

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 53, No. 8

August, 2010

The Bulletin

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

For general inquiries, contact us at nydiv@erausa.org or by phone at (212) 986-4482 (voice mail available). The Division's website is www.erausa.org/nydiv.html.

Editorial Staff:

Editor-in-Chief:

Bernard Linder

News Editor:

Randy Glucksman

Contributing Editor:

Jeffrey Erlitz

Production Manager:

David Ross

©2010 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
A History of the
R Train
(Continued)
...Page 2

TWO RIVER TUNNELS OPENED 90 YEARS AGO

With the opening of the Montague Street Tunnel and the 60th Street Tunnel on August 1, 1920, BRT service was increased. Under the old schedule, Brighton riders were allowed a one-seat five-cent ride only as far as Park Row. Starting 2 AM August 1, 1920 through service was operated on the Brighton Line from Coney Island through lower and midtown Manhattan to Queensborough Plaza.

The following service was operated before and after August 1, 1920:

LINE	UNTIL AUGUST 1, 1920	STARTING AUGUST 1, 1920
Fourth Avenue Local	86 th Street to Chambers Street	86 th Street to Queensborough Plaza
Broadway Local	Whitehall Street to Lexington Avenue	
Brighton Local	Coney Island to Park Row via Franklin Avenue Shuttle and Fulton Street; rush hour short-turns Fulton Ferry to Kings Highway	Coney Island to Queensborough Plaza (non-rush) or 57 th Street (rush) via tunnel
Brighton Express	—	Kings Highway to Times Square via bridge (rush hours)
Franklin Avenue Shuttle	—	Franklin Avenue to Prospect Park (cold weather); Franklin Avenue to Coney Island (probably spring and summer)

Wooden cars continued operating on the Franklin Avenue Shuttle until they were replaced by steel cars on July 5, 1927. Steel

clearance trains operated on the Franklin Avenue Shuttle on May 7 and 9, 1924. The next day Franklin-Chambers expresses started running from May to September on warm, sunny Saturday afternoons and Sundays. Trains in this service made express stops on the Brighton Line to Coney Island, after which they operated on the Sea Beach middle. Trains stopped at 59th Street, 36th Street, and Pacific Street, bypassed DeKalb Avenue and Myrtle Avenue, crossed the Manhattan Bridge, and terminated at Chambers Street.

MANHATTAN BRIDGE SERVICE

The tracks are located on both sides of the bridge, which tilts slightly with each passing train. Eventually, the steel cracks and the rivets become loose. For several years, there was more service on the north side of the bridge and it developed a permanent set. The bridge was in good condition until a cracked girder was discovered in 1953. Repairs were made frequently while trains were rerouted via tunnel. Rehabilitation was completed in 2004 and the bridge is apparently in good condition.

The following lines were operated on the bridge:

DATE	LINES OPERATED	
	North Side	South Side
June 22, 1915	No service	Fourth Avenue Local Sea Beach Express
June 23, 1916	No service	Fourth Avenue Local Sea Beach Express West End Express

(Continued on page 4)

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

ORIGIN OF THE **R** TRAIN, PART I (CONTINUED): FIFTH AVENUE EL ROLLING STOCK (1888-1940)

As service started in November, 1888, the Brooklyn Elevated Railroad assigned a portion of its steam-drawn coach fleet (numbered 1-108) to the Hudson (later Fifth) Avenue Line, drawn by diminutive 0-4-4T Forney type locomotives. Judging by the photos of this era that survive, it appears that the steam engines ran boiler-forward heading toward the Brooklyn Bridge and tender-forward on the outbound journey. Extensive switch-back installations were also in place at Sands Street, both before and after its 1895 rebuilding, to accommodate relay moves. In 1891 the Brooklyn Elevated added cars 310-29 from the Pullman works, and then as service was extended to 65th Street-Bay Ridge in 1893, Seaside & Brooklyn Bridge coaches 330-89 were added to the fleet and together all remained into the initial BRT era. By July 3, 1899 most of these cars had been electrically equipped (some as motors, the remainder as trailers), and on August 17 all Fifth Avenue El operations were electrified.

Over the next decade, more electric cars were added to BRT's overall fleet and some naturally wound up in service on the Fifth Avenue El. First to come were Brooklyn Union Railroad cars 436-40 and 450-99 (as motors) in 1891. In 1902, BRT consolidated the inherited fleet serving its Brooklyn El system, and renumbered the electric motors under a loose, common pattern between 412 and 449. The 271 surviving non-electrified trailers continued to carry their original numbers at first, being joined by open cars 3200-32 every summer between 1899 and 1905. These were originally built for the Brooklyn, Bath & West End and the New York & Sea Beach excursion lines and were never electrified. From 1901 to 1905 the balance of BRT's initial fleet was converted from steam-hauled coaches to electrified trailers numbered 1-271, while the motor cars were renumbered from the 400- and 500-series to the 600-940 group. All were finally assigned on the basis of Eastern Division (East New York) or Southern Division (36th Street) by 1907, with Fifth Avenue and 6-55 (as trailers) in 1900. In 1902, BRT consolidated the inherited fleet serving its Brooklyn El system, renumbered it under a common pattern, and assigned it on the basis of Eastern Division (East New York) or Southern Division (36th Street). Fifth Avenue, Culver, and West End equipment was based out of the latter. "Standard" trailers (1-271 series) being allocated along with 633-682- and 700-758-series motor cars. As service was expanded further BRT added more rolling stock, and in

1902 1000-series "arch roof" convertible cars appeared on the Fifth Avenue Line, followed by 1200-series enclosed "gate cars" in 1903 and 1400-series "gate cars" in 1907. This was BRT's final new rolling stock acquisition for its elevated lines, as the company then concentrated its resources on the development, introduction, and expansion of steel subway cars in the advent and later execution of the Dual Contracts.

Train consists on Fifth Avenue did not exhibit much change in the immediate aftermath of the Fourth Avenue Subway's opening in 1916, but by the time service commenced up the Broadway Line in Manhattan in 1920, the Sea Beach and West End trains were gone and Fifth Avenue El ridership was off measurably. Train lengths were evidently reduced as a result, with many of the 1000-series convertible cars being transferred to the Eastern Division, where wooden cars remained a staple of operations. In April of 1923, trailers 1-21 and motors 1400-39 were transferred to the new Queens shuttle service and all remaining 1200- and 1400-series motor cars, and some of the 1-271-series trailers, were taken away from the Fifth Avenue El and shifted to Eastern Division routes. By 1927 a few of the 1200s were back, having been released from the Eastern Division routes as all-steel replacements arrived. And so things stayed until the June, 1940 discontinuance of the Fifth Avenue El, with all but rush hour service after October, 1934 consisting of a lone shuttle car between 65th Street-Bay Ridge and 36th Street, which, according to its photos, was often a 1000-series convertible.

ORIGIN OF THE **R** TRAIN, PART II: THE DUAL CONTRACTS AND THE FOURTH AVENUE SUBWAY (1906-1940)

Under the "Tri-Borough Plan" of 1906, the City of New York's Board of Rapid Transit Railroad Commissioners embarked on the installation of a totally new subway line down the length of Fourth Avenue in Brooklyn, almost entirely parallel to the Fifth Avenue El and capable of much greater capacity and speed. As initially conceived, the Fourth Avenue Line was assumed to be part of the budding Interborough subway system (IRT), as a logical expansion of its Contract II route into Brooklyn (the present "Eastern Parkway Line" from Bowling Green to Atlantic Avenue). In fact, there remains to this day some unused provision for this purpose in the area of the Nevins Street station. As time went on and the Rapid Transit Commissioners were succeeded by the Public Service Commission in 1907, this "assumption" was eradicated, with the centerline and vertical clearances modified to not only accommodate IRT's existing

(Continued on page 3)

A History of the Train

(Continued from page 2)

subway equipment but also the larger-scale suburban rolling stock used by operators such as the Pennsylvania Railroad, whom the Commission was inviting to compete with local companies for the operating rights to its new routes. By the time the first construction contracts were actually let for the Fourth Avenue Subway in 1908 and work finally commenced in November, 1909, the big railroads had not truly responded to the Commission's competitive overtures, but the feign of such had brought the local operators to the negotiating table. First came IRT, which had some ideas of its own for routes in Brooklyn that the Commission did not embrace, and, finally, the Brooklyn Rapid Transit Company, with whom PSC ultimately brokered a deal under the auspices of the New York Municipal Railway Corporation.

So evolved the "Contract Four" routes, better known in collective fashion as (the BRT portion of) the Dual Contracts. This agreement between BRT and the City of New York was to irretrievably change the face of rapid transit in Brooklyn, and the Fourth Avenue Subway became one of its basic features. As originally devised under the Tri-Borough Plan, the Fourth Avenue Subway was to be linked to rapid transit trackage crossing the Manhattan Bridge and continue west beneath Canal Street to the West Side (this in addition to the existing provision for its combination with the IRT subway in Brooklyn). Ultimately these plans were superseded in the Dual Contracts by connections not only with the new Broadway Subway in Manhattan, but with a multiple of routes on the Brooklyn side: the Montague Street Tunnel, the Brighton Line via Flatbush Avenue, and also the West End, Culver, and Sea Beach Lines at various points along Fourth Avenue. In the final plan, there was even a built-in provision for connection to a tunnel under the harbor to reach Staten Island. Contracts for completion of the Fourth Avenue Subway as far as 86th Street were actually awarded in September, 1912, several months before the Dual Contracts became official, and significant modifications were necessary to some of the existing construction to make all of its new connections possible. Work was not completed until 1916, and as it opened the Fourth Avenue Subway proved to be a main transportation conduit linking the downtowns of Manhattan and Brooklyn with developing outer neighborhoods like Bay Ridge, Fort Hamilton, and Bensonhurst. Intended or not, the effect on ridership was predictable, and in a fairly short time after its opening, the Fourth Avenue Subway had overshadowed the existing Fifth Avenue Elevated in practicality and purpose.

