

The Bulletin



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NEW ROCHELLE TROLLEY CARS DISCONTINUED 60 YEARS AGO

The last trolley line in New Rochelle and Pelham Manor, A/New Rochelle-Subway, ceased operating on December 17, 1950. On the same day, buses replaced trolley cars on B/Mount Vernon-229th Street.

At a December 17, 1950 ceremony marking the end of rail transit on the streets of New Rochelle, there was a sign reading, "The Street Car Named Expire." It was draped with black and purple bunting on the last car, 321. The trip ended at the North Avenue and Huguenot Street Post Office. The smoke inside the car symbolized its demise. On the car were Fontaine Fox of Greenwich, Connecticut, creator of the Toonerville Trolley cartoon, Federal Judge Kaufman, New Rochelle Mayor Church, and a Motorman from 1900. The guests rode in buses to a luncheon at the Wykagyl Country Club on North Avenue. A police motorcycle escort led a parade with color guard marines. The New Rochelle High School band played dirges and lively music. Firemen marching alongside the car were the pallbearers. Four new buses followed the parade.

Car 319 was the last car from 241st Street to New Rochelle. It passed Garden Avenue at 9:09 AM and was followed by the first bus eight minutes later. When car 324 arrived at this location, passengers transferred to a bus.

S.W. Huff, who was an Electrical Engineer, was Third Avenue Railway's President from 1918 to 1945. Because he favored trolley cars, the company modernized the fleet by rebuilding 99 cars and building 236 new cars from 1935 to 1940. Unfortunately, the car building program stopped abruptly in Febru-

ary, 1940 because the city officials insisted that the company convert to bus. If the company did not agree, the franchise would have been awarded to another company.

Several months later, November 9, 1940, the Mayor approved a 25-year franchise which stated that the company must substitute buses for street cars on 19.6 miles of streets during each four-year period starting July 1, 1944. (In 1940, trolley cars operated on 97.9 miles of streets.) The company was allowed to operate trolley cars until July 1, 1960.

In 1945, S.W. Huff, who was 78, was ousted in a proxy battle and was replaced by Victor McQuiston. Two years later, he said that buses would bring big profits to the company, which was operating at a loss since 1945. Unfortunately, the new management decided to convert to bus long before the July 1, 1960 deadline. In March, 1948, the company ordered 300 Mack buses for Manhattan and Westchester County at a cost of \$5.24 million. Manhattan and Bronx bus substitution was completed on August 22, 1948. But Westchester County trolley cars were still running in July, 1948 because Yonkers officials did not consent to bus substitution. Therefore, the bus conversion that was scheduled for August 1, 1948 was delayed indefinitely and 115 buses were sold to the New York City Board of Transportation.

New Rochelle's Mayor said that 99 percent of New Rochelle's residents favored buses on line A/New Rochelle-Subway. The May 3, 1948 resolution of the City Council authorized buses and granted a 25-year franchise

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NEXT TRIP: SHORE LINE TROLLEY MUSEUM, DECEMBER 11, 2010

A HISTORY OF THE **R** TRAIN

by George Chiasson

(Continued from October, 2010 issue)

There was no initial change to the equipment used in "RR" service as the Chrystie Street Connection was opened on November 26, 1967, but the Fourth Avenue-Nassau line was extended to 168th Street-Jamaica as "RJ" and as a result saw both R-27/R-30s from Coney Island and R-16s based at East New York, with the R-11/R-34 rebuilds sometimes mixed in. A month later (as of December 20), some trains of R-16s were mingling with the R-27/R-30s on the regular "RR" and that remained the case through July 1, 1968 when "RJ" was replaced by the so-called "Chambers Street RR." R-42s were introduced onto the "RR," in mixed consists with R-16s and R-27/R-30s, on July 5, 1969 and all three often (but not always) continued to be randomly mixed. That November a number of R-16s began moving to Jamaica for "GG" and were reduced in scope on "RR," with the last of them being removed as of January 15, 1970. After this time "RR" was dominated by Coney Island-based R-27/R-30s and R-42s for many years. R-32s from Coney Island haltingly appeared on the regular "RR" for the first time in February, 1970 but did not mix with the R-27/R-30s or R-42s. They then remained elusive on "RR" (when present at all) through much of the 1970s. The practice of using "mixed trains," so to speak, was actually discontinued with a general reassignment in effect on March 9, 1970 and all equipment types run in separate consists after that time. A single train of Coney Island-based R-38s was observed on "RR" on August 6, 1973 and created a stir. A few of them were seen there again in October, 1974 and remained for a few weeks until most of the class was moved to Jamaica and the Queens IND routes on November 18.

With deliveries of the R-46s progressing at Jamaica, older SMEE cars were shifted about the system and as a result (at first) the R-32s gradually came into prominence on the "RR" starting on March 14, 1977. The R-27/R-30s and R-42s were reduced to a rush hour-only role on that line by July 1, but the R-42s began coming back again when they were re-transferred from Jamaica to Coney Island on November 22, 1977 as additional R-46s replaced them. The R-27/R-30s had disappeared from "RR" completely by January 15, 1978 (perhaps in response to snowy, cold weather as much as anything) and were gone for an extended period but for cameo appearances, now leaving R-32s and R-42s to serve "RR" through most of 1978. An occasional exception to this was the "Chambers Street RR" service, where R-27/R-30s seemed to appear more regularly (as noted in October, 1978). Ongoing equipment availability problems (stemming from both the newly-found R-46 truck

frame cracking and growing fleet-wide unreliability) found some R-27/R-30s back on the regular "RR" in June of 1979, along with the odd train of R-38s, which were then based at Coney Island and largely used on "AA" and **B**. Though R-32s and R-42s remained its base fleet, it was still possible to find all four types on "RR" well into 1980, when the R-27/R-30s were removed as of the April 29 reassignment and the R-38s withdrawn (at least on paper) with that of May 12. This situation was again short-lived, however as both the R-27/R-30s (and even a train of R-38s or two) were noted as being on "RR" as of July 30, 1980 and then stayed again. This time a small number of R-27/R-30s took up residence through the following winter and were gone by May 10, 1981, while the R-38 fleet began moving from Coney Island to 207th Street for **A** on January 29, 1981, and were completely removed from "RR" as of July 24. Once again R-32s and R-42s held down service until March 8, 1982 when the R-27/R-30s returned, this time as equal partners. Starting in March of 1983 a few of the R-32s were redirected to East New York as a temporary measure, with a corresponding increase in the use of R-27/R-30s and R-42s on "RR," but by May all was back to normal and the line again patrolled by three equipment types (R-27/R-30, R-32, and R-42) on an almost equal basis.

The first of what would be many service diversions owing to track outages on one side of the Manhattan Bridge or the other took place between September 26 and November 13, 1983, resulting in a suspension of the Chambers Street RR." The Coney Island and Concourse sides of **B** were separated for this interim (into "North" and "South" sections) and rolling stock assignments jumbled a bit. As a result some mixed trains of R-40Ms and R-42s, heretofore assigned to Concourse Shop in The Bronx, were used on the Coney Island side and wound up on "RR," where they were occasionally spied as late as March 10, 1984. In early 1985 the General Electric R-30 group (8250-8411) began entering a General Overhaul (GOH) program at Coney Island Shops and what other, non-GOH R-27/R-30s remained in service were gradually concentrated at East New York as time went on. By March 16 "RR" was noted as being almost exclusively served by R-32s, with R-27/R-30s and R-42s being used on an occasional basis otherwise. Other Coney Island equipment was used once in a while to fill schedules as a result, and the first trip of a slant R-40 in "RR" service was noted on April 18, 1985. That spring, the first general inventory of Subdivi-

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A History of the **R** Train

(Continued from page 2)

sion "B" equipment in some years was performed to aid in the coming fight against the system-wide plague of graffiti. Cars were again repositioned accordingly as of May 16, and "RR" served by significant quantities of R-27/R-30s, R-32s, and R-42s (still in 8-car trains), plus the odd slant R-40 into early July, with occasional sightings continuing well into 1986. By the autumn of 1985, the non-GOH R-27/R-30s were once again migrating to East New York as the General Electric R-30 program gained momentum and reduced in number on "RR." The first rebuilt train of General Electric R-30s entered service on **J** in early November.

