

The Bulletin



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The Bulletin

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

IRT BROOKLYN LINE OPENED 90 YEARS AGO

The IRT Brooklyn Line was extended from Atlantic Avenue to Utica Avenue and to Flatbush Avenue on August 23, 1920. Trains operated on the express track between Atlantic and Franklin Avenues until the Bergen Street, Grand Army Plaza, and Brooklyn Museum stations were opened on October 10, 1920. Opening was delayed due to failure of the contractor to perform work as scheduled.

The 1921 Transit Commission report states that work was completed on all stations north of Utica Avenue and Flatbush Avenue except Brooklyn Museum and Franklin Avenue. Work performed at these two stations consisted of laying white, colored, and mosaic tile and the finished floors. Work also included installing the plumbing fixtures, erecting the stair and mezzanine railing, and painting the steel and plaster work.

When the station finish work on the Institute Park station was nearly completed, the Transit Commission received a petition from the Brooklyn Institute of Arts and Sciences, requesting that the name should be changed to Brooklyn Museum. A public hearing was held and the Commission concluded that the original name was not an adequate guide for the location of the station. By an order dated March 3, 1920, the name of the station was changed to Eastern Parkway-Brooklyn Museum, and new signs were installed.

When the Bergen Street, Grand Army Plaza, and Brooklyn Museum stations were opened on October 10, 1920, trains made local stops.

Shuttles were operated on the December 20, 1920 extension from Utica Avenue to Junius Street. Service was extended to Pennsylvania Avenue on December 24, 1920. Station finish on the seven elevated

stations was practically completed in 1921. But the Van Siclen Avenue and New Lots Avenue stations were not opened because trains could not run to the terminal until track work, the signal tower, and the compressor room were in service. Work began on June 19, 1922 and shuttles started operating between Pennsylvania Avenue and New Lots Avenue on October 16, 1922. A two-car composite train was single-tracked on the west (northbound) track.

Instead of returning to the Bronx after the rush hour, several Flatbush Avenue trains are laid up in Livonia Yard. Until the yard was opened, trains were single-tracked on the southbound track from Beverly Road to Flatbush Avenue while layups were stored on the northbound track.

Work on the contract for installation of tracks in Livonia Yard began on May 18, 1922 and was completed on July 18, 1922. This yard provides storage and inspection facilities for 250 cars. Work was completed on December 31, 1922 and the yard was in service on July 28, 1923.

Through service to New Lots Avenue was finally operated on October 31, 1924,

An unusual schedule was in effect for several years. On February 2, 1921, non-rush hour shuttles operating southbound from Atlantic Avenue were discontinued and 242nd Street trains were cut at Brooklyn Museum. The south cars operated to New Lots Avenue and the rear section was routed to Flatbush Avenue. Effective December 1, 1924, rush hour trains were not cut at Brooklyn Museum. We have no record of the schedules that were in effect during the next ten years.

In 1934, 242nd Street trains operating on an

(Continued on page 4)

NEXT TRIP: PATH HARRISON SHOP TOUR, OCTOBER 16

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

ORIGIN OF THE **R** TRAIN, PART III: THE BMT SHUTTLES IN QUEENS (1913-1949)

As part and parcel of the Dual Contracts, IRT and BRT were to share service and revenue from two city-built routes that poked new elevated lines into the Borough of Queens. Just as the growth of early elevated and subway lines had enabled rapid development in Brooklyn, so was the hope it could supply similar results to those areas of Queens most contiguous to Manhattan. To expedite the process three new river crossings were adapted or constructed as part of the overall plan (the Steinway Tunnels, the Queensborough (59th Street) Bridge, and the 60th Street Tunnel), and two wholly new elevated routes extended from Queensborough Bridge Plaza eastward and northward. The Steinway Tunnel was actually the first portion of Dual Contracts mileage added by IRT, in June, 1915, and was extended through the Queensboro Plaza station to Ditmars Avenue (Boulevard), Astoria in February, 1917. The second new elevated line was opened with IRT subway trains to Alburty Avenue in Corona (103rd Street) in April, 1917, followed by the Manhattan Elevated trackage across the Queensborough Bridge in July, 1917, which permitted through operation from Lower Manhattan to Astoria and Corona.

BRT was left out of this jumble in Queens entirely until it was able to physically connect with the complex on the far side of the bridge, where provision for its eventual inclusion had been part of the original construction. Finally the 60th Street Tunnel was opened on August 1, 1920 and BRT's subway reached the Queensboro Plaza station (using the north set of platforms). There they connected to the four IRT services covering the two outer branches, alternating service to Corona and Astoria with both the subway from Times Square and the Second Avenue El from South Ferry or City Hall. Under the agreement, BRT was to garner revenue from these two branches as well, but was now faced with the operational incompatibility of using large-sized steel "Standard" subway cars on lines to be shared with IRT and its smaller rolling stock, as patterned after the Manhattan El's template of dimensions. When BMT completed the 60th Street Tunnel, it requested that IRT cut back the platforms on the Corona and Astoria Lines to allow through service using the Standards. When IRT objected on the ground that this would create a dangerous gap for IRT passengers trying to board narrower IRT trains, BRT replied that its own passengers were subjected to gaps on the upper Myrtle and other lines where subway and elevated equipment operated on the same tracks. BRT thus took IRT to court, where the Ap-


pellate Division, First Department., eventually ruled that since the Dual Contracts did not specifically require IRT to cut back its platforms, it did not have to do so. This decision left the Brooklyn Rapid Transit Company to reckon with the direct operation of what would be for it a pair of isolated shuttle lines, and thus scramble for equipment that would meet the lines' existing requirements. A solution was found through the surplus of wooden elevated rolling stock created by BRT's ongoing conversion of routes to steel subway cars, and the adaptation of others to create modified "C" cars for the Fulton Street El. Thus, the newly-created BMT Corporation was belatedly able to assign equipment to the two Queens elevated routes, where connecting shuttle service from the north platforms at Queensboro Plaza to both Astoria and Corona commenced on April 8, 1923, with trains alternating trips to each route. That is, each train would depart Queensboro Plaza, head to Astoria and return, then depart for Corona and return, and so forth.

On January 21, 1928 the IRT Corona branch was extended to Main Street-Flushing, and so were BMT's shuttles. On June 28, 1938 BMT's two Queens shuttles were separated and access to the Queensboro Plaza station greatly rearranged. Beginning in December of 1938 dedicated trains operated in alternating fashion from the lower level to Flushing and from the upper level to Astoria. With the coming of the 1939 World's Fair at Flushing Meadows Park, BMT shuttle service toward Flushing was enhanced through the introduction of express trains during commuting hours Monday to Saturday, then to and from the Fair on Sunday. This was repeated again during the Fair's 1940 season, after which the Sunday expresses were dropped. Things then pretty much stayed as such until BOT reconfigured the two Queens lines for exclusive service—the IRT subway to Flushing and the BMT subway to Astoria. As a result of this modification all BMT shuttle operations were discontinued in October, 1949.

Rolling Stock on the Queens BMT Shuttles (1923-1949)

Garnered from the former BRT elevated services that had been gradually converted to steel subway cars, a small surplus of wooden rolling stock was finally allocated for BMT's shuttles between Queensboro Plaza, Corona and Astoria when operations commenced on April 8, 1923. Included were the newest enclosed motor cars in the 1400-1439-series (delivered in 1907), along with non-motorized trailer cars numbered from 1-6 and 8-21 that had been created by 1902 from steam-


(Continued on page 3)


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

powered coaches acquired by BRT's predecessor elevated companies. As might be expected (and according to surviving photos), short consists of about four cars were the norm on the BMT services in the 1920s. When the extension to Main Street-Flushing opened in January, 1928, IRT willfully avoided the extension of its Second Avenue El trains into its underground terminal (such service was truncated at the Willets Point Boulevard local stop), but BMT had no choice to retain its share of total revenue, so wooden shuttle trains trundled into the short tunnel many years after such had been decried as a safety hazard.

