 1901, Rapid Transit Contract No. 2 was advertised. This contract provided for construction, equipment, operation, and maintenance of the extension from Brooklyn Bridge to Atlantic Avenue. Duration of the contract was 35 years with the right of renewal for an additional 25 years. The Rapid Transit Subway Construction Company, an IRT subsidiary, signed the contract on July 21, 1902. New York City provided \$2 million for the cost of construction and \$1 million for terminals.

On March 19, 1913, the city entered into the Dual Subway Contracts, Contract No. 3 with the Interborough Rapid Transit Company and Contract No. 4 with a subsidiary of the Brooklyn Rapid Transit System. The city was allowed to recapture the Contract Nos. 3 and 4 leased lines at any time after ten years. Fare was fixed at five cents.

Financing of rapid transit construction for the city and lessees, and financing of the cost of the equipment by lessees allowed rapid transit to expand throughout the city. With the population increasing rapidly in the 1920s, the city needed additional rapid transit lines. The Board of Transportation, created in 1924, planned, constructed, and equipped a new rapid transit system without any financ-

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## A HISTORY OF THE **R** TRAIN by George Chiasson (Continued from June, 2010 issue)

### ORIGIN OF THE **R** TRAIN PART I: THE FIFTH AVENUE ELEVATED (1888-1940)

It all began as the Brooklyn Elevated Railroad Company initially expanded into what were thought would become the "outer" neighborhoods during the post-Civil War era. As originally opened on November 5, 1888, what would be the Fifth Avenue Elevated followed the existing Lexington Avenue el along York Street from Fulton Ferry to Hudson Avenue, then continued south on Hudson, past Fulton Street, and via Flatbush Avenue to the LIRR terminal at Atlantic Avenue. Aside from Fulton Ferry, steam-powered el trains stopped at Washington Street, Bridge Street, and Atlantic Avenue (LIRR), and also intersected the Myrtle Avenue El at a 90-degree grade crossing.

Without meaningful control signals the hazard of this layout was quickly exposed one day later when a "Hudson" (Fifth) Avenue train collided with a Myrtle Avenue train and both wound up in the street. Operation of both lines was suspended forthwith and not restored for many months, at that in stages and with the 90-degree grade crossing removed. On June 21, 1889 (Fifth Avenue) trains started following the Myrtle Avenue Line from the Sands Street station, at the base of the Brooklyn Bridge, via Adams Street and Myrtle Avenue to Hudson Avenue, where they took a new right-hand turn and resumed their former course to the Atlantic Avenue station. In addition the line was extended to 3<sup>rd</sup> Street via Fifth Avenue, and finally, officially, garnered its best-remembered title. Initially there was no station where the Fifth Avenue El crossed beneath Fulton Street and the Kings County Elevated at a jog in its alignment, but an island platform stop was added on July 27, 1889 about a ¼ block north on Hudson Avenue

From 3<sup>rd</sup> Street the Fifth Avenue El was extended to the 9<sup>th</sup> Street station on July 22, 1889 and the 25<sup>th</sup> Street station on August 15, 1889. That location was next to the terminal of the Brooklyn, Bath & West End excursion railroad, creating a true, if temporary, interchange between these two very different operations for the first time. Further interface between the two modes was already in the offing, however, as the Fifth Avenue El was extended to a full terminal at 36<sup>th</sup> Street, including two platforms and an engine and coach yard, on May 30, 1890. One week later, on June 7, both the "Culver" (Prospect Park & Coney Island RR) and "West End" (Brooklyn, Bath & West End RR) lines began terminating trains at the new Union Depot, located at 39<sup>th</sup> Street & Second Avenue, and thus fed much of their connecting patronage directly onto the Fifth Avenue El. Station stops by this time included Sands Street, Adams

Street, Bridge Street, Fulton Street, Atlantic Avenue, St. Marks Avenue, Union Street, 3<sup>rd</sup> Street, 9<sup>th</sup> Street, 16<sup>th</sup> Street, 20<sup>th</sup> Street, 25<sup>th</sup> Street, and 36<sup>th</sup> Street.

Through a subsidiary called the Seaside & Brooklyn Bridge Elevated Railroad, the Fifth Avenue El was extended even further, to 65<sup>th</sup> Street-Bay Ridge, on October 1, 1893. This extension varied from the original route by turning west above 39<sup>th</sup> Street before heading south over Third Avenue. Though originally franchised to reach Fort Hamilton, this was as far as the Fifth Avenue El was ever to travel, but the contiguity of the Fifth Avenue El to both the Brooklyn waterfront and the growing (and profitable) excursion lines serving Coney Island made it a natural and convenient outlet for the further expansion of such operations. On June 5, 1895 joint through service was thus instituted by the Brooklyn Elevated and Long Island Rail Road from the Sands Street Terminal in Downtown Brooklyn (with connection available to Brooklyn Bridge cable shuttles) to Manhattan Beach via the Culver Line. This was done in time for the summer season, using a new physical connection from the Culver Line up to the elevated structure at 36<sup>th</sup> Street and Fifth Avenue, approximately from 38<sup>th</sup> Street & 10<sup>th</sup> Avenue to the existing 36<sup>th</sup> Street Yard. To get to Manhattan Beach, trains left the Culver Line at Parkville Junction and headed east onto the Bay Ridge Branch, then turned south onto LIRR's Manhattan Beach Branch, which directly paralleled the present Brighton Line to the peninsular oceanfront, ending at the end opposite of Coney Island just past Brighton Beach. It also served the Sheepshead Bay Race Track.

Such an operation quickly gained a loyal following, and the way was gradually cleared for more, albeit still in the context of "special" summertime excursion service. Nominal operations on the Brooklyn els had grown just as quickly, and their inward terminal facilities were overburdened, particularly those crowding either side of the Brooklyn Bridge. Accordingly, the Park Row terminal was basically doubled in capacity during 1895, while a greatly expanded terminal was opened at Sands Street that September 29, located one block west of the original Myrtle Avenue Line station. It included a loop for reversing trains on the upper level (put into use in May, 1896) and rearrangement of trackage on the lower level serving the Brooklyn Bridge shuttles and the Fulton Street Elevated. Starting in May of 1896, the Prospect Park & Coney Island Railroad, jointly with the Brooklyn Elevated, introduced special through service from the Sands Street terminal to Culver Depot, following the

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**A History of the R Train***(Continued from page 2)*

Fifth Avenue El to 36<sup>th</sup> Street, then the Culver Line all the way to Coney Island. This was the first instance of the through one-seat transportation that would become so familiar in the near future. In 1897, these specials were powered across the Brooklyn Bridge by cable-powered "bridge motors," which drew electric power for starting and as backup, and then used steam for the rest of the trip to Coney Island.

On June 18, 1898 all Fifth Avenue trains were extended across the Brooklyn Bridge to Park Row for the first time, using a new piece of connecting structure between the existing station at Adams Street and the lower level of Sands Street, and pulled by bridge motors west of Tillary Street (which were usually powered by cable across the Brooklyn Bridge). As can be imagined, this was a rather unorthodox and time-consuming process and therefore resulted in delays. As a result, rush hour Fifth Avenue trains were cut back from Park Row to Sands Street in September, 1898. Culver service was suspended in April, 1899 upon its acquisition by BRT, and disappeared from the Fifth Avenue Line for two months. In this interim, another joint summer-only service began on May 24, 1899 from the Sands Street terminal to the Rockaways by way of the Fifth Avenue El to Atlantic Avenue, then down a new ramp to the LIRR Atlantic Branch, which was then located at-grade. This lasted on an annual summertime basis until September, 1904, by which time LIRR was working on its first electrification and putting the inner portion of the Atlantic Branch into a tunnel.

When the Culver Line reopened as a joint el-streetcar operation on June 17, 1899, base rapid transit service was established from Park Row all the way to Norton's Point. Trains were pulled by cable/electric motors across the Brooklyn Bridge, then a steam engine from Sands Street to 36<sup>th</sup> Street via the Fifth Avenue El, and finally onto the surface to Culver Depot and Norton's Point. In rush hours BRT's Culver trains were not operated across the Brooklyn Bridge, but were instead turned at Sands Street. Electrically-equipped rolling stock (if available) was able to complete the last part of that trip under overhead trolley wire south of the 36<sup>th</sup> Street ramp starting on July 3, 1899, but there was a mix of steam and electric for some time to come. Joint BRT/LIRR "special" summertime service also continued to run from Park Row to Manhattan Beach via the Fifth Avenue El.

Given the continued delays experienced with motive power swaps and a general lack of maneuverable track space, all through service across the Brooklyn Bridge was discontinued, and trains terminated at Sands Street with the sole exception of BRT/LIRR specials to Manhattan Beach, on July 16, 1899. All Fifth Avenue El operations were electrified (Sands Street to 65<sup>th</sup> Street-Bay

Ridge) as of August 17, 1899, but the first Culver Line electric trains did not use third rail for power on the Fifth Avenue El until July 3, 1900. Electric elevated trains serving the West End and Sea Beach Lines (former Brooklyn, Bath & West End and New York & Sea Beach Railways) began operation on December 19, 1900. These followed the Fifth Avenue El from Sands Street to 36<sup>th</sup> Street, used the Culver Line ramp beyond as far as 9<sup>th</sup> Avenue, and diverged onto the West End Line at New Utrecht Avenue. At Bath Junction (63<sup>rd</sup> Street) the trains turned onto the Sea Beach Line, which they followed the rest of the way to Coney Island. As on the Culver Line, electrically-equipped trains used third rail from the Sands Street terminal to the 36<sup>th</sup> Street ramp, then trolley poles to Coney Island, but some trains were still steam-powered at first. All West End trains were electrified by the middle of 1903.

