

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 46, No. 8

August, 2003

The Bulletin

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

For general inquiries, contact us at era@inch.com.

Editorial Staff:

Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman
Contributing Editor:
Jeffrey Erlitz

Production Manager:
David Ross

©2003 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
Central Park, North & East River Railroad Company — History ...Page 2

IND EXTENDED TO QUEENS 70 YEARS AGO

The IND expanded rapidly in 1933, reaching the Bronx on July 1 and Roosevelt Avenue, Queens a month later. The first test train operated in the new subway on July 31, 1933. Three thousand people, who were anxious to ride the first E train, congregated in the Roosevelt Avenue station at 12:01 AM August 19, 1933. At about the same time, GG trains started running between Queens Plaza and Nassau Avenue. Like the other IND lines, short trains operated at frequent intervals as shown in the following table:

E LOCALS—ROOSEVELT AVENUE TO CHAMBERS STREET
WEEKDAYS—EFFECTIVE SEPTEMBER 7, 1933

MID-NIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
Headways				
12	4	5	4	5, 6
Number of Cars				
2	3 (A)	2	3 (A)	2

17 3-car trains were operated in the rush hour
(A) Rush hour service increased to 3 or 4 cars on January 16, 1934 or earlier

SATURDAY—EFFECTIVE OCTOBER 8, 1933

AM RUSH	MORNING/AFTERNOON	EVENING
Headways		
4	5	5, 6
Number of Cars		
2	2	2

SUNDAY—EFFECTIVE SEPTEMBER 10, 1933

MORNING	AFTERNOON	EVENING
Headways		
7, 6, 5	5	5, 6
Number of Cars		
2	2	2

Checking the August 20, 1933 GG Sunday schedule, we find that two-car trains were operating on the same headway as the E trains.

The Queens Boulevard Line became very busy after service was extended to Union Turnpike on December 31, 1936 and to 169th Street on April 24, 1937.

Effective July 1, 1937, morning rush hour E trains ran on a peak three-minute headway for 36 minutes with four intervals on a two-minute headway. PM rush hour trains were on a peak three-minute headway for 24 minutes. The September 12, 1938 morning rush hour schedule provided for a peak three-minute headway for an hour with nine intervals on a two-minute headway. There must have been congestion between 42nd Street and W. 4th Street, where the E trains operated on the same tracks as the CC locals scheduled for a four-minute headway.

Routing was as follows:

August 19, 1933: E locals; GG—Queens Plaza to Nassau Avenue

April 24, 1937: Non-rush: EE locals; GG—Queens Plaza to Nassau Avenue

Rush hour: E express, GG locals — 71st Ave-

(Continued on page 17)

CENTRAL PARK, NORTH & EAST RIVER RAILROAD COMPANY BELT LINE RAILWAY CORPORATION

by Bernard Linder

CORPORATE HISTORY

The Central Park, North & East River Railroad Company was incorporated on July 19, 1860. A franchise was granted by resolution adopted by the Common Council and the Board of Aldermen on December 28, 1861, and approved by the Mayor on December 31, 1861.

The company started construction prior to July 5, 1862 and laid double track on part of the road. It was unable to complete the work because it could not buy the right type of iron. West Belt Line horse cars started operating on July 18, 1863. For the next three decades, the company operated the East Belt line and the West Belt line.

During the 1890s, the Metropolitan Street Railway was able to control the Manhattan and Bronx street car lines by a complicated program of mergers and leases. On October 14, 1892, the Metropolitan Cross-Town Railway Company, operator of the Spring and Delancey Street line, leased the Central Park company's road for the unexpired term of the lessor company's charter, at an annual rental of 8 per cent on the outstanding capital stock of the lessor company, amounting to \$1.8 million, for the first five years and 9 per cent thereafter. On May 28, 1894, the Metropolitan Cross-Town Railway Company and the Lexington Avenue and Pavonia Ferry Railroad Company were merged into the Metropolitan Street Railway. On February 14, 1902, the Interurban Street Railway Company took a lease from Metropolitan for 999 years. Interurban's name was changed to New York City Railway Company on February 10, 1904.

On June 11, 1908, the New York City Railway filed a petition to cancel the Central Park Company's lease by defaulting on the rental, 9 per cent on \$1.8 million of stock. Bondholders said the loss was caused by the failure of the Metropolitan to pay adequate rent by other roads using 59th Street. The judge gave permission to cancel the leases of the Central Park, North & East River Railway Corporation and the 28th & 29th Street Crosstown Railroad Company (see June, 2002 *Bulletin*). The judge threw back old debts, running into millions, never paid by the Metropolitan. The lines lost \$60,000 a year, a drain on the Metropolitan. Because the Central Park company did not own an electric car, car barn, or power house, there were rumors that the horse cars would return.

On November 9, 1912, the Public Service Commission approved a scheme to rehabilitate the company, which owed the city \$500,000 in taxes plus \$100,000 in other debts. The company had a \$1.2 million mortgage owned by New York Railways. When the accrued interest was added, the debt increased to \$1.535 million.