Though some cars had already been carrying "single letter" route signs by this time for a year or more, "RR" was officially redesignated **R** as of December 1, 1985 and has been known as such ever since. R-27/R-30s, R-32s, and R-42s continued to partner on **R** through the following year, again being joined by some R-40Ms (in mixed trains with R-42s) which visited from the Bronx when the Chrystie Street side of the Manhattan Bridge was closed on April 26, 1986. At that time the former Chambers Street **R** was replaced by another rush hour variant dubbed the Metropolitan Avenue **R** (operated from the Metropolitan Avenue **M** terminal to 95th Street), and used equipment largely paralleling that of **M**, which was then R-27/R-30s. Starting on July 10 a swap of sorts occurred at Coney Island where trains of R-32s were placed on the "South" **D** and slant R-40s from the "South" **D** relocated to **R**. The quantities of both had more or less equalized by September 8, however, and on that date **R** was noted as again having four types of equipment (R-27/R-30s, R-32s, R-40s, and R-42s with some R-40Ms mixed in). Meanwhile, the system's 64 remaining R-16 cars, all based at East New York, were switched from **J** to **M** as of September 4, 1986 and through that fall began to crop up as well on both the Metropolitan Avenue **R** rush hour variant and (though rarely) in regular **R** service.

By January 7, 1987 some R-42s were operating in separate graffiti-free consists on the East New York lines (**J**, **L**, and **M**) and as a result gradually began to disappear from **R**. Likewise the slant R-40s were being outsourced to Sumitomo in Elmira Heights, New York for GOH at this time, so by March most service on **R** was being divided between non-GOH, graffitied trains of R-27/R-30s and R-32s. The R-16s continued to be used on the Metropolitan Avenue version of **R**, but were much less likely to be seen on the full-time route, from which they were totally gone by the end of March. Graffiti-free equipment arrived on **R** in the form of Coney Island-based R-32s, during weekdays only on May 4 and at all times starting on May 20. Four days later

(May 24, 1987) there was a major reorganization of service in Queens and **R** rerouted at all times from Astoria to 71st-Continental Avenues-Forest Hills, thus constituting the route as it continues to operate at present. In one fell swoop **R** became a 100% graffiti-free line with equipment based out of Jamaica, and for the first time garnered 75-foot R-46s, in 6-car trains, along with graffiti-free, General Electric-equipped R-32s in 10-car trains (with orange color bands beneath the number boards).

Meanwhile the Metropolitan Avenue **R** variant continued to run but used graffiti-scarred trains of R-27/R-30s and R-16s, with some graffiti-free R-42s added to the mix starting on February 6, 1987. The remaining R-16s were phased out through the first half of 1987, being eliminated from the Metropolitan Avenue **R** by the end of June in favor of GOH'd, red General Electric R-30s. Graffiti-free R-30s and R-42s then supported the majority of non-GOH R-27/R-30s in this service until it was eliminated outright on November 22, 1987. Starting in the fall of 1987 (reference date of September 14), 8-car trains of 75-foot R-46s began to turn up on **R**, but 6-car trains were also still used at various times. In addition, the outsourcing of R-32s to Morrison-Knudsen for GOH began to constrict their availability and the remainder in use at Jamaica (General Electric) and Coney Island (Westinghouse) were increasingly intermixed after this time, such that there was no longer any clear divide in consists by April of 1988.

On June 20, 1988 the first train of Morrison-Knudsen-rebuilt, "Phase I" R-32s was introduced on **R**. As the months progressed, the remaining Phase Is were delivered to Jamaica and gradually replaced the remaining unrebuilt (but graffiti-free) varieties of unrebuilt General Electric and Westinghouse R-32s. These were reduced to weekday-only use as of February, 1989 and rush hours only in March before appearing on a less than daily basis as of May 20, just as the first "Phase II" Morrison-Knudsen-rebuilt R-32s entered service at Jamaica. The last of the unrebuilt Westinghouse-equipped R-32s departed Jamaica by the end of June 1989, immediately before the last Phase Is were delivered in July. Unrebuilt, graffiti-free trains of General Electric R-32s continued to be seen on **R** during some rush hours until September 11, 1989, when the last Jamaica-based train was placed in storage pending its shipment to Hornell (note that the final unrebuilt R-32s were based at Coney Island until December, 1989). After this time the balance of the Phase IIs continued to arrive at Jamaica through the first half of 1990, and **R** was then shared between the rebuilt R-32s and the R-46s. The first of the latter group had also gone to Morrison-Knudsen in Hornell for rebuilding in March, 1989 and would not begin returning for several months.

The very last Phase II R-32s arrived at Jamaica at the

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NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

For what may be the final time for some time: Hello again, everybody! As promised, we are winding up this series of NYC Subway Car Updates with this edition, really closing out the last five years of events with a flourish of activity. As time moves forward there may be occasional additions, corrections, and/or other changes, but regular editions as we have known them will likely not resume until the next round of subway rolling stock replacement, and for now that event has no assured timetable. The Subdivision "B" situation, overall, has changed somewhat since last we checked, while Subdivision "A" remained quite placid, aside from a few temporary revisions. The long-discussed program to install CBTC on the Flushing Line (and with it acquire a small number of new or rebuilt cars under Contract R-188) is finally taking shape, but so far there has been very little if any positive movement toward additional new Subdivision "B" rolling stock to replace the remaining R-32s, R-42s, or even the R-46. As predicted last time, the last R-44 trains were retired outright in recent weeks, but only after a lengthy delay. With that, let's open this (temporarily) final chapter in the contemporary history of New York Subway rolling stock and try to sum things up, shall we?

Subdivision "A" Happenings

The 10-car set of R-62s (units 1396-1400 and 1541-5) that were at Pitkin in the last Update were indeed to be the pilot set for the installation of a new E-Cam control system, but contrary to what was stated in July the supplier is Bombardier, not Siemens. This is testimony to the string of corporate mergers in the traction equipment business over the past decade, as Bombardier is the successor to ADTranz, which made the propulsion systems for the R-142A, R-142S, and R-143, and by extension is also the successor to AEG (Westinghouse-Europe), which made the traction control system for the R-110A, and Westinghouse-USA, which made them for the R-62A and R-68/R-68A. What it all means is that, as part of their long-term (12-year) SMS, which was getting

underway as summer concluded, the 315 R-62s will be getting the same kind of replacement group box that was applied to the R-62As by the late 1990s. MTA's budget contains funding to achieve this objective by the end of calendar year 2011 and the pilot train had departed Pitkin by August 27. As of mid-September it was still being tested out of Livonia Yard.

By September 14 the annual use of R-62A single cars on system refuse trains had not quite concluded, though the various cars themselves had changed a bit. In August both 1927 and 1946 were sent back home to the 42nd Street Shuttle, while 1904 was actually used on the 42nd Street Shuttle for a brief time between July 15 and early August, its Corona-supplied ⑦ LED side sign still fully functional. R-62As 1904 and 1954 (two of those singles previously modified with the WABCO brake valve at the #1 end for use as north motors) were then used in refuse service out of 239th Street Yard for the balance of the summer with both LED signs extinguished. By September 25, 2010 (after the summer heat subsided) all of the single unit R-62As had been returned to Corona for the season.

After the Summer Pick went into effect on June 27 there continued to be spot shortages of equipment on some lines, mainly due to air conditioning stresses caused by the persistent, excessive heat that marked the summer of 2010. Through July and August at various times, this resulted in the temporary use of another Livonia-based R-62 train on ①. Starting on August 19 and continuing to the present, several different 10-car sets of R-62As from ⑦ have also been running out of 240th Street (consisting of one 5-car link and 5 single units, with the LED signs turned off). In addition a summer-long General Order that resulted in "split" service on ② (137th Street-CCNY to Flatbush Avenue and 241st Street-Wakefield to Grand Central as a ⑤) led to a constant jumbling of R-142s assigned to ② and ⑤, with

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New Rochelle Trolley Cars Discontinued 60 Years Ago

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with a renewal option of 25 years. In 1948, Third Avenue's subsidiary, Westchester Electric, accepted local consents of New Rochelle, Pelham, Pelham Manor, and Mount Vernon, which provided for motorization of lines A and B. The Public Service Commission authorized bus substitution, but stated that the order was null and void if buses were not running by July 1, 1949. Because the company was bankrupt and had no money, the au-

thorization was extended to December 31, 1950. The buses finally started running on December 17, 1950, two weeks before the deadline.