With the 1939 World's Fair in the offing, as well as eventual takeover of the entire BMT by the City of New York, a comprehensive effort was undertaken to upgrade BMT's Queens rolling stock in the latter half of 1938. This yielded the so-called "Q" (Queens) car, a three-unit, non-articulated set that had enclosed vestibules, quarter-point automatic doors with Multiple-Unit Door Control (MUDC), and improved interior lighting. They were also initially painted in a unique bright blue and orange livery that was supposed to visually represent the colors of New York State, then gradually re-done in "standard" dark green colors as World War II progressed. Each of the thirty (30) 3-unit sets (90 cars overall) consisted of one former 1200-series motor that was converted to a trailer, sandwiched by two former 1200- or 1400-series motors that retained that function. In operational practice, the "Q" cars were thus combined into 6-car trains composed of two 3-unit sets. 24 other 1200s and 1400s were additionally rebuilt in a similar manner as "QX" cars at the same time. These were grouped as open-ended "pairs" consisting of an "A" car, or motor created from a 1200- or 1400-series el car, and a "B" car, which was a control trailer created from a 1200-series el car. The QXs were universally compatible with the "Q" cars. At any rate, the first "Q" and "QX" cars were placed in service on both Queens shuttles on January 3, 1939 and as of that April had assumed all service. Both lasted without interruption to the end of "BMT" Queens shuttle service in 1949, a lone set of Q cars representing the last shuttle operated between Queensboro Plaza and Astoria on October 15. After retirement from their namesake service, the "Q" (but not "QX") cars went on to serve IRT's Third Avenue Elevated from 1950 to 1956, and finally the ex-BMT Myrtle Avenue El between 1958 and 1969.

(Editor's Note: We checked BMT Queensboro Plaza to Main Street service in the 1940s. Our records reveal that 5- or 6-car trains were operated during midday, 8 cars in the rush hour, and 3 cars on Sunday. Obviously, "Q"s and "QX"s were operated in the same train.)

ORIGIN OF THE  TRAIN, PART IV: THE FOURTH AVE. LOCAL IN THE BOT AND NYCTA ERA (1949-1987)

As BMT was assumed by the city's Board of Transportation in 1940, the synthesis of otherwise compatible portions of the system, elimination of obsolete elements, and the addition of new segments was paramount. After World War II the city tried to pursue an even more aggressive course in this regard, and when sufficient new equipment was delivered to support it in 1948 and 1949 (in the form of R-10s for  that freed up some existing R-1 to R-9s for other services), action was taken to rationalize the "jointly" operated routes to Flushing and Astoria, which would also reduce the need for the incredible mass of overhead infrastructure at the Queensboro Plaza station. Owing to signal modifications and a desire to evacuate some of the Lo-Vs from Corona for use on the IRT main lines (after new R-12s and R-14s had been delivered to replace them), through subway trains from Times Square to Astoria via the Steinway Tunnel were discontinued on July 24, 1949 (note that the new R-12 and R-14 cars then being delivered were only used in service to Flushing). For several weeks afterward BMT El shuttles serving Astoria alternated between their normal berth on the upper level of the north plaza and the former IRT Elevated Astoria berth on the lower level of the south plaza. The last BMT shuttle trains operated to Main Street on October 14, then over the weekend of October 15-16 the Fourth Avenue Local used what was normally a non-revenue connection from the 60th Street Tunnel to the BMT Flushing Shuttle track on the lower level of the north plaza to relay. Meanwhile the Astoria shuttle (actually a lone set of "Q" cars single-tracking on the southbound side) continued as normal to the upper level of the north plaza as did the IRT Flushing Line on each level of the south plaza. With the middle tracks on both levels idled, temporary bridges were erected to permit passengers to transfer among the three services present, and during the first day the platforms on the northbound side of the Astoria Line (and both of the south platforms at Queensboro Plaza) were cut back to accommodate BMT subway cars. Starting late on the second day (Sunday) a train of steel Standards was used to shuttle on the northbound track between Ditmars Boulevard and the former Second Avenue El berth on the upper level of the south plaza. The platforms on the southbound side of the Astoria Line were then shaved back for the 10-foot wide BMT subway cars and the next morning (October 17, 1949) all Fourth Avenue Local service was extended from Queensboro Plaza to Ditmars Boulevard, the Queens shuttle services discontinued, and the north side of Queensboro Plaza station abandoned.

Fourth Avenue-Nassau trains were begun in the PM

(Continued on page 4)

A History of the R Train

(Continued from page 3)

rush hour on June 29, 1950, running exactly the opposite as they had in the morning (Broad Street to Chambers Street, over the Manhattan Bridge, and express to 59th Street, skipping DeKalb Avenue, then on to 95th Street. Morning rush hour trains returned via tunnel and Culver Line, and were laid up in Coney Island Yard. Evening rush hour trains ran light via tunnel to Broad Street. Saturday morning Fourth Avenue-Nassau Street service was discontinued on June 21, 1952, then all such trains began stopping at the DeKalb Avenue station beginning December 1, 1955. As part of a general cut in BMT services effective on May 28, 1959, afternoon Fourth Avenue-Nassau Street trains were reversed in flow, putting in across the south tracks of the Manhattan Bridge and going into service at Chambers Street, then continuing through the Nassau Street Loop to the Montague Street Tunnel and on from there to 95th Street, running local from Pacific to 59th Street.

The first major service change on the Fourth Avenue Local since October, 1949 occurred on January 1, 1961, when weekday trains were redirected from Astoria to the IND terminal at 71st-Continental Avenues-Forest Hills, using the so-called 11th Street Tie (originally opened in late 1955) from the 60th Street Tunnel into the local tracks at the Queens Plaza station. Night and weekend trains were curtailed at 57th Street at the same time, and PM rush Fourth Avenue-Nassau trains restored to their pre-1959 routing from Broad Street to 95th Street via Chambers Street, the Manhattan Bridge, and the Fourth Avenue express tracks. In this form the Fourth Avenue Local was re-identified as "RR" when

new SMEE rolling stock assumed all service by February, 1962. Meanwhile, older ex-BMT equipment (including "D" Types carrying "2" route signs) managed to survive on the Fourth Avenue-Nassau Street rush hour service until the end of their careers on the Southern Division in 1965.

Most BMT and IND services were greatly affected in some way by the opening of the Chrystie Street Connection on November 26, 1967, which irrevocably merged the two as one operating division. Basic RR/ Fourth Avenue Local service was again terminated at Ditmars Boulevard in Astoria at all times, while Fourth Avenue-Nassau Street service was transformed into a new "RJ" route from 95th Street all the way to 168th Street-Jamaica that ran local on Fourth Avenue, then proceeded through the Montague Street Tunnel to the Nassau Street Loop and continued back to Brooklyn over the Williamsburg Bridge and out to the former BMT Jamaica Line. Toward Manhattan in the morning and from Manhattan in the afternoon, RJ ran express on the middle track of the Broadway-Brooklyn El from Marcy Avenue to Eastern Parkway (now Broadway Junction). This arrangement lasted until July 1, 1968, when it was replaced by a "Chambers Street RR" service that was similar to the 1959 Fourth Avenue-Nassau Street routing from 95th Street to Chambers Street via Fourth Avenue, the Montague Street Tunnel, and Nassau Street, but making all stops en route. With track connections between the Nassau Street Loop and the south tracks of the Manhattan Bridge having been removed as part of the November, 1967 realignment, such "Specials" were no longer operated in loop fashion but laid up at several locations.

(Continued next issue)

IRT Brooklyn Line Opened 90 Years Ago

(Continued from page 1)

8-minute headway during weekday and Saturday evenings and Sunday mornings were cut at Brooklyn Museum. During the above hours, Seventh Avenue Expresses from 180th Street-Bronx Park were turned at South Ferry.

Starting September 5, 1937, Sunday morning 242nd

Street trains were no longer cut at Brooklyn Museum because Sunday express service was reduced from 10-car to 7-car trains.

In the summer of 1938, evening Seventh Avenue express service from 180th Street-Bronx Park was extended from South Ferry to Flatbush Avenue. The company discontinued and never resumed cutting trains at Brooklyn Museum.

CORRECTIONS

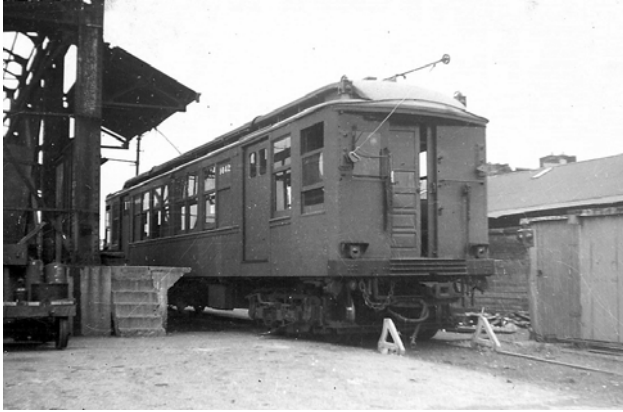
In the August issue, member Larry Kiss stated that the last date for operation of local stops on the Montauk Branch was May 13, 1998. The actual date was March 13, 1998.