It would only have been logical for BRT to start the manifestation of its portion of the Dual Contracts by taking advantage of facilities already in the pipeline, if not even under construction. And so it was that the partly-

complete Fourth Avenue Subway became a key element of its first Brooklyn subway route, along with the Sea Beach alignment (the lightest-ridden of BRT's four surface lines to Coney Island), the Manhattan Bridge (on which trolleys of the "Three Cent Line" were already running between Flatbush Avenue and Fulton Street in Brooklyn and Canal Street in Manhattan) and the newly-opened subway line beneath Centre Street in Lower Manhattan. The Fourth Avenue Subway had by this time already been more or less finished from the foot of the Manhattan Bridge (on the Brooklyn side) to 43rd Street, with provision included for access to the Culver and West End Lines beyond its express station at 36th Street. In 1912, as construction resumed, it proceeded southward toward Fort Hamilton and included a grade-separated physical connection to the Sea Beach Line south of 59th Street (which also contained the aforementioned provision for a tunnel to Staten Island). Serious modifications (resulting in tight curves and a stiff grade) were also necessary to the join the ramps from the 36th Street station to the existing South Brooklyn Railway cut, so that the rock-lined tunnel between Fifth and Sixth Avenues could be incorporated in the transition section to the Culver and West End Lines.

By far most initial construction of the new BRT subway involved transformation of the Sea Beach Line from its excursion railroad and "country trolley" roots to a dedicated rapid transit right-of-way in the form of a massive four-track open cut. Nevertheless it was accomplished in fairly short order considering the scope of work and on June 22, 1915 BRT's new service was initiated from Coney Island to Chambers Street in Manhattan via the rebuilt Sea Beach route, the Fourth Avenue Subway from 59th Street into the DeKalb Avenue station, and then across the south tracks of the Manhattan Bridge into the easterly tracks of the Centre Street Line. Short trains of steel subway cars, also known as "Standards," were used and (initially) made all stops. The Three-Cent trolleys, which had been using what would become the southerly rapid transit tracks across the Manhattan Bridge since 1912, were shifted to the upper level of the structure and would remain in operation until 1929.

Apart from those initial subway trains from the Sea Beach Line, the "Fourth Avenue Local" in familiar form came into being on January 15, 1916 when the southerly extreme of the Fourth Avenue Subway was opened from 59th Street to the 86th Street station. BRT's second subway route was thus established from 86th Street to Chambers Street via the Manhattan Bridge, making all stops en route. Concurrent with the implementation of the Fourth Avenue Local, existing Sea Beach service began using the middle express tracks in the Fourth Avenue Subway from 59th Street to Pacific Street at all times except overnights. Local subway trains from the West End Line to Chambers Street joined the mix on June 24, 1916, which also started running express

(Continued on page 4)

A History of the R Train

(Continued from page 3)

along Fourth Avenue (except overnight) on September 5, 1917. At that time "West End Local" service was started during the rush hours, making all stops from 14th Street-Union Square station on the new Broadway Subway to the 9th Avenue, 62nd Street, or Bay Parkway stations via the north tracks of the Manhattan Bridge. This lasted until January 5, 1918, at which time all West End trains were made express on Fourth Avenue (except overnights) as part of an overall extension of service at both ends of the new Broadway Line. At the same time, another long-familiar element of the current R line was initiated through the base operation of "Broadway Local" trains from Rector Street to 42nd Street-Times Square, actually in a manner quite similar to the recent W local. In part this isolated line was offered in compensation for the delayed, incomplete nature the Broadway Line assumed, as materials acquisition was complicated by World War I and there were labor and weather difficulties throughout the project. As a consequence, Broadway Local service was gradually extended as each new segment of the Broadway Subway was opened: Rector Street to Whitehall Street on September 20, 1918; 42nd Street-Times Square to 57th Street (7th Avenue) on July 10, 1919; and 57th Street to Lexington Avenue on September 1, 1919. Trains for this service were laid up at City Hall and moved to and from Coney Island via the Manhattan Bridge.

On August 1, 1920 the Fourth Avenue Local was re-routed from Chambers Street and the Manhattan Bridge into the Montague Street Tunnel and all the way to Long

Island City, making every stop from DeKalb Avenue to Queensboro Plaza en route for the length of the Broadway Subway and 60th Street Tunnel. At the same time, the weekday Broadway Local from Whitehall Street (which continued as a supplementary midday service to the Fourth Avenue Local) was curtailed at 57th Street at its north end. At Queensboro Plaza, Fourth Avenue Local trains originally used a crossover west of the station to relay, and terminated at the lower level of the "north" plaza, while Brighton Line service went upstairs. There both connected with IRT's subway and elevated lines to Astoria and Corona, then also with BMT-operated versions of the same service that started in April, 1923. An effort to improve connections between the various subway and elevated lines resulted in a brief track extension for BMT subway trains to a point several blocks short of the Corona Line's turn into the station at 33rd Street-Rawson, which was placed in service on July 17, 1924. There they were able to relay, and always thereafter arrived on the upper level at Queensboro Plaza, changed ends near Queens Boulevard, and departed from the lower level. Off-peak train storage in the small "yard" beneath City Hall was begun for the Fourth Avenue Local when it was relocated to the Montague Street Tunnel in 1920, and as such a handful of Fourth Avenue Locals from 86th Street originated or terminated at Canal Street before and after the rush hours. All Fourth Avenue Locals were extended one additional stop to a new terminal at 95th Street in Fort Hamilton on October 31, 1925, and that was as far as the line would ultimately reach. As the Nassau Street Loop was completed in May, 1931, the Broadway Subway was in its

(Continued on page 18)

Two River Tunnels Opened 90 Years Ago

(Continued from page 1)

LINE	UNTIL AUGUST 1, 1920	STARTING AUGUST 1, 1920
September 4, 1917	Sea Beach Express West End Express	Fourth Avenue Local
August 1, 1920	Sea Beach Express West End Express Brighton Express or Local	Occasional work train or cars transferred between East New York and Coney Island
May 30, 1931	Sea Beach Express West End Express Brighton Express or Local	Culver Express (rush hours) West End Local (rush hours)
November 26, 1967	B West End Express D Brighton Express or Local	N Sea Beach Express QB Brighton Local (rush hours)

LAWRENCE STREET STATION

After the contract was approved for the construction of the Montague Street Tunnel Line, it became apparent that there should have been a station at Lawrence Street. Therefore, the original contract was modified in July, 1917 and provision for this station was added. Because of the wartime shortage of men and materials, construction was stopped on May 28, 1918 after approximately one-half of the station had been constructed in the rough. A year later, it was possible to resume construction. The plans were revised again to allow construction to proceed while trains were running. Construction began on May 18, 1922. Work included excavation from the street surface of a trench between the two cast iron-lined tunnels; the construction of an island platform between the tunnels, covered by a steel and concrete roof; and the construction of a passageway, mezzanine, and entrances.

The station was opened on June 11, 1924.

(Continued on page 5)

Two River Tunnels Opened 90 Years Ago

(Continued from page 4)



Franklin Avenue station, Franklin Avenue Shuttle.
Bernard Linder collection



Lo-Vs on the Franklin Avenue Shuttle at Franklin Avenue.
Bernard Linder collection



A train of Budd cars at Dean Street on the Franklin Avenue Shuttle.
Bernard Linder collection



A train of Lo-Vs at Dean Street on the Franklin Avenue Shuttle.
Bernard Linder collection



Franklin Avenue Shuttle as seen from Eastern Parkway, January, 1965.
Bernard Linder collection



A train of ex-Staten Island cars at Botanic Gardens on the Franklin Avenue Shuttle.
Bernard Linder collection

(Continued on page 6)

Two River Tunnels Opened 90 Years Ago

(Continued from page 5)



Beverley Road station, Brighton Line, looking north, October 21, 1968.

Larry Linder photograph



Cortelyou Road station, Brighton Line, looking north, October 21, 1968.

Larry Linder photograph



Avenue U station, Brighton Line, looking north, October 21, 1968.

Larry Linder photograph



Avenue U station, Brighton Line, looking south, October 21, 1968.

Larry Linder photograph



Ocean Parkway station, Brighton Line, looking north, October 21, 1968.

Larry Linder photograph



W. 8th Street station, Brighton Line, looking north, October 14, 1968.

Larry Linder photograph

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

After 3¼ years, we are at the end of the road insofar as introduction of the R-160s is concerned, with all 1,662 cars having entered passenger service. We are not, however, at the end of the entire process, as repositioning of the R-46s and retirement of the R-44s continue, blended transfers associated with the large-scale service changes that took effect on June 27. The re-overhaul of 63 R-44s for MTA Staten Island Railway has also successfully concluded after a three-year effort, and the next vehicle acquisition under contract R-179 is beginning to take shape. Finally, there are a few items of interest on Subdivision "A" this month, which is where we'll start below...

Subdivision "A" Happenings

Since June 7, there has been a rare train of misplaced equipment wandering Subdivision "A", in the form of a ③-assigned R-62 (that's right, R-62, not R-62A) on ①. As observed on June 10, its consist was N-1591/2/3/4/5-1356/7/8/9/60-S, but other 5-car units were used as well. It is believed the presence of this train, as yet on weekdays only, is related to some kind of brake system testing. Also, with ② often split between Chambers Street (actually South Ferry) and Atlantic Avenue on nights and weekends through the spring, there was a lot of ⑤-assigned R-142 equipment running on ② (and some vice versa). The use of north motors with modified WABCO brake valves remains consistent on ⑦, the latest rare exception being the appearance of 1977 in the first week of June. On June 17 a handful of Corona-based single-unit R-62As were distributed among 239th and Westchester Yards for seasonal summer assignment to the refuse trains.

R-160 Progress (All 1,662 R-160s Have Entered Passenger Service—Our Final Totals)

The final train of Option II R-160Bs, consisting of cars 9833-42, entered ⑤ service on May 24, 2010. In the weeks between our last report (as of mid-May) and mid-June, there appeared to have been a balance of sorts achieved with regard to the quantity of R-160s running on ④ and ⑤. Between the two routes about ten such trains now appeared from day to day (weekends just on ④), and usually in about a 6-to-4 or 7-to-3 ratio in favor of ④. Meanwhile, several trains of R-46s (still approximately 4-6) continued to turn up on ⑥ on weekdays, and less so on weekends.