On January 21, 1901, Fifth Avenue El Trains were re-extended over the Brooklyn Bridge to Park Row in mid-days, by this time using third rail on their own to cross the East River. Otherwise, remaining steam-drawn consists from the Culver and West End Lines had a motive power change performed at Sands Street and were pulled over the East River and back by a cable-powered bridge motor. This did not last very long, however, as a powerhouse fire that July forced all service to again be temporarily truncated at Sands Street for about three months.

Summer specials between Park Row and Manhattan Beach via the Fifth Avenue and Culver Lines were discontinued in September, 1902. The next season (starting in May, 1903) BRT began summer weekend "express" train operations from Park Row, Manhattan to Coney Island via the Fifth Avenue El and West End and Sea Beach Lines to the Sea Beach Palace, with no stops made from 36<sup>th</sup> Street to Coney Island. Full-time elevated train operations on the Sea Beach Line were finally started in March, 1907, with individual cars coupled to and uncoupled from West End trains at Bath Junction in the daytime, Culver trains at the 36<sup>th</sup> Street ramp (8<sup>th</sup> Avenue) in the evening, and Fifth Avenue trains at 36<sup>th</sup> Street station overnight.

On January 26, 1908, separate shuttles across the Brooklyn Bridge were discontinued, and just about all remaining Fifth Avenue, Culver, and West End/Sea Beach service was extended from Sands Street to Park Row. In rush hours, West End express trains (with Sea Beach cars attached as far as Bath Junction) operated non-stop via the Fifth Avenue El (AM to Manhattan, 39<sup>th</sup> Street to Atlantic Avenue; PM from Manhattan, Atlantic Avenue to 36<sup>th</sup> Street), then local to the West End Terminal. West End local trains also operated between Sands Street and Ulmer Park (25<sup>th</sup> Avenue). Culver trains ran local between Park Row and Culver Depot, while Fifth Avenue trains operated from Park Row to 65<sup>th</sup> Street-Bay Ridge all times, with some trips to or

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**A History of the R Train**

*(Continued from page 3)*

from Sands Street in rush hours. In the PM rush hour, Fifth Avenue trains from Park Row skipped the Sands Street, City Hall, Bridge Street, and Fulton Street stations, which were covered by the Culver Line and West End locals.

Brief as it was, this was the high point in the life of the Fifth Avenue Elevated, as the Dual Contracts agreement of March, 1913 held many ramifications for both BRT's els and its surface lines to Coney Island. Sea Beach el cars were the first to depart the scene, as operations on that route were assumed by streetcars beginning on October 28, 1913 when serious reconstruction of the Sea Beach right-of-way commenced. West End service followed on June 23, 1916 when it was re-routed into the Fourth Avenue Subway, with rush hour Culver trains then skipping the local stops on the Fifth Avenue El (to Manhattan AM, from Manhattan PM). In this state, and especially after the expansion of BRT subway service via Fourth Avenue and on Broadway in

Manhattan, the fortunes of the Fifth Avenue El suffered a gradual deterioration across the 1920s. We do not have a complete record of the service changes. The backs of BMT maps reveal the following: 1924-39—Culver express 36<sup>th</sup> Street-9<sup>th</sup> Street-Atlantic Avenue in the direction of heavy rush hour traffic; 1924-6—Fifth Avenue, 65<sup>th</sup> Street-Sands Street; 1937-9—Fifth Avenue, 65<sup>th</sup> Street-Sands Street rush hour and 65<sup>th</sup> Street-36<sup>th</sup> Street non-rush hour. In its final form, beginning on October 1, 1934, non-rush hour Fifth Avenue El service consisted of one car from 65<sup>th</sup> Street-Bay Ridge that was added to the Culver train at 36<sup>th</sup> Street and continued in joint fashion to Sands Street (September-May) or Park Row (May-September), reversing the process in the southbound direction. As the city's Board of Transportation assumed control of the BMT lines on June 1, 1940, the Fifth Avenue El was closed completely, along with the line on Fulton Street Culver Line service was thus heavily modified, with rush hour shuttles from 9<sup>th</sup> Avenue to Coney Island continuing as a last "ghost" of the Fifth Avenue El until it was finally shortened in June, 1952.

*(Continued on page 5)*

**Public Ownership of Subway Lines**

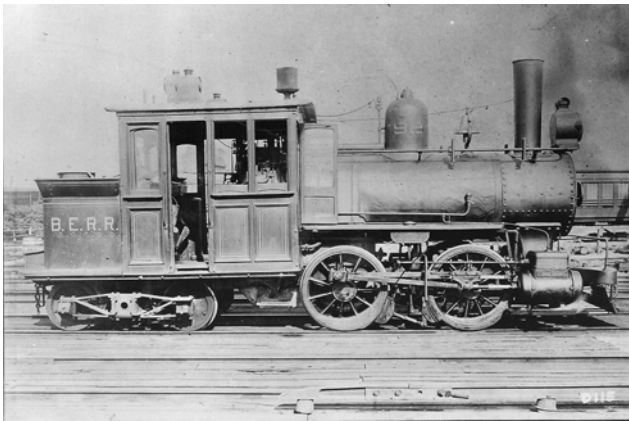
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ing by private corporations. To finance this project, the city was allowed to issue \$300 million transit bonds in

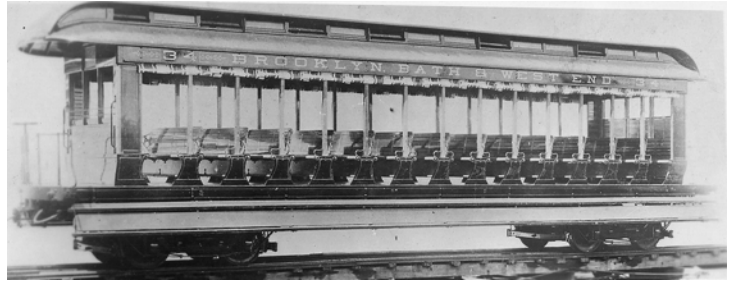
excess of the debt limit. Because private companies could not make a profit on a five-cent fare, the city decided to operate the new Independent System. In 1940, the city acquired ownership of all IRT and BMT lines, as described in the previous issue.

**A History of the R Train**

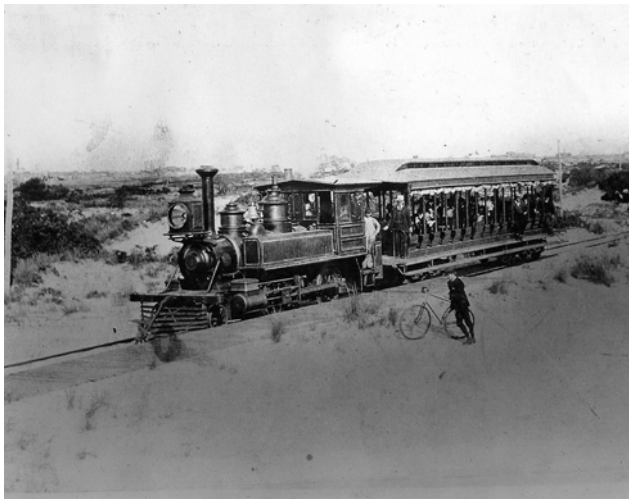
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**Brooklyn Elevated Railroad locomotive.**  
Bernard Linder collection



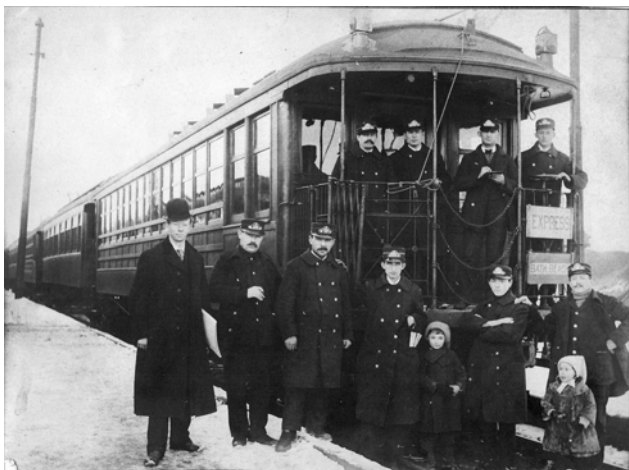
**Brooklyn, Bath & West End Railroad car 34, built by Brill in 1886.**  
Bernard Linder collection



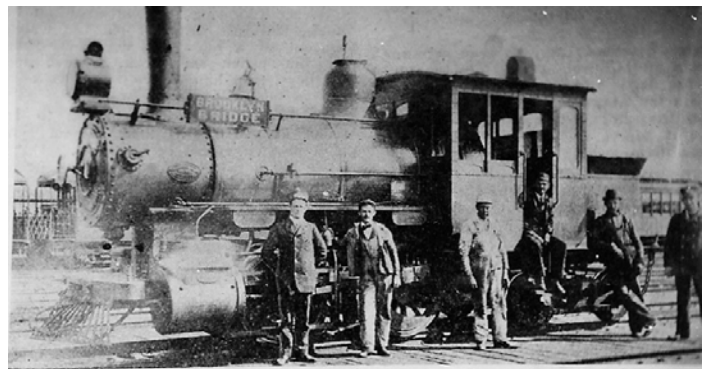
**A Prospect Park & Coney Island Railroad (Culver) train in 1893.**  
Bernard Linder collection