Also in the August issue, we printed incorrect headings for the table on page 4. The correct headings are:

DATE	LINES OPERATED	
	NORTH SIDE	SOUTH SIDE

These are the same as the headings for the table at the bottom of page 1, column 2.

BMT WORK EQUIPMENT



Q-car 1642 with original roof and trolley pole, 36th Street Yard, May 5, 1952.
Bernard Linder photograph



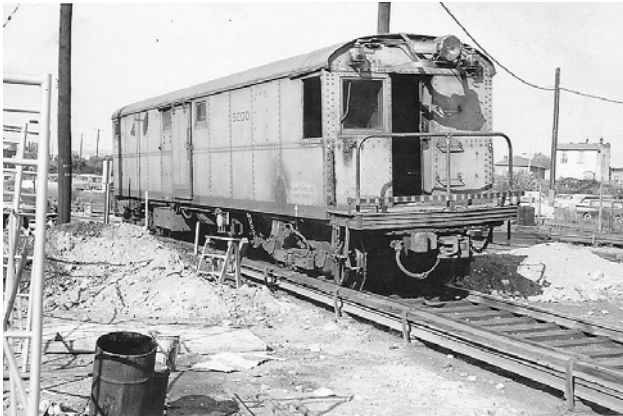
Q-car 1640 with lowered roof, Fourth Avenue IND, May 27, 1959.
Bernard Linder photograph



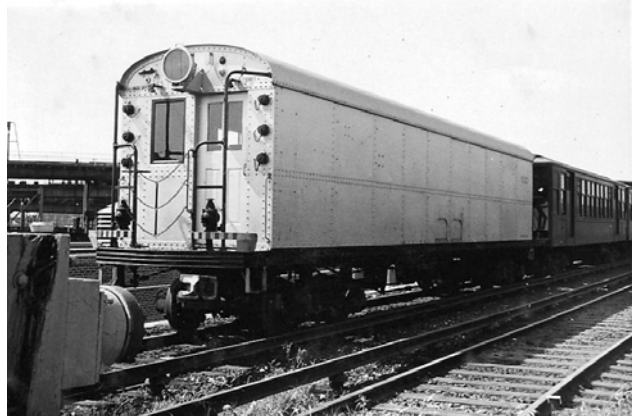
Car 998, used for paper storage in Coney Island Yard, June 9, 1952.
Bernard Linder photograph



Instruction car 999, Coney Island Yard, May 27, 1959. This car was transported to Branford on May 4-5, 1961.
Bernard Linder photograph



Locomotive tool car 5000, Coney Island Yard, October 26, 1959.
Bernard Linder photograph



Pump car 5001, East New York Yard, September 19, 1956.
Bernard Linder photograph

(Continued on page 6)

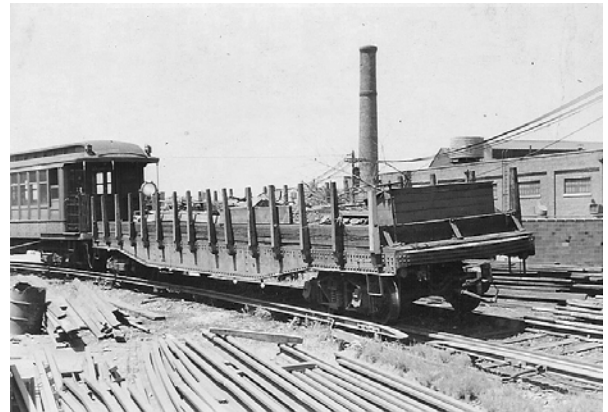
BMT Work Equipment

(Continued from page 5)



Rail grinder 5004 (ex-Birney 7082), Coney Island Yard, June 9, 1952.

Bernard Linder photograph



Gondola 3076 in 38th Street Yard, June 30, 1952.

Bernard Linder photograph



Engine 3, Coney Island Yard, June 9, 1952.

Bernard Linder photograph



South Brooklyn Railway engine 5.

Bernard Linder collection



South Brooklyn Railway engine 5 leaves the 63rd Street dock with a draft of cars loaded with broken stone to be used in connection with the rebuilding of the Brighton Line.

Bernard Linder collection



Locomotive 7 at Fourth Avenue IND, May 27, 1959.

Bernard Linder photograph

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello again, everybody! There was (as one might expect) a maelstrom of activity surrounding the recent service changes on MTA New York City Subways, both before and after they went into effect. To briefly summarize, **V** and **W** trains ceased to exist after service on Friday, June 25, while **M**, **N**, and **O** services were radically altered starting with the following Monday, June 28. In between (and all around that) was the finalization of car assignments not only to position equipment for these changes, but also to enable retirement of the rest of the R-44s, an objective which to this date has not quite been accomplished. The basic Subdivision "B" assignment matrix (which was published in the last issue) should now be fairly stable over the next few years, and as such the pace and content of these reports will (again) begin to abate starting with this installment. It also looks like we have an experimental R-62 train in the making for Subdivision "A", and we're still waiting for the anticipated award of the R-179 contract later in the summer. With that...

Subdivision "A" Happenings

The R-62 train that was used on **1** was in weekday service to the end of the previous schedule on June 25. The consist — (N-1591/1592/1593/1594/1595-1356/1357/1358/1359/1360-S — remained unchanged for the balance of that time and as of June 28 all cars were back home on **3**. As of early July, another 10-car set of R-62s (units 1396-1400 and 1541-1545) were relocated to Pitkin, where required facilities are available, and are being re-fitted with a new type of E-Cam control provided by Siemens. When complete these will be tested for possible further application. Otherwise things remained tranquil on Subdivision "A" through the June 27 schedule change, the only slight exception being the odd use of all-single-unit R-62A consists on **7**, something that happens occasionally when shop needs to tie up too many of the 5-car links. As for the summertime refuse train lottery, the Corona R-62A singles that were observed being shifted to the main lines for this purpose on June 17 were actually returned to **7** before deployment. Instead a pair of Jerome-based cars otherwise assigned to **S**/42nd Street Shuttle have been running with the EPOs from 239th Street Yard: 1927 on the refuse train known as "Regular Work 2" and 1946, still bearing ad-wrap for the Bronx Zoo, on "Regular Work 1." (Note: The ad wrap was removed on July 12.) As for Westchester, its refuse train crew has so far been able to enjoy the air conditioning of work car R-33s 8888/8889 (which still works!), and the Corona-based "Ash-7" is simply provided with any old single R-62A (and there are 224 of them) that Corona can spare.

The New Subdivision "B" Schedules

Official equipment requirements were most noticeably changed on **A**, **M**, and **O** in response to the June 27 service changes, which had a corresponding effect on the Pitkin, East New York, and Coney Island facilities. A maximum of 34 trains are now used on **A**, as opposed to the former 38. This includes a handful of R-32s and even temporarily some R-44s, but all 412 R-46s to be assigned to Pitkin will create 51½ trains by themselves. As extended to 71st-Continental Avenues-Forest Hills all day and evening Monday-Friday, **M** needs a maximum of 22 8-car trains (176 R-160A-1s total), which is five more than the previous peak requirement when trains ran to Bay Parkway in rush hours. **J/Z** service remained unchanged at a requirement of 19 8-car trains (152 cars), which yields a combined total of 328, with East New York able to provide 308 non-CBTC-equipped R-160A-1s. The balance of 20 (actually more as it must be counted in 8-car increments) is generally higher given shop needs, and is to be filled out by the continued use of Morrison-Knudsen-overhauled R-42s. As for **O**, its extension to Astoria added five trains to the maximum requirement (now 23 trains instead of 18), but cancellation of **W** voided the need for 10 consists, which reduced the overall barn requirement at Coney Island from 78 trains (exclusive of **S**/Franklin Avenue Shuttle) to 73. At Jamaica, the annulment of **V** cut its peak requirement by 15 trains, lowering its overall peak hour needs from 129 trains (combined **E**, **F**, **G**, **R**, and **V**) to 113 (combined **E**, **F**, **G**, and **R**). Of these **G** and **R** require 284 of the 340 remaining R-46s (the occasional use of R-160s on **R** notwithstanding), while **E** and **F** call for 71 trains in rush hour, or 710 of the 810 R-160s assigned (the continued use of a few R-46s on **F** notwithstanding).