All remaining Option II R-160A-1s have entered service, with 9959-62 being initiated on May 25; 9963-6 on May 27; and 9967-74 (the very last of 1,662 R-160s) on June 1, 2010. This concluded some 40 months of acceptance for the overall contract, with the very first trains of R-160Bs having entered ④ service on February 19, 2007. The 9900s (referred to by some East New

York personnel as "Funkies") have so far been running in consists segregated from the other R-160A-1s, and been seen mostly on ④ and ⑤. There was one train of them running on ⑥ between June 10 and June 14, including a 4-car set on the weekend shuttle to Broadway-Myrtle.

As of June 18, 2010 deliveries totaled 372 R-160A-1s, 630 R-160A-2s, and 660 R-160Bs for a complete quantity of 1,662. The final tally of June 1, 2010 found 372 R-160A-1s in service at East New York on the ④/⑤, ⑥, and ⑦; 60 R-160A-2s plus 420 R-160Bs at Coney Island on ④, ⑤, and ⑥ (for 480 total); and 580 R-160A-2s plus 230 R-160Bs at Jamaica on ⑥, ⑦, ⑧, and ⑨ for a combined total of 810.

News of the 60-Foot SMEE Fleet (More Formal Retirements and Storage For Some Morrison-Knudsen-Overhauled R-42s)

As the weeks have passed, the use of R-32s on ⑩ has proven to be hit and miss, mostly in the form of one train per day. The "Brighton Beach Brightliner," that lone train of R-32s operating out of Coney Island on ⑩, was still in place as of June 18, 2010 but it appeared this set, too, could be headed to 207th Street as part of the coming schedule changes going into effect on June 27 (it did in fact happen). On May 22, stored Phase I R-32s 3720/1, which had been sitting in Jamaica Yard since their withdrawal from service in February, 2009, were transferred to 207th Street for storage and now sport red stickers which say "Not OK for Service" in the Train Operators' windows. These were the last pair of R-32s to depart Jamaica Yard and their future is as equally uncertain as the other retired Phase Is.

As for the 50 Morrison-Knudsen-overhauled R-42s that were at East New York, their daily presence on ④ and ⑤ was reduced even before the 9900s went into service there, and as of May 21, the following 18 such cars were no longer being used: 4790/1, 4798/9, 4806/7, 4810/1, 4814/5, 4816/7, 4824/5, 4834/5, and 4836/7. This may be a temporary retirement, however, depending on how things break with the schedule changes that recently took effect. The equipment requirement for East New York (including ④/⑤, ⑥, and [rerouted and extended] ⑦) has risen measurably. Nevertheless, through June 18 there were still at least two Morrison-Knudsen-overhauled R-42 trains being fielded on ④ and ⑤ daily—a third if the 9900s are laid up for modifications or inspection. In a manner similar to 3720/1 above, red "Not OK For Service" stickers are now posted on the 14 ex-Jamaica Morrison-Knudsen-overhauled R-42s that remain stored at 207th Street (4550/1, 4616/7, 4620/1, 4674/5, 4704/5, 4738/9, and

(Continued on page 18)

Commuter and Transit Notes

No. 261
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

MTA announced on July 11 that the next fare increase, of about 7.5%, would occur on January 1, followed by sometime in 2013. The Board was set to propose other changes at its July meeting.

MTA METRO-NORTH RAILROAD (EAST)

At 3:15 AM on June 24, two cars of a light train moving in Stamford Yard derailed, and they were not re-railed until 8:02 AM. This prevented nine New Haven Line trains with 46 cars from being used for the AM peak. 15-20-minute delays were reported. Cars were added to an inbound express, which made all stops. The derailment also forced bus replacement of the New Canaan Branch.

For the first 35 games of the 2010 baseball season, Metro-North carried over 118,000 riders to its Yankees–E. 153rd Street station. In comparison to last year, the numbers are up 17%.

Member Charlie Treuhold reported that while visiting New York in early June, he walked the platform along Track 17 at Grand Central Terminal. A few yards north of the "new" stairs down to the 47th Street cross-passage he found the old emergency exit to the street — gated and locked — as well as just past it a gated and locked stairway rising from the lower level.

Due to an editing error in last month's *Bulletin*, the effective date of the Harlem Line timetable was reported as June 20. In fact, all three east-of-Hudson timetables were replaced on June 21.

As I passed through Grand Central Terminal on July 9, I spotted a flat-screen TV to the east of the information booth in the center of the terminal. It had been set up for passersby to watch the World Cup soccer match, which Spain ultimately won.

Shortly after 3 PM Saturday July 10, the catenary west of Greenwich was pulled down by a train. Thirty minutes later, another train pulled down more wires, forcing Metro-North to suspend service between Grand Central Terminal and Stamford. Buses were provided between New Rochelle and Greenwich. Amtrak service between New York and New Haven was also suspended. Ultimately, wires were down on three of the four tracks, with some trains trapped between stations for several hours without air conditioning. At 7:34 PM, both rail operators reported that they had restored limited service using diesel engines, as crews worked to repair the damaged catenary. Metro-North reported that service was restored at 10:48 PM after two of the three tracks that had been blocked began running electric-powered trains again. The third track was in service on Sunday.

The June 21 timetables were replaced effective August 9. Details will be published next month.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued a new timetable effective June 14, with a logo on the cover that recognizes 20 years of operation. Service was launched on May 29, 1990. There were minor re-timings, although some train times were changed from 10 to 25 minutes. Between June 17 and August 6, the Friday-only trains, #1626 (2:10 PM New Haven/Old Saybrook) and #1675 (3:05 PM Old Saybrook/New Haven) are being operated by bus. No explanation was provided. Thanks to member David Cohen for sending copies.

WCBS-880 reported that the State of Connecticut will pay Metro-North \$200,000 to avoid service cuts that would have eliminated three trains, including the last express of the night. CDOT spokesman Judd Everhart said that Gov. M. Jodi Rell insisted that Metro-North preserve service to the state and the state agreed to pay for the use of locomotives and other equipment that Metro-North had not charged it for in the past.

Member Barry Zuckerman forwarded a report from SubChat that the M-8 test train made its first appearance in Grand Central Terminal just after midnight on June 30. It arrived on Track 107 (lower level) with 9101 leading the six-car train. Each car's interior was loaded with tons of sandbags and computers to monitor all of the systems. The seats were covered with protective blue plastic. A trip was made along the Hudson Line and ended in Croton Yard.

MTA-LONG ISLAND RAIL ROAD

An afternoon storm that moved through the metropolitan area on June 24 caused fallen trees and power outages that also affected signals and forced the suspension of service on the Port Washington and Oyster Bay Branches for several hours. Riders were advised to use other branches and MTA-NYC Transit, which was cross-honoring LIRR tickets.

In an economy move, LIRR did not issue a special timetable for the Dave Matthews Band concert at Citi Field on July 16-17. Instead, concert-goers were told to pick up Mets-Willets Point timetables (May 17-September 12) as the train service was the same. As recently as last year's Paul McCartney concert at Citi Field, special timetables were issued for events of this type.

A timetable card for the Port Jefferson Branch was issued due to midday track work at Mills Pond Road, August 2-6. Train service terminated/originated at Smithtown, with bus service provided to stations east.

NJ TRANSIT

A ceremony was held on June 18 to mark completion of the reconstruction of the 1892-built Upper Montclair

(Continued on page 9)

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

station (Montclair-Boonton Line), which sustained extensive damage from a February, 2006 fire. A new station building with a restaurant, restrooms, and customer waiting area was built in its place, in keeping with the historic architecture of the previous structure.

When I picked up a copy of the June 20 Pascack Valley Line timetable, I checked that the service cuts that had been approved were in fact implemented, and also that the trains that I regularly use had not changed. What was overlooked, and brought to my attention via an email, was that in the station listings for daily inbound trains, North Hackensack replaced New Bridge Landing. In all other locations it was correct. NJ Transit's response to the person who informed it was, "Please be advised that this information has been reported to the Scheduling Department and has been corrected. However, due to the budget deficit we are unable to reprint schedules at this time. Rest assured any future printings will contain the corrected information."

At the July 14 Board meeting, the Directors approved a \$1.79 billion operating budget and a \$1.35 billion capital program for FY 2011. The Board also exercised an option (\$78.489 million) for 10 dual-powered locomotives with Bombardier that would be identical to the base order for 26, which was approved on July 9, 2008. Currently, 37% of the rail system is non-electrified, and these units would be used on trains that will operate via the ARC Tunnel to Manhattan when it is completed. Bombardier was also awarded a \$293,539,995 contract for 100 multi-level cars that will be compatible with the present fleet of multi-level cars and to continue the replacement of the transit agency's "aging" car fleet. But which cars would these multi-levels replace? The answer follows in the next paragraph.

Member Jack May, who attended the Board meeting, wrote, "I should add that in replying to comments during the discussion of the motion, Executive Director Jim Weinstein indicated that these cars will be replacing Arrows. To me it is clear that NJT has decided to rid itself of MU cars and this is step No. 1. I spoke with NJT's Assistant General Manager after the meeting and he indicated that a new order for MUs, which has been on NJT's Capital Program wish list, was on the back burner. I am not going to try to make a case for MUs with NJT, as I think it is unlikely to be successful now that minds are made up. I cannot imagine how we can change that, although I think we have to keep trying to compare NJT's slow push-pull operations to those of speedy MUs on Metro-North, LIRR, and SEPTA."

NJ Transit is taking the plunge beginning September 7, when it undertakes a 90-day pilot program with Quiet Commute cars. The first and last cars of #3900-series, outer zone trains that operate between Trenton and New York Penn on weekdays have been so-designated.

Conductors will inform passengers of Quiet Commute expectations by using specially designed business cards that explain the program in English and Spanish. The cards, first used by SEPTA in its own Quiet Car program, are intended to gently remind passengers of their location without disturbing others in the car. The transit agency will collect feedback in order to gauge the success of the program. Other transit agencies that offer "Quiet Cars" include SEPTA, VRE, MARC, ACE, and California's Capital Corridor. The Quiet Car concept began in late 1999 when a small group of regular Amtrak commuters asked their Conductor if one car of their early morning Philadelphia-Washington train could be designated as "cell phone-free." The Conductor agreed and Amtrak quickly expanded the concept. Within months, most weekday Amtrak trains on the Northeast Corridor featured Quiet Cars.