New York Railways also owned all of Central Park's bonds and one-fifth of its capital stock.

At an auction held on November 14, 1912, Edward Cornell, a lawyer, outbid New York Railways and bought the property at foreclosure. He paid \$1.673 million with \$50,000 down and a year to pay for the property, whose real value shrank about \$2 million. Cornell decided to hold the property for a better offer or run it himself.

BELT LINE RAILWAY CORPORATION

On December 24, 1912, the Belt Line Railway Corporation was incorporated by Edward Cornell and others as a reorganization of the Central Park, North & East River Railroad Company. On January 21, 1913, the property of the Central Park, North & East River Railroad Company was conveyed to the Belt by Edward Cornell and his wife. A report revealed that the Belt could be operated more efficiently, economically, and profitably in conjunction with the Third Avenue Railway Company than it could independently. On August 4, 1913, stock control of the Belt was acquired by the Third Avenue Railway Company. Officials were unhappy that they spent \$2,439,639; they could have bought it cheaper at the auction.

The company was still in poor financial condition. The receiver was not discharged until 1925. The first receiver, George W. Linch, served from 1912 to 1915. He started with \$484 cash and collected \$140,065. The next receiver, John Beaver, who served from 1915 to 1917, collected \$248,979, mostly awards and claims against the Metropolitan Street Railway and the New York City Railway companies. The last receiver, Newton M. Hudson, who was discharged March 20, 1925, took in \$65,021. The three receivers collected \$454,065 and repaid all creditors in full. After discontinuing the unprofitable East Belt and West Belt lines in 1919 and 1921 respectively, this subsidiary only operated one line, the 59th Street Crosstown.

Although the Belt was solvent, it was still in poor financial condition. In December, 1930, the interest on Belt Line Railway bonds had been in default for more than two years because earnings were not adequate to cover fixed charges on bonds. All Belt bonds and securities were owned by Third Avenue, which expected to simplify the corporate structure by eliminating Belt. When the 5 per cent mortgage bonds were foreclosed, Third Avenue expected to buy Belt.

On October 27, 1931, the Central Hanover Bank and Trust Company trustees granted and released to the Third Avenue Railway Company the Belt's lines and

(Continued on page 3)

Central Park, North & East River Railroad Company

(Continued from page 2)

franchises, plus the four-story car barn on Tenth Avenue between W. 53rd and W. 54th Streets. The trustees acquired title to the property from the referee in foreclosure of the first mortgage by Belt in accordance with a deed dated May 26, 1931.

HORSE CAR NOTES

YEAR	NUMBER OF HORSE CARS		
	East & West Belt		59 th Street
1890	110		7
1891	107		6
1892	117		7
1893	124		8
1894	116		8
1895	110		8
1896	111		11
1897	114		14
	East Belt	West Belt	59 th Street
1898	60	62	26*
1899	46	59	39*

In 1892, the company owned 1,157 horses, 4 snow plows, and 3 sweepers.

*electric cars

The company's stables at W. 53rd Street and Tenth Avenue, built in 1873, were destroyed by fire on May 27, 1887. The company lost 1,151 horses and 150 cars. In a day or two, 200 horses were bought at very high prices and 110 cars were borrowed from other companies. Although the company promptly ordered 20 cars from Brill, only 60 per cent of the new equipment was received and put in service by October, 1887.

The company built new stables on Tenth Avenue be-

tween W. 53rd and W. 54th Streets. On the ground floor of this 200x475-foot brick building were the car house, engine room, cleaning room, carpenter and blacksmith shop, and a steam plant generating power for hoisting hay, grinding feed, and running elevators, conveyors, and machinery. There were 1,200 stalls on the second floor, and 400 stalls and a hospital on the third floor. The hay loft, grain storage, and feed mixing vats were located on the fourth floor. The building was equipped with automatic sprinklers set for 155°F and an automatic fire alarm. Water was stored in four huge white cedar tanks on the roof.

Street cars were stored in this building after electrification. In 1946, before abandonment, the ground floor was used as a car barn and the upper floors were leased to a subsidiary of the owner for automobile storage. This building and other Third Avenue properties were sold at auction on November 20, 1946. The assessed value was \$1,013,000. Joseph P. Day, who sold Third Avenue Railway for \$26 million in 1910, was the auctioneer.

After reading our Tenth Avenue history in the December, 2002 *Bulletin*, member John W. Pearman informed us that he grew up in the neighborhood and observed the line regularly. He recalls seeing the street cars dead-ending on 12th Avenue under the Riverside Drive viaduct. The next westbound car waited until the car exited from under the viaduct. He also remembers seeing tracks under construction on St. Clair Place in 1940 or 1941.

We believe that the cars switched back at 12th Avenue because the St. Clair Place tracks were in poor condition and that the cars started using the loop again after the tracks were rebuilt in 1940 or 1941.

Can anyone remember how the cars were routed through this area in the 1930s and 1940s?