During the last days of trolley operation, 302-308, 310, and most of the cars in the 321-330 group were still running. They were scrapped in 1952.

Although the car bodies and controls were only 16 years old, several other parts were recycled from scrapped trolley cars. Brill 39E maximum traction trucks were rebuilt to 77Es, motors were rewound, and seats from convertibles were reconditioned.

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New York City Subway Car Update*(Continued from page 4)*

some even winding up on **4** over certain weekends. During the same G.O. **3** was sometimes suspended entirely, which forced the R-62s into repose.

Borrowing Time on Subdivision "B"

According to the National Weather Service (as reported in mid-September), there were a total of 32 days with high temperatures at 90° or above in Greater New York during 2010, resulting in an average temperature of 77°, which made for the "hottest summer since record-keeping began" in 1869. On the New York City subway this placed an incredible strain on its air-conditioned rolling stock, most particularly (but not entirely) the aging Phase I R-32 fleet that had received a springtime reprieve on **A** and **C**. This in turn resulted in a variety of cars running on non-assigned lines across July, August, and even into September. Most obvious to observers was the use of 8-car R-44 trains on **C**, which began on July 15 and continued for two months. This forestalled the ultimate demise of that group by several weeks, during which time maintenance crews were furiously occupied at several locations (207th Street, Pitkin, Jamaica, Coney Island, and East New York) trying to repair the Phase I R-32 air-conditioning systems and restore a semblance of reliability. During the week of August 16, one train of Coney Island-assigned R-68As was also assigned to **D** and remained there through about September 10, using a different consist each week. Finally, for about two weeks between September 7 and 17, two trains of R-160Bs (cars 8723-42) were temporarily shifted from Coney Island to Jamaica to insure their continued full coverage of **E** service.

R-160 Notes

Since mid-July the Option II R-160A-1s (9943-74) have been operating completely at-will (mixed and separately) on **J/Z** and **M**, while 8-car sets of CBTC-equipped cars from **L** (8313-76 group) can and do continue to appear on **J/Z** and **M** as required, with the actual CBTC system switched off. Once again there have been no changes or transfers of R-160 equipment in this latest interval, aside from the 20 Coney Island-based R-160Bs mentioned above that were borrowed by Jamaica. Also, to dispel any lingering doubts, the Queens-based group of R-160s (9143-9942) is still being regularly used on **R** to the tune of 3-4 trains daily into October, 2010, while "seatless" R-160Bs 8713-22 continue to ply **E** on weekdays. A final close-up observation of this train was made on September 10, at which time it was discovered that only 4 of the 6 B-cars (8714, 8716, 8719, and 8721) have the modified seats and stanchions, but by that time NYCT management had decided to permanently leave the seats in their

"down" position, which effectively ended its pilot test.

The 60-Foot SMEE Fleet

Though a variety of Phase I R-32s spent all or part of the summer laid up for crash air-conditioning or other repairs at various facilities (and for varying lengths of time), all 240 remained officially active out of 207th Street. As previous they are stationed on **C** in 8-car trains, with an 18-train maximum requirement, but in spite of a paper assignment to **A** have not been seen there since the air-conditioning crisis got underway about July 15 and were not expected to return. Some pairs (notably mismatch 3471/3658, 3518/9, and 3932/3, per member Bill Zucker) were also used in Subdivision "B" refuse train service over the summer. These are based out of both 207th Street and 38th Street Yards, and are a year-round phenomenon, though their air-conditioning does come in handy during the hot weather months. As for the 50 Morrison-Knudsen-overhauled R-42s based at East New York, all remain in service on **J** and **Z**, with off-peak deployment (middays, nights, and weekends) once again a common occurrence by early September, 2010.

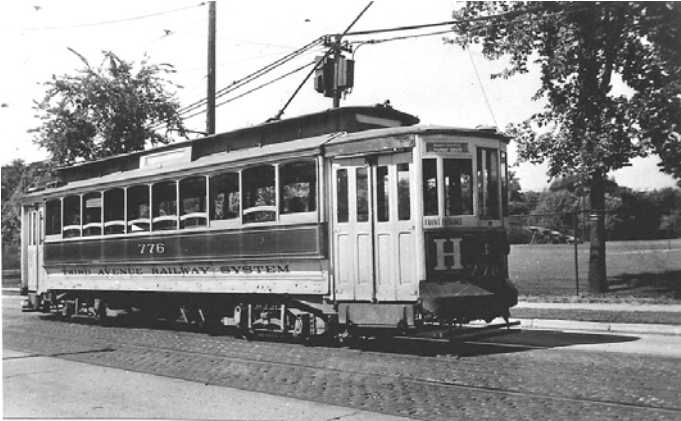
The 75-Footers of MTA New York City Transit (A Long, Hot Summer and the End of the R-44s)

With the newly-arrived R-46 fleet settled in at Pitkin and NYCT in a growing bind due to hotter-than-normal summer weather, the 28 remaining R-44s were shifted from **A** to **C** starting on Thursday, July 15. Through default this introduced full-length consists on this line in its present form, but was necessitated by the permanent configuration of the R-44 equipment rather than achieving a planned service upgrade. In the end it created a mix of train lengths (8-car 60-foot R-32s along with 8-car 75-foot R-44s) not seen on the system since the first era of R-46s on **N** between 1975 and 1987. Retirement of the R-44s was also temporarily curtailed after July 17 (by which time the active fleet had bottomed out at 24 cars) and a number of 4-car units then immediately retrieved from storage and returned to revenue service. R-44s were also back on **A** in addition to **C** starting on July 19, at which time the renewed fleet numbered 60 cars overall, and they would continue to share the two services for the next eight weeks. 12 of the R-44s (presumably those of a less desirable maintenance status) were withdrawn as of July 23 to leave 48, then these were gradually replaced by others that were restored as they passed through inspection—four cars on July 29 (for 52 total) and then 16 as of August 9 for a final, complete tally of 68: 5218-21, 5298-5301, 5316-18, 5320-23, 5378-89, 5398-5401, 5403-9, 5414-7, 5422-29, 5454-65, and 5470-9. Meanwhile, the lone set of R-46s that was initially held back from service following its transfer from Jamaica (5858-61) was finally activated on July 28, 2010 and thus completed the

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New Rochelle Trolley Cars Discontinued 60 Years Ago

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Car 776 on the H/Pelham Manor Line.
Bernard Linder collection



Third Avenue Railway System car 601.
Bernard Linder collection



Car 722 and 724 on the on Line P at the New York, Westchester & Boston Railway's Webster Avenue station in New Rochelle.
Bernard Linder collection



Car 729 at North Avenue and Huguenot Street in New Rochelle.
Bernard Linder collection



Car 602 on the Mt. Vernon Line.
Bernard Linder collection



Car 273 on Line B at W. 1st Street in Mt. Vernon, 1937.
Bernard Linder collection

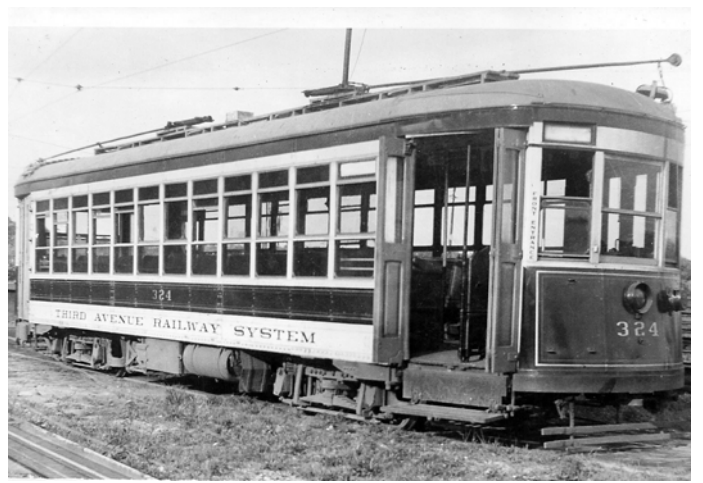
(Continued on page 7)