For those who own radio scanners, this is important. On December 23, 2004, FCC issued a Rule Making concerning more efficient use of radio frequencies. To that end, all 25khz radio frequencies are being reduced or "narrow-banded" to 12.5khz. By doing this, the number of frequencies is increased and interference is reduced. The UHF and VHF frequencies used by NJ Transit Rail and Police fall under this narrow-banding requirement, and so contracts are being awarded to the original vendors to purchase updated equipment (base, hand-held, and vehicle-borne) at a cost of \$2,757,150. The rule goes into effect on January 1, 2013; however, NJ Transit seeks implementation by July 1, 2012.

After Jack May received the new Newark Light Rail timetable dated June 26, he found that the cover now states, "featuring former Newark City Subway service to . . ." The previous (April 3, 2010) timetable did not contain the word "former." He guessed the Newark City Subway is officially no more. He further commented that it was "funny, that in times of budget crises, where certain bureaucracies cannot creatively design solutions other than cutting service and implementing huge fare increases, they have time for such meaningless nonsense. More importantly, off-peak Broad Street branch service now runs every 25 minutes instead 15. This degradation of service allows some cost savings by reducing the number of cars needed during midday from two to only one. Service is every 20 minutes on Saturdays and every 25 on Sundays."

Jack also provided these additional details on the River Line timetable, which is dated May 22. "The late night trains that operated between the Camden terminal and Route 73 Park/Ride have been eliminated, with a note that 'For Major Events Additional Late-Night Trains will Operate between WEC and Route 73/Pennsauken P/R.' Northbound service from Camden now ends at 9:29 PM from Sunday to Friday and 11:59 PM on Saturday. This contrasts with 11:50 PM on Mondays to Fridays, 12:00 midnight on Sundays, and 1:15 AM on Sat-

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

urday nights. I guess the River Line is no longer a weekday alternative for those who formerly parked at Route 73 to attend events in Philadelphia. On a more minor note, one minute has been added to weekday northbound schedules.”

In the March *Bulletin*, I wrote that New Jersey had one of the lowest gasoline taxes in the nation. In the June edition of the *AARP Bulletin*, I found a table listing the state gasoline tax per gallon as of April, 2010. New Jersey ranks number three from the bottom at 14.5 cents, behind Alaska (8.0) and Wyoming (14.0). New York (44.5) is exceeded by Hawaii (45.1) and California, the highest (48.6). Filling out the metropolitan area are Connecticut (42.6) and Pennsylvania (32.3).

PORT AUTHORITY TRANS-HUDSON CORPORATION

Here is an unscientific observation. I went to New York during mid-June and since I was meeting friends in lower Manhattan, continued to Hoboken instead of changing trains at Secaucus Junction. Five of the six trains that I saw en route to World Trade Center were composed of PA-5s, and on the return trip, the three trains that I saw were also PA-5s.

The Port Authority will spend \$200 million over 10 years to upgrade all 13 PATH stations. \$100 million alone will be used for Harrison, which will have its platforms and waiting room replaced. The improvements at Harrison are to coincide with the area's planned residential and commercial redevelopment as well as the increased traffic generated by the Red Bull Arena soccer stadium. All platforms between Newark and World Trade Center that as yet have not been lengthened to accommodate longer trains will have that work done. Other stations will receive new seating, lighting, flooring, and PA systems. On September 30, 1995, PATH announced a \$4 million program to spruce up its facilities that included refurbishing all 13 PATH stations, the Holland and Lincoln Tunnels, and the airports (November, 1995 *Bulletin*).

METROPOLITAN AREA

Housatonic Railroad, a freight carrier, has hired a consultant to study the feasibility of restoring passenger service on the 89-mile line between Danbury and Pittsfield. According to the *Waterbury Republican-American*, if service were to be restored, the line would be upgraded for higher train speeds. The New Haven Railroad operated passenger and freight service over this route, which was continued into the Penn-Central era. Passenger service ended on April 30, 1971, the eve of Amtrak. A May 12, 1968 timetable in my collection shows an average running time of 2½ hours with 14 intermediate stops.

AMTRAK

Effective July 20, Amtrak and the state of Virginia expanded daily round-trip service between Richmond and

Washington, D.C. With Train #174, which departs from Richmond's Staples Mills station at 7 AM, there are now five morning departures and six return departures available in the afternoon and evening. Daily Train #174 and Saturday Train #164 are the second state-supported trains in Virginia, which became Amtrak's 15th state partner when service began between Lynchburg and the Northeast Corridor on October 1, 2009. Weekday afternoon Train #125, which formerly terminated in Washington, D.C., has been extended to Richmond. Adjustments were made to weekend afternoon trains to provide the same level of service. All these trains fill a service gap. Stops are also made at Ashland, Fredericksburg, Quantico, Woodbridge, and Alexandria. Thanks to Bob Hansen for this news.

EARLY JULY HEAT WAVE

For most of the week of July 5, the Northeast as far south as Virginia was hit by a heat wave where temperatures exceeded 100 degrees in many cities and new record high temperatures were set. Metro-North spokesman Dan Brucker told WCBS-880 that speed reductions were put into effect on the New Haven Line to prevent the catenary wires from being pulled down.

During the evening peak of July 6, NJ Transit cancelled and combined several trains, also reporting that rail service on all lines would be subject to 20-30-minute delays due to weather-related issues. One of the combined trains, #3969/3869 (5:36 and 5:41 PM to Trenton) lost power east of Elizabeth at 6:33 PM. NJ Transit explained that ALP-46 locomotives are equipped with temperature sensors that are designed to protect the equipment from damage caused by extreme heat. When the internal temperature aboard the engine reaches 130-135 degrees, the engine automatically shuts down. The crew was able to restore power for one minute at 6:51 PM, which was just enough for the train to be moved into the Elizabeth station. TV news reports showed passengers standing outside of the train along the fencing of the elevated station. Because of the train cancellations, an empty rescue train arrived at 7:37 PM to pick up the 1,500 stranded passengers and departed at 8:18 PM making all stops to Trenton, where it arrived at 9:36 PM. (Trains #3969 and #3869 are scheduled to arrive in Trenton at 7:06 and 6:55 PM, respectively.)

Member David Erlitz wrote that on that evening, the equipment for his train was taken for another train that had mechanical problems. “Our train usually comes in from Sunnyside, but yesterday we took a train that came in off the road about 10 minutes after we were supposed to have left. We departed about 15 minutes late after unloading and loading and then we got stuck east of Newark for about 7 or 8 minutes with signal or switch problems. I was told by our Conductor after we left Newark that our follower, which is Train #3405 the 4:17 PM local from New York Penn to Matawan, was cancelled. I ride Train #3255, the 3:44 PM express from

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

New York Penn to Long Branch, but we were never told to make local stops.” The next morning, NJ Transit cancelled six AM trains (four North Jersey Coast Line and two Morris & Essex).

The problems continued into July 8, when at 5:59 PM an alert was sent that *Midtown Direct* trains were operating to Hoboken; however, that only lasted until 6:16 PM. At 6:06 PM, an alert advised of up to 60-minute delays on trains in/out of New York Penn, but at 7:09 PM that was reduced to 30-60-minute delays. All services were reported as operating on time at 10:10 PM.

A colleague who lives in the suburbs of Philadelphia wrote that his homeward-bound SEPTA train on July 6, which was equipped with Silverliner-IVs, experienced a complete air conditioning failure. That, coupled with a signal failure at Wayne and a switch failure at Newtown Junction, made him a very unhappy customer.

Bob Hansen sent this press release, which Amtrak issued on behalf of MARC, outlining actions that Amtrak has taken in order to minimize inconvenience to passengers in the event of a breakdown:

- In addition to the water regularly stored on MARC trains, all Amtrak Police Department patrol vehicles are being stocked with water to assist with heat-related service disruptions
- In the event a MARC locomotive becomes inoperable en route, mobilization of a rescue locomotive begins immediately
- If a MARC train is disabled en route and has no head-end power to operate the heating and cooling system in the passenger cars, Amtrak will cancel the next scheduled MARC train and use that equipment as a rescue train
- Amtrak has positioned a “protect” diesel locomotive and trainset in Washington, D.C. to be available during the afternoon for use in case a MARC electric locomotive or train is unable to operate
- No MARC or Amtrak train that is capable of accepting additional passengers is to pass a disabled MARC train in the event a transfer of passengers becomes necessary
- Announcements will be made by the train crew frequently to keep passengers informed with accurate information even if the information does not change from the previous announcement
- Additional training for onboard train crews on proper communications procedures and incident response will be conducted
- Amtrak management will be immediately dispatched to the disabled MARC train by any means available, and in conjunction with the train Conductor, be responsible for determining the conditions on-board and identifying any special needs passengers

- Amtrak Station Action Team emergency response coordinators in Washington, D.C. and Baltimore have been registered to receive MARC Service Alerts and are prepared to help as necessary

Virginia Railway Express reported that heat restrictions that were in effect on the Fredericksburg Line resulted in minor delays of approximately 8-10 minutes.

INDEPENDENCE DAY WEEKEND

METRO-NORTH: Friday July 2 - Fifteen extra trains departed from Grand Central Terminal during the early afternoon hours. This resulted in six trains being combined into three during the PM peak with 11 trains being cancelled during the late PM. The regular Saturday and Sunday schedules were operated on July 3 and July 4. However, on July 4, there were four extra, late-night outbound trains, two each on the Harlem and New Haven Lines after the Macy's fireworks.

LONG ISLAND RAIL ROAD: July 2, extra trains were operated on the following branches: Port Washington (1), Port Jefferson (2*), Far Rockaway (1), and Babylon (3). Cars were added to some regularly scheduled eastbound trains as well as on some westbound trains on July 5. (*Train #1250 was extended to Huntington as Train #1710.)