(Continued on page 4)

Around New York's Transit System

(Continued from page 18)

Avenue X. At first, the buses were operated around the Van Sicklen Street loop. The residents objected to the buses and barricaded the street. At the present time, buses run light via a 1¼-mile circuitous route – McDonald Avenue, Avenue U, W. 6th Street, and 86th Street. This is probably the longest turnaround loop used by any NYC Transit bus line. The original exit from the Avenue X station is north of McDonald Avenue and Avenue X, but the southbound shuttle buses load south of this intersection, at Shell Road and 86th Street. A new exit equipped with high exit turnstiles was opened near

the bus stop south of this wide and dangerous crossing. PATH-Lexington Avenue Subway Connection Proposed

The Spring, 2003 issue of *Making Tracks*, a newsletter of the Village Crosstown Trolley Coalition, recommends connecting PATH with the 6 Lexington Avenue local tracks near the Brooklyn Bridge station, and operating through service from Pelham Bay Park to New Jersey. This newsletter states that the connection would be easy to build, with only 3,000 feet of track and a new station under Fulton Street. The estimated cost of about \$600 million would save more than the \$2 billion that the Port Authority plans to spend for a terminal similar to Grand Central.

Central Park, North & East River Railroad Company

(Continued from page 3)

AUCTION

by order of

VICTOR McQUISTON, President

**SURPLUS BUSINESS, INDUSTRIAL
AND APARTMENT HOUSE SITE**

IN MANHATTAN AND WESTCHESTER

WEDNESDAY, AUGUST 20, 1946

2 P.M. IN HOTEL COMMODORE, LEXINGTON AVE. & 42nd STREET, N. Y. C.

ENTIRE BLOCK
2nd to 3rd Ave. E. 65 to 66 Sts.

BLOCK FRONT
W 5 10 Ave. W. 53 to W. 54 Sts.

BLOCK FRONT
N 5 Bayard St. Bowery
to Elizabeth St.

637-647 W. 125 St.
thru to
634-644 W. 130 St.

627-629 W. 129 St.
thru to
624-626 W. 130 St.

5 W. Cor. Amsterdam Ave.
and W. 186 St.

WHITE PLAINS
14 Tarrytown Road

NEW ROCHELLE
Block front 5 S Washington Ave
Webster Ave. to 1st St.

64-66 Mechanic St.
thru to Division St.



66²/₃%
ON MORTGAGE

AUCTIONEER

BERNARD P. DAY, Pres.

CHEYSLER BUILDING • NEW YORK 17 • LExington 2-5300

(Continued on page 5)

Central Park, North & East River Railroad Company

(Continued from page 3)



**BEST AVAILABLE LARGE INDUSTRIAL OR COMMERCIAL SITE IN MIDTOWN MANHATTAN
95,000 SQ. FEET WITH R. R. SIDINGS AVAILABLE— 360,000 SQ. FEET IN BUILDINGS
Offered in 2 parcels and as a whole**

Property consists of the blockfront on the west side of 10th Avenue between 53rd and 54th Streets, with a depth of 475' on both 53rd and 54th Streets, containing about 95,400 sq. ft. in area. IT HAS THE RIGHT OF TWO RAILROAD SIDINGS OF THREE CARS EACH ON THE SUBMERGED NEW YORK CENTRAL R.R. TRACKS. It is in an "unrestricted" use zone.

The main building is 4-story brick of mill type construction, about 410' x 200', equipped with sprinkler system and a 20-ton street car elevator, 10' x 40'. It has high ceilings on three floors. The first floor is concrete on the ground, used as a car barn; the upper floors are leased to a subsidiary of the owner for automobile storage on a month to month basis for two-thirds of the tenant's storage charges, rent of which amounted to over \$32,000 during 1945 and is running about same average up to August, 1946.

There is a separate adjoining 3-story brick building on the west, 35' x 200', also another 3-story brick building 50' in width on the westerly portion of this plot, extending beyond the property line; both of these are sprinklered. These two buildings are leased to the Metropolitan Opera Association, Inc. the Third Avenue Transit Corporation receives \$6,000 per year, net except for insurance, for their portion to June 30, 1947. There is a 40' car elevator in their part of the structure.

The area of all of the buildings is approximately 360,000 sq. ft.

Assessed value 1946: Land, \$681,000. Buildings, \$319,000. Total \$1,000,000.

The easement of the New York Central R.R. running slightly diagonally under the property is 100' wide, the existing roadbed is 22-2/3' below street grades. The Railroad Company has agreed, upon request, to install and maintain a siding estimated at three or more car capacity on each side of its existing main tracks at its expense, to be rented to the owner or tenant. Sidings may also be constructed further into the entire property at the owner's expense. Provision is made for new construction over the entire easement area. Copies of agreements with respect to the easement, construction, side tracks, etc. are available for inspection at our office.

This property is to be sold exclusive of all machinery, sub-station equipment, and cables and wires used in connection with the operation, storage, or maintenance of street cars, and all tanks, pumps, and equipment used in connection with the dispensing of gasoline or other motor fuel.