R-160 Changes

On July 8, the first mixed train of base and Option II R-160A-1s (9900s and 8500s together) was observed on the recently rerouted **M**. In fact, since the schedule changes of June 27 the 4-car 9900s, which are still nominally in separate consists, have migrated largely from **J/Z** to **M** in general. Otherwise there were no changes or transfers of R-160 equipment wrought by the new timetable, only a slightly different deployment plan. Overall, the various groups of R-160s provide all service on **E**, **M**, and **O**; most of the service on **F**, **N**, and **J/Z**; and a varying portions of service on **L** and **R**. On the former, the same group of 64 CBTC-equipped cars continues to roll (8313-8376), while on **R** the number of R-160s in use has been noticeably

(Continued on page 15)

Commuter and Transit Notes

No. 262
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

As if MTA riders have not already had enough service cuts and fare increases, the Board voted on July 28 to schedule public hearings in September to raise fares effective January 1, 2011. This would be approved at the Board's October meeting. Also released on July 28 was the preliminary 2011 Budget and Four-Year Financial Plan. The previously reported \$800 million budget shortfall is now \$900 million. And there's more – the next fare increase could be January 1, 2013. Biennial fare increases were authorized by the State Legislature as part of its "bailout" plan last year.

LIRR and Metro-North fares could increase from 7.6 to 9.4% in order to achieve an average of 7.5%. The cost of *MetroCards* would also rise, with the possibility of eliminating the "unlimited" feature of some cards or charging more to purchase those with this feature. The cash fare for a subway or bus ride would remain at \$2.25, but there would be a 25-cent charge for purchasing a single-ride ticket. Besides NYCT, the new fares would also affect MTA Bus, Long Island Bus (MSBA), and Westchester Bee Line riders, who are part of the *MetroCard* system.

Because of the \$13 million annual cost of producing 170 million *MetroCards*, many of which wind up being discarded, it is proposed that there be a \$1 charge for a new card. This fee would not apply to expired cards which are refilled, or reduced fare cards, transit benefit cards, or cards purchased at out-of-system retailers. The one-day Fun Pass (0.8% of trips) and the 14-day pass (2.1% of trips) would be eliminated. The discount bonus for refilling *MetroCards* would be reduced. Currently, there is a 15% bonus with an \$8 purchase, which would be reduced to 7% with a \$10 purchase. This would increase the cost of a ride from \$1.96 to \$2.10. Here is an interesting fact – for every \$1 collected in fares, it costs 15 cents to sell and collect it.

Bridge and tunnel tolls would also rise.

MTA METRO-NORTH RAILROAD (EAST)

Metro-North is purchasing a strip of land from Fordham University in order to widen the eastbound platform at Fordham. Each weekday morning, almost 6,000 riders board here who are destined to Westchester County or Connecticut. After Harlem-125th Street, Fordham is the busiest station for reverse commutation, and overall, it is Metro-North's third busiest outlying station, after Stamford and White Plains. The existing platform is just 8 feet wide in some places. A 515-foot-long section of the platform will be widened to 20 feet and completely covered by a new, wider canopy. The existing shelter will be replaced with a new one that is double in size, but the 220-foot-long section that is under the station

building and Fordham Plaza cannot be widened. The total project cost is \$14 million, including the purchase of the 7,128 square-foot parcel for \$392,040.

Metro-North reported that between January 1 and July 20, it logged almost half a million hits — 441,719 to be exact — on Metro-North Train Time. This train status information system was launched in January, and provides real-time information on the Internet and through Smartphones for about 96 stations throughout its territory on all three lines.

The M -2s involved in the June 24 derailment in Stamford Yard are 8460-1.

It was announced on August 15 that Metro-North is considering purchasing double-decker cars for the Hudson and Harlem Lines, when the next order of new cars is placed in 2015. A totally new design would have to be created, as the Park Avenue Tunnels have tight clearances.

New timetables were issued for the period August 30-October 16. Most of the changes took place on the New Haven Line, where catenary and bridge replacement continues. Two of the four tracks between Southport and Bridgeport are out of service. This will cause a re-scheduling of some Shore Line East (up to 6 minutes) as well as New Haven trains. CP 248, the new interlocking, which is east of Southport, will be used to mitigate some of the more significant schedule impacts. In addition, some passengers will have to transfer at Stamford for some stations instead of having a direct train. Hudson and Harlem Line schedules have minor adjustments for the aforementioned work. A New Canaan Branch connecting train has been replaced by Train #1750, which departs Grand Central Terminal at 4:43 PM.

Due to budgetary constraints, there will not be an Open House at Croton-Harmon this year.

MTA METRO-NORTH RAILROAD (WEST)

A new timetable for the Port Jervis and Pascack Valley Lines was issued on August 8 to account for changes in connecting off-peak ferry times and a minor time change for a weekend train at Secaucus Junction.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The State of Connecticut applied for \$220 million from the Federal Transit Administration that would be used to upgrade the rail line between New Haven and Springfield, Massachusetts to high-speed rail. In order to meet the funding requirements, the state issued \$260 million in bonds. Connecticut previously was given \$41 million in federal money to double-track 10 miles of the 62-mile line, over which Amtrak as well as freight trains operate.

Connecticut Governor Jodi Rell is also supporting the

(Continued on page 9)

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

issuance of \$226.3 million in bonds in order to purchase of 80 additional M-8s, some of which would be assigned to Shore Line East service. This announcement was made on August 3 at a press conference at New Haven's Union Station with the prototype M-8s as a backdrop. The first proposal was approved on August 11, while action on the M-8s was deferred until a decision until more information was available on how the funds would be repaid.

MTA LONG ISLAND RAIL ROAD

Although the North River Tunnels were constructed by the Pennsylvania Railroad to connect New Jersey to New York's Penn Station, it was the Long Island Rail Road whose trains were the first to operate from this terminal. The first revenue train departed from Penn Station on September 8, 1910 (100 YEARS AGO). It was not until November 27, 1910, that the first PRR train operated into New York Penn.

For the U.S. Open, LIRR did issue special timetable (Form S4) with effective dates of August 24-September 12. There is also a brochure for the "LIRR One-Ticket Ride to the New Meadowlands Stadium and Select Events." In both cases the format is the same as last year.

New timetables are to be issued September 13, which will include the second round of service reductions that were reported in the May *Bulletin*. In addition, midday tie replacement work will affect the Port Washington (Harold and Shea Interlockings), Far Rockaway (Valley Stream to Far Rockaway) and Babylon Branches (Freeport to Amityville).

NJ TRANSIT

The Northeast Corridor and North Jersey Coast Lines received new timetables effective August 8, which reflect minor adjustments. The last day for the extra Summer Shore service on the North Jersey Coast Line is September 12.

A colleague told me that since mid-July, he has seen numerous trains of Comets on the Northeast Corridor that have an ALP-44 on both ends or two at one end.

ALP-46As are capable of 125 mph, exceeding the 100 mph limitation of their predecessors.

Over the weekend of July 24-25, new software was installed that provides larger and clearer graphics to monitors on the lower level of Secaucus Junction. Previously, 14 trains were displayed, while the new ones display 10. By Friday, this work had been completed on the upper level at this station. In conjunction with this work, the female PA voice has been replaced by a male voice. Another change is that previously, all trains at Secaucus Junction, once listed, displayed "ON TIME" whether or not they were actually on the road. Now, only those trains that are en route are shown in that manner; for the others, there is nothing.

NJ Transit reported that a tree fell onto overhead wires near Hamilton at around 5:30 AM, August 11. Immediately, NJT service was suspended between Trenton and Hamilton. There were delays reaching 60 minutes all day. Amtrak was also affected. Normal service was resumed by 7 PM. The following morning, there was a signal problem in the same area; however, it lasted for less than one hour.

The metropolitan area's sole commuter club car is operated by NJ Transit for the Jersey Shore Commuters Club, Incorporated. This car, Comet II 5459, had operated until November 6, 2009, to New York Penn on Trains #3224/3269. With the November 8, 2009 timetable change, the JSSC website reported that the car is now operating on Trains #2304/2311 to Hoboken, its original route.

Because of the Atlantic City Air Show, two additional trains were operated on the Atlantic City Line on August 25. Train #4517 departed Cherry Hill at 9 AM, making all local stops to Atlantic City, with a 10:10 AM arrival, and returning. Train #4532 departed Atlantic City at 3:56 PM, making all local stops to Cherry Hill, where it arrived at 5:19 PM. Member Bob Vogel reported that a pair of six-car trains had been operating on the line since the previous Sunday and photographed these consists.

More Atlantic City news from Bob — three ACES cars, including 7231 and 7236, have been "wrapped" for the HBO series "Boardwalk Empire," which is to premiere on Sunday, September 19.