NJ TRANSIT: “Getaway” service operated on the Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines on July 2. The Pascack Valley and Port Jervis Lines each operated an early train, which resulted in a later train being cancelled. In support of the July 3 KaBoom! Fireworks on the Navesink in Red Bank, nine additional trains were operated on the North Jersey Coast Line. Beginning June 24, customers at North Jersey Coast Line stations from Point Pleasant Beach to Aberdeen-Matawan could purchase a special \$6 “Day Pass” that was valid for round-trip transportation between Red Bank and any other North Jersey Coast Line station as far north as Aberdeen-Matawan on July 3 only. Extra service was also scheduled on July 5 when weekend/major holiday schedules were in effect, for the Montclair-Boonton, Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines. Newark Light Rail, Hudson-Bergen Light Rail, and the *RiverLine* operated on a weekend schedule.

Barry Zuckerman and his wife attended the fireworks in Hoboken, and sent this report. “We took the 2:20 PM Pascack Valley Line train from Nanuet to Hoboken. That train was busy, but not packed. There were four Comet Vs in the consist and I am not sure how many were open, as we sat in the control car up front. We had a nice dinner in Hoboken, and then staged ourselves at a good viewing location in the waterside park. We were a bit concerned about when we could catch a train home as the fireworks were scheduled to end at approximately 9:50 PM and the next Pascack Valley train on the schedule did not depart Hoboken till 11:22 PM. There was nothing on the NJ Transit website about

(Continued on page 12)

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

extra service at the end of the fireworks. Last year they had advertised that trains scheduled to depart during the fireworks would be held till they finished, and that had worked well. After the fireworks we got to Hoboken Terminal hoping there would be a departure before 11:22 PM, and were pleasantly surprised to see a 10:22 PM departure on the board listed for Track 12. The consist of six Comet Vs was all open. Since it was still 20 minutes from departure we walked up the platform and boarded the third car behind the engine. Just before departure there was a PA announcement that this was the rescheduled 9:22 PM train held till 10:22 PM. When the train departed there were no more than 20 passengers in our car. There were maybe half a dozen people waiting to board at Secaucus. As soon as we left Secaucus I noticed the Conductor had closed the first car (I suppose there were no passengers in that car). By the time we got to Oradell the second car was closed off and we were down to 5 passengers in our car (including my wife and me). I half expected we would be asked to move back, but this did not occur. The other 3 passengers left at Pearl River, leaving us as the only passengers in that car. When we got off at Nanuet we did notice about 20 passengers getting off from the rear cars. I think ridership was so low because NJ Transit did not advertise this service. A lot of people probably went for a drink figuring they had a long wait till 11:22 PM and Hoboken Terminal was not the place to wait. While I do give NJ Transit credit for running the train at 10:22 PM, I give them an 'F' on keeping the public informed."

BOSTON: MBTA operated on a Saturday schedule on Sunday, July 4 and a Sunday schedule on Monday, July 5 on its commuter rail lines. On July 4, the last trains departed at 11:45 PM, approximately 45 minutes after the end of the fireworks. There was one exception: Train #1173 to Newburyport departed from North Station at 11:15 PM.

The Blue, Green, Orange, and Red Lines operated on a Sunday schedule on July 4 and 5, with an enhanced schedule on July 4 to and from the Esplanade to view the fireworks. Thanks to member Todd Glickman for this report.

PHILADELPHIA: Regional Rail trains ran on a Saturday schedule for July 3 and a Sunday schedule for July 4 and July 5. Local transit lines differed on July 5, when a Saturday schedule was operated. All Regional Rail Lines except for Cynwyd (formerly R6) scheduled trains to depart after 11:30 PM for those attending the Ben Franklin Parkway Fireworks.

WASHINGTON, DC AREA: Metro operated all services on a Sunday schedule on July 4 (opening at 7 AM) except it ramped up the headways between 6 PM and midnight, when the system closes. Also, all trains were 6 cars with additional sets at 8 cars on most lines (many

Yellow line trains were 8 cars as were Blue, Green, Orange, and Red). One change: the Yellow Line turned at Mt Vernon Square-Convention Center all day instead of Fort Totten. In Baltimore, Light Rail and Metro ran Sunday schedules, except Light Rail, which normally closes after 7 PM Sundays, ran until one hour after the fireworks ended before 10 PM (so figure 11 PM). Both MARC and VRE, which discontinued their July 4th trains several years ago, did not operate again. For July 5, Metro ran Sunday service from 7 AM-midnight and Baltimore Metro and Light Rail were also on a Sunday service. MARC and VRE were not operating. Thanks to member Steve Erlitz for these reports.

CHICAGO, ILLINOIS: Metra reported that on July 2, it operated an "early quit" schedule that included a few extra trains and some trains being moved from the rush hour to earlier in the afternoon. July 3, a Saturday schedule was in effect without the numerous extra trains that followed the end of the fireworks, because the city of Chicago cancelled its fireworks show. There was some extra service to support the Taste of Chicago, which closed at 7 PM. On the 4th of July, there were three separate fireworks shows plus the Taste of Chicago, which closed at 6 PM. Metra operated outbound extras at 6:30 PM and then after the fireworks. For July 5, the Sunday/Holiday schedule was in effect. Thanks to member Jim Beeler for sending this news.

OTHER TRANSIT SYSTEMS**PORTLAND, MAINE**

According to Theforecaster.com, with \$35 million in federal funding, *Downeaster Service* will be extended from Portland to Freeport and Brunswick. Thirty miles of trackage will be upgraded, which will enable the extension to take place as early as the end of 2012. The formal announcement was made at Brunswick's Maine Street station, where it was reported that there could also be a stop at Freeport near the town's recently constructed Village Station mall. The present *Downeaster* is considered a success, but still uncertain is the \$8 million operating subsidy, the majority of which is funded by the federal government through an exception in the Congestion Mitigation and Air Quality Program (CMAQ). Maine is one of just two states permitted to use CMAQ money for operations, and some fear that the exception will be harder to justify as other states face shortfalls in their transportation budgets.

BOSTON, MASSACHUSETTS

On June 14, MBTA expanded system-wide a policy that requires that all train doors be fully closed prior to train movement. This concept has been in effect on the Fairmount and Old Colony Lines since February 1. Further, passengers may only enter/leave cars where a crew is stationed. When this was first announced I asked Todd Glickman about the ramifications regarding station dwells and on-time performance. A few weeks into this process, he reported, "I was on Train #815, the

(Continued on page 13)

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

5:00 PM to Providence, which has seven bi-levels. In the past, passengers at Mansfield have used 13 doors (the front door of the front coach overruns the mini-high, so is unusable). With the new system, passengers were directed to the four locations where crewmembers were - so 8 doors total. Dwell time was about four minutes at Mansfield; before this system, it was about 2:45. So definitely, there is an increase in dwell time. However, this is light riding season, so it will be interesting to monitor again after Labor Day!"

Beginning July 23, commuters using MBTA-owned parking lots had the option to pay for parking online or via phone while in their cars or once they boarded a train, bus, or commuter boat. As part of a new partnership with Parkmobile USA, they could visit MBTA.parkmobile.com and enroll in the new program for free and have access to their on-line accounts 24 hours a day/7 days a week. "T" riders can also download a mobile app. Todd added, "this won't help me, since the three lots I use most often are owned by MassPort."

Work on the South Coast Rail Project is to get underway this summer with an announcement by Governor Deval Patrick that \$20 million of stimulus funds will be used to rebuild rail bridges on the line. The cost of the project ranges from \$1.4 billion to more than \$2 billion, and will connect Fall River and New Bedford, two of the larger cities within a 50-mile radius of Boston without rail service, with Boston. Eleven stations are planned. One week earlier, the State of Massachusetts completed the purchase from CSX of 37 miles of trackage from Cotley Junction in Taunton to Fall River and New Bedford, which would serve as the basis for this new commuter line. For now, a 2017 start-up date is anticipated.

Member George Chiasson added further details to the South Coast Rail Project. "When service was abandoned in 1958, it used the present Northeast Corridor to Mansfield and diverged along a line that no longer exists. The most obvious survivor is a completely trackless depot on Route 123 in Norton. The last I heard the preferred alternative was to restore track south of Stoughton to Easton and Raynham and down through Cotley Junction (remnant is the Dean Street IT), using a 'barely there' alignment that was washed away in the 1938 hurricane. This right-of-way is crowded with recent residential development. It joins the current line between Attleboro and Middleboro at Weir Junction, and then goes to Myricks, where the two lines to New Bedford and Fall River divide. Other proposed alignments were a new alignment on high-tension right-of-way from the Northeast Corridor at East Foxboro and through Norton to join the line to Middleboro and Myricks; or via the existing Old Colony Commuter Rail line to Middleboro, the Middleboro Secondary to East Taunton, relay

and back to Myricks 'through the back door.' In addition, there is a proposal to connect either the restored line from Stoughton, or the East Foxboro connector, to the remnant of the pre-1958 right-of-way in Taunton, then onto the Middleboro line and down to Myricks from there. If done this would create something like 16 active grade crossings through a residential area. In all cases the main obstruction to restoring the original line is Downtown Mansfield, which filled out the old railroad alignment back in the early 1960s.

"Until there is definitive action on an access route from Boston to Taunton, there won't be any definitive progress in actually building this project. In the 'heyday' of protest over the Greenbush restoration (that is, before construction started in 2002 — and at that rammed down Hingham's, Cohasset's, and Scituate's throat by the administration of then-Governor Jane Swift), virtually every town affected by the New Bedford/Fall River proposals fought it at every turn — most upheld public referenda against construction (the list included Norton, Easton, Raynham, and even Stoughton, where the Commuter Rail already exists!). Their local pols have bought into this ever since at every election cycle, and to my knowledge the project still does not enjoy local support in these communities. On the other side you have Taunton, Freetown, and the terminal cities of New Bedford and Fall River, all of which completely support the project. As with Greenbush, there was a heavy content of 'us vs. them' or 'rich vs. poor-type politics,' with the wealthier towns generally not in support and the 'poorer' ones absolutely in support."

Also included in the \$100 million purchase from CSX were about 8 miles of track in the Allston-Brighton area of Boston (this portion cost \$50 million). Under the deal between the state and CSX, operations will move from CSX's rail yard in Allston to Central and Western Massachusetts and allow for the addition at least seven train trips on the Worcester-Framingham Line in 2012. This line is the least reliable of the "T"'s commuter lines due to number of freight trains that use it. (Todd comments: "Lieutenant Governor Murray needs to learn more about the 'Grand Junction' connection between the south and north sides. Even though it is slated to change hands from CSX to the State, it is very unlikely that passenger trains could traverse it. To go from the Worcester line to North Station would take it on a 10-mph ride over the single slow-speed track that has a number of non-gated grade crossings in Cambridge. A major upgrade, not on any planning document I've seen, would be required.")