New Rochelle Trolley Cars Discontinued 60 Years Ago

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Third Avenue Railway car 324 on Line A.
Bernard Linder collection



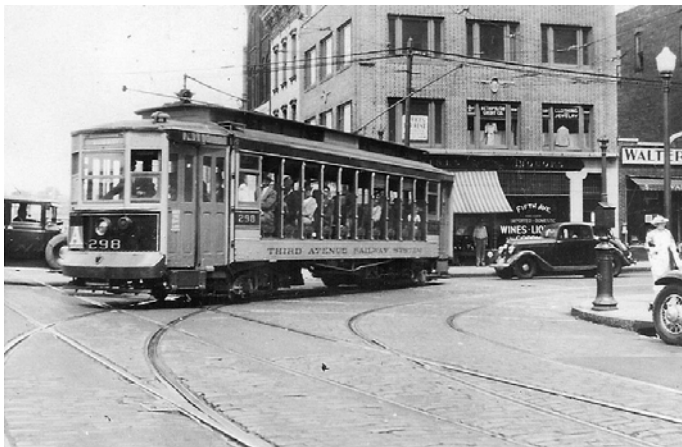
Another view of car 324.
Bernard Linder collection



Car 32 on Line B at W. 1st Street and S. 5th Avenue in Mt. Vernon, May 31, 1946.
Bernard Linder collection



Car 302 on Line A/New Rochelle-Subway and a Twin Coach bus on Line H/Pelham Manor.
Bernard Linder collection



Car 298 on Line A at S. 5th Avenue and W. 1st Street in Mt. Vernon, 1936.
Bernard Linder collection



Garden Avenue Yard, Mt. Vernon.
Bernard Linder collection

Commuter and Transit Notes

No. 264
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

The MTA Board voted on October 7 to raise train, bus, and connecting service fares and make the changes to the fare structure that were reported in the September *Bulletin*. For reasons that were not made known, the effective date will be December 30, 2010, not January 1, 2011, as was initially reported. Commuter rail fares will rise by 3.8%-14.3%. The cost of a CityTicket will go from \$3.50 to \$3.75. The validity period for LIRR and Metro-North one-way tickets has been reduced from 6 months to 14 days and for 10-trip tickets, from 1 year to 6 months. In addition, should a passenger wish to redeem a ticket, they are now subject to a \$10 processing fee per transaction. Please see page 16 for additional fare increase details.

Ahead of that, on September 30, MTA began posting a detailed list of late/canceled LIRR and Metro-North trains on its website.

MTA METRO-NORTH RAILROAD (EAST)

Fortunately for rush hour commuters, the fire that erupted beneath the (138th Street) bridge used by trains to traverse the Harlem River between the Bronx and Manhattan occurred shortly before noon, on September 20. Marine units from the NYC Fire Department responded and brought the fire, which was determined to be pier pilings, under control at about 1:30 PM. Service in and out of Grand Central Terminal was suspended during this period and inbound trains terminated at the Yankees-E. 153rd Street station. Outbound passengers were told to take **4** or **D** to get all Metro-North trains at Yankees-E. 153rd Street. There were other options: Hudson Line passengers could detrain at Marble Hill to transfer to **1** at 225th Street. Harlem riders could detrain at Wakefield to get to 241st Street **2** and New Haven Line could get off at Woodlawn and transfer to **2** at 233rd Street. At 2:30 PM, two tracks were returned to service, with all tracks back by 4 PM.

In its September edition of *On Track*, Metro-North reported that the catenary replacement work is continuing along the New Haven Line. Currently, this work is being done in two sections: between Green's Farms and Bridgeport (started in November, 2007 — completion by the end of 2012) and between Stamford and South Norwalk (started April, 2005 — completion by July, 2011). The next phase of the program will take place between South Norwalk and Green's Farms (February, 2013-June, 2019). The final phase is between Bridgeport and Devon (Milford) (February, 2017 until February, 2021.) This project has been reported on several times over the years, and most recently in the June, 2009 *Bulletin*. In case you are keeping track, so far 132 miles of the original 1907-era "stationary" cate-

nary system has been replaced by an "auto-tension" catenary system that adjusts to temperature extremes. The old system sags on very hot days and becomes overly tight on very cold days. Neither is good for operating train service.

There were only minor changes for the Hudson and New Haven Lines in the timetables which went into effect on October 17 and have an ending date of April 2, 2011. Harlem was unchanged.

HUDSON LINE: Saturday-only Train #8849 (6:16 PM Grand Central Terminal/Poughkeepsie) added stops at Croton-Harmon, Cortlandt, Garrison, and Cold Spring to standardize the stopping pattern.

NEW HAVEN LINE: Weekday Train #1464 (5:57 PM [Express] Grand Central Terminal/South Norwalk) now stops at Stamford to reduce a service gap at this station. Also, several trains have their departure and travel times adjusted up to three minutes earlier or later to resolve a variety of issues, from improving connections to correcting scheduling conflicts.

New Haven Line Shoppers' Specials will operate on Saturdays and Sundays between November 20 and December 18. Sunday Shopper's Specials also will operate on December 26. Last year, Metro-North operated 36 Shoppers' Specials each week during the holiday shopping season, resulting in a 10% increase in ridership over normal weekend levels in spite of the poor economic environment.

Special timetables will again be issued for Thanksgiving Weekend, Christmas Eve and Christmas Day, weekdays between Christmas and New Year's Eve, and New Year's Day.

Here is a rolling stock report as of September.

- M-2: All 235 M-2s have been through Critical System Replacement and the program was completed in January, 2010
- M-3: 84 of the 138 cars have been through the in-house Performance Improvement Program, which began in February, 2007 and is expected to be completed in the first quarter of 2012. Under this program, propulsion, HVAC, brakes, glazing, and toilets are replaced.
- M-4/M-6: An Inverter replacement program has been undertaken to replace this high maintenance/high failure system. Testing of a prototype is underway. Completion of the M-4s is expected in mid-2011. Metro-North is in the process of deciding whether to replace or repair the M-4s, or order additional M-8s. The fleet consists of 54 M-4s and 48 M-6s
- M-8: 300 cars were ordered from Kawasaki in

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

2006. The last of the 8 prototype cars arrived last December and the train has been under going testing. Two production cars are also on the property. CDOT recently received permission from the Bond Commission to purchase 42 cars and anticipates securing approval for the remaining 38 cars in the 80-car option. CDOT and Kawasaki are having discussions about purchasing additional single cars in lieu of rebuilding the M-4/M-6s

- **End-Door Coaches:** Overhaul of 104 coaches was completed in August under a contract that was awarded to Bombardier in February, 2006. The contractual completion date was the first quarter of 2008, but that was extended to August, 2010. As of August 1, 93 coaches were in service, with the balance expected to be running by the end of this month.

In all cases, the MDBF (mean distance between failure) has improved remarkably over the cars that had not been through these various programs.