**Culver train at the rear of Union Depot (now the site of Jackie Gleason Bus Depot), November 15, 1899.**  
Bernard Linder collection



**West End train operating on the surface at New Utrecht and Bath Avenues.**  
Bernard Linder collection



**WHEN STEAM WAS THE MOTIVE POWER**  
The Last Locomotive To Pull A Train From Sands Street to 36th Street and 5th Ave (Left to Right) Brakeman John Carney; Engineer Joseph Desmond, Sr.; Wiper 5th Engine Hostler Identified As Either Ryer Or Barber; Fireman John Shilling; and Conductor Michael Dunn

**Last locomotive to pull a Fifth Avenue El train from Sands Street to 36th Street.**  
Bernard Linder collection

*(Continued on page 6)*

**A History of the R Train**

*(Continued from page 5)*



**Fifth Avenue El, Fulton Street and Flatbush Avenue looking north,  
May 30, 1940.**  
Bernard Linder collection



**Fifth Avenue El at Fulton Street looking south.**  
Bernard Linder collection



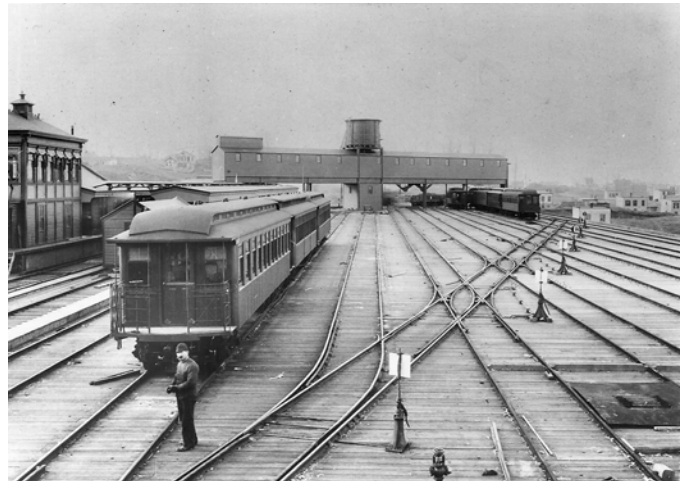
**Fifth Avenue El at 36<sup>th</sup> Street looking south.**  
Bernard Linder collection



**Fifth Avenue El at 38<sup>th</sup> Street and Third Avenue looking east.**  
Bernard Linder collection



**Fifth Avenue El, 40<sup>th</sup> Street station looking south.**  
Bernard Linder collection



**Fifth Avenue El, 36<sup>th</sup> Street Yard before electrification.**  
Bernard Linder collection

*(Continued next issue)*

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

Here we are in late springtime/early summertime as change on New York City's subways continues and we hurtle through the advent of the big service adjustments expected with the coming new schedules of June 27. Not all of those plans have been finalized as this is written, but the basic "outline" of the new route alterations has definitely emerged and helps to clarify some of the events ongoing at present. For example, while just riding **J** these days, it is clear that big-time track and signal work is now proceeding in the so-called "Essex Cut" portion of the Chrystie Street Tie, which will be a critical component of the rerouted **M** expected to debut this coming summer. Meanwhile, all of the R-160s have at last been delivered and are almost all in service already, with the corresponding demise of the R-44s now promising to be even faster than earlier expected. With that, let us get caught up.

#### Subdivision "A" Happenings

R-142A set 7631-5, which had been out of service with serious electrical problems for an extended period (probably as far back as the fall of 2007, but at least since mid-2008) was again observed in passenger service on **6**, heading an express train out of Pelham Bay Park on April 19, 2010. That restored **6**'s allocation to its full complement of 460 R-142As and again puts all R-142s and R-142As (and R-142S') into the active category as they approach their 10<sup>th</sup> anniversary of passenger service (which will be on July 10). Elsewhere, Corona-based single unit 2153 is the only car noted as having a complete set of "periwinkle" (blue) fiberglass seats as opposed to the growing mix of blue with original orange/white or yellow/white. It has evidently been this way for a while now and is not currently being looked at as the start of a universal application, but still provides an acute contrast among the overall fleet.

#### R-160 Progress (All Deliveries Completed; The First Option II R-160A/Dash 1's Enter Service)

The final train of R-160A-2s, consisting of cars 9793-9802, entered service out of Jamaica (on **E**) on April 23, 2010. The next "last" to occur was the delivery of Option II R-160Bs 9933-42, Kawasaki's final R-160 train, which was on NYCT property as of May 4, 2010. As had been the case since delivery of the earliest pilot cars in July of 2005, the R-160Bs were transferred by truck from the Yonkers assembly plant to 207<sup>th</sup> Street Shop in the form of one car per night until the given 5-car set was on hand, at which time the delivery date was finalized. It was then transferred to Coney Island for setup (the R-160A-2 sets had gone to Pitkin for this purpose) and as of May 15, 2010 was at Jamaica for "burn-in," which is the final stage of testing prior to entering revenue service. The second-to-last train of Op-

tion II R-160Bs from Kawasaki, cars 9923-32, went into passenger service at Jamaica (**E**, **F**, **R**, **V**) on May 7, 2010. The R-160s have maintained a strong presence on **R** since being placed in service there on April 3, with as many as eight such trains operating on one day recently, though a more typical quantity is in the area of 5 or 6. At least one R-160 train (and on one day three) was also running on **V** since April 28, generally in the rush hours, which will be a short-lived phenomenon given the line's projected extinction on June 25. Continued recent monitoring of **F** has witnessed a very small reduction in the use of R-160s even as their use grows elsewhere, but about a half-dozen R-46s remain there on weekdays, fewer on weekends.

One reader provided the following interior description of the seatless "B" cars of R-160B train 8713-22, which continues to operate weekdays on **E**. Its content was edited very slightly:

- All 8 car-end seats are removed
- The stanchions between doors are bifurcated to provide more handholds at 3' to 6' above the floor
- The high metal barriers at bench end seats are removed (with the effect that the door opening is no longer such a great place to stand)
- The only handholds at the doors are adjacent to the jambs rather than adjacent to the front edge of the bench
- Longitudinal stanchions are moved slightly up and to the outside, with small spring-loaded handles provided (similar to those once seen on R-12/14/15 series Subdivision "A" cars)
- Backrest height is reduced and seat height is increased
- All seats are foldable, and can be locked in the upright position, to provide standing-room-only space for rush hours.

Additionally, car 8713 has been outfitted with a prototype ergonomic master controller. Train Operators operating this car have been asked to complete and return a survey giving their opinion.

The final set of Option II R-160A/Dash 1s, numbered 9971-4, was also delivered to 207<sup>th</sup> Street on May 4, 2010, though these four (and formerly the five-car sets) travelled together on flatbed trucks all the way from the Alstom facility at Hornell, New York to enter the city via the George Washington Bridge. At 207<sup>th</sup> Street the unit was marshaled as one and forwarded to Pitkin for its pre-testing set-up, then the first several days of operational shakedown. This step found the new cars making "wind sprints" on the test track in the Rockaway "Flats" between Howard Beach-JFK and Howard Beach, after

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# Commuter and Transit Notes

No. 260  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

After years of talk, on May 26, MTA signed a contract with Related Companies and Oxford Properties Group to develop the Hudson Yards into a mixed-use community that will include 12 million square feet of commercial and residential development on 26 acres. MTA will lease the site to the joint venture for 99 years, with purchase options, which will provide \$1 billion for MTA capital projects. The developer will construct a deck over the portion of the (Caemmerer or West Side) yards currently used for LIRR train storage.

Last month's *Bulletin* reported that a revised and scaled down 2010-2014 Capital Program had been submitted to the Capital Program Review Board. On June 3, MTA Chairman Jay Walder issued a letter that the Capital Program was "deemed approved." This came about because sufficient time had elapsed since it was sent to CPRB and as it was not rejected, it is considered to have been approved. A public hearing was scheduled for June 22 at MTA Headquarters for the public to comment on federal funding that would be used for the MTA agencies for the balance of 2010 and for 2011.

## MTA METRO-NORTH RAILROAD (EAST)

There are a few more details about the service reductions that took place with the June 20 (Harlem Line) and June 21 (Hudson Line) timetables and were reported in the May *Bulletin*. There were no changes on the New Haven Line. Other trains have had some minor changes. In addition, there are to be train consist reductions to meet the new 95% loading guidelines, which encourage riders who wish to sit to use the "dreaded" middle seat.

HUDSON LINE: The tie replacement project on the Upper Hudson has been completed. The changes below reverse the service enhancements introduced with the April 6, 2008 timetables:

- Trains #487 (9:04 PM to Croton-Harmon) and #887 (9:16 PM to Poughkeepsie) are combined, now departing at 9:05 PM
- Trains # 491 (9:55 PM to Croton-Harmon) and Trains #891 (10:12 PM to Poughkeepsie) are combined, now departing at 10:05 PM
- Trains #793 (10:55 to Croton-Harmon) and #893 (11:12 PM to Poughkeepsie) are combined, now departing at 11:05 PM

## HARLEM LINE:

- Train #381 (7:28 PM to Crestwood) is discontinued; passengers can use Train #583 (7:30 to North White Plains)
- Train #681 (7:52 PM to Southeast) and Train #683 (7:57 PM to Mt. Kisco) are combined. The new

train does not stop at Scarsdale or Hartsdale. Passengers may ride Train #585 (8 PM to North White Plains). This moves the connection time for Train #681 later.