State transportation officials announced on July 9 that the long-awaited Green Line extension to Somerville and Medford is being delayed again, until at least October, 2015. The state is legally bound to finishing the Green Line by the end of 2014, because it is part of a list of non-automobile improvements it pledged to offset

(Continued on page 14)

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

environmental impacts of the "Big Dig", to comply with the federal Clean Air Act, and to avoid a lawsuit from the Conservation Law Foundation. MBTA attributed part of the blame over the time spent (more than one year) to find a satisfactory location to locate a storage yard. That decision was reached in May – it will be located the east edge of the Inner Belt, next to an existing 30-acre MBTA commuter rail maintenance yard.

From NETransit: MBTA has requested bids for the midlife overhaul of 74 Kawasaki cars (700-49, 1700-9, and 1711-24). (*Editor's note: These cars were delivered between 1990-1.*) Bids are due September 23. The contract will also include an option, if exercised, to repair wreck-damaged car 1710.

On July 15, the MBTA Board of Directors approved a contract with MPI (Motive Power Industries) for 20 new diesel-electric locomotives for \$114.63 million. The first units are expected to arrive within 29 months of notice to proceed, with delivery of the production fleet to begin at month 32 with 3 locomotives to be delivered per month through month 38. This order is in addition to the purchase/lease deal with the Utah Transit Authority which was reported in last month's **Bulletin**. Thanks again to Todd for these reports.

WARWICK, RHODE ISLAND

The Rhode Island Airport Corporation (RIAC) announced that the name of the new Intermodal facility at T.F. Green Airport that is scheduled to open this September, will be INTERLINK. The name was submitted by seniors at nearby Bryant College, whose marketing department received a \$1,000 prize. Thanks to Todd Glickman for this news.

PHILADELPHIA, PENNSYLVANIA

Member Lee Winson reported that there had been an electrical fire aboard an outbound four-car R5/Lansdale/Doylestown train at North Wales. According to Thereporteronline, the incident occurred at 6:20 PM. SEPTA's timetable shows this to be Train #578, which departed from Market East at 5:26 PM and involved car 222, a 1967 St. Louis-built Silverliner III. Local fire companies responded, and there were no reported injuries. Train service was routed around the disabled train until it was able to move under its own power to Lansdale, then to a SEPTA yard for further investigation.

SEPTA will reroute a portion of the Route 15 trolley line in Fishtown and North Philadelphia to accommodate extensive highway reconstruction starting next Spring. Route 15, which runs along Girard Avenue and Richmond Street, will use buses instead of trolleys for the three miles from Girard and Front Street to Richmond and Westmoreland Street. Trolley service will be rerouted from Girard along Frankford Avenue to Delaware Avenue (about 1/2-mile), where a turnaround will be built across the street from the new Sugar House Ca-

sino. New tracks will be installed in several months to accommodate the rerouting, which will be in place for about two years during a massive reconstruction by PennDOT of the nearby I-95 ramps and adjacent roads. The change will affect about one-fourth of the length of Route 15 and about 12% of its ridership, said Steve D'Antonio, manager of city service planning for SEPTA.

The AT&T National Golf Tournament was held at Aronimink Golf Club near the Villanova station (R5/Paoli/Thorndale Line) on July 3 and 4. SEPTA operated one additional train (#9597) which departed from Temple University at 5:32 AM (making all stops to Thorndale) and arriving at Villanova at 6:11 AM. AT&T shuttle buses brought attendees to the venue. Two extra evening trains, #9598 and 9568, departed from Malvern at 7:00 and 7:20 PM, and made all stops to Center City. Cars were added to regularly scheduled trains on the Paoli/Thorndale Line. Shuttle buses also served the Norristown High Speed Line (P&W) at the Stadium station. Thanks to Lee for the two previous reports.

Member Bob Wright commented: "On the Silverliner 'watch', 224 and 9017 are in the yard west of Overbrook Shop, along with 237 and 2-3 other old Silverliners (I believe 257, the victim of the November fire, and 265 are also there). This is the 'dead storage' area apparently, and can be seen from R5 Paoli/Thorndale trains as well as Amtrak's Harrisburg service."

New timetables went into effect on June 13 for trolley routes 10, 11, 13, 15, 34, and 36 and the Market-Frankford and Broad Street Subways; and on June 14, for the Norristown High-Speed Line and Routes 101 and 102 which are bus-operated through August 29. Sunday headways on the Norristown Line have been increased from 20 to 30 minutes. Another change is the covers, which no longer have people or vehicle photos, a format which has been used since 1995. All covers now resemble the Norristown Line's, which has been in use since June 15, 2009.

Member Dave Safford wrote the following based on an article in **The Philadelphia Inquirer** (June 18). "SEPTA years ago bought into the map as art theory in which actual location and direction of transit lines is secondary to style. Now they are on the verge of a scheme to complete 'the disconnect' between map and geography by selling naming rights to their stations. The first is Pattison station, ground zero for the major sport complexes in South Philadelphia, which will become the 'AT&T' Station. AT&T will pay \$5.44 million (\$3.4 million to SEPTA and \$2 million to unspecified '(other) city agencies') and be responsible for reprinting and remounting all system maps and signage. This is billed as a five-year program, with no details (such as what happens if AT&T bails) attached. One of those testifying at the hearing speculated that the logical endpoint would have the strap-hanger 'taking the Coca Cola line from Pizza Hut to

(Continued on page 15)

Commuter and Transit Notes

(Continued from page 14)

AT&T'.

"The fact is that SEPTA desperately needs the money. Their capital program is in serious jeopardy, \$120 million in the hole. There are 51 stations in the subway system, 50 discounting City Hall, which is, for the moment, untouchable. If they could average \$2.4 million and sell them all, voila: solvency, at least for this year. Of course it is hard to imagine anyone conjuring up 50 bucks for (say) Millbourne, but all donations would be gratefully accepted."

The whereabouts of two more Silverliners has been made known. **The Delaware Valley Rail Passenger**, which is published by the Delaware Valley Association of Rail Passengers, reported that on April 30, a hush-hush exercise was held at the closed (since September 19, 1986) Lenni station, which is west of Elwyn (R3 Line). 264 and 9017 were ripped apart by blasts and scrapped on the spot shortly after. This resolves the disposition of two of the five cars that were listed as unaccounted for in the June **Bulletin**. DVARP also reported that SEPTA is storing eight retired or likely-to-be-retired Silverliner IIs and Silverliner IIIs at its Overbrook Yard.

Regional Rail timetables without "R" prefixes went into effect on July 25. This is the explanation from SEPTA's press release: "On the new Regional Rail timetables, the Line name will be featured prominently at the top of the schedule and station listing will now appear on the front cover so you can see all of the stations served at a glance. Inside, 'zebra' striping has been added for easier reading of train times and the station amenity information has been moved so you can see if a location is accessible or has parking at the same time you're selecting which train to take. The new train numbers can be found at the top of each column; connecting service information will appear at the bottom of the column if a train is continuing to another destination once it leaves Center City. These destinations are identified with a 3 letter abbreviation, i.e., DOY for Doylestown and every schedule has a quick reference box with this information.

"One last tip - we're changing the display signs on the exterior of the Regional Rail cars to show Center City as the final destination for service coming from outlying locations i.e., Center City Suburban Station; the signs on trains leaving Center City will show the final destination i.e., Glenside via Center City. We are also working to program these messages for the electronic displays and automated announcements for the new Silverliner V cars." A description of the new route designation system was published in the May **Bulletin**.

PITTSBURGH, PENNSYLVANIA

PAT has renamed its LRT lines. Jim Beeler sent cop-

ies of PAT Blue and Brown LRT Lines timetables, which, in smaller print, read:

- Blue Line/Library/Former route: 47L Library via Overbrook
- Blue Line/South Hills/Former route: 47S South Hills Village via Overbrook
- Brown Line/Allentown/Former route: 52 Allentown Member Mel Rosenberg told me that the official date that the changes took effect was April 4 and also told me about these new route designations:
 - Red Line / 42C Overbrook Jct. via Beechview
 - Red Line / 42 S South Hills Village via Beechview

JOHNSTOWN, PENNSYLVANIA

A streetcar that plied the streets of Johnstown from 1926 to June 11, 1960 has come home. Car 362, which was built by the St. Louis Car Company, has been purchased by Johnstown Area Heritage Association, which at this writing had no plans for it. All agree that extensive renovations are required, but will it become an operating car, or a static exhibit? After leaving Johnstown, its exact history is not clear, but according to **The Johnstown Tribune-Democrat**, its previous owner was the Fox River Trolley Museum, which acquired the car in 1978. Other cars from this group have been preserved, such as the following, which can be found at the Pennsylvania Trolley Museum (350), Rock Hill Trolley Museum (355), Shore Line Trolley Museum (357), and the Trolley Museum of New York (358). Thanks to member Frank Pfuhrer for this report.

WASHINGTON, D.C. AREA

Virginia Railway Express notified riders that although Amtrak will no longer be VRE's contract operator, it will still accept "Step-Up" coupons on Trains #83, 84, 85, 86, 93, 94, 95, 125, 171, 174, and 176, while these trains no longer accepted them: 19, 20, 50, 51, 66, 67, 79, and 80. According to Amtrak, those trains were least utilized by VRE riders.

Steve Erlitz reported that V50, the first MP36PH-3C, arrived at VRE's Broad Run Yard on the morning of June 28. It was delivered to Norfolk Southern's Manassas yard two days earlier. Also included in Steve's email were two digital images, including one of its builder's plate, which shows that it is part of Order No. 2141-01 with Serial No. 0708-01. Motive Power Industries was awarded a contract for 15 units on August 18, 2009, with an as yet unexercised option for 8. A colleague of Steve's told him that there would be no further deliveries until December, when two units are expected and will continue until June, 2011.

Because riders have requested Wi-Fi, VRE is investigating how it can be implemented.