- **Genesis Dual-Mode Locomotives:** General Electric was awarded a contract to overhaul the 31 units. Eighteen have been through the program and returned to service. Scheduled completion is set for early 2012
- **West-of-Hudson Locomotives:** Progress Rail was awarded a contract in August, 2009 to overhaul six F-40s along with a presently unfunded option for two additional units. Some of the work being done includes replacement of the 1,800-gallon fuel tank with one that can hold 2,500 gallons, and installation of new power generator sets that power the on-board lighting and HVAC. The first unit was returned to service in September. The sixth is to be completed in January, 2012
- **Diesel/Switcher Locomotives:** Brookville Locomotive delivered 12 locomotives and all are in service. Funding has been requested in the 2010-4 Capital Program for five more units that would completely replace the older fleet.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Connecticut Commuter Rail Council Chairman Jim Cameron told WCBS-880 on September 27 that MTA's plan to reduce the validity dates of tickets (see page 8) amounts to a "stealth" fare hike and urged Governor Jodi Rell to oppose these changes. On October 13, he wrote the following in *Mass Transit* Magazine: "As the Legislature's appointed advocates of riders in our state, once again, the CT Rail Commuter Council had its work to do. First, in publicizing the proposal through the media. Then, in demanding public hearings (though none were originally planned in Connecticut). And finally, in rallying commuters to attend and speak out against these proposals. Governor Rell heard our argument and

agreed. She quickly ordered the Connecticut DOT to reject the MTA/Metro-North proposal, a directive read aloud at the public hearings in Stamford and New Haven. Connecticut commuters have won — for now."

MTA LONG ISLAND RAIL ROAD

In recognition of 100 years of train service, an exhibit of photos was posted on the east wall of LIRR's 34th Street entrance to New York Penn Station in September.

Here is one final note on the U.S. (Tennis) Open. Due to rain, Sunday's (September 12) Men's Final was moved to Monday. LIRR arranged for trains to stop at the Mets-Willets Point station. This was also the first day of the reduced (hourly instead of half-hourly) service on the Port Washington Branch.

A line of thunderstorms including some tornadoes that passed through the metropolitan area during the afternoon of September 16 caused trees to fall and knocked out power to thousands of homes. LIRR suspended service to Jamaica from New York Penn and Atlantic Terminal at the height of the rush hour. Police had closed the station due to crowding. A co-worker who rides NJ Transit told me that he was not allowed to enter at the 34th Street entrance, but he was successful at the new NJ Transit entrance at 31st Street, but only after showing his NJ Transit ticket to the police. Limited east-bound service was restored after 8 PM, and service was on or close to schedule for the morning rush hour.

On the Port Washington Branch, which was especially hard hit by fallen trees, partial service was restored shortly after 7 AM the next morning. By late morning all services were reported as operating normally. NJ Transit also reported delays on trains arriving/departing out of New York Penn and on the North Jersey Coast Line due to a fallen tree.

Newsday reported that in a cost-saving move, the "Harold Protects," a pair of locomotives that had been assigned to Sunnyside Yard, have been eliminated. These engines had been a staple for more than 20 years and were used to move disabled trains. Railroad officials were unable to say how often they were used, but LIRR President Helena Williams said that locomotives could be dispatched from Long Island City or Jamaica relatively quickly. The LIRR will save \$234,000 annually.

In an effort to increase revenues, LIRR began selling advertising on the exterior of its cars. The first four-car train featured an ad for Optimum Wi-Fi and was displayed on September 21. It is anticipated that 50 M-7s will be included in this program. MTA-NYCT subway cars have had this type of advertising for several years.

Timetable cards were issued for:

- The Ronkonkoma Branch – October 9 (midnight - 7 AM), in order to permit a Sperry Rail test. Bus service operated between Ronkonkoma and Hicksville
- Hempstead, Babylon, Montauk Branches – Octo-

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

ber 16–17 (late night and early morning), for track work between Rockville Centre and Wantagh

As was reported in the September *Bulletin*, the cut-over of the new \$56 million signal system at Jamaica would take place in the fall. To prepare riders for the major disruption to service that this work would cause, on September 28 LIRR released these details: The work has been scheduled for the weekends of October 23-24 and November 6-7. It should be noted that November 7 is the day that the NYC Marathon takes place. Every branch except the Port Washington is affected. In the days leading up to the first weekend, ads appeared in local newspapers and radio stations broadcast this news as well. Special timetables and a logo (below) were issued, and LIRR advised that very limited service would operate and advised the following:

- Use LIRR for essential travel as there will only be 3 trains per hour to/from New York Penn
- Use **E** to reach New York Penn
- No service between Atlantic Terminal and Jamaica
- Buses replace trains between Queens Village/Jamaica, and Mineola/Jamaica
- No train/bus Service to/from Brooklyn, Forest Hills, Kew Gardens, Hollis, Locust Manor, Laurelton, Rosedale, Merillon Avenue, New Hyde Park, and St. Albans

This is how train service will operate:

- Port Washington – Normal weekend service
- Port Jefferson – Every two hours rather than every hour and a half between Mineola and Huntington
- Ronkonkoma – Hourly service between Ronkonkoma and Farmingdale using dual-mode trains from 7 AM-11 PM
- Oyster Bay – Every two hours between Mineola and Oyster Bay
- Hempstead – Every two hours between Queens Village and Hempstead
- Long Beach – Hourly between Jamaica and Long Beach
- Far Rockaway – Every two hours between Valley Stream and Far Rockaway
- Babylon – Hourly between New York Penn and Babylon
- Montauk – Diesel service will not operate west of Babylon and all trains terminate/originate at Babylon



New timetables were to be issued effective November 15. Details will be published next month.

NJ TRANSIT

Starting September 3 and continuing through January 2, 2011, NJ Transit reduced the one-way fare between New York Penn and Newark Airport to \$12.50. It had been \$15.

The first ALP-45DP was displayed at the bi-annual InnoTrans Rail Exhibition, which was held during the last week of September in Berlin, Germany. On July 9, 2008, Bombardier was awarded a contract to build 26 dual-mode (a.c. catenary and diesel-electric) for NJ Transit. AMT (Montreal) will also be acquiring this model.

After the October column was completed, Governor Chris Christie ordered the suspension of new work on the ARC Tunnel for 30 days so that a comprehensive review could be undertaken by his staff. *The Star-Ledger* reported that the Governor said that he "liked the idea of the tunnel, but not if I can't pay for it. And if I can't pay for it, then we'll have to consider other options," making it clear for the first time the project was in serious jeopardy. Christie blamed the former Governor, Jon Corzine, saying, "It went from \$5 billion to \$8.7 billion in what was clearly a rush by the Corzine administration to have gold shovels and put them in the ground and try to get Corzine re-elected." In all fairness, this project has been on the drawing board for many years.

On October 7, Governor Christie canceled ARC, a project that has been described as the nation's largest public transit project. The following day, after a meeting with U.S. Transportation Secretary Ray LaHood, Gov. Christie reversed his decision and agreed to put together a small working group who were tasked to come up with options within two weeks. Stay tuned.

At Secaucus Junction on October 12, while waiting for a train to New York Penn, I noticed that on the monitor that displays the next ten arriving trains, an airplane symbol had been added to trains that stop at Newark Airport.

AMTRAK

Amtrak released its plans for "World Class High-Speed Rail" on September 28. In its press release it reported that "A Next-Generation High-Speed Rail" service could be successfully developed in the Northeast with trains operating up to 220 mph (354 kph) on a new two-track corridor, resulting in lower trip times. For example, a trip between Washington, D.C. and Boston could be accomplished in about three hours. Most high-speed trains operate at 186 mph (300 kph).

A companion 30-page report, *A Vision for High-Speed Rail in the Northeast Corridor*, was also released, and the PDF can be downloaded from Amtrak's website on the Reports and Documents page. There are some maps showing possible alignments for these

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

lines.

In recognition of the 100th anniversary of New York Penn, on October 18, Amtrak invited the public to enjoy rare photo imagery, artifacts, and other items commemorating the station's deep and rich history, including the vital role Amtrak plays in the history of passenger rail travel. In addition to Amtrak and NJ Transit officials, author Lorraine Diehl (*The Late, Great Pennsylvania Station*) was on hand to reminisce about some of the station's most memorable moments over the past 100 years. Approximately 550,000 Amtrak, LIRR, and NJ Transit passengers pass through New York Penn Station each day, which makes it the busiest station in Amtrak's system and one of the busiest transportation hubs in the world. The aforementioned transit agencies operate over 1,000 weekday trains.