The weekend rail/bus service from Wassaic to the Berkshires is not being offered this year due to budgetary constraints. My records show this service operating since at least 1999.

You may have seen some areas of flooring that were closed off for repairs in Grand Central Terminal. The May, 2010 edition of *Mileposts* reported that Metro-North is in the midst of a five-year program to repair broken and cracked marble tiles and terrazzo sections that are made of Tennessee marble. About 25% of the floor needed repairs, and each year, 5% of the floor is being attended to, amounting to between 45,000 and 67,000 square feet. In order to obtain an exact match, Metro-North went to the quarry from which the original marble was obtained. Unfortunately, it closed in the 1980s, but the owners agreed to reopen it. The original slabs of marble were placed just  $\frac{1}{16}$  inch apart, which made a tight fit, allowing little room for "give" when the building vibrates due to train movement. Now, there will be a  $\frac{1}{8}$  inch separation, which will prevent cracking. Replicating the exact color was a bit more difficult, but finally a perfect color match was made. An almost imperceptible brass border has been added on all sides to stop any cracks that may develop in one slab from transferring to an adjacent slab.

In the April *Bulletin*, there was a report from member Larry Kiss about the Fairfield Metro Center station, which is under construction between Fairfield and Bridgeport on the New Haven Line, its opening date unknown. In the Real Estate section of the *New York Times* (May 23), an article entitled "Living in/St. Mary's-by-the-Sea, Conn." contained this statement: "St. Mary's isn't on a train line, but a new Metro-North station is scheduled to open next summer off Black Rock Turnpike. It could ease congestion at Fairfield's main station, where the waiting list for permit spaces is six years long."

## MTA METRO-NORTH RAILROAD (EAST)

Metro-North issued a Port Jervis/Pascack Valley Line timetable effective June 20.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

*The* (Stamford) *Advocate* reported that the first M-8 test run took place on May 17, between New Haven and Milford. The initial tests, where the trains traveled at 20-40 mph to test acceleration and braking, were declared a success by spokeswoman Marge Anders. Each pilot car must pass a 4,000-mile test without defects. It is

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**Commuter and Transit Notes**

(Continued from page 8)

hoped that the first cars will be rolling in passenger service by the end of this year. Once that is accomplished, riders could face a fare increase to pay for the cars, which has been deferred until after the M-8s enter service.

I received a report that six of the M-8s (9100-6) were transferred to Croton-Harmon over the weekend of June 5-6. In the following weeks, these cars were due to spend every night except Sunday, after 8 PM, being tested either on the Hudson or New Haven Lines.

**MTA LONG ISLAND RAIL ROAD**

For the Bon Jovi (May 26, 27, 29 and July 9), Eagles (June 10), and Hot 97 (June 6) concerts at the Meadowlands, LIRR offered a round-trip LIRR/NJT ticket for the standard LIRR fare plus \$10.50 for the NJT portion of travel. The one-way fare was \$5.25. Since NJT did not sell the joint ticket, LIRR riders were advised to purchase them prior to boarding their LIRR train. Monthly/weekly ticket holders only needed to purchase an NJT ticket to Meadowlands at Penn Station prior to boarding.

"Hamptons Reserve" service – "The Cannonball" is running again this summer. This Friday-only afternoon express train (#2798), which departs from Hunterspoint Avenue at 4:06 PM and from Jamaica at 4:25 PM, has a scheduled arrival in Montauk at 6:48 PM. For \$34.75, you get a reserved seat aboard a train that makes its first stop at Westhampton (5:41 PM) and limited stops thereafter. Reservations, which LIRR advises sell out early in the week, are required, and attendants serve beverages and snacks. This information was on a small double-sided handout, and like last year, no **Hamptons and Montauk Summer Timetable** (Form S2) was issued.

Robert K. Pattison, who served as the 30<sup>th</sup> President of LIRR from July 6, 1976 to June 20, 1978, died May 12 at age 88. Mr. Pattison's railroad career covered four decades with freight and passenger railroads. While most of the LIRR Presidents either resigned or died, Mr. Pattison held the distinction of being fired. The July, 1978 **Bulletin** reported that MTA Chairman Harold L. Fisher and Governor Hugh Carey took the action because of LIRR's poor operation during the previous winter's snows. He was succeeded by Francis T. Gabreski, who resigned under pressure, also due to poor performance by the railroad, although his problems occurred during the previous summer when there was a lack of air conditioning.

The usual Mets-Yankees Subway Series timetable was issued for May 21-23.

LIRR timetables now refer to Flatbush Avenue as Atlantic Terminal.

As was reported in the June **Bulletin**, train service to Belmont Park was operated on June 4 and 5. On June 5, direct service from New York Penn with a stop at Ja-

maica departed between 9:59 AM and 3:28 PM. Two departures from New York Penn at 3:45 and 4:25 PM required a change of trains at Jamaica. For the return trip, trains departed Belmont at 4:16, 4:54, 5:16, and 5:53 PM and then approximately every 15 minutes between 6:30 and 9 PM to Jamaica, Atlantic Terminal, and New York Penn.

Belmont package one-way tickets were sold at a cost of \$7 from Penn Station and Woodside and \$6 from Jamaica. Tickets from Brooklyn and Woodside were also available with connections in Jamaica. On Belmont Stakes Day, Belmont package tickets were not sold on-board trains and were the only tickets accepted on Belmont Park trains. CityTicket, Monthly, Weekly, and Ten-Trip Tickets could be used only for travel to and from Jamaica, but must holders of such tickets had to purchase a Belmont Park ticket. The usual special brochure was issued.

A special timetable card was issued for the Babylon Branch for the following Sunday mornings: June 13, 20, and 27 and July 11. This involved only one train, #6001 (12:50 AM Babylon/New York Penn) which was held for 10 minutes at Merrick, affecting all times west of that station.

When the demolition of New York Penn Station began on October 28, 1963, there were 22 eagle statues mounted atop the building. Eighteen were preserved at various locations, some in the metropolitan area, and on June 7, an announcement was made that the one at the Hicksville station, which had fallen into disrepair, would be restored. The \$5,000 cost is being made from contributions from: Nassau County, the Long Island Sunrise Trail Chapter NRHS, the Hicksville Historical Society, and the Northwest Civic Association. The eagle arrived in Hicksville on May 15, 1965 due to the request of Samuel A. Goldberg, a Latin teacher at Hicksville High School, whose students wrote the inscription at its base: "A Roman eagle once urban is now in Hicksville quite suburban." The work is expected to be completed later this year.

**NJ TRANSIT**

On May 25, the National Football League announced that the 2014 Super Bowl (XLVIII) would be held at the new \$1.6 billion Giants-Jets Stadium in the Meadowlands. This would be the first time that the Super Bowl was held in a northern city whose stadium was not equipped with a retractable roof. **The New York Times** reported that the average temperature at that time of the year ranges from 24° to 40°, with the lowest and highest recorded temperatures being -2° to 69°. Whether NJ Transit is already making preparations for rail service is not known. However, one news report that I heard told of hotel rooms going for astronomical rates with a minimum number of days required for a reservation. Nearby restaurants and taverns are excited about all the business that they may get. Some estimates are

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

that this event could bring in about \$500 million in revenues to the metropolitan area.

A co-worker told me that since mid-April, all Raritan Valley Line trains are composed of six multi-level cars powered by a PL-42.

Member Bob Vogel (Chuchubob) sent digital images of ALP-46A 4629 in revenue service on June 4. It was paired with ALP-46 4601 as a protect motor on Montclair-Boonton Line Trains #261 and 254. The inaugural revenue trips were made on June 2.

Returning from the city one late evening in early June, as the train passed where my wife and I were standing on the platform at Secaucus Junction, I saw that one of the cars that was not being used was "wrapped" for a Bon Jovi concert at the Meadowlands. When I got off the train at my stop, I got the car number: Comet IV 5564.

A new timetable was issued for the Pascack Valley Line effective June 20 to replace the January 17 edition. A pair of trains that neither NJ Transit nor Metro-North wanted to continue paying for have been eliminated: #1600 (4:56 AM Spring Valley/Hoboken) and #1639 (6:55 PM Hoboken/Spring Valley). Adjacent trains were adjusted so that #1602 departs 10 minutes earlier at 5:19 AM and #1637 departs at 6:43 PM rather than the previous 6:32 PM in order to even the headways. In addition, midday Trains #1651 and #1652, which only operate between Hoboken and New Bridge Landing (formerly North Hackensack), were retimed to depart earlier.

At their June 16 meeting, the Directors approved a contract for design work and preliminary engineering to make the Perth Amboy station accessible. This station, which is on the State and National Registers of Historic Places, is used by an average of 2,280 passengers each weekday. The work will add high-level platforms with canopies, elevators, a new PA system, closed-circuit TV, and landscaping. Of the eight North Jersey Coast Line stations between Red Bank and the Northeast Corridor, this is the only station with low-level platforms.