On June 29, VRE reported that the first stage of the Keolis transfer had taken place, encompassing these activities: maintenance of all locomotives and railcars, VRE yard facilities, and parts warehouse. Still to come was the crewing all VRE trains on July 12, which did in

(Continued on page 16)

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

fact occur.

Effective July 19, there was a new timetable that included start of the Fredericksburg Line express train. There were some minor schedule changes to both lines.

Railway Age reported that Washington, D.C.'s City Council had unanimously passed legislation that would remove overhead wire restrictions that had been place for years. This paves the way for plans to proceed for a streetcar line along Benning Road and H Street, in the city's Northeast quadrant, and include overhead catenary.

NORFOLK, VIRGINIA

Hampton Roads Transit (HRT) held a public meeting on June 30 to present its plans for the Virginia Beach Transit Extension Study. For all practical purposes, this is the starting line because before the project can move forward, the very basic purposes must be determined. This process will take the remainder of 2010. Early next year, HRT expects to complete the Draft Alternative Analysis Supplemental Draft Environmental Impact Statement (AA/SDEIS). Construction would probably not begin until sometime after the winter of 2014. The 7.4-mile starter line (*The Tide*) is now scheduled to open in May 2011.

CHARLOTTE, NORTH CAROLINA

Member Joe Canfield sent an article from **The Charlotte Observer** via **The Carolina Journal** reporting that there could be a delay in the expansion or a reduction in scope of Charlotte's light rail system. The problem is the funding – the projected sales tax receipts are lower than anticipated. CATS, operator of the 9.6-mile Blue Line, which opened on November 26, 2007, had hoped to open an 11-mile extension by 2013, but due this date has slipped to 2019. There is an option to build it in 4-5-mile segments.

ATLANTA, GEORGIA

Atlanta's proposed 9.2-mile streetcar line has been reduced in size to a 2.6-mile loop. In addition, the city has committed local matching funds in order to secure a federal match. The revised line would run from Centennial Olympic Park to the King Center, along Auburn Avenue, and would connect to MARTA. Thanks to **Railway Age** for this news.

SOUTH FLORIDA

The extension to Miami International Airport is not even open; however, on June 15, Miami-Dade Transit announced that it was renaming the Miami Intermodal Center-Earlington Heights Connector, as the *AirportLink*. Ground was broken for this 2.4-mile line on May 1, 2009, not April, 2009 as was reported in the July, 2009 **Bulletin**. A Spring, 2012 opening is planned.

CHESTERTON, INDIANA

NICTD issued a new timetable effective June 1, which

reflects a 2% fare increase. Thanks to Jim Beeler for sending copies.

CHICAGO, ILLINOIS

The letter dated June 24 was titled, "We apologize for last evening's delays," and mentioned more than 100 train delays. Further details reported that most of Metra was stopped due to tornado, high wind, and flash flood warnings. These actions are only used during the most severe weather conditions and require that there be no train movements in or out of downtown stations and those already in service are stopped on the tracks. The Matteson station on the Metra Electric sustained significant damage and was closed for several days so that repairs could be made.

In the June edition of **On The Bi-Level**, the cover story reported various construction activities that were underway. The new Lovana S. "Lou" Jones/Bronzeville Metra station at 35th Street on the Rock Island Line, which had previously been reported as opening this fall, is expected to be completed by the end of the year. There is grade crossing replacement work at Belmont Road; station improvements and a train warning system at 10 stations on the UP West Line; four bridges are being replaced on Metra Electric; and station improvements are being made at Winnetka, 119th Street, La-Grange Stone Avenue, and Lockport. Later this year renovation will begin on the 211th Street station (Metra Electric) and a flyover bridge will be constructed on the Rock Island Line in Englewood that will eliminate conflicts between Metra and freight trains. Thanks to Jim Beeler for these reports.

MINNEAPOLIS, MINNESOTA

Northstar asked for feedback from the public over its proposal about the future of the commuter rail service, which began on November 16, 2009. Seventy-nine percent of respondents to a Northstar Corridor Development Authority survey support government funding to continue rail service from Big Lake to St. Cloud. The online survey was taken by more than 1,700 Northstar customers and members of the general public and the answer was that the entire 82-mile corridor to St. Cloud should be built.

ST. LOUIS, MISSOURI

What a difference a year makes. Last June 28, Metro cut service on many of its bus routes and reduced MetroLink service due to financial problems. On June 28, 2010, Metro began restoring the first phase of those services with added rush-hour frequency to MetroLink, increased frequency on some MetroBus routes, and redesigned routes on others in St. Louis County and St. Louis City. On MetroLink this means 12-minute headways on the Red Line and Blue Line, which equates to a train every 6 minutes between the Forest Park-DeBaliviere and Fairview Heights MetroLink stations. This was made possible when voters in St. Louis County approved a half-cent sales tax in "Proposition A"

(Continued on page 17)

Commuter and Transit Notes

(Continued from page 16)

on April 6 (May **Bulletin**). There will be a Phase 2 on August 30, which adds bus service.

DALLAS, TEXAS

A projected shortfall in tax collections has DART reviewing its funding and expansion plans. Unaffected are the Green Line extensions from Pleasant Grove to Carrollton and the new Lake Highlands station, which are scheduled for this December; and the Blue Line extension from Garland to Rowlett and the first two sections of the Orange Line from the Bachman station in Northwest Dallas to Irving in 2012. However, there could be an indefinite delay for the third section of the Orange Line, from Irving to Terminal A at Dallas-Ft. Worth Airport, the second Downtown Dallas alignment, and the Blue Line extension from the Ledbetter station to the UNT Dallas campus.

Thanks to a \$5 million grant, the McKinney Avenue Streetcar will be extended. What this means is means that the M Line, which has circulated throughout Uptown since 1989, will be able to run faster, more modern cars and into downtown. Building on previously funded work set to begin later this year, the addition will allow the cars to carry passengers from north Uptown across the new Woodall Rodgers Deck Park, past the downtown Dallas Arts District and loop around on St. Paul Street back toward McKinney Avenue. In March, the department awarded Dallas \$23 million to build a new streetcar line from scratch, probably connecting Union Station to Methodist Hospital in Oak Cliff. Thanks to member Phil Hom for this news.

ALBUQUERQUE, NEW MEXICO

Beginning June 21, *Rail Runner* launched a passenger text alert system that will inform riders of delays exceeding 10 minutes. There are instructions on its website on how to sign up.

PORTLAND, OREGON

For the first time since September, 2008, TriMet will raise all fares by five cents effective September 1. A Two Zone Adult ticket will cost \$2.05 and a Day Pass will be \$4.75.

SAN FRANCISCO, CALIFORNIA

Facing a preliminary \$12.5 million deficit, Caltrain on July 2 voted to schedule public hearings on September 2 to discuss proposals for possible fare increases and service reductions. Under consideration are elimination of the Gilroy service (3 AM inbound and 3 PM outbound peak trains), elimination of weekend service, and elimination of some early morning, midday, and late evening weekday trains. Caltrain reported that since June, savings from the previous year, decreases in operating costs, and an increase in state funds have helped re-

duce the deficit to \$2.3 million. The budget includes \$650,000 in savings from closing the staffed ticket offices in San Jose and San Francisco in October. Having exhausted all other options, the Board adopted a \$99.9 million operating budget that requires fare increases and service reductions. The proposed fare increases include either a 25-cent increase to the base fare or a 25-cent increase to the zone fare, with corresponding changes to the Day Pass, Monthly Pass, and 8-ride Ticket. If approved they would go into effect in January.

TORONTO, ONTARIO, CANADA

Based on the success of carrying 50,000 riders last year, GO Transit is once again operating Toronto to Niagara Falls service between May 21 and September 26. With the addition of one round trip on Fridays, there are train daily round trips on Saturdays, Sundays and holidays. After September 26, customers can use GO Bus service.

Bombardier announced on June 14 that it had received an order from Metrolinx to exercise an option for 182 Bombardier Flexity 100% low-floor LRVs, which was included in the June, 2009 contract for 204 LRVs (August, 2009 **Bulletin**). The contract is valued at CDN



Bombardier photograph

\$770 million (US \$745 million). Deliveries are scheduled to take place between 2013 and 2020. Still remaining is option for up to 118 cars.

VANCOUVER, BRITISH COLUMBIA, CANADA

Railway Age (May, 2010) published an article about Vancouver's transit operations and the success that its regional network had carrying between 1.6 and 1.8 million boardings every day for the 17-day Olympics that were held earlier this year. One line carried 600,000 people in one day. At the end of the article, one

(Continued on page 18)

Commuter and Transit Notes

(Continued from page 17)

TransLink official told of speaking regularly to the agency's Portland and Seattle counterparts as needed and helping each other. West Coast Express and Sound Transit even lease cars back and forth. This provides for some interesting photo opportunities.

JERUSALEM, ISRAEL

Member Dave Klepper reported that the track laying for the light rail system was completed on June 15, and an article in *The Jerusalem Post* reported service is scheduled to begin next May.

FROM THE HISTORY FILES

100 Years Ago: The New York & North Shore Traction

Company extended service from Plandome Road to Spinney Hill (Manhasset to Great Neck – August 6), to Whitestone (August 12), and from Spinney Hill to the City Line at Little Neck (August 20).

40 Years ago: On August 31, 1970, MTA opened bids for the purchase of 144 EMUs for the New Haven Line. General Electric won the bid at a price of \$422,000 per car. Originally known as "Cosmopolitans" after the M-1 "Metropolitans," the first cars were displayed for members of the press on June 22, 1972. The first train entered service on April 16, 1973. Their replacements, in the form of Kawasaki-built M-8s, are currently being tested.

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

New York City Subway Car Update

(Continued from page 7)

4784/5). This is evidence that their retirement (since withdrawal from service in December, 2009) is now official, though there are as yet no plans for their disposition. Finally, MTA advertised the base R-179 contract on June 3 (with a bid date of August 13). The desired quantity (290 cars total) matches exactly the remaining number of Phase I R-32s and Morrison-Knudsen-overhauled R-42s that were active on May 1, with 50 5-car sets being tendered to replace the former and 10 4-car sets to replace the latter. There is also a projected option for 10 more 5-car sets that would maximize the total order at 340 cars.