Seller reserves option to retain possession of the car barn portion (Parcel A) for three periods of six months each. As rent it will pay 4% NET of purchase price including apportionment of taxes, insurance and other charges which apply to Parcel A. Possession to portion leased to Metropolitan Opera Association (Parcel B) subject to lease.

Joseph P. Day, Inc.

THE RAILWAY POWER STATIONS OF NEW YORK CITY

by Thomas J. Blalock

During the early decades of the twentieth century, each major electrified railroad operating in and around Manhattan maintained its own facility for the generation of electric power. This included streetcar, elevated, subway, and interurban and long-distance railroads.

Samuel Insull, the former business manager for Thomas Edison who then subsequently built an electric power empire in Chicago, once presented a lengthy dissertation to the American Institute of Electrical Engineers that strongly criticized New York City for allowing each railroad operation to build its own power house rather than coordinating the generation of power for greater efficiency ("The Relation of Central Station Generation to Railway Electrification," A.I.E.E. Transactions: April 5, 1912).

During the Great Depression of the 1930s, however, Insull's Chicago empire collapsed as the result of financial manipulations (an early Enron?). Insull was forced to flee the United States to avoid prosecution. He did return several years later and was tried on charges of fraud and embezzlement. Insull was, in fact, acquitted of those charges; he died, however, just a few years later.

The most common system of electric traction power supply during the early twentieth century was based on the use of direct current. This was a result of the fact that the d.c. series motor had proven itself for traction purposes with street cars during the latter nineteenth century. Direct current power, usually at a voltage of around 500 volts, was applied between the overhead "trolley" wire and the running rails (which served as a grounded return). Sometimes, and underground "conduit," located between the rails, was used in place of an overhead trolley wire. A "plough" type of device extended beneath the street car to make contact with a power conductor through an open slot.

Eventually, an insulated "third rail" running along one side of the track was used to supply d.c. power for elevated and subway-type railroad operations. The standard voltage for such installations was raised to 600 volts, and the running rails were still used as a grounded return for the d.c. power. This same system is in use today, with the voltage sometimes raised to 700 volts for commuter rail operation.

By 1900, electric power generation technology had progressed to the point where large central generating stations were used to produce high-voltage alternating current. For electric traction purposes, this a.c. power was sent to substations located around the system, where it was stepped down by means of transformers and sent through machines known as rotary converters, which then provided the 600-volt d.c. power for the third rails.

The common alternating current generation was three-phase (the most efficient type of a.c. power to transmit and distribute) at 11,000 volts, and at a frequency of 25 cycles ("25 Hertz" in modern terminology).

The lower frequency of 25 cycles was used because of limitations in the design of early rotary converters. Their relatively slow operating speed meant that it was difficult to design them for satisfactory operation at higher frequencies, such as today's standard of 60 Hertz.

One early exception to the use of the 600-volt d.c. third rail was the use of single-phase, high-voltage alternating current applied between an overhead "catenary" wire and the running rails. The catenary was simply a heavy-duty version of the old trolley wire. Again, a frequency of 25 cycles was used for this application. In this case, however, the choice of a low frequency had to do with limitations in the design of the actual traction motors located beneath the rail cars. These were still series motors, having commutators, and they were basically d.c. motors. With modifications, they could be designed for operation on low a.c. frequencies such as 25 cycles, but attempts to operate them on higher frequencies led to serious sparking at the commutators.

The high-voltage overhead catenary was used on the New York, New Haven & Hartford Railroad and, eventually, on the Pennsylvania Railroad. Other New York area railroads (such as Third Avenue Railroad, Metropolitan Street Railway, Manhattan Elevated Railroad Company, Interborough Rapid Transit Company, New York Central Railroad, Hudson & Manhattan Railroad, and Brooklyn Rapid Transit Company) utilized 600 volt d.c. power via either third rails, underground conduits, or overhead trolley.

TECH TALK by Jeffrey Erlitz

This month, we do something a little different: a pictorial survey of the White Plains Road signal replacement project and the 74th Street-Roosevelt Avenue station rehabilitation. (Photographs by the author)



R-142 1106 leads a non-revenue southbound train past Freeman Street Tower on April 27. The temporary barriers for the signal contractors working on contract S-32309-R, a common sight below E. 180th Street, obscure the view.



R-142 6560 leads a northbound 2 train through the crossover to the express track north of Freeman Street during a weekend "General Order" operation. This view was also taken on April 27.



R-142 6565 leads a southbound 2 train through Freeman Street Interlocking, also on April 27 of this year. The old IRT signals from north of this location to E. 180th Street have now been removed from service so views like this are becoming increasingly rare. In addition, this is one of the few locations without the temporary barriers between the tracks, providing an unobstructed view of the passing trains.

(Continued on page 8)

Tech Talk

(Continued from page 7)



Above are two views of the Victor Moore Arcade site at 74th Street-Roosevelt Avenue from July 28, 2002. At that point, the sub-basement/prep work contract had been completed. In the view west, the temporary staircase from the IND mezzanine to the north side of Broadway can be seen near the center of the view, enclosed in cinder blocks. In the view east, the remnants of the bus terminal (just the pavement) can be seen in the center.