Looking to increase revenues from rental fees plus a commission based on sales, the Directors also approved contracts with vendors that will add a Sbarro restaurant at Secaucus Junction, three newsstands at Hoboken Terminal, and a McDonalds at Trenton. NJ Transit stands to realize a minimum of \$502,000 annually plus commissions.

On April 15, HBLR celebrated its tenth anniversary, and this fact was recognized in the May 2010 edition of *fyi*, which is also available on NJ Transit's website. With ridership at 13 million per year and 23 stations extending from the Hudson River waterfront and from Bayonne to North Bergen, the transit agency declared HBLR a

national model combining a modern transportation system with mixed-use development. Either in December or early January, the 8<sup>th</sup> Street station in Bayonne will open.

ACES issued a new timetable dated May 23, with a couple of minor time changes.

**AMTRAK**

Some copies of the Spring/Summer 2010 National Timetable (Form T-1) that were distributed at New York Penn had duplicates of Pages 21-32 and 105-136, while pages 33-44 and 93-104 were missing.

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

At the beginning of June, PA began sending out letters to 3,000 residents and businesses located in 100 buildings that it planned to acquire so that they could be demolished for the \$8.7 billion ARC Tunnel. A North Carolina company has been hired to assist with the relocations. The plans are to negotiate with those who will be affected, but if agreements cannot be reached, a public hearing would be held to explain the taking of property by eminent domain.

**METROPOLITAN AREA**

Starting June 1 and continuing through November 30, 2010, there is a six-month pilot project in which MasterCard PayPass™ is being accepted for fare payments on select train and bus routes throughout New York City and New Jersey. This enables riders of MTA, PANYNJ, and NJ Transit to purchase fares and transfer between transit systems simply by tapping a single type of contactless MasterCard PayPass™ card or device – to "Tap & Go™." This system is available on the Lexington Avenue Line (4 5 6) from 138<sup>th</sup> Street to Borough Hall, eight bus routes (M14, M23, M79, M86, M101, M102, M103, and BxM7), 11 PATH stations (excluding Christopher and 9<sup>th</sup> Streets), and three NJ Transit bus routes (6, 80, and 87). Specially-equipped payment readers featuring the MasterCard PayPass™ brand mark and universal contactless symbol have been installed on select turnstiles and fareboxes along these routes to alert commuters that contactless payments are accepted. A trial program began in July, 2006 by MTA with MasterCard and Citigroup when contactless readers were placed in 80 turnstiles at 30 stations on the Lexington Avenue Line. During this new trial all MasterCard PayPass cards and devices will be accepted from any issuing financial institution.

**INDUSTRY**

The May edition of Metra's *On the Bi-level* gave an explanation of Positive Train Control (PTC), a program that has been previously mentioned in this column. Following the tragic accident involving a Metrolink passenger train and a Union Pacific freight train in Chatsworth on September 12, 2008 where 25 died and there were 135 injuries, Congress passed the Rail Safety Act of 2008. The key provision of this law, which was signed by President Bush on October 16, 2008, is installation

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of a computerized system that can prevent train-to-train collisions, avoid derailments or other accidents caused by excessive speed, and increase safety for workers on the railroad right-of-way. This must be done by December 31, 2015. PTC works with the aid of computers, GPS devices, radios, and other communication equipment that sense when a train has missed a signal, is traveling too fast, or is in danger of colliding with another train. It will then automatically override the train's Engineer to slow or stop the train. Metra estimates that to implement PTC in the Chicago area will cost about \$300 million. For the 2010-4 Capital Program, Metro-North has requested \$187 million and LIRR, \$314 million.

**OTHER TRANSIT SYSTEMS***BOSTON, MASSACHUSETTS*

On June 2, MBTA approved a deal with the Utah Transit Authority to purchase or lease up to nine 3,600-hp diesel-electric locomotives at a cost of \$3.5 million each. Member Todd Glickman, who sent this report, believes that they will be model MP-36-3C. MBTA had an option on an original 2005 procurement in Utah, so the locomotives are compliant with MBTA's needs. Upon arrival, these would be the first new locomotives that have operated for the "T" in 17 years. In its press release, the "T" reported that UTA has a surplus of new locomotives, and negotiations have begun to determine the exact number to be procured and through what process (lease, purchase, or combination). The locomotives are "commuter rail-ready," and will be in service by this fall.

Todd also reports that agreements have been made with officials in Somerville for the location of a new car maintenance facility to support Green Line operations when service is extended to Somerville and Medford, currently planned for 2014.

*PHILADELPHIA, PENNSYLVANIA*

From member Dave Safford: "Beware Greeks bearing gifts,' the classic says, or transit systems either, one might add as an update. On May 20, SEPTA announced a 1% reduction in proposed Regional Rail fare increases made possible by increased ridership (+5.5% in April, 2010 over April, 2009) as the economy climbs out of recession. Not mentioned were the elimination of off-peak midday fares, 33% increase in transfer cost, combining of fare zones (to the higher notch), etc., which make the announced \$2 reduction in a \$157 rail pass look pretty peaked. Well, take what you can get, my sainted mother counseled."

Member Lee Winson added that Regional Rail riders would pay 8% more instead of 9%, transit riders will pay 6%. SEPTA's Board formally approved the fare increases on May 27 to take effect on July 1. The base transit fare remains at \$2, a rate that has remained un-

changed since 2000, and is only used by 13% of transit riders. Discounted tokens (available in 2, 5, and 10 packs only) will rise 10 cents to \$1.55, a weekly transit pass will go from \$20.75 to \$22, and a monthly Zone 3 commuter rail pass will cost \$155 instead of \$142.50. Subway, bus, and trolley transfers will be \$1 instead of 75 cents and off-peak fares on Regional Rail are eliminated for all rides before 7 PM weekdays.

Under the new rules, up to 2 children 4 years or under riding with a fare paying adult are now free at all times; additional children pay the base fare. Regional Rail fares for tickets and cash are priced under two new categories; "Weekday" and "Evening & Weekend." Weekday fares are in effect Monday through Friday, 4 AM to 7 PM, on trains arriving or departing the Center City Philadelphia stations (30<sup>th</sup> Street, Suburban, and Market East). Evening & Weekend fares are valid Monday through Friday, between 7 PM and the last train, and all day Saturday and Sunday on trains arriving or departing Center City Philadelphia stations. Disabled fares for Transit and Regional Rail will be valid at all times. The *Independence Pass*, good for one day of travel on all SEPTA services, will now cost: Individual, \$11\* (\*Add \$5 per trip for Regional Rail travel to/from New Jersey) and Family, \$28\* (Add \$15, per trip for Regional Rail travel to/from New Jersey). For SEPTA purposes, a family may include up to five persons; however, only two may be over the age of 18. For further details, please go to SEPTA's website: [www.septa.org](http://www.septa.org).

A \$300 million capital budget was approved but reflected a \$110 million reduction because of cuts in state funding brought on by the federal rejection of Pennsylvania's effort to convert I-80 to a toll road to raise transportation funds. This means that 22 projects, including new "smart card" fare technology, rehabilitation of the City Hall subway station, and extension of the Media-Elwyn Line to Wawa have been deferred. Those cuts may be restored if the state legislature comes up with funding.

*WASHINGTON, D.C. AREA*

Member Steve Erlitz's email said it all: "The End of An Era." This refers to the retirement on May 31 of the last CSX Ticket Agent at MARC's (1907) Brunswick station. Barb Eichelberger began her career with the Western Maryland Railway, which was later absorbed into the Baltimore & Ohio, and eventually became CSX, 42 years ago, at the age of 18. Barb plans to spend more time with her grandchildren and tending to her garden. Her supervisor was quoted as saying "CSX is a freight system, and that is where the money is." Commuters will now have to purchase their tickets from a vending machine or at Washington Union Terminal. Steve wanted you to know that technically there will still be one staffed station other than the Amtrak stations. Odenton has two shifts since MTA MD feels the machines are too slow for the volume of traffic. Both are

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MARC/MTA employees. Thanks also to **The Baltimore Sun** for this report.

VRE riders were warned that they could experience delays with their Tuesday, June 1 commute due to CSX replacing an old bridge with a new one that can support two tracks. Here are the details on this project. CSX has been working to install a third mainline track between Alexandria and Franconia/Springfield. Just south of Alexandria, the tracks go over the NS tracks using two bridges. One bridge has one track, while the second bridge has the space for two tracks, it can only support one track. CSX cut out the old bridge and slid the new bridge into place. Ultimately, the third track will help ease capacity constraints on the Fredericksburg Line by allowing passenger trains to pass slower freight trains in the area.

As a result, the Fredericksburg Line only operated three rush hour trains in each direction. AM Trains #300, 304, and 308 had extra cars to help with crowded conditions, and the same was true for PM Trains #303, 307, and 311. All terminated/originated their trips at Franconia/Springfield. Free transfers to/from Metrorail were provided by showing a VRE ticket to the Metro attendant when entering and upon exiting.

All Manassas Line trains terminated/originated at a temporary station area in the Norfolk Southern train yard near the Van Dorn Street Metro station (just north of the Backlick Road station). From there, passengers had the option of walking or using DASH shuttle buses to Van Dorn. The same free transfer arrangements were available. Midday and reverse peak Manassas trains were canceled.