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

A groundbreaking ceremony was held at the Wonderland station (Blue Line) on September 14 to mark the start of construction of a \$53 million, 1,465-space parking garage, which will be the "T"'s third biggest. The seven-story garage will replace 10 acres of surface parking and enable construction of the proposed Waterfront Square, an ocean-facing private development that would bring a 100-room hotel and 902 residential units as well as office space and shops to Revere Beach. A little over a year ago I was at this station and was amazed by the amount of land surrounding this station that was dedicated to parking lots.

October 1 was the date that MBTA started releasing real-time data on where its subway trains are located and how long it will take for the next train to arrive. The move represents a low-cost way for MBTA to offer riders access to information, and it comes less than a month after the "T" finished releasing similar data for all 187 of its bus routes. The "T" has also begun installation of live maps at subway stations, so riders can see real-time location and arrival information, without needing a phone or Internet connection.

During the second week of October, MBTA began cracking down on fare evasion, stepping up efforts on commuter rail, subways, and buses against passengers who attempt to slip through the turnstiles without paying or sneak by with expired passes and counterfeit passes. "Unfortunately, there's always the temptation by a handful of customers to try these tricks, and that is to the detriment of our paying customers," said General Manager Richard Davey. "If it happens once, that's too much."

Commuter rail passengers on several trains at North and South Stations will be asked to purchase tickets before boarding, and Conductors with UV flashlights will scrutinize each ticket; special ink causes the orange

arrow on the pass to glow in black light. Inspectors will also be out in force at subway stations, keeping their eyes peeled for passengers hopping the turnstiles or piggy-backing their way through. And at stations without turnstiles, such as above-ground stops on the Green Line, plainclothes officers will be around, making sure passengers do not sneak onto the train in back without paying. Fare evasion is not very common, but it happens, Davey said. When the transportation agency cracked down last year, officials netted a dozen or so counterfeit passes and even arrested a man in South Station for selling them. MBTA will periodically repeat its concentrated efforts against fare evasion, Davey said.

Member Todd Glickman notes, "I experienced one of these pass checks at North Station this week. I understand they are using Assistant Conductors-in-training to do the checks, which is at a point in their employment before they are in the union. So it's very low-cost to MBCR (MBTA's contractor operating the commuter rail). Sadly, I still see "piggy-backers" every day at the unattended fare gates on the south end of the inbound platform at Kendall/MIT on the Red Line. What they need to do there is make some arrests, publish pictures in the newspaper, and prosecute, so people know they can't get away with it." Thanks to Todd for these reports.

WARWICK, RHODE ISLAND

MBTA service from T.F. Green Airport to Boston, which had been expected to open last month, has been delayed until later this year, according to a news report on WPRI/Channel 12 that aired on October 13. Six trains will serve the station each weekday.

LINDENWOLD, NEW JERSEY

On September 7, PATCO police began random searches of passengers at checkpoints that were set up at its stations in a joint antiterrorism program with the Transportation Security Administration. The program was launched at Lindenwold. According to Phillynews.com, 660 randomly selected bags were searched and among the contraband that was found was a crack pipe, whose owner was arrested on an outstanding warrant from Atlantic County. More searches will be conducted in the future. Thanks to member Lee Winson for this news.

PHILADELPHIA, PENNSYLVANIA

Member Dave Safford wrote: "It's been a while since SEPTA discontinued the 'R' designations, but as of mid-September they haven't changed the signs on the trains. Occasionally the sign boards are left empty, but usually the same old 'R' signs are being used. Of course the new designations appear on the LED train departure boards, which helps keep the passengers on their toes. Speaking of the boards, I am reminded that there are no arrival boards. Now that there is no continuity of route designation, the neophyte can't tell when an arriving train is scheduled to show up. You just have to know."

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

Lee visited Chestnut Hill on October 3 and sent this report. "Street work was done on Germantown Avenue and the Route 23 tracks and overhead wire — new poles and brackets were rebuilt — but no trolleys run on it and it is doubtful trolleys will ever return. SEPTA is rebuilding the old wooden station buildings along both Chestnut Hill lines and doing a nice job of it. New platforms and stairs are also being installed. I also visited Gravers (RDG) and St. Martin's (PRR). The upstairs in both stations are private apartments. The Mt. Airy (RDG) station houses a bookstore selling antique books. The Don Ball book of the Pennsylvania Railroad has several Philadelphia pictures, including an old one of a train arriving at St. Martin's. The area looks exactly the same, even the PRR position light signal with all yellow bulbs. They're getting rare with other lines replacing them with cab signals or color signals."

SEPTA has placed the City, Suburban, and Center City maps on its web site. <http://www.septa.org/maps/region/pdf/phila.pdf>. Simply replace "phila" with "suburb" or "ccp" to view the others. These are the same maps that could be purchased for several dollars. Lee wrote that these maps continue the basic format that was established by PTC in 1940, although the logo with four vehicles has been updated.

In order to determine whether the West Chester Railroad could operate a fantrip through the Center City Tunnel, a trial run was made using RS-18u 1803 and GP-9 6499. This took place during the wee hours of Sunday morning, August 29, operating northbound on Track 1 to Wayne Junction and southbound on Track 4 with catenary power "off" and suggested that the GP-9 would have clearance issues. A subsequent trip with 1803 that had power "on" proved that it can be done. This paves the way for possible West Chester Railroad charters on the Reading side of SEPTA Regional Rail. A trip for Lansdale Day is already under consideration. Thanks to Bob Vogel for this news.

According to *The Philadelphia Inquirer*, the proposed 21-mile Glassboro-Camden Line will not be operated by the Delaware River Port Authority. The DRPA Board agreed to pay \$450,000 for work already done on an environmental assessment, with assurances that it eventually will be reimbursed by NJ Transit. But future spending on the line remains uncertain because of the state's financial problems, and several DRPA Board members questioned the wisdom of using DRPA money for a line that the agency will not build or run. The funding questions on the proposed South Jersey light rail line came a day after the Christie Administration indefinitely suspended about 100 other state-funded road and rail projects. (It lasted one day.) Further details about this project were reported in the June *Bulletin*. However, DRPA Chair John Matheussen said he remained

optimistic the South Jersey rail line would proceed.

Just as I was completing the column, a letter arrived via the Division's mailbox (kindly re-mailed by member Glenn Smith) from member Alfred Gaus Jr. who lives in Philadelphia. Enclosed was a double-sided, eight-panel color brochure entitled *The Beautiful Ride Preserved*, which describes the work that was accomplished on Routes 101/Media and 102/Sharon Hill. He also sent copies of the timetables dated August 30. Mr. Gaus offered to send copies to any member who requests one for the price of a stamped (61 cents postage) self-addressed envelope. You may request his address by sending a message to the email address that appears at the end of this column.

Mr. Gaus also reported that the Ryers station, which is one stop before Fox Chase, will receive a high-level platform. Work began on October 4, and all parking except for one handicapped spot has been eliminated. Passengers were advised to use specially designated SEPTA parking spots at the nearby Pathmark supermarket on Cottman Avenue. The new platform will be constructed on the west side of the roadbed, right next to the parking lot. It will include a "zig-zag"-type ramp and will eliminate the long flight of steps currently in place on the low-level east side of the track area. This is the third station to receive high-level platforms after Cheltenham and Olney on the Fox Chase (former R-8) Line. The Fox Chase station project is almost complete, with just the roof area and clock tower remaining to be completed. This station retains its low-level platform due to the complicated nature of the boarding area and the parking lots on either side. The station work was performed by outside contractors, using stimulus money; however, Olney and Ryers are being done by SEPTA work forces.

WASHINGTON, D.C. AREA

Member Steve Erlitz reported that MTA Maryland unveiled its CharmCard® on September 21, which can be used for all Baltimore buses, light rail, and Metro. It is similar to the D.C. Metro SmarTrip® and can be used on Montgomery County's Ride On and Prince Georges County's The Bus. The difference is the MTA card costs \$2.50 vs. Metro's \$5 (Metro is delaying the reduction of its Smartrip® indefinitely if not permanently). MTA's card will only allow \$200 while D.C. has a \$300 limit. CharmCard® is not valid on MARC or the MTA commuter buses operated by private companies.