In this view, taken from the northbound Flushing Line platform on July 1, 2003,, the completed steelwork for the new combination bus terminal/station entrance can be seen.



This July 1, 2003 view is looking south down 74th Street towards Roosevelt Avenue. The new steelwork for the expanded Flushing Line mezzanine can be seen over the middle of 74th Street.



This view, taken on July 12, 2003, is from the Broadway side looking northwest.

Commuter and Transit Notes

by Randy Glucksman

Metropolitan Transportation Authority

Last year the MTA announced that it was seeking to merge Metro-North and the Long Island Rail Road into one agency. In early June, a 209-page draft of legislation was submitted for approval, but there were few details, other than that the agency would be called MTA-Rail but two separate commuter councils would be maintained. **Newsday** reported that there could be revenue losses for the Long Island due to dedicated funds, taxes, surcharges, and moneys that come from various different parts of the government. (Over the years, laws have been enacted to allocate special taxes for specific purposes, and this could complicate merging the rail lines. But, in the end, those who make laws can also change laws.) And then there is the question of what to call the rail lines — what to do with the names, especially the Long Island, which has been in existence since 1834.

MTA Metro-North Railroad (East)

On Track, Metro-North's employee publication, presented 20 years of highlights in recognition of the railroad's 20th anniversary, some of which are presented in the table below.

YEAR	ACHIEVEMENT
1983	Metro-North Commuter Railroad begins operations
1984	Arrival of M-3s; Upper Harlem Line electrified between White Plains North and Brewster North
1985	New power system for New Haven to replace Cos Cob
1986	Cos Cob power plant closes
1987	New Brewster Shop opens
1988	75 th Birthday of Grand Central Terminal; arrival of M-4s
1990	Park Avenue Tunnel rehabilitation begins; concrete tie installation begins
1991	North White Plains Shop opens; catenary replacement on New York portion of New Haven Line begins
1992	Park Avenue Tunnel rehabilitation completed
1993	Plans for Grand Central North are completed
1994	Arrival of M-6s
1995	Park Avenue Viaduct rehabilitation begins; Genesis dual-mode locomotives arrive
1996	Rebuilding of Grand Central Terminal begins
1997	Wassaic Extension work begins
1998	Grand Central Terminal rehabilitation completed
1999	Grand Central North opens; 125 th Street/Harlem station and Park Avenue Viaduct work completed
2000	Wassaic Extension opens
2001	Mid-Harlem Third Track Project begins
2002	Record on-time performance of 97.3%

The 42-day strike (1983), the fire in Grand Central Terminal's Tower "B," and the collision at Mt. Vernon, which took the life of an engineer (1988) were also

mentioned.

MTA Metro-North Railroad (West)

At the June 11 Metro-North Committee Meeting, approval was obtained to issue a request for proposals (RFP) for the disposition of passenger equipment that is considered "either obsolete, are being retired, or are beyond economical repair." Included in this group are 8 Comet 1As and up to 25 miscellaneous railcars, i.e. coaches, cabooses and locomotives. This would occur once all 65 Comet Vs are delivered and put into service, providing an entirely new fleet of coaches for west-of-Hudson lines. Metro-North's current fleet of Bombardier cars on the west side of the Hudson River would be transferred to the east side of the Hudson, and refurbished for use on the Harlem and Hudson Lines. This would leave the Comet 1A coaches as "orphans" without a home. General Electric built these cars in 1978 for the MTA, when the Arrow IIIs were being built for NJDOT. The Comet 1As have the same stainless steel body shells as the Arrow IIIs, but they are equipped to run as unpowered push-pull equipment rather than self-propelled electric multiple unit trains. Also, the Comet 1As trainline with NJ Transit's Comet 1 coaches, which are soon to be retired. They will not trainline with the fleet of Comet III, Comet IV, Comet V, or overhauled Comet-IIIs used by NJ Transit and Metro-North. This group, consisting of cab cars 5198 and 5199 and trailers 5994-5999, all received a mid-life overhaul in the late 1980s. This would allow the makeup of two push-pull train sets. A suggestion offered by a friend was that these cars should be retained for possible use in Binghams-ton-Syracuse service.

In connection with the above, Metro-North also requested approval to dispose of 100 M-1s and 60 ACMUs next year when the M-7s are in service. The Long Island Rail Road also asked that an option for their use be included.

MTA Long Island Rail Road

When fares went up on May 1, the Long Island eliminated its "Forgotten Ticket Policy." This meant that a commuter who "forgot" his or her ticket previously was refunded the cost of the ticket(s) that they had to purchase; these fares are no longer be refunded. In addition to paying the regular fare, if they purchase tickets on trains, they are also subject to the on-board service charge.