According to several emails received in mid-May, Keolis Rail Services America, the U.S. subsidiary of a French firm, had difficulties filling all of the positions that it needs in order to take over operation of Virginia Railway Express on June 28. Although it had offered jobs to all current T&E (train & engine) employees who presently work for Amtrak, Amtrak has also done so. On May 20, VRE CEO Dale Zehner asked Amtrak to continue operating the trains for at least several weeks past June 28. Amtrak CEO Joe Boardman said he wants to ensure VRE passengers are not negatively impacted by Keolis' inability to start operations. "However, if Keolis is unable to meet its contractual obligations, then VRE should re-bid the contract. Amtrak is doing its part to facilitate a smooth transition, acting promptly and without delay to requests made by VRE and Keolis on a variety of issues, including setting up locomotive Engineer and Conductor qualification training on dates of their choosing."

VRE sent out an email advisory on May 27 to bring riders up to date. A history of the RFP process was provided and VRE reported that "at the request of their Op-

erations Board, Keolis made a concerted effort to hire the current VRE T&E crews. All but one of them opted to stay with Amtrak. New crews are being hired, and they come from a variety of backgrounds, both passenger and freight. Many of them have experience on the VRE territory, while others are coming from other commuter rail agencies that are decreasing their service and furloughing employees. All of them are experienced railroad personnel who are truly looking forward to serving VRE and its riders."

An email sent out by CEO Zehner on June 10 informed riders that VRE has been meeting monthly with the Federal Railroad Administration, Keolis, Amtrak, CSX, and Norfolk Southern. As part of this process, several contingency plans were developed in the event that Keolis was not ready to assume full service on June 28. VRE elected to implement one of those plans and was finalizing arrangements. Under that plan, Amtrak remained VRE's operator for an additional two weeks until July 9. Mr. Zehner would have preferred to delay making this decision so he could better assess Keolis' readiness, but Amtrak imposed a deadline of June 9 for any contingency plan that involved Amtrak. In the interest of riders, he opted to exercise the contingency plan by Amtrak's deadline so that there would be no question that VRE trains will operate full service on June 28. Steve Erlitz reported that a co-worker told him that as late as 8 PM June 13, VRE had been training/qualifying the new Veolia crews on light trains all weekend.

Keolis was expected to be ready to operate much, if not all, of the VRE service by June 28, and VRE preferred what is known as a "soft start" or "staggered start" of service on that date, with the Fredericksburg Line operated by Keolis and the Manassas Line operated by Amtrak. The Fredericksburg line was considered the better line for Keolis to begin operations because the firm has employed several Engineers and Conductors who have operated trains over the line during their careers, both with Amtrak and CSX. When VRE started operations in 1992, the Manassas Line started in June and the Fredericksburg Line started in July. Thanks to Bob Hansen for some of the details in this report.

*CHESTERTON, INDIANA*

The Northern Indiana Commuter Transportation District announced on May 20 that it was temporarily reducing the standard length of its trains to undertake an accelerated repair program to repair hairline cracks found in some rail cars that involve a mechanical assembly that connects the car body to the truck. NICTD reported: "there are four of these anchor rod assemblies on each car (2 per truck). The cracks were found on the 1982 cars and are the result of normal fatigue stresses associated with age. These assemblies were tested as part of the mid-life rehabilitation program and found to

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be without defects. However, given the 28 years of service on the assembly some fatigue damage was showing up in recent detailed inspections. If left unchecked, the cracks could propagate and present a derailment hazard. NICTD finished the fleet inspection last night and will begin making the repairs today. It may take several days to work through the 1982 fleet. In the meantime NICTD wants to assure our riders that their safety is our highest priority and we will work as quickly as possible to return the entire fleet to active service."

*CHICAGO, ILLINOIS*

The 5000-series test train that entered service on the Green Line on May 17 (June **Bulletin**), was withdrawn from service on May 27 to install a modification to the braking system. Bombardier, which is producing these cars, has been working on a fix that will improve the operation of the brakes. Although the test trains have not experienced any failure, under certain conditions a component was found to be affected by vibrations, which over time could result in a temporary loss of friction brake. This issue was to be resolved within a few weeks.

Security screening of passengers and carry-on bags came to Chicago Union Station on May 27. Amtrak police have conducting random inspections along the Northeast Corridor for a while. Thanks to Robert Hansen for these reports.

*MINNEAPOLIS, MINNESOTA*

On June 23, the Metropolitan Council was scheduled to award the third of seven contracts valued at just over \$200 million for the Central Corridor Line, which will connect the Twin Cities. This contract will build 6.9 miles of track from downtown St. Paul to Westgate, including 14 stations. Future contracts will complete the remaining 7 miles to link up with the Hiawatha LRT at Target Field and Northstar Commuter Rail.

*DENVER, COLORADO*

Here are two reports from member Pete Donner. "Except for the track used by Amtrak's *California Zephyr*, the remaining tracks at Denver Union Station have been removed, although the platforms remain in place. This is part of the RTD FasTracks plan to construct a multi-modal transportation facility at Union Station."

Light Rail Route G, which operated between the Nine Mile and Lincoln stations, was discontinued since Pete's last visit two years ago. (The actual date was May 9, 2009.) This route served as a shuttle between those two suburban terminals on the Southeast line. Mainline Routes E, F, and H continue to provide service to/from Downtown Denver, although a transfer at the Southmoor station is now required for travel between stations on the E and F line to/from stations on the H Line.

*PORTLAND, OREGON*

A groundbreaking ceremony was held on May 17 for a new Blue Line MAX station at Civic Drive in Gresham. When completed this Fall, it will be the 85<sup>th</sup> station in the system.

Service cuts and fare increases were approved by the TriMet Board on May 26 to take effect on September 1 for fares and September 5 for the service cuts, which largely affect buses. The only changes for MAX light rail service are that evening and weekend headways will increase from 15 to 17 minutes and early morning and late evening headways will be adjusted by about four minutes. Westside Express Service will not change. The following fares will change: 5-cent increase for Adult, Honored Citizen, and LIFT tickets, \$2 increase for the Adult and LIFT 1-Month Pass, and \$1 increase for Honored Citizen 1-Month Pass. The 1-Day Pass or Youth/Student tickets and passes remain unchanged.

*MONTREAL, QUEBEC, CANADA*

**The Montreal Gazette** reported that Agence Metroropolitaine Transport (AMT) will end service to the terminal of Rigaud on July 1. This came about as a result of the town ending its financial support for the train, which would have required an increase from C\$160,000 to C\$300,000 annually. AMT asked for the additional funds because Rigaud is not part of the Montreal Metropolitan Community, which helps finance the agency via property and gas taxes. Because there is only one inbound and one outbound train, few passengers ride from that station, and Rigaud decided to let the service end. Trains will now terminate one station closer at Hudson, which is part of the community and has the same level of service. Rigaud is negotiating with a bus operator to transport commuters from Rigaud to AMTs Vaudreuil station, which is two stops closer to Montreal and is served by 13 trains in each direction.

*BANGKOK, THAILAND*

On May 31, and continuing through June 4, members of the public were invited to ride test runs on the Airport Link. The test ride ran from the Phaya Thai station to Suvarnabhumi Airport without any intermediate stops on 20-minute headways, with trips taking about 25 minutes. Thanks to Todd Glickman for this news.

**FROM THE HISTORY FILES**

*30 Years ago:* On July 1, 1980, coordinated with a fare increase, the Long Island Rail Road included New York Penn Station, Flatbush Avenue, Hunterspoint Avenue, and Long Island City in the same fare zone. This remains in effect today.

*20 Years ago:* In July, 1990, six PATH "K" cars were reefed in the Atlantic Ocean. Their trucks had been shipped to Philadelphia, where SEPTA installed them beneath six Market-Frankford "Almond Joy" cars. They were then assigned to the Norristown Line, supplementing ex-Chicago Transit Authority 6000s due to an equipment shortage that ended with acceptance of the N-5s.

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

## PEAK HOUR FARES by Randy Glucksman

*This article was originally written several months ago, but due to space limitations, it was deferred. Since that time, there have been several significant changes which are outlined below.*

Transit agencies that operate “Peak” and “Off-Peak” trains are few in number, so I thought this would be an interesting subject, which I briefly touched on in the May, 2008 *Bulletin* in an article entitled **TICKET SURCHARGES**. My research has found that charging more to ride in the “Peak” hour, in the “Peak” traffic direction is a phenomenon found only in Boston (MBTA) and New York (LIRR and Metro-North). The hours when higher fares are in effect are typically from 6 to 9 AM for trains arriving at the city center and for departures between 4 and 7 PM on weekdays. Exceptions are made for federal and state holidays as well as certain holiday weekends, e.g. the days following Thanksgiving and Christmas when the Long Island Rail Road and Metro-North charge off-peak fares.

Through the years there have been some changes such as what took place on October 1, 1990, when the Long Island Rail Road and Metro-North extended their evening peak hour from 7 to 8 PM. This was done to take advantage of ridership growth that had taken place during that hour to increase revenue collection. Another change occurred on March 1, 2005, when due to signifi-

cant increases in reverse peak ridership, Metro-North began charging peak fares on all departing trains from Grand Central Terminal from the start-up of service (5:35 AM) until just before 9 AM.

NJ Transit went the other way on June 1, 2007, when it changed its AM peak hour starting time from 6:30 AM to 7 AM. With the May 1, 2010 fare increase, off-peak tickets were discontinued, although those in circulation continue to be accepted. Since Metro-North still sells off-peak tickets, they can be used from Metro-North controlled stations to Secaucus Junction, Hoboken, and New York Penn in both directions. The current Main/Bergen Co. and Pascack Valley Line timetables still denote peak and off-peak trains.