PORT AUTHORITY TRANS-HUDSON CORPORATION

One of the many items that the Directors approved at their August 5 meeting was the exercise of an option under the PATH railcar procurement contract with Kawasaki to purchase 10 additional PA-5s at a total cost of \$15 million. No date was given for the delivery, although it is likely that these cars will follow the existing order for 342.

AMTRAK

A new timetable (Form W6) was issued for Virginia Service and Northeast/Mid-Atlantic effective July 20, the date that additional service began to/from Richmond, Virginia (August *Bulletin*).

CAF USA, the American subsidiary of the Spanish firm Construcciones y Auxiliar de Ferrocarriles, was awarded a five-year, \$298.1 million contract on July 23 to build 130 single-level cars, which are reported to be similar to the Viewliners. The order is composed of 25 sleepers, 25 diners, 55 baggage cars, and 25 baggage/dormitory cars. They will be used on long-distance trains to replace and supplement the existing fleet, some of which date to the 1940s. 575 jobs will be created to perform manufacturing and final assembly work at CAF's Elmira, New York plant. Delivery of the first car is scheduled for October, 2012.

It is rare that I ride west of Secaucus to Newark, but I

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

did one evening during the last week of July. At Hudson Tower, joining the seemingly abandoned pair of ex-Metro-North SPVs, was Sperry Rail Service 125.

In an effort to gain revenue, another Acela trainset, with power cars 2026 and 2017, has been “wrapped” to advertise *The Cake Boss* on the TLC Network. In November the 2012/3 trainset was wrapped for The History Channel. Thanks to member Bob Vogel for sharing his digital images.

Member Todd Glickman was aboard that trainset and wrote: “I’m all for Amtrak getting additional revenue, but the wrap makes the windows blurry, and really detracts from the view. If they must wrap, I’d ask they forgo the windows.”

Amtrak undertook a 10-day project to replace ties on (eastbound) Track 1 between Metropark and Rahway from August 20-30. NJ Transit passengers were advised that trains could experience up to 10 minutes’ delay during the AM and PM peak hours. Directly affected were the Northeast Corridor and North Jersey Coast Lines. Raritan Valley Line and Midtown Direct riders could also be delayed due to Northeast Corridor trains operating out of their scheduled time slots.

The fourth National Train Day will take place on Saturday, May 7, 2011.

METROPOLITAN AREA

The New York Times (July 27) published the results of its investigation of more than 685,000 trips that were recorded in 2009 on LIRR, Metro-North, and NJ Transit. Overall, the three rail operators reported that trains ran on time 96% of the time. However, in reality, 1 in 10 trains arriving at New York Penn on weekday mornings arrived late – two-thirds by 10 or more minutes. At the peak of the rush (8:30-9:30 AM), about 25% of NJ Transit’s trains arrived late, about 2 in 5 by at least 15 minutes. The article pointed out that during rush hours trips to/from New York Penn were two and a half times as likely to be late as those taken at any other time. My personal experience is that most mornings the train that I am aboard gets a clear shot into the station, but sometimes not. In the afternoons, it is a little better, but occasionally an inbound or another outbound train will delay the one I am on, which reduces the time I have to make my connecting train at Secaucus Junction.

The article also reported other locations where commuters were likely to be delayed such as Summit, where 1 of every 6 trains was late by more than 20 minutes. On LIRR, westbound Port Jefferson commuters during the peak hour arrived late on 1 of every 10 trips, which is twice the average for the railroad. Metro-North riders fared better due to its exclusive use of Grand Central Terminal. In the table below are the number of trains operated annually over each branch (listed alphabetically) and the percentage that arrived at their final

destination 6 minutes or more late. On the New Haven Line, data was also provided for the three branches. Because it does not enter New York Penn, the Atlantic City Line was omitted. In summary, because of the shared use of New York Penn, NJ Transit has the worst OTP in the AM, and LIRR had the worst in the PM, and do not forget about the affect of Amtrak, whose trains interface with all three railroads.

LINE	NUMBER OF TRAINS	% LATE
Long Island Rail Road		
Babylon / Montauk	63,312	5.8
Far Rockaway	20,662	2.0
Hempstead	19,922	2.7
Long Beach	20,806	3.6
Oyster Bay	11,256	5.1
Port Jefferson	27,246	5.9
Port Washington	34,749	3.9
Ronkonkoma	25,665	7.3
West Hempstead	19,922	2.7
Metro-North		
Harlem	69,035	1.3
Hudson	51,398	1.9
New Haven	65,364	2.4
Danbury	6,887	2.9
New Canaan	14,513	1.5
Waterbury	4,431	4.5
NJ Transit		
Main / Bergen	38,559	2.4
Montclair-Boonton	20,420	4.5
Morris & Essex	45,546	5.5
Northeast Corridor	43,005	8.8
North Jersey Coast	37,955	7.5
Pascack Valley	12,575	3.5
Raritan Valley	18,367	3.1

MUSEUMS

This came as a surprise: The Shore Line Trolley Museum (Branford) reported in the July edition of the **Trip-*per*** that ex-Gothenburg 71 departed from the museum on July 23 en route to Gothenburg, Sweden via the Port of Newark. This took place nearly 50 years after it arrived in the United States. Details were promised in the next issue.

LABOR DAY

All metropolitan area railroads were to operate nearly the same service plan as July 4 Weekend on Friday afternoon. The holiday service was minus trains that ran specifically for the fireworks.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

A ground-breaking ceremony was held on July 16 to mark the start of construction of the \$17.7 million Four Corners/Geneva commuter Rail Station Project. Part of the Fairmount Commuter Rail Line Rehabilitation

(Continued on page 11)

Commuter and Transit Notes*(Continued from page 10)*

Project, which began in 2005, Four Corners/Geneva is one of four new stations to be built along the nine-mile corridor. The Fairmount Line is the only one that is entirely within the city of Boston. Amenities at the new station will include closed circuit television, video surveillance cameras, police emergency call box systems, public telephones, and an off street drop-off/pick-up area at both the Washington Street and Geneva Avenue entrances. Using \$37 million in state funds, Phase I of the project is complete, including the rehabilitation of the Upham's Corner and Morton stations; the reconstruction of three bridges; the implementation of new interlockings; and the de-leading and painting of neighborhood bridges. Phase II consists of the design and construction of four brand new stations at Talbot Avenue, Blue Hill Avenue, Newmarket, and Four Corners/Geneva, presently underway. This project is expected to be completed in 2012.

Todd Glickman reports: "Normally, MBTA (operated by MBCR) commuter rail trains on the 'north side,' (into and out of North Station) are exclusively single-level cars; bi-levels run mixed with single levels on the 'south side' (into and out of South Station). This is because ridership is significantly heavier on the south side. For the first time since the mid-90s, a six-car mixed consist (two single and four 700/1700-series Kawasaki bi-levels) ran on the north side in regular commuter service on August 5. On August 3 and 4, a section of I-93 just north of Boston caved in, resulting in a sinkhole the size of a passenger car. Back-ups were close to two hours northbound during the afternoon rush hour both days. As a defensive move, MBTA decided to move this consist from the south to the north side in case ridership was heavier than normal. The consist was deadheaded out to Lowell at approximately 6:20 AM, where this author saw it from I-93 southbound (I had to drive to work this day due to a late meeting in Boston). The train ran in service inbound on Train #308, 7:18 AM inbound local from Lowell, which is normally six single-level cars. It then did one late morning round-trip to Fitchburg on Trains #417/418 before being returned to the south side via the Grand Junction. I saw it pass by my office on the western end of the MIT campus at 2:20 PM. The only other known recent use of bi-levels on the north side was during the Halloween specials last fall. Prior to that, the bi-levels appeared for a few months in the 1990s during 'Big Dig' construction, when the platforms at North Station were shortened and six-car consists could not fully platform. For the record, the consist was: S/1705 (control cab)-712-737-718-510-205-1032 (F40PHM-2C)/N.

PHILADELPHIA, PENNSYLVANIA

Member Bob Wright wrote: "SEPTA's fares were increased on July 1, with surprisingly little fanfare in the

media, etc., and things seem to have gone quietly in the implementation of the new fares. There were the usual complainers that got some air time but otherwise it was a fairly non-event. Surprisingly the printed versions of the timetables (without 'R' Line designations), which in the past SEPTA had put out about 10 days beforehand, were not yet available as of Friday, July 16; nothing new was in the racks at Market East, Suburban, or 30th Street until July 21.

"Silverliner Vs continue break-in testing and sightings of them on the Chestnut Hill East Line have been reported, in addition to some runs on the West Trenton Line. With the hot weather we've had, A/C failures are common but trains remain in service despite that, so the new cars will be welcome. Unfortunately, the ads on the Regional Rail cars for them say that they're coming in the fall."