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

In the advent of the big service changes projected for June 27, things got rather tranquil regarding the transfer of Jamaica R-46s to Pitkin, with only one move (totaling 8 cars) taking place in the most recent month. On June 1, 5874-7 and 5986-9 went from **F**, **G**, **R**, and **V** to **A**, and through June 18 remained the sole transfer for the period. The retirement of R-44s in this interim has continued, albeit a slower pace, with 136 (exactly half of the surviving fleet) remaining in **A** service as of June 18, 2010. Of the 136 R-44s retired from service thus far,

some work was initiated to salvage certain components for re-use, most notably the surplus D-4 air compressors for R-46 units, and trucks and Freon for air conditioning systems on several other car types.

R-44 Retirements

The following were taken out of service through June 18, 2010:

May, 2010: R-44 5242/3/5/4, 5260/1/5277/6, 5262/3/5303/2 withdrawn from Pitkin (**A**)

June, 2010: R-44 5230/1/3/2, 5354/5/7/6 (second time), 5390/1/3/2, 5434/5/7/6 withdrawn from Pitkin (**A**).

The R-44s of MTA Staten Island Railway

Completed "A" car 430 was returned to Staten Island by May 25, 2010 and "B" car 419, the last of the Staten Island R-44s to be re-overhauled at Coney Island, was back at Clifton Shops on June 1 to mark the completion of all 63 R-44s assigned to MTA Staten Island Railway.

Conclusion

As summer dawned, MTA New York City Subways was at an important crossroads, financially, operationally, and politically. The system has been changed in a profound way, and we hope to be able to document the proceedings for posterity. Will it mark the beginning of a new resurgence, or the start of a long and painful decline? Who knows, but we'll try and sort it all out, for better or for worse.

A History of the **R Train**

(Continued from page 4)

brief pre-IND heyday, but operation of the midday supplementary local trains between Whitehall Street and 57th Street that had been in place since 1920 was dropped on March 15, 1932. For some years by this time, some Fourth Avenue Local trains were being laid up between rush hours, at night, and on Sundays at Coney Island, which brought about the practice of putting into or dropping out of service at such points as 36th

Street or Whitehall Street at various points in time. In 1934 BMT established a new Fourth Avenue-Nassau morning rush hour service that started at 95th Street, ran express north of 59th Street to the south tracks of the Manhattan Bridge (skipping DeKalb Avenue and Myrtle Avenue), and continued through the Chambers Street station in service to Broad Street. From there the trains ran light through the Montague Street Tunnel back to Brooklyn, then to Coney Island via the Culver Line.

(Continued next issue)

Around New York’s Transit System

(Continued from page 20)

The second TBM broke through and reached the 200-foot-by-50-foot-by-40-foot-deep receiving chamber just below the Port Authority Bus Terminal on July 15. This chamber was excavated in 2009 by controlled drill and blast. The 24-hour construction operation was completed in 6 months instead of the scheduled 2-3 years. Both TBMs have travelled 9,388 feet. They will be taken apart and backed up to the starting point at W. 26th

Street and 11th Avenue, where they will be lifted out of the shaft.

When the tunneling is completed, work will begin on station entrances and finishes, ventilation equipment, and substations.

Trains should start running as scheduled in December, 2013.

Use of Exterior Speakers on Brighton Line

On the Brighton Line between Stillwell Avenue and Prospect Park, exterior speakers on R-160 cars must be deactivated between 7 PM and 6 AM.

SUBDIVISION “B” CAR ASSIGNMENTS

CARS REQUIRED JUNE 27, 2010

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	20 R-32, 96 R-44, 192 R-46	20 R-32, 96 R-44, 192 R-46	L	152 R-143, 40 R-160A	152 R-143, 24 R-160A
B	104 R-68, 112 R-68A	88 R-68, 104 R-68A	M	176 R-160A	160 R-160A
C	144 R-32	136 R-32	N	48 R-68A, 170 R-160B	32 R-68A, 180 R-160B
D	240 R-68	224 R-68	O	50 R-160A, 180 R-160B	50 R-160A, 170 R-160B
E	220 R-160A, 40 R-160B	220 R-160A, 40 R-160B	R	232 R-46	232 R-46
F	280 R-160A, 170 R-160B	260 R-160A, 160 R-160B	S (Franklin Avenue)	4 R-68	4 R-68
G	52 R-46	36 R-46	S (Rockaway)	12 R-46	12 R-46
J/Z	40 R-42, 112 R-160A	40 R-42, 112 R-160A			

**LIRR REDUCES SERVICE ON MONTAUK BRANCH
by Larry Kiss**

At 4:44 PM on May 17, 2010, Oyster Bay Branch Train #560 began its eastbound trip from Long Island City and a new stop was added – Hunterspoint Avenue (4:59 PM). This train then continued via the Main Line to Jamaica. Prior to May 17 this weekday-only train left Long Island City at 4:54 PM and ran non-stop via the Montauk Branch to Jamaica. Thus, there is now no eastbound passenger service on the Montauk Branch. Train #507 from Oyster Bay, which leaves Jamaica at 8:11 AM, remains the only westbound scheduled train on this branch. Since there are no intermediate stops,

this train can be rerouted by way of the Main Line as necessary, as the running time is the same.

The Montauk Branch is a mostly double-track non-electrified line used mainly by freight trains of the New York & Atlantic Railway. From the late 1950s until November 15, 1999, there were two weekday rush hour round trips. After November 15, 1999, until the May 17 schedule there had been one round trip, covered by Oyster Bay Branch trains. All the intermediate stops were abandoned on May 13, 1998.

Around New York's Transit System

Ⓥ and Ⓦ Service Discontinued

NYC Transit is attempting to reduce its deficit by curtailing service on several subway routes. When the new schedules went into effect on June 27, service was discontinued on Ⓦ, which operated from Whitehall Street to Ditmars Boulevard. Ⓝ trains make local stops in Manhattan north of Canal Street and ⓐ service is extended from 57th Street to Ditmars Boulevard at the following times shown in the public timetables:

ASTORIA SERVICE — WEEKDAYS ONLY

Leave Coney Island	Arrive Ditmars Boulevard	Leave Ditmars Boulevard	Arrive Coney Island
5:21 AM-10:20 PM	6:34 AM-11:33 PM	6:02 AM-11:01 PM	7:15 AM-12:15 AM

57TH STREET SERVICE

Weekdays				Saturday and Sunday
Leave Coney Island	Arrive 57 th Street	Leave 57 th Street	Arrive Coney Island	
10:26 PM-5:09 AM	11:16 PM-5:59 AM	11:34 PM-6:14 AM	12:28-7:08 AM	24 hours

ⓐ put-ins leave 57th Street southbound at 4:54, 5:14, 5:32, and 5:54 PM on weekdays.

Ⓝ SERVICE NORTHBOUND AT DeKALB AVENUE

	Weekday	Saturday	Sunday
Via Bridge	5:55 AM-11:00 PM	5:50 AM-10:44 PM	5:48 AM-10:45 PM
Via Tunnel	11:04 PM-5:35 AM	11:04 PM Friday-5:35 AM Saturday	10:49 PM Saturday-5:35 AM Sunday

Ⓝ SERVICE SOUTHBOUND AT CANAL STREET

	Weekday	Saturday	Sunday
Via Bridge	5:57 AM-11:16 PM	6:01 AM-11:08 PM	6:01 AM-11:08 PM
Via Tunnel	11:25 PM-5:40 AM	11:25 PM Friday-5:40 AM Saturday	11:14 PM Saturday-5:40 AM Sunday

Northbound weekday trains arriving at 57th Street at 7:33, 8:31, 8:44, 9:03, and 9:23 AM terminate there. Southbound put-ins leave 57th Street at 4:43, 5:03, 5:28, and 6:21 PM.

Ⓜ SERVICE

Ⓜ trains were rerouted; service was discontinued between Essex Street and Bay Parkway. Ⓜ trains from Metropolitan Avenue are routed from Essex Street to Broadway-Lafayette Street on tracks that were out of

service since 1976, after which they run to 71st Avenue over the route of the discontinued Ⓥ train.

There is no longer any service from Nassau Street through the Montague Street Tunnel. When the Nassau Street Subway was opened in 1931, there was 24-hour service via tunnel. This service was curtailed gradually.

Hours of operation are as follows:

71ST AVENUE SERVICE—WEEKDAYS ONLY

Leave Metropolitan Avenue	Arrive 71 st Avenue	Leave 71 st Avenue	Arrive Metropolitan Avenue
5:14 AM-11:06 PM	6:20 AM-12:11 AM	5:38 AM-10:44 PM	6:43 AM-11:51 PM

BROADWAY-MYRTLE AVENUE SERVICE

Weekdays				Saturday and Sunday
Leave Metropolitan Avenue	Arrive Broadway-Myrtle	Leave Broadway-Myrtle	Arrive Metropolitan Avenue	
11:20 PM-6:00 AM	11:32 PM-6:12 AM	11:45 PM-6:22 AM	11:57 PM-6:34 AM	24 hours

MTA Might Charge \$1 for New MetroCards

On July 9, it was reported that MTA is considering charging a \$1 surcharge to people buying a new *MetroCard* instead of refilling an existing card. Many people buy a new card, and the station floors are littered with cards that have little or no value on them. Meanwhile, cable news station NY1 reported that TWU Local 100 has proposed hiring a mediator to negotiate a cost-reduction package with MTA. Local 100 wants a binding no-layoffs clause in any package, however. Several hundred NYC Transit workers have been laid off over the past few weeks.

Flushing Line Extension Progress Report

The following provides additional detail (and an update) to what was reported in the July, 2010 issue.

Two 1,000-ton TBMs (Tunnel Boring Machines) have completed the 4,661-foot run, reaching the chamber adjacent to the Times Square station of the Flushing Line (7).

In the summer of 2009, the TBMs were lowered into an underground assembly chamber at W. 26th Street. When the machines mine, they install pre-cast concrete lining rings along the excavated tunnel. These rings are the permanent liner of the finished tunnel. Excavating north from W. 34th Street was difficult because the tunnels run under Amtrak, NJ Transit, the former New York Central line, the Lincoln Tunnel, and the Port Authority Bus Terminal with its ramps.

(Continued on page 19)