Effective July 1, 2010, SEPTA revised its policy, which, until that date, had followed the patterns of the other transit agencies listed below. The change was major, in that all trains that arrive or depart from the three Center City Stations (30<sup>th</sup> Street, Suburban, and Market East) between 4 AM and 7 PM on weekdays are subject to what are called “Weekday” fares. The off-peak discounted fares that had formerly been accepted during middays have been named “Evening & Weekend.” Please see the article on page 11 for details.

This data is based on timetables that were in effect as of July, 2010.

OPERATOR	HOURS	TERMINAL	HOURS	TERMINAL
MBTA	6:10-9:49 AM	South Station	3:45-6:38 PM	South Station
	6:14-9:32 AM	North Station	4:00-6:45 PM	North Station
LIRR	6:08-9:56 AM	New York Penn Station	4:15-7:54 PM	New York Penn Station
	6:17-9:56 AM	Atlantic Terminal	4:16-7:56 PM	Atlantic Terminal
Metro-North	5:40-9:59 AM	Grand Central Terminal (Arriving)	4:02-8:00 PM	Grand Central Terminal (Departing)
	5:35-8:55 AM	Grand Central Terminal (Departing)	N/A	N/A
NJ Transit from Metro-North Stations	7:06-9:18 AM	Hoboken	4:15-7:02 PM	Hoboken



## MONTHLY COMMUTER RAIL FARES by Randy Glucksman

Last published in the August 2005 *Bulletin*, this table has been updated to include recent fare increases (shown in **bold**) and has been expanded. As you can see, commuting in the New York metropolitan area is the most expensive in the United States. Sample fares were selected from stations approximately 25 and/or 50 miles if available, from the major city served.

The most recent increases are: NJ Transit – 25% (May 1), NICTD – 2% (June 1), and SEPTA – 8% (July 1). For the moment, it appears that the information in the table below will remain stable until possibly later this year or early next year when CDOT raises fares after the M-8s enter service.

Also added are the new operations which began in

Albuquerque, July 14, 2006 (*Rail Runner*), Nashville, September 18, 2006 (*Music City Star*), Oceanside, March 9, 2008 (*Sprinter*), Salt Lake City, April 28, 2008 (*Front Runner*), and Minneapolis, November 16, 2009 (*Northstar*). The latter does not offer a discounted monthly fare, so the amounts that appear are calculated on purchasing one-way tickets for 22 workdays per month (total = 44) at a fare of \$7 per trip from Big Lake. Since there are no 25-mile stations, I used Elk River (30 miles), \$5.50 and Anoka (20 miles) \$4.00. Therefore, it is not a surprise that its fare structure earned a tie for third place with CDOT. MTA MD, which has not raised fares since July 1, 2003, is still looking to hold the line on any increase for this year.

Ranking		UNITED STATES MONTHLY COMMUTER FARES								
2010	2005	TRANSIT AGENCY/ FAMILIAR NAME	MAJOR AREA(S) SERVED	MILES		STATION	MONTHLY	EFFECTIVE DATE		
1	2	NJ Transit	New Jersey	48		Princeton Jct. (Zone 19)	<b>\$414.00</b>	5/01/2010		
					27	Metuchen (Zone 11)	<b>\$308.00</b>			
2	3	MTA-Metro-North (East)	New York	52		Garrison (Zone 7)	<b>\$330.00</b>	6/17/2009		
					25	Tarrytown (Zone 5)	<b>\$243.00</b>			
3	1	CDOT/Metro-North	New York	51		Fairfield (CDOT)	\$308.00	1/01/2005		
						Connecticut	26	Port Chester (Zone 14)	<b>\$226.00</b>	6/17/2009
4	n/a	Metro Transit	Minneapolis	40		Big Lake	<b>\$308.00</b>	11/16/2009		
							30		Elk River	<b>\$242.00</b>
							20		Anoka	<b>\$176.00</b>
5	5	Metro-North (West)	New York	50		Salisbury Mills	<b>\$306.00</b>	6/17/2009		
						Port Jervis Line	n/a		n/a	n/a
6	4	MTA-Long Island RR	New York	49		Smithtown (Zone 10)	<b>\$306.00</b>	6/17/2009		
							25		Hicksville (Zone 7)	<b>\$232.00</b>
7	11	Southern California Regional Rail Authority	Los Angeles	50		Mission Viejo	<b>\$294.50</b>	8/01/2009		
						Metrolink	26		Fullerton	<b>\$175.25</b>
8	10	Virginia Railway Express	Washington, D.C.	54		Fredericksburg	<b>\$285.50</b>	6/29/2009		
							24		Woodbridge	<b>\$148.30</b>
9	6	MTA-Metro-North (West)	New York	n/a		n/a	n/a	6/17/2009		
						Pascack Valley Line	28		Nanuet	<b>\$244.00</b>
10	12	Massachusetts Bay Transportation Authority	Boston	50		Fitchburg	<b>\$250.00</b>	1/01/2007		
							26		Lawrence	<b>\$223.00</b>
11	14	San Joaquin Regional Transit Authority	San Jose	49		Tracy	<b>\$233.00</b>	2/02/2009		
						Altamont Commuter Express	22		Pleasanton	<b>\$179.50</b>
12	9	NICTD	Chicago	50		Beverly Shores	<b>\$218.70</b>	6/01/2010		
						South Shore Line	23		East Chicago	<b>\$144.95</b>

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**NEW YORK DIVISION BULLETIN - JULY, 2010**

**Monthly Commuter Rail Fares**

*(Continued from page 15)*

Ranking		UNITED STATES MONTHLY COMMUTER FARES						EFFECTIVE DATE
2010	2005	TRANSIT AGENCY/ FAMILIAR NAME	MAJOR AREA(S) SERVED	MILES		STATION	MONTHLY	
13	13	Peninsula Corridor Joint Powers Board	San Francisco	48		San Jose	<b>\$205.50</b>	1/01/2009
		Caltrain				Redwood City	<b>\$112.75</b>	
14	7	Maryland Transit Administration	Washington, D.C.	49		Brunswick	\$200.00	7/01/2003
		MARC				Dorsey	\$150.00	
15	8	SEPTA	Philadelphia	n/a		n/a	n/a	7/01/2010
						Exton (Zone 5)	<b>\$191</b>	
16	16	North County Transit District	San Diego	42		Oceanside	<b>\$182.00</b>	7/01/2009
		Coaster				Solana Beach	<b>\$170.00</b>	
17	15	Northeast Illinois Regional Commuter Railroad Corp.	Chicago	49		Fox Lake	<b>\$178.20</b>	2/01/2008
		Metra				Wheaton	<b>\$116.10</b>	
18	n/a	Connecticut DOT	New Haven	51		New London	\$175.00	1/01/2005
		Shore Line East				Old Saybrook	\$121.00	
19	n/a	Sound Transit	Seattle /Tacoma	n/a		n/a	n/a	6/01/2007
		Sounder				Everett	<b>\$162.00</b>	
20	n/a	Utah Transit Authority	Salt Lake City	44		Pleasant View	<b>\$162.00</b>	4/28/2008
		Front Runner				Clearfield		
21	n/a	Nashville RTA	Nashville	n/a		n/a	n/a	9/18/2006
		Music City Star				Martha	\$160.00	
22	17	South Florida Regional Transportation Authority	Miami	48		Delray Beach	<b>\$100.00</b>	6/01/2009
		Tri-Rail				Ft. Lauderdale		
23	18	Ft. Worth Transportation Authority and Dallas Area Rapid Transit	Ft. Worth - Dallas	n/a		n/a	n/a	9/14/2009
		Trinity Railway Express				Richland Hills	<b>\$105.00</b>	
24	n/a	Mid-Region Council of Governments	Albuquerque	52		Santa Fe Co.	\$100.00	7/14/2006
		Rail Runner				Las Lunas	\$50.00	

**New York City Subway Car Update**

*(Continued from page 7)*

which it was shifted to East New York for “burn-in,” along with the rest of its sisters, by May 13. After a short delay (due to personnel training) the first train of Option II R-160A-1s, cars 9943-50, entered service on **J** on May 3, 2010. The second train (9951-8) followed exactly a week later on May 10 and as of May 15 both have remained almost exclusively on **J** (with one appearance noted on **M** on May 14), and have also been kept separate from the rest of the R-160A-1s (8377-8652) so far. In addition to this, the CBTC-equipped R-160A-1s intended as supplements for the R-143s on **L** have again been making regular appearances on **J/Z** and **M** since about April 19.

As of May 15, 2010 deliveries totaled 372 R-160A-1s, 630 R-160A-2s, and 660 R-160Bs for a complete, combined quantity of 1,662. Of the overall total as of April 17, 356 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**, **Q**, and **W** (for 480 total); and 580 R-160A-2s plus 220 R-160Bs at Jamaica on **E**, **F**, **R**, and **V** for a combined total of 800.