The U.S. Golf Association's U.S. Open is returning to Long Island in 2004, with the tournament being held at Shinnecock Hills Golf Club in Southampton. Bethpage State Park was the site of the 2002 U.S. Open and the Long Island Rail Road operated additional service, and

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

it also plans to do so next year.

NJ Transit

NJ Transit awarded a \$4.9 million contract to Transit Link, a joint venture of Parsons Brinckerhoff and Systra Engineering, on June 20 to perform the draft environmental impact study (DEIS) for a new rail tunnel under the Hudson River, connecting New Jersey and New York. This tunnel has been the centerpiece of recommendations made by Access to the Region's Core (ARC) for many years. As of its last report, ARC had whittled down the hundreds of proposals to three alternatives: G, P, and S. All three would require that this second tunnel be constructed. Alternative G would do the most for the region because it would also build a connection between Penn Station and Grand Central Terminal. Alternative P would construct an additional 8-track terminal below the existing one in Penn Station, primarily benefiting New Jersey riders. Alternative S would construct a new tunnel under the East River to handle non-revenue moves to Sunnyside Yard. In a turnabout from previous administrations, New Jersey Governor James McGreevey backed away from endorsing Alternative G. Just the tunnel could cost as much as \$5 billion, and it would be years away from being built. The following timetable has been set:

2005 to 2007 – Preliminary engineering and final design work

2008 – Groundbreaking for near-term capacity improvements (including new double-track railroad between Secaucus and the Hudson River and a new storage yard west of the existing New York Penn Station)

2010 – Begin construction of tunnel and expanded station area in New York

2015 – Estimated completion of construction

On the subject of additional rail tunnels under the Hudson River, a coalition of groups ranging from the Sierra Club and the Brooklyn Chamber of Commerce and the state AFL-CIO have endorsed the construction of a rail freight tunnel. This tunnel would connect the Bay Ridge Freight Yard in Brooklyn and Greenville Yard in New Jersey. According to the article in *The New York Times*, the group MoveNY estimates that as many as one million truck trips per year could be taken off the city's streets. Interestingly, this proposal has been around since the 1920s and was one of the reasons that the Port Authority was created. Over 80 years later the tunnel is still nowhere on its radar screen. One of the people interviewed for the article termed the tunnel "a 19th-century project that is two centuries too late." The individual feared that such an undertaking would be a threat to more important transit priorities to the city and the region.

As reported in the July *Bulletin*, the Morris & Essex timetable dated June 23 was issued, and like the North

Jersey Coast Line (June 15), the colors on the cover were reversed (Green on White) to differentiate it from the April 27 editions. NJ Transit had rail timetables that carried four different dates. In addition to the aforementioned two, the Main/Bergen, Montclair/Boonton, Northeast Corridor, Pascack Valley, and Raritan Valley were all issued on April 27, while the Atlantic City Line is still using its October 27, 2002 edition.

New timetables went into effect on August 4 on the Hoboken Division. This is being done to coincide with the return to service of both tubes of the Bergen Tunnels and the closing of Harmon Cove, one of the newest stations (it opened on June 26, 1978). For those using that station, NJ Transit is providing shuttle bus service every 20-30 minutes during the morning and afternoon peak to Secaucus Transfer, where Bergen County Line trains are stopping. Those trains will continue to Hoboken. Weekend service will operate from 6 AM to 2:15 AM, and there will be no charge until further notice. Transfer service to New York is scheduled to begin this fall. Residents also have bus options: NJ Transit Routes 129, 190, and 320, Decamp Route 32, and Academy from the Meadowlands Park & Ride.

A friend of mine has been advocating for many years that there should be express train service on the Pascack Valley Line from Rockland County. His efforts were rewarded in the form of inbound Train #1604 and outbound Train #1607, which began running on August 4. All the following trains were "bounced" up one number, so the highest numbered trains are 1614 and 1621. For many years there has been one train in each direction that skipped 4-5 stops, and those two trains are being retained. Running time from Pearl River to Hoboken is 43 minutes vs. 56 minutes on a local. When Secaucus Transfer opens later this year, Rockland riders could realize additional reductions in commuting times to midtown.

At the June Board Meeting, three contracts valued at \$90 million were awarded to advance the final design and construction work on the Newark City Subway Broad Street Extension, and to upgrade the existing tunnel ventilation system.

Comet IV cars have been assigned to the Atlantic City Line in response to customer requests for newer equipment.

November 15 has been planned as the date that the HBLRT extension from 34th Street to 22nd Street will open.

With SNJLRT scheduled to open later this year, NJ Transit has proposed construction of a station in the Delair section of Camden with the Atlantic City Line. It is hoped that the NJ Transit's lowest ridership route and SNJLRT, which is not expected to have a lot of riders either, may help each other. Another option that is being explored could have SNJLRT cars, which are DMU, operate to Atlantic City. Unlike its Colorado Rail Car

(Continued on page 11)

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

counterpart, the Adtranz car is not FRA-compliant with regards to operating on the same tracks and at the same time as "railroad" cars and engines. Then there is the ridership question: the Atlantic City Line currently carries about 2,600 riders a day, while SNJLRT has a projected ridership of about 5,700. In comparison, PATCO's Hi-Speed Line draws 34,000 each day.