Bob Vogel sent digital images of single-car 701 at Wayne Electric and married pair 801-2 having returned from a test run to Chestnut Hill East on July 26. Bob also reported that SEPTA is reportedly assembling a second wire train, presumably to have one on either side of the Center City Tunnel. A former NJ Transit Comet 1b (possibly 5160) was purchased to be the cab car and is numbered 610. It was seen at Wayne Electric on July 26.

Member Dave Safford was kind enough to send copies of SEPTA's new Regional Rail timetables, which went into effect on July 25. The "Combined Timetable" is now referred to as "Glenside Combined." In addition, Dave also sent copies of the Trolley, Market-Frankford, and Broad Street Lines (June 13) and 101 and 102 (June 14), which were all issued in the new format.

Dave also wrote: "It seems to be over. Ever since I moved to Philadelphia in 1988, SEPTA has been trying to use the Pennsy's Schuylkill Division bridge over the namesake river at Manayunk as the gateway to a new line from Philadelphia to Reading, but (was) always defeated by lack of funding. Now the bridge and the remaining right of way at both ends, from the end of the Cynwyd Line to the former Ivy Ridge station, has been turned over as a rail trail, 'from whose bourne no right-of-way eer returns', to paraphrase Hamlet. A trail spur east of the bridge appears to follow a long-abandoned and very steep, steep, grade along Belmont Avenue. I have followed this branch for its traceable length, but have never been certain whether it was originally part of the Pennsy or of the Reading."

SEPTA has sandblasted the North Wales (Doylestown Line) station as part of a general renovation/upgrade. The residents love it, but the state says that it has to be painted cream to be historically (circa 1900) accurate, otherwise no renovation money. Dave wrote: "reminds me of the Golden Gate Bridge flap. There the residents loved the red primer and bulldozed the government into leaving the finish paint off. It looks as though the state

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

will win this one though.”

The June edition of *The Delaware Valley Rail Passenger*, which is published by the Delaware Valley Association of Railroad Passengers (DVARP), provided this table, which explains the new “R”-less train numbering system.

PRR-SIDE DESTINATION	NUMBER SERIES	READING-SIDE DESTINATION
Cynwyd	000	None
Wilmington/Newark	200	Manayunk/Norristown
Media/Elwyn	300	West Trenton
Airport	400	Warminster
Paoli/Thorndale	500	Lansdale/Doylestown
Trenton	700	Chestnut Hill East
Chestnut Hill West	800	Fox Chase

There are also:

- 1xxx – Suburban and Market East
- 6xxx – 30th Street (Powelton Yard)
- 9xxx – Temple University (Roberts Yard)

SEPTA extended its QuietRide policy to off-peak so that it is in effect all day on trains where three or more cars are open to passengers. There are a few trains that have three cars, but only if two are open, there is no quiet car.

Effective September 5, these station names will be changed:

OLD	NEW
Norristown High-Speed Line	
Rosemont	Roberts Road
Stadium	Ithan Avenue
King Manor	Dekalb Street
Routes 101/102	
Bywood	Avon Road
Beverly Hills	Beverly Boulevard
Oakview	Creek Road
Clifton	Baltimore Avenue
Collingdale	MacDade Boulevard

In the May *Bulletin*, I wrote about a movement to restore passenger service to Newtown. DVARP reported that it is working with this group — Pennsylvania Transit Expansion Coalition (PA-TEC) — to broaden that base of support. Unfortunately for supporters of this project, other SEPTA projects, including Elwyn to Wawa, Norristown to Pottstown and Reading, and Lansdale to Quakertown and possibly Bethlehem, are all further along in the planning process.

Finally, DVARP reported that the first production Silverliner V, car 702, was sent to Canada for climate testing at a facility that will subject the car to extreme hot and cold temperatures. To which member Lee Winsen adds: “for me, what is sad is that climate testing used to be done at the main Budd plant on Hunting Park Avenue. I believe other car builders used the facility as well. Hunting Park Avenue, well served by rail-

roads, used to have heavy industry on it. It's almost all gone now, being replaced by casinos. The Reading's former Nicetown and Tioga stations also served that area.”

Lee also reported that one of his neighbors told him that ex-NJT Comets are now running on the West Trenton Line as an evening express train, leaving 30th Street at 4:42 PM (Train #6374, *The Pennypack Limited*).

WASHINGTON, D.C. AREA

On July 19, Virginia Railway Express reported, “today marked the start of our new express Train #300 (Departs Fredericksburg at 5:05 AM); however, things did not go as planned. As a result of the signal issues, it experienced about an hour delay into Union Station. Also, the short consist was not enough accommodate everyone who wanted to ride. We initially decided on the three-car set based on how the trains stack into the mid-day storage yard. We relate it to the game of Tetris. For trains to fit properly, trains have to come in at the right time. That said, we will be trading Train #312's (Departs Fredericksburg at 7:40 AM) four-car train with the express Train #300. We will monitor how the ridership on each morning train plays out before we can make any more significant changes to the number of cars on the trains.”

As of early August, MARC has placed into service half of its order of MP-36 locomotives. The locomotives are arriving on schedule every two weeks, and all 26 should be in service by this December.

New MARC timetables went into effect on August 9, as Amtrak's tie replacement project moves to another section. A number of trains had time adjustments, and Odenton has been added as a stop to Train #402 (6:45 AM D.C./Baltimore) as part of the state's efforts to make commuting to Fort Meade for new jobs associated with the Base Realignment and Closure (BRAC) project easier. This will provide another early morning Odenton stop for workers heading to Ft. Meade from points south. BRAC is the congressionally authorized process the U.S. Department of Defense is using to reorganize its base structure to more efficiently and effectively support the Military. BRAC is drawing more and more government and contract employees to Fort Meade from the Washington region and Northern Virginia. Thanks to member Steve Erlitz for these reports and for sending copies of the timetable.

On May 27, Metro's board awarded Kawasaki an \$886 million contract for 428 new rail cars, along with an option for 320. These cars will be built in a “quad-unit configuration,” a change from the current two-car configuration. The cars will feature dynamic LCD route maps in each car that will allow easy tracking of train locations and station names, and an automated announcement system. Resilient flooring will be used instead of carpeting. These cars will also be equipped with cameras.

(Continued on page 13)

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

Deliveries are to begin in 2013, with completion by 2016. 300 will replace Metro's oldest cars, the 1000-series, which were built between 1975 and 1978, and have been deemed unsafe by the NTSB. The remaining 128 will be used for the expansion of Metro service on the Dulles rail corridor and are being funded by the Metropolitan Washington Airports Authority. There are 1,142 cars in Metro's rail fleet.

Fare increases have recently been implemented in Washington, D.C. for rail and bus. On June 27 Metrorail fares increased by approximately 18% and the new regular base boarding fare is \$1.95. Day passes cost \$9. The next increase, which had been scheduled to go into effect on August 1, was delayed to August 3 to enable proper signage to be affixed to vending machines, and then only partly imposed. On that date, Metro implemented a 20-cent surcharge during weekdays 4:30 to 6 PM based on the starting time of the trip. Charging for the 7:30 to 9 AM time period was deferred until August 29. This will not only generate revenue, it could encourage riders who have the flexibility to ride during less crowded times to do so, and alleviate the congested peak periods. Thanks to members Raymond Berger and Steve Erlitz for these reports.

The conclusions of the National Transportation Safety Board (NTSB) concerning the fatal Metrorail crash which occurred on June 22, 2009 (August, 2009 **Bulletin**) are that it was caused by a faulty electronic circuit. That was the direct cause, but NTSB also faulted Metro's Board of Directors for failing to actively monitor safety issues. The track-signaling system failed to recognize trains 3,000 times a week, but this was deemed a minor nuisance. Thanks to Dave Safford for sending this article from **The Philadelphia Inquirer**.

NORFOLK, VIRGINIA

Although light rail service is not scheduled to begin until next May, Hampton Road Transit's nine Siemens-built LRVs were to begin test runs by the time you are reading this. The cars had been stored in a holding area behind Norfolk State University and were relocated to a temporary maintenance shelter east of Ballentine Boulevard near Norfolk Southern's freight tracks.

CHARLOTTE, NORTH CAROLINA

According to a report sent by member Jack May, the vintage Charlotte Trolley ended operations on July 1. This occurred because Charlotte Area Transit removed the funding for this operation from its FY2011 budget. Charlotte Trolley, Incorporated, owner of the last original Charlotte Trolley, 85, operated that car between 1996 and 2006.