**News of the 60-Foot SMEE Fleet (End of the R-32s at Jamaica)**

The first Phase I R-32 train since March 3 reappeared on **A** on May 6, being a 10-car set of those nominally assigned to **C**. On Friday, May 7 Jamaica’s Phase I R-32s made their final appearance on **V** in two consists: N-3428/9-3377/6-3606/7-3672/3-3933/2-S and N-3371/0-3523/2-3510/1-3650/3767-3473/2-S. Over the following weekend all 26 cars (3370/1, 3376/7, 3428/9, 3472/3, 3500/1, 3510/1, 3522/3, 3606/7, 3650/3767, 3672/3, 3804/5, 3928/9, and 3932/3) were transferred to 207<sup>th</sup> Street, where they were set aside for inspection before re-entering passenger service. Rearranged but still together, the two Jamaica “alumni” trains then started running on **A** on Friday, May 14 as follows: N-3522/3-3429/8-3500/1-3805/4-3707/6-S and N-3370/1-3672/3-3933/2-3472/3-3767/3650-S. This also marked

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**New York City Subway Car Update***(Continued from page 16)*

the overall renewal of Phase I R-32 use on **A** on weekdays, with the R-32 fleet now at 207<sup>th</sup> Street expected to remain in place for several years to come. The ten Phase I R-32s that have been assigned to Coney Island since September, 2009 to support service during reconstruction of the Brighton Line (3445/3468, 3520/3891, 3610/1, 3726/7, and 3820/1) are expected to remain there for the time being.

Ten of the 26 Phase I R-32s removed from Jamaica on May 8, 2010 (3472/3, 3500/1, 3522/3, 3606/7, and 3672/3) had been running there since delivered from GOH by Morrison-Knudsen, the pair of longest tenure identified as 3500/1, which arrived on August 17, 1988. Morrison-Knudsen-rebuilt R-32s of both the Phase I and Phase II variety were a staple of the Queens Boulevard Line for many years between 1988 and 2008, initially being used on **G** and **R** before coming to dominate **E** and divide **F** with R-46s starting in late 1990 (as well as continuing to see spot duty on **R**). As the R-160s were delivered from mid-2008 to mid-2009 the R-32s of Jamaica were gradually replaced, first the Phase IIs as replaced by Morrison-Knudsen-overhauled R-42s (and later, in turn, by R-160s), then the remaining Phase Is, most of which were displaced to **A** and **C** in January 2009, with some of the rest being attrited through September, 2009 and reefed. What remained of the Jamaica R-32s were shifted from **E** and **F** to **V** (and still used on **R**) in July, 2009, with the final 26 Phase Is being used continuously on weekdays through May 7, 2010, but having departed **R** in December, 2009. GOH version aside, the R-32s' final reassignment from Jamaica to 207<sup>th</sup> Street marks an end to 33 continuous years of service on the Queens Boulevard Line, reaching back to their initial transfer from Coney Island in May of 1977 as delivery of the R-46s was ongoing.

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

The transfer of R-46s to Pitkin has continued as the last several trains of R-160s entered service at Jamaica, each of which in turn precipitated the retirement of additional R-44s. On April 19, R-46s 5806-9 and 5886-9 went to **A**, followed by 5930-3 with 6082-5 by May 3 and 5890-3 with 6110-3 on May 10. At the same time, the final, overall assignment split for the R-46s was deemed to be 340 at Jamaica (5482-5821) and 412 at Pitkin (5822-6207 and 6208-6258 even), so cars 5798-5813 were actually sent back from Pitkin to Jamaica and will remain there. As had been the case for the R-38s in late 2008 and early 2009, the quantity of remaining R-44s nose-dived quickly in the spring of 2010, from 264 on March 16 to 232 as of March 31, 192

on April 30, and now 164 as of May 15, 2010. There was still no resolution on the question of their ultimate disposition, however, so as they are withdrawn R-44s continue to accumulate at various yards around the system (207<sup>th</sup> Street, Pitkin, Concourse, and Coney Island) as the 60-footers did before them.

**R-44 Retirements**

The following were taken out of service through May 15, 2010:

April, 2010: R-44 5226/5227/5229/5228, 5268/5269/5271/5284, 5272/5273/5275/5274, 5278/5279/5281/5280 withdrawn from Pitkin (**A**)

May, 2010: R-44 5222/5223/5225/5224, 5328/5329/5331/5330, 5442/5443/5445/5444 withdrawn from Pitkin (**A**).

**The R-44s of MTA Staten Island Railway**

"A" car 430 and "B" car 419 were the last two Staten Island R-44s still undergoing overhaul at Coney Island Shops as of May 15, 2010. Completed and returned to Staten Island as of the same date were "A" cars 432 and 444 along with "B" car 411, which raised the overall number of completed Staten Island R-44s to 61 cars. Given the ongoing retirement of those assigned to **A** this is most ironic, but sufficient work had been completed, and the structural integrity of the Staten Island fleet sound enough, to persuade MTA management to leave this fleet in service and intact for the next few years, until such time as they can be replaced with new equipment. Surprisingly, the shell of "A" car 402 remained at 207<sup>th</sup> Street after reportedly being turned away from the final barge in April, and it will reportedly now be folded into the same disposition "package" as the NYCT R-44s.

**The End of Reefing—Corrected!**

In a marked difference between what was "supposed to" happen with disposition of the final barge (Number 29A) and what actually took place, continued uncertainties about the content and fate of the R-44s led to the last-minute exclusion of Staten Island shell 402 from the final shipment of cars to the Del-Jersey-Land Reef in Delaware. In turn the barge did not depart on Thursday, April 15, but left 207<sup>th</sup> Street on Saturday, April 17 with the other 24 cars indicated in last month's listing, and repeated thusly: Former revenue car 0R722 (originally R-22 7490); World's Fair R-33S 9339; R-30 8337; Phase I R-32s 3742 and 3743; slant R-40 4272; R-40Ms 4474 and 4475; and Morrison-Knudsen-overhauled R-42s 4568, 4569, 4574, 4575, 4610, 4611, 4614, 4615, 4622, 4623, 4676, 4677, 4694, 4695, 4750, and 4751. Also contrary to the earlier report, the Weeks Marine crane did not immediately follow the final barge on April 17, but had in fact departed 207<sup>th</sup> Street by May 1, now leaving absolutely no hint of the barge-loading activities of the past decade.

## Around New York's Transit System

### New Subway Maps

In June, New York City Transit distributed 1½ million copies of a new simplified subway map, the first big change in more than a decade. Because there are so many subway lines, Manhattan is taller and more than 30 percent wider than the old subway map, while Staten Island is shrunk in half. The service guide at the bottom of the map is eliminated and the other three boroughs are expanded to fill the space.

In the 1979 map, NYC Transit wanted geographical accuracy and it showed most curves so that passengers would not be confused when they ascended to the street. In a few years, the map became overcrowded with ferries and rectangles showing bus connections.

The new map is less cluttered. It should be easier to read because the rectangles showing bus connections are much smaller. The service guide was omitted because weekend schedules are changed frequently due to construction.

The maps displayed in subway cars have less clutter. Neighborhood names, parks, ferries, and bus connections are omitted.

Six million copies a year will be printed.

### Old Staten Island Locomotive Sold to Catskill Railroad

Four new diesel locomotives were delivered recently to Staten Island Railway. In the previous issue, Marc Glucksman described a fantrip and showed pictures of the new locomotives.

Two old locomotives were returned to NYC Transit and the other two were sold for just over \$2,000 to American Railway Technologies, Incorporated, a preservationist group that sells old trains to other organizations. Locomotives 407 and 821 were built in 1946 and 1942 respectively by the American Locomotive Company. They are in good condition, but starting them is very difficult.

Locomotive 407 was in service on the Long Island Rail Road until it was transferred to Staten Island in the early 1970s. It was sold to the Catskill Mountain Railroad, a scenic railroad that transports about 10,000 passengers each season on a 14-mile round trip. Because this locomotive is larger than the locomotive it replaces, the railroad can couple a red caboose at the rear of the train.

The other locomotive, which probably left Clifton Shop in June, was not bought by any other railroad.

Old Staten Island stations are also preserved. The old New Dorp and Annadale stations are exhibited in Historic Richmond Town. The Director hopes that someone will donate one of the original Staten Island electric cars.

### Why Do Subway Signals Differ from Traffic Lights?

A recent *New York Times* article answered the ques-

tion of why subway signals, which are Green/Yellow/Red (from top to bottom) are the opposite of traffic lights. The source for this reply was Antonio Cabrera, assistant chief officer for track engineering at MTA New York City Transit.

The history is that in the days before electricity, railroads used wooden semaphore arms attached to poles which indicated whether the train could proceed or should stop. If the arm was straight up, the track was clear, if it was horizontal, it meant "stop." Later on, railroads added colored disks which were illuminated by kerosene lamps, and subsequently by electricity. Disks were arranged so that when the semaphore arm was in the vertical position the green disk was illuminated, and when the arm was in the horizontal position, a red disk was lighted. When the semaphore arms were removed, the colored disks were kept.

### Bronx Zoo Wrapped Train on 42<sup>nd</sup> Street Shuttle

On June 3, member Randy Glucksman observed a train of R-62A cars, Grand Central-1935-1933-1952-1946-Times Square, wrapped for the Bronx Zoo. He believes this is the first time a wrapped train has been on Track 3; usually they are on Track 1. Here is one of the cars:



### First Flushing Line Extension TBM Reaches its Destination

The first of two Tunnel Boring Machines carving out tunnels for the Flushing Line extension reached its destination under the Port Authority Bus Terminal in mid-June. The second is expected to get there by the end of July. The TBM traveled 4,661 feet from its launch point at W. 26<sup>th</sup> Street and 11<sup>th</sup> Avenue. Both TBMs will be partially disassembled at their destination, then backed up to the launch point and removed.