On September 29, Virginia Railway Express conducted a test using its new engine, V50, pulling a 10-car train set on Trains #302/307. This is something that this engine is designed to do.

RALEIGH-DURHAM, NORTH CAROLINA

Just over four years after the proposed 28-mile, 12-station DMU line was canceled due to a suspension of federal funding, local transportation officials have come up with a new plan for two light rail lines. Hearings were

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Commuter and Transit Notes

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held during September to present the plans. Thanks to member Ronald Kupin for sending this report.

TAMPA, FLORIDA

Hillsborough County transit officials are "going on the road" to drum up support for the referendum that is on the ballot this month for a one-cent sales tax increase that would fund transportation improvements. Thanks to member Dennis Zaccardi for this news.

CHICAGO, ILLINOIS

On October 1, Metra announced it was delaying the construction project on the UP North Line until spring and reverting to the pre-construction schedule. **The Chicago Tribune** reported that Metra was criticized by rail experts for attempting to operate 70 trains per day over a single-track line. A new timetable was issued effective October 3 replacing the August 22 one. One of the Directors has suggested that Metra include a third track in the UP North Line rebuilding project — there is space as there used to be one, which CNW removed some years back. Thanks to member Jim Beeler for this news.

MINNEAPOLIS, MINNESOTA

Member Pete Donner reported that he saw Utah Transit Authority Frontrunner engine 12 with three Northstar coaches parked in the midday storage yard just south of Target Field on September 17. He subsequently learned that a trainset was leased as a backup in the event of a failure of one of Northstar's trainsets.

DENTON, TEXAS

The "A-Train," a 21-mile line connecting Denton with Dallas that was supposed to inaugurate service on December 6, coinciding with DART's Green Line extension to New Carrollton (June **Bulletin**), has been delayed until next June.

SALT LAKE CITY, UTAH

On September 30, the Utah Transit Authority announced that a pair of light rail openings will take place on August 7, 2011. They are the Mid Jordan TRAX line, which will connect the communities of Murray, Midvale, West Jordan, and South Jordan with the existing Sandy/Salt Lake TRAX line at 6400 South; and the West Valley TRAX line, which will extend from the existing 2100 South station in South Salt Lake City to the West Valley City Intermodal Center, located by West Valley City Hall. Opening of these lines will increase public transit service to the west side of the Salt Lake Valley.

SAN FRANCISCO, CALIFORNIA

Member Lee Winson's friend in San Francisco sent another update about the dismantling of the Transbay Terminal. "The second Key System trolley bridge over Beale Street is now gone, and the only vestiges left are some pylons. Heavy wrapped cables have been placed around several of these beaten up pylons as makeshift

trolley wire support poles to hang trackless trolley wire, including lots of heavy 'special work' wiring which used to be just tacked to wooden boards under the now-gone bridges. Otherwise, there are giant piles of rubble with cranes sorting out mangled rebar for recycling. For the first time since this started, I walked by the site (previously, I was seriously worried about stray debris). I visually searched the piles of rubble behind chain-link fencing to see if there was an old schedule, a transfer, or maybe a parlor car chair. Nothing but broken concrete, twisted rebar, and dirt. Walking around to the Transbay Transit Terminal itself, I saw that the structure is still the same, and the marooned MUNI trolley tracks in front haven't been yet erased. All the trackless overhead is down, and the doomed terminal has been repainted at street level, and big new posters (some are Peter Max type) line the walls along Fremont Street. To cheer myself up, I walked over to California and Market and watched as tourists boarded California Street cable cars and historic PCCs and Peter Witts."

HONOLULU, HAWAII

Just minutes after taking office, Mayor Peter Carlisle pledged to follow up on his campaign pledge to cut waste in city spending and also committed to go full speed ahead on the \$5.5 billion rail system. To that end, he planned a trip to Washington, D.C. to meet with the Federal Transit Administrator, Peter Rogoff. Thanks to member David Erlitz for this news.

FROM THE HISTORY FILES

100 Years ago: On November 10, 1910, the Hudson & Manhattan Railroad extended service to 33rd Street. This station was closed on December 26, 1937 and subsequently demolished to facilitate construction of the IND Sixth Avenue Subway. During that time, trains terminated at 28th Street. **Electric Railroads** Number 27 (August, 1959), reported that the original plan was to build the local tracks to straddle H&M's that were under the center of the street and then, upon the recapture of the H&M franchise and trackage, these inner tracks would be incorporated as express tracks, with the H&M terminating its operations at 9th Street. A temporary entrance was built at 29th St. The City, however, changed its plans and decided that it would be too expensive to enlarge the H&M tunnels for the larger trains. It then rebuilt the 33rd Street station with the same general plans, except that it was one block further south and with an entrance at 30th Street that enabled closing of the 28th Street station. The current 33rd Street station opened on November 10, 1938.

70 Years ago: On November 14, 1940, Miami, Florida ended trolley service. Currently, the Miami-Dade Metropolitan Planning Organization, the county's transportation planning agency, is considering the creation of four trolley lines.

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

HARRISON, UPDATED by Marc Glucksman (Photographs by the author)

When the Harrison Maintenance Facility was opened by PATH in 1990 to replace the Grove/Henderson Shops, operations were expanded to a new level. That expansion took another leap two years ago, when the first of 340 (with an option for 119) cars were delivered by Kawasaki. A state-of-the-art fleet of cars with the latest in safety technology, these cars are intended to provide service to PATH's 13 stations well into this century.

The Division's October 16 tour was a return to the facility, almost two years after our last visit (see December, 2008 *Bulletin*). In November of 2008, PA-5s had just begun to arrive. Now they make up a majority of the fleet. Our host guided our group through the shops and the new PA-5s. He showed us many of the upgrades

that riders will experience, including new LED signs and a new suspension system. Also new are security cameras, which have already been used to catch several criminals. He also showed us several flat cars that were recently purchased to aid in the completion of the World Trade Center station reconstruction.

The other effect that the new cars will have is that Newark to World Trade Center trains will be increased effective October 25 from 7 to 8 cars for the first time since September 11, 2001 due to a better car availability factor and increased ridership.

A heartfelt thanks goes out as always to those who helped to organize this experience.



Deliverance - PA-5 5734 is still on the flatbed that brought it to Harrison.



PA-5 5682 sits in the yard while AMTRAK AEM-7 924 passes in the background



The not-so-old and the new - PA-5 5679 and PA-4 815 show their differences.



Car 648, a 1965 PA-1 from the St. Louis Car Company, sits with its front truck off during inspection.

New York City Subway Car Update

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“permanent” 412-car allocation of this equipment to Pitkin for **A**. Starting on August 6 these, too, could be found on **C** from time to time, which remained the case until the 75-footers were again removed. After a lengthy period of stability, withdrawal of the R-44s from both **A** and **C** resumed on September 14, with final runs on both routes two days later. The very last train of R-44s (consist 5380/81/797/8-5428/9/7/6) was used on **A** on Thursday, September 16, 2010, having absolutely no notice or fanfare. Once again, and as intended earlier, all 272 cars of this type are stored about the system to await their ultimate disposition and thus (by all appearances) closes the book on their long and controversial career of 39 years on the New York subway system. Their removal also concludes the story of the R-160s’ acquisition, at least from an operational perspective, and we are all left to wait and wonder what will follow in the years ahead, and when.

Bill Zucker reported that the last train of R-46s to be observed to date on **F** occurred on July 8, while there were at least two instances of R-68s or R-68As popping up on **O**, one on July 21 and another August 28. As for the 75-footers overall, R-46s are now in command on **A**, the usual mix of Coney Island R-68s and R-68As populate **B** (weekdays only), Concourse R-68s rule **D**, Jamaica R-46s are seen on **G** (in 4-car trains) and **R** (in 8-car trains) while Coney Island-based R-68As (with perhaps an R-68 set thrown in from time to time) are used along with R-160s on **N**. The Franklin Avenue Shuttle continues to utilize 9 single-units R-68s (2916-24) maintained especially for that purpose.