LITTLE ROCK, ARKANSAS

Member Paul Hilzen sent the following report. "One of the pleasures of retirement has been to accompany my wife on her business trips, which was most recently to

Little Rock and occurred during the height of the New York heat wave in late July. Suffice to say, it was even hotter and more humid in Little Rock. Fortunately, the downtown trolleys where I spent several afternoons are air-conditioned! The River Rail Streetcar, operated by the Central Arkansas Transit Authority, runs two lines which largely overlap. The Green Line loops through the downtown; the Blue Line covers the same route, and then crosses the Main Street Bridge for about a mile of street running in North Little Rock. Both lines extend to the Clinton Presidential Library until 6:00 PM. Service is provided by five Gomaco-built cars that use Milan Peter Witt trucks and controls, with some modern additions such as accessibility, air-conditioning, and a public address system (and chopper controls on the two newest cars). The trolleys make 14 stops and the full ride takes about 30 minutes. Most of the passengers, who appeared to be tourists and children, obviously enjoyed the ride. The operators, friendly and helpful, provide informative commentary on local attractions. An all-day pass costs \$2; a single ride \$1; seniors 50 cents. A highlight for me was a brief tour of the shop and storage area in North Little Rock. The line's manager, Virginia Fry — recognizing a railfan — described some of the line's maintenance procedures, focusing on a bearing problem which caused car 412 to be lifted off trucks for repairs. (*Editor's Note – Ms. Fry was also the very amiable host who oversaw the Electric Railroaders' Association's 2007 visit to Little Rock.*) *Many thanks to her, and to the operators, for providing some very pleasant (and cool) afternoons."*

FLORIDA

The Chairman of the Florida State Fair Authority has proposed a high-speed rail station near the Florida State Fair Grounds and the Hard Rock Casino along Interstate 4 just East of Tampa. This line will be built within the I-4 right-of-way between Tampa and Orlando. Thanks to member Dennis Zaccardi for this news.

CHESTERTON, INDIANA

In order to continue NICTD's three-year catenary modernization program between Michigan City and Gary, service will be suspended over the following weekends: August 28-30, September 18-20, October 2-4 and 23-25, and November 6-8. This project is in year two. This \$18 million project is replacing over 100 miles of electrical conductor, some of which dates to the 1920s. Because this wire is old and brittle, it is subject to failures, which are the single leading cause of significant service disruptions and lengthy train delays. During the shutdowns, there is no service between South Bend and Gary Metro Center (approximately 34 miles) (NICTD says) because of the high number of weekend passengers and variability of demand. Passengers are encouraged to drive to the East Chicago station. Amtrak will stop three additional *Wolverine* trains in Michigan City, providing weekend service to and from Chicago;

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

however, reservations are required.

CHICAGO, ILLINOIS

The BNSF Aurora Line got a new timetable (No. 26) effective July 12. The previous edition, dated April 1, 2007, had no timetable number.

New schedules, with minor adjustments were to go in effect on the UP North Line (Kenosha) on August 21 to enable reconstruction of 22 bridges over which Metra trains operate. During the first phase of the project, 11 bridges are being replaced between Grace Avenue and Balmoral Street. In the second phase, 11 more bridges between Fullerton Avenue and Cornelia Street will be replaced. There will be some single-tracking, which will cause some revised timings, and some trains will skip certain stops. Three open house forums were held in July and August to provide riders with information about the project. Work is expected to be completed at the end of 2018. Ravenswood (the second stop after the Ogilvie Transportation Center) will be replaced by a brand new station. Thanks to member Jim Beeler for sending copies of the timetables and for this news.

ALBUQUERQUE, NEW MEXICO

Beginning August 16, passengers on the New Mexico Rail Runner Express could ride any fixed route Rio Metro bus for free when they show their valid Rail Runner ticket.

SEATTLE, WASHINGTON

Sound Transit (July 22) signed an agreement with BNSF to expand Sounder commuter rail service by four trips on the Seattle-to-Tacoma route. The \$185 million agreement enables an incremental expansion from nine to thirteen round trips a day, with the ability to run reverse commute and midday service based on ridership demand. The first new round trip could start as soon as July, 2012, followed by a second in the fall of 2014, a third in the summer of 2015, and a fourth the following year. These easement rights are said to be in perpetuity.

PORTLAND, OREGON

TriMet announced on July 26 that the Federal Transit Administration had committed to a 50% share of the cost of the 7.3-mile Portland-Milwaukie LR project, the sixth MAX line. It would extend from Portland State University, South Waterfront, SE Portland to Milwaukie and North Clackamas County. The project includes a multi-modal transit bridge over the Willamette River that will carry MAX, buses and the future Portland Streetcar, and includes two 14 foot bike and pedestrian paths. The line is scheduled to open in 2015.

SAN FRANCISCO, CALIFORNIA

Member Pete Donner reported that he heard a news story on July 19, while in the Bay Area, regarding the Transbay Terminal. Demolition of the building began on August 7. In recent years, the building had become a

haven for the homeless. KCBS Radio reported that a temporary open air terminal will be built to replace Transbay, and is expected to last for seven years. It will be in an area bounded by Howard, Beale, Folsom, and Main Streets.

A friend of Lee Winson wrote to him that he took some photos in the terminal where they peeled off some walls to reveal an old shoeshine stand and an abandoned bar. "I got shots from the upstairs platform, including the old bridge entering the terminal. Muni strung some extra wire (including "sidings") for the rerouted trackless trolleys at the temporary terminal. Next week, they start tearing down the old terminal and bridges. Once it's gone, they'll start building a new terminal, with a skyscraper above and a tunnel below for Caltrain commuter trains from Gilroy/San Jose (those trains now end about a mile away), as well as the state high-speed rail line from L.A./San Diego, which will use the Caltrain right-of-way."

MONTREAL, QUEBEC, CANADA

I checked the AMT website to see what had been done to the schedules for the formerly called Montreal/Dorian-Rigaud Line (July *Bulletin*) when service was eliminated to Rigaud. As it turned out, the one trip in each direction now operates from/to Hudson, which is one station closer in, and all other service operates as previously. The line is now called Vaudreuil-Hudson.

On July 13, STM accepted the recommendations of their project bureau and approved Construcciones y Auxiliar de Ferrocarriles S.A. (CAF) as a bidder on an upcoming contract to supply 288 metro cars. Preparations for the bidding process are underway, and are expected to be published on the international market next fall.

TORONTO, ONTARIO, CANADA

Full St. Clair (Route 512) service was restored on June 30, five years after the trolleys were replaced by buses so that a dedicated right-of-way could be built. Thanks to member Joe McMahon for this news.

While checking the Toronto Transit Commission's website, Pete Donner found that TTC is apparently following New York MTA's procedure for splitting subway lines into two halves for construction activities. He noticed a service advisory for the weekend of August 14-15 affecting the Bloor-Danforth Line. Due to track work west of Bay Street, the station was closed and trains were being routed through the lower level of the station (Lower, Under, or whatever name you choose to use) and terminating at the Museum station on the University Line. "This should prove interesting as Museum is not designed to be a terminal station and (there is a) need to have trains discharge, change ends, load, and depart quickly to avoid conflicts with the University Line, which is not affected." A report about this will appear in the next *Bulletin*.

(Continued on page 16)

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

reduced but a few trains do remain. In an effort to avoid the accidental routing of R-46 equipment onto the Williamsburg Bridge (where 75-foot cars are prohibited), R-160s were also slated to assume all service on **F** following the schedule change, and as a result the sight of an R-46 on **F** has been a rarity since the afternoon rush hour of June 28, though it has occurred at least once (on July 2). As for the "new" **M** via the Essex cut and Sixth Avenue, the issues associated with a transformation from **V** and its full-length consists to the now-required 8-car trains have not as yet caused serious delays or other anomalies.

The 60-Foot SMEE Fleet

As anticipated, all 10 Phase I R-32s that were stationed at Coney Island in September, 2009 (3445/3468, 3520/3891, 3610/1, 3726/7, and 3820/1) were moved to 207th Street for **A** and **C** service over the weekend of June 26-27. One such pair was observed there on June 30, with 3445/3468 (ex-Coney Island) and 3370/1 (ex-Jamaica) being bracketed by two tenured 207th Street pairs on a **C** train that day. Also as expected, all eighteen of the Morrison-Knudsen-overhauled R-42s that had been temporarily removed from **J/Z** service in May were gradually restored to operation, but not quite all at once. A train composed of cars 4806/7, 4810/1, 4824/5, and 4834/5 was in service the week of June 28; another made up of 4790/1, 4814/5, 4816/7, and 4836/7 was running the week of July 5; and (finally) cars 4798/9 were observed back in service on July 12. Once again there are 50 active Morrison-Knudsen-overhauled R-42s on the **J** and **Z**, and they should remain for some time to come, though their heretofore frequent use at night and on weekends seems to have been curtailed a bit. Other than the lone R-32 transfer cited above from Coney Island to 207th Street, there were no unusual occurrences for the 60-foot SMEEs during the schedule changeover week.