NJ Transit riders can sign up and receive instant transit alerts for delays of 15 or more minutes via either pager or cell phone, and the service is free. All one has to do is register at www.njtransit.com. In the near future, this service will be enhanced by the addition of construction information and travel advisories.

Port Authority Trans-Hudson Corporation

When Exchange Place opened on June 29, PATH eliminated its Newark/33rd Street and Hoboken/Journal Square routes and instituted service from Newark and Hoboken. This is a logical scenario for later this year when service will be extended to the World Trade Center site. PATH continues to operate the Journal Square/33rd Street and Hoboken/33rd Street lines. It remains to be seen just how many riders will use the new lines because of the loss of jobs in lower Manhattan. Ferry services are being increased to bridge the Hudson. Even with all of the new switches that have been installed at Exchange Place (March *Bulletin*), there is a restriction on which track trains must be on in order to get to Hoboken. The answer is that the equipment has to arrive from Newark, be routed to Track E (westbound track from New York). Trains destined for Newark can depart from either track. Weekday peak hour service requires trainsets as follows: NWK/EPL (14), HOB/EPL (5), JSQ/33 (11), and HOB/33 (6).

My son Marc and I went to Exchange Place on opening day, prior to the March of Dimes IRT fantrip that used Transit Museum equipment. We found ample supplies of the new Map and Guide, the Timetable, and the June edition of *pathways* at all of the stations we visited. Every car we observed also had the new map cards. PATH had advertised that entrance to Exchange Place would be free all day, and it was. We exited to observe crews setting up for the press conference that would be held later that morning. The Port Authority had budgeted \$544 million to restore service to lower Manhattan, and \$160 million was allocated for Exchange Place. Back in the station, the platforms have been extended so that in the future 10-car car trains can operate there, and practically everything was new — tracks, ties, rails, etc. The sign that formerly warned Conductors on Hoboken-bound trains not to open the first car of the train is gone. All of the new signals contain LED bulbs instead of the traditional incandescent type. At Pavonia/Newport, the blue wooden boards that had covered the presently unused platform have been re-

moved in anticipation of its placement into service later this year.

Amtrak

Another pro-Amtrak article appeared in *The New York Times* (June 18), carrying the headline, "Newly Confident Amtrak Showing Signs of Revival." It reported on the return of the 25-year-old TLM (track laying machine), which is capable (on a good day) of installing more than 2,500 concrete ties — there are 2,640 to a mile. This work was being done south of Wilmington, Delaware, and when completed, track speeds will increase from 80 to 125 mph for those trains that are permitted to operate at 125 mph. More importantly, this is the first summer in the last three that Amtrak is not threatened with bankruptcy, due to some financial aid from Congress.

Here is an example of the adage (which is loosely quoted as) — "If you build it, they will come." Since April 28, when Amtrak increased service on the Springfield Line from 11 to 16 trips, and cut fares an average 40%, there has been a 38% increase in ridership. One-way fares were reduced between \$5 and \$15, and the prices of monthly tickets were also cut.

Want another? As of mid-June ridership is up 13% on Boston-New York *Acela* trains following the fare rollback that was also implemented in April.

Metropolitan Area

A study about the restoration of passenger service between Sullivan County and New York City (via Secaucus Transfer or Hoboken) has been published. Using existing Norfolk-Southern trackage from Calicoon would produce minimal ridership (estimated at 9,000 annually), at a cost of \$92 million. But, putting the tracks where the ridership numbers improve (96,000 annually) could cost \$182 million. This latter option is so much more costly because of the need to purchase old rights-of-way and rebuild roadbeds, bridges, etc. of former New York, Ontario & Western routes. Two options were considered: Middletown north to South Fallsburg via Mamakating and Mountandale, and from Port Jervis via Huguenot and Forestburgh to Monticello. The latter could cost \$136 million and, if casino gambling were ever approved for the area, would bring gamblers closer to those venues. With an estimated running time of 2½ hours, the best routing would be from South Fallsburg and you can add another 45 minutes for the Calicoon route. The last O&W train ran on March 29, 1957.

Adaptive reuse — that's the term that is employed when something, e.g. a building, finds a new use other than for what was originally intended. *The New York Times* Real Estate Section (June 22) reported that the railroad station in Fairfield, Connecticut, which had been built by the New Haven Railroad in 1914, has been purchased by an art studio to its main location across the street. According to the *Times*, passenger service ended in the 1950s. Knowing that transit reporting by

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

the media is not always accurate, I checked my timetable collection and found a Penn-Central timetable dated October 26, 1969. Brookfield (MP 72.5) was still served by Pittsfield trains and is located one station beyond Danbury (MP 65). I then called member Larry Kiss, who is quite knowledgeable in these matters, and he told me that service ran right up to start-up of Amtrak, so the last day of service was April 30, 1971. Freight service still runs on the line.