R-44 Retirements

The following were taken out of service, or restored to operation through September 16, 2010:

July, 2010: R-44 5246/7/5337/6, 5312/3/5/4, 5462/3/5/4, 5474/5/7/6 withdrawn from Pitkin (**A**)

R-44 5246/7/5337/6, 5312/3/5/4, 5320/1/3/2,

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A History of the **R** Train

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end of June, 1990, then on July 9, the first train of rebuilt R-46s was placed in service on **R** to begin its 30-day test. After some minor difficulties it moved over to **E** to resume its service career on August 31, and over the next several months the balance of Jamaica’s 752-car R-46 fleet made the trip to Hornell for GOH. As the delivery of additional rebuilt R-46s began in earnest they tended to be used on **E**, but on occasion a train set or two would continue to appear on **R**. After November 6, 1990 the unrebuilt R-46s were reduced to less-than-daily use on **R**, while some rebuilt consists were assigned on a full-time basis. This changed again on December 2, when both rebuilt and unrebuilt R-46s assumed majority status on **R**, with the Morrison-Knudsen-rebuilt R-32s being siphoned away for redeployment on **E** and **F**. After that time the equipment assigned to **R** service settled into a long-term pattern, with rebuilt R-46s being supported by the remaining unrebuilt R-46s until the last of these was removed from service in August, 1991, and Morrison-Knudsen-rebuilt R-32s appearing from time to time, but just about any-time. This assignment would then remain unchanged for over 15 years.

After the R-160s started to assume the majority of service at East New York and Coney Island in 2008, the secondary transfer of Morrison-Knudsen-overhauled R-42s and later “Phase I” R-32s to Jamaica led to retirement of all “Phase II” Morrison-Knudsen-rebuilt R-32s by that October. This reduced, but did not eliminate, the probability of seeing a rebuilt R-32 train on **R** right into

2009. Equipment was switched around again in early January, 2009 after an abortive attempt to use R-40s, R-40Ms, and Morrison-Knudsen-overhauled R-42s on **C**, with all R-40Ms and most of the Morrison-Knudsen-overhauled R-42s relocated to the Queens IND, and most “Phase I” R-32s sent to 207th Street as a result. After initial use on **E** and **F**, mixed trains of the R-40M/R-42s were assigned to **R** beginning on July 1, 2009 (in addition to the few remaining Phase I R-32s and rebuilt R-46s), where they could be seen any day of the week but were still distinctly in the minority. As time passed and additional R-160s were placed on **E** and **F** through the remainder of 2009, R-46s were redeployed to **R** and **V**, and the remaining R-40M/R-42s at Jamaica phased out. The R-40Ms made their last trip on **R** in a mixed train on August 26, 2009, after which the Morrison-Knudsen-overhauled R-42s made their final run on **R** on December 10. After December 15, 2009 “Phase I” R-32s were no longer used on **R**, though one train did make a cameo appearance on April 6, 2010. On April 3, the first three trains of Jamaica-assigned R-160s (specifically 5-car units of R-160A-2s and R-160Bs) entered **R** service, a quantity that had increased to as much as eight per day by late May, 2010. When service changes went into effect on June 27, 2010, the R-160s became a lot harder to find on **R**, being reduced to about 3-4 trains daily, and it was again dominated by R-46s 5482-5821. These stayed behind at Jamaica after all sister cars (5822-6207 and 6208-6252 even) had been transferred to Pitkin for **A** and continue to provide just about all service on **R** through October, 2010.

Around New York's Transit System

NYCT Highlights of MTA's Fare Increase

The highlights of MTA's fare increase plan, which goes into effect on December 30, are as follows:

- 30-Day *MetroCard* increases to \$104
- 14-Day *MetroCard* Eliminated
- 7-Day *MetroCard* increases to \$29
- 7-Day Express *MetroCard* increases to \$50
- 1-Day *MetroCard* eliminated
- \$1 charge for a new *MetroCard* (deferred until a future date)
- NYC Transit Single Ride Ticket increases to \$2.50
- NYC Transit base fare remains \$2.25
- Reduced Fare remains \$1.10
- Access-A-Ride remains \$2.25
- *MetroCard* bonus now kicks in with minimum \$10 purchase and is reduced from 15 to 7 percent
- Discounts eliminated for WebTicket and Mail and Ride monthly tickets except for joint *MetroCard*/monthly ticket, where discount is reduced from 4 to 2 percent

Changes that solely affect LIRR and Metro-North were reported under **Commuter and Transit Notes**.

Brighton Line Station Rehabilitation

In December, 2008, work began at Neck Road and Avenue U. Rebuilding of Avenue H, Avenue J, and Avenue M began during three weekends in September, 2009 with buses replacing **Q** trains between Kings Highway and Prospect Park. Effective 5 AM September 28, 2009, southbound trains operated via the local track from south of Prospect Park to north of Newkirk Avenue, then used a hard-rail reverse curve connected to the express track. Trains bypassed Avenue H, stopped at a temporary platform on the northbound express track at Avenue J, bypassed Avenue M, stopped at a temporary platform on the northbound express track at

Kings Highway, and bypassed Avenue U and Neck Road, which are being rebuilt. Northbound trains made all local stops.

For the next phase, buses replaced **Q** trains between Stillwell Avenue and Prospect Park during the September 10-13 and 24-27 weekends. Buses from Coney Island made all local stops to Kings Highway, then ran express, stopping at Flatbush and Nostrand Avenues and at Prospect Park. Buses starting at Kings Highway made local stops to Prospect Park.

Effective 5 AM September 27, northbound trains operated via the express track, bypassing Neck Road and Avenue U, which are being rebuilt, and stopping at a temporary platform on the southbound express track at Kings Highway. Trains then bypassed Avenue M, stopped at a temporary platform on the southbound express track at Avenue J, and bypassed Avenue H, after which they operated on a hard-rail reverse curve connected to the local track. Southbound trains made all local stops.

At Kings Highway, prefabricated platforms mounted on flanged wheels were transferred from the northbound express track to the southbound express track. A truck with rubber tires and flanged wheels moved the platforms. A similar procedure was probably followed at Avenue J.

Second Avenue Subway Construction Site Improvements

MTA Capital Construction Company reports that in response to complaints from people along Second Avenue, sidewalks will be repaired, walkways in front of businesses will be widened, construction noise will be reduced, there will be new lighting and maps of businesses, the contractor will have to keep the worksite clean, and other changes will be made as well.

New York City Subway Car Update

(Continued from page 15)

5378/79/5381/80, 5382/3/5/4, 5386/7/9/8, 5414/5/7/6, 5422/3/5/4, 5454/5/7/6, 5474/5/7/6 restored to service at Pitkin (**A**, **C**)

August, 2010: R-44 5218/19/21/20, 5458/59/61/60, 5462/3/5/4, 5470/1/3/2 restored to service at Pitkin (**A**, **C**)

September, 2010: R-44 5218/19/21/20 (second time), 5298/99/5301/00, 5316/7/5405/5318, 5320/1/3/2 (second time), 5378/79/81/80 (second time), 5382/3/5/4 (second time), 5386/7/9/8 (second time), 5398/99/5401/00, 5406/7/9/8, 5414/5/7/6 (second time), 5422/3/5/4 (second time), 5426/7/9/8, 5454/5/7/6 (second time), 5458/59/61/60 (second time), 5462/3/5/4

(second time), 5470/1/3/2 (second time), 5478/79/5403/04 withdrawn from Pitkin (**A**). ALL R-44s OUT OF SERVICE

Conclusion

Well folks, there it is: the whole kit'n'kaboodle in fine detail. As I said the last time around in 2003, I hope you all have had as much fun and excitement reading this series as I had in researching and writing it. While the story of New York's subways will (hopefully, at least) never truly end, it looks like things are descending into a period, however prolonged, of relative quiet, with the discord of ongoing budget difficulties as a backdrop. If and when the time is again right and circumstances dictate, we may be back to start a whole new series of Updates for your reading and speculative pleasures, but that day is not yet in sight. So for the last time, this time: So long, farewell, and the best of luck to you all!