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

On the Friday before changeover weekend (June 25), the first noticeable thing to occur was a return of Coney Island-based R-68s and R-68As to **N**, from which they had been essentially absent since early 2009. In turn, **Q** was converted from a mix of R-68/R-68As and R-160s to almost-all R-160s, a state that was modified even more the following week as it was directed that only R-160s be assigned there, as its new routing has two terminals (57th Street-Seventh Avenue and Astoria) which can be indicated with greater ease on the electronic signs. Lone trains of R-68As did slip into **Q** service on two occasions (July 2 and July 13), but such should henceforth be an exception to the norm as time moves forward. On **N**, the daily mixtures of R-68/68As

(so far mostly R-68As, it seems) and R-160s have been variable, but inasmuch as possible the R-160s have continued to be in the majority. Otherwise the balance of the 332 unitized R-68/68As based at Coney Island provide all service on **B** (from which they are otherwise laid up off-peak), with 9 single unit R-68s assigned exclusively to **S**/Franklin Avenue Shuttle. There are also (still) 284 R-68s assigned to Concourse for **D** service.

Following the conclusion of evening rush hour service on Friday, June 25, some 38 4-car sets of R-46s began to be moved out of Jamaica for full-time assignment to Pitkin and eventual service on **A**. One group of 20 sets (as 10 8-car trains) was operated light to 207th Street Yard, where they were staged for eventual redeployment: 5822-5, 5838-41, 5954-7, 5970-3, 5982-5, 5994-7, 6002-5, 6006-9, 6010-3, 6018-21, 6022-5, 6042-5, 6050-3, 6062-5, 6074-7, 6090-3, 6094-7, 6098-6101, 6106-9, and 6122-5. Two other 8-car trains temporarily went to Coney Island (5830-3, 5914-7, 5938-41, 6114-7), while six other trains were shifted directly to Pitkin (5854-7, 5898-5901, 5918-21, 5934-7, 5958-61, 6026-9, 6058-61, 6066-9, 6070-3, 6078-81, 6086-9, 6194-7) and went straight back into revenue service on **A**. Just one 8-car train (5978-81, 5990-3) was left at Jamaica on Sunday morning, June 27, and that followed its sisters to the staging yard at 207th Street. This reduced Jamaica's final fleet of remaining R-46s to 340 cars (5482-5821), which now dominate service on **G** and **R**, and also maintain a minimal presence on **F**. Between June 29 and July 2, 148 of the 152 R-46s transferred out of Jamaica were put in place and activated on **A**, with only 5958-61 remaining on the sidelines through July 13. When the transfer is fully completed there will be 412 R-46s at Pitkin (the balance of its fleet) which will be assigned to **A**, **S**/Rockaway Park Shuttle, and overnight Lefferts Boulevard OPTO services indefinitely. When to ultimately begin the use of full-length R-46s (or eventually R-179s?) on **C** is a decision to be made at a future date.

As the additional R-46s rapidly appeared on **A** between June 26 and July 2, the R-44 fleet once again plummeted accordingly. From the 136 cars active on June 18 there were 128 left on June 25; 80 on June 26; 56 on June 28; 48 on June 29; and 32 on July 2, 2010. One notable exception was R-44 unit 5414-7, which was "trapped" on **S**/Rockaway Park Shuttle over the July 4 holiday weekend and finally made its last run out there on Tuesday, July 6. As of July 13, 2010 there are still 28 R-44s in passenger service on **A**: 5298-5301, 5398-5401, 5406-9, 5426-9, 5462-5, and mismatched sets made up of 5316/5317/5405/5318 and 5404/5403/5479/5478. Their continued presence is expected to be brief, however, as the last set of R-46s will soon be on board and maintenance forces at Pitkin fully geared up to keep them humming. Most of the retired R-44s have

(Continued on page 16)

Around New York's Transit System

No Flip-Up Seats in Subway Cars

Last year, NYC Transit installed flip-up seats in four R-160 cars, with the idea of having the seats in the "up" position during rush hours to increase capacity. The seats remained locked in the "down" position. In late August various media outlets reported that NYC Transit

has decided not to lock the seats in the "up" position at all. An anonymous source was quoted as saying that with service reductions having taken place recently, and with a fare increase on the way, removal of seating capacity could be viewed by the public as just another service cut.

Commuter and Transit Notes

(Continued from page 14)

FROM THE HISTORY FILES

100 Years ago: On September 6, 1910, the Hudson & Manhattan Railroad began service between Exchange Place and Grove Street

50 Years ago: On September 27, 1960, The Port of New York Authority, as today's Port Authority of New York and New Jersey was then known, indicated that it was willing to assume responsibility for the Hudson and Manhattan Railroad, known popularly as the "Hudson Tubes" since its opening in 1908. **Headlights** (November, 1960) reported that the agency offered \$20 million for the railroad and its real estate. Then-Executive Director Austin J. Tobin spoke about the need to purchase 300 rail cars at a cost of almost \$30 million and to spend an additional \$10-20 million to rehabilitate the property. There were however, four requirements before any takeover would occur, which included:

- Assurances with statutory protection to investors that would insure that H&M would be the Port Authority's sole venture into the commuter railroad field
- Fulfillment of the proposed rail link between H&M and the Central Railroad of New Jersey as well as

assurances that the Erie-Lackawanna commuter traffic be funneled into the Tubes, meaning abandonment of the Hudson River ferries

As authorized under bi-state legislation, the Port Authority did acquire H&M through condemnation, effective September 1, 1962, and began operating it through a subsidiary, the Port Authority Trans-Hudson Corporation (PATH), in order to keep the entire bi-state agency from being subject to Federal regulation by the Interstate Commerce Commission. The Aldene Plan, which routed Jersey Central trains into Newark Penn Station, where a transfer to PATH could be made, occurred on April 30, 1967. Hoboken ferry service was abandoned on November 22, 1967. Up through 1972, the Port Authority bought only new 252 rapid transit cars for the PATH system (162 PA-1s and 44 PA-2s built by St. Louis Car Company and 46 PA-3s built by Hawker Siddeley Canada Limited). A new Hoboken ferry service operated by New York Waterway began on October 16, 1989. Not mentioned in **Headlights** was that the Port Authority was permitted to build the World Trade Center under the same bi-state legislation. Thanks to member Phil Craig for providing the additional information.

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

New York City Subway Car Update

(Continued from page 15)

wound up in a state of slumber at 207th Street, Concourse, or Coney Island; some have already been partly stripped, and they all will eventually be disposed of along with other retired equipment.

R-44 Retirements

The following were taken out of service through July 13, 2010:

June, 2010: R-44 5210/5211/5213/5212,
5218/5219/5221/5220, 5234/5235/5237/5236,
5286/5287/5289/5288, 5294/5295/5297/5296,
5312/5313/5315/5314, 5320/5321/5323/5322,
5346/5347/5349/5348, 5350/5351/5353/5352,
5358/5359/5361/5360, 5366/5367/5369/5368,
5370/5371/5373/5372, 5374/5375/5377/5376,
5382/5383/5385/5384, 5394/5395/5397/5396,
5410/5411/5413/5412, 5422/5423/5425/5424,

5430/5431/5433/5432, 5446/5447/5449/5448,
5454/5455/5457/5456, 5466/5467/5469/5468,
5474/5475/5477/5476 withdrawn from Pitkin (A)

July, 2010: R-44 5378/5379/5381/5380,
5386/5387/5389/5388, 5414/5415/5417/5416,
5458/5459/5461/5460, 5470/5471/5473/5472 with-
drawn from Pitkin (A).

Conclusion

Heatwise, the summer of 2010 has been a "bruise" (making up for 2009, perhaps?), but the equipment picture for New York City's subways is, in general, now cooling off. By the next time we meet the R-44s might well have ridden into history, and the Sub-division "B" picture finally achieved a state of tranquility for the relative long-term. No matter what, we will be watching and you'll get the results as best as they can be divined. Meanwhile, may that A/C blast its divine coolness upon you and yours!