Museums

En route to Gettysburg in June, we stopped in Phillipsburg, New Jersey to see what there was to see at the New Jersey Rail Heritage Museum. Actually, there was little to see in the yard, but we found our way to South Main Street and the recently opened Friends of the New Jersey Rail Heritage Center, which occupies the former station which was used by the Central Railroad of NJ and the Lackawanna. NJ Transit also served this station until December 30, 1982, after which it cut back service to High Bridge (Raritan Valley Line), also ending service to Glen Gardner and Hampton. There are some exhibits and all of the organizations that make up the "Friends" have offices to store their memorabilia. As we were leaving, we ran into member Bob Wasche.

Miscellaneous

The renewal of TEA-21 will not be known as T-3, contrary to what was reported in the April, 2003 *Bulletin*. According to *Railway Age*, this legislation will be SAFETEA, which stands for Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003. (Thank goodness for acronyms.) Transit officials are giving mixed reviews to it, because its funding of \$247 billion is \$128 billion short of what was proposed by the House Transportation and Infrastructure Committee. TEA-21 is set to expire on September 30.

Metro Magazine published a listing of the Top 10 Largest Rail Fleets with the following breakdown:

AGENCY	COM-MUTER	HEAVY RAIL	LIGHT RAIL	LOCO-MOTIVES	OTHER	TOTAL
New York City Transit	0	6,348	0	0	0	6,348
Amtrak	1,752	0	0	436	0	2,188
Chicago Transit Authority	0	1,190	0	0	28	1,218
MBTA	377	408	189	80	0	1,054
NJ Transit	844	0	45	148	0	1,037
Long Island Rail Road	930	0	0	46	0	976
Metro-North Railroad	897	0	0	47	0	944
METRA	780	0	0	130	0	910
WMATA	0	892	0	0	0	892
SEPTA	349	345	167	8	0	869

How expensive is commuting in the metropolitan area? Well, NJ-ARP prepared the analysis that appears in the table below, and our area is the most expensive when compared to other transit agencies.

RAIL AUTHORITY	CITY	MILES	SUBURB	MONTHLY
NJ Transit	New York	48	Princeton Jct.	\$274
		27	Metuchen	\$203
Metro North	New York	52	Brewster	\$272
		26	Port Chester	\$188
Long Island Rail Road	New York	49	Smithtown	\$252
		25	Hicksville	\$192
SEPTA	Philadelphia	50	N/A	N/A
		24	Frazer	\$163
MBTA	Boston	50	Fitchburg	\$169*
		26	Lawrence	\$145*
MARC	Washington, DC	49	Brunswick	\$164
		25	Dorsey	\$123
METRA	Chicago	49	Fox Lake	\$154
		25	Wheaton	\$100
Caltrain	San Francisco	49	San Jose	\$156
		25	Redwood City	\$98

* 10% Insurance Deduction (up to \$75) per year when 11 out of 12 passes per year are turned into your Insurance Company.

Colorado Railcar's DMU has been touring the United States. Earlier this year it appeared at APTA conferences in Chicago and San Jose. According to its website, www.coloradorailcar.com, for the rest of the year the car has been scheduled for Anchorage in August, Atlanta in September, and Salt Lake City for another APTA conference in October.

Other Transit Systems
Boston, Massachusetts

The State of Massachusetts' top environmental official, Secretary of Environmental Affairs Ellen Roy Herzfelder, announced that trolleys and only trolleys should be considered in the restoration of the Arborway Line. She also said that she would not consider buses, even if they burn natural gas, as an approved substitute. According to the Secretary, "the MBTA is required by law to restore light rail to this corridor and has been required to do so for over a decade, therefore, I will not ask the MBTA to explore additional alternatives." The MBTA was reviewing the decision. Arborway trolleys last ran in 1985.

In preparation for the changeover from Amtrak to Massachusetts Bay Commuter Railroad as the operator of the T's commuter services, the MBTA announced that Amtrak would no longer sell MBTA tickets and passes at South Station, Back Bay, Providence, or Worcester. A vendor has been signed up for Providence, and at Worcester, a vendor was being sought. At Back Bay MBCR will sell tickets from dedicated windows and at South Station a van was on site for several days at the

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

end of June. Commuters were urged to use Express Check and Internet sales. Thanks to member Todd Glickman for these reports.

Philadelphia, Pennsylvania

Route 34 streetcar service was suspended between 40/Baltimore and 61/Baltimore between June 16 and August 8, for track replacement. SEPTA reported that the rails being replaced dated from the 1950s, and that the new rail will be continuous welded rail that is encased in rubber and embedded in concrete. Bus service is provided.

Cinders reported that SEPTA would not be awarding the contract for the Silverliner V cars until the fall.

With the completion of the Rail Power Project, member David W. Safford sent copies of Regional Rail timetables, which went into effect on July 7. Several of these timetables have a dual picture, showing PRR MP-54s at 30th Street Station under the original catenary (on top), with a photo of Silverliner IVs under the recently installed catenary (below). David wrote that not all pre-Project service was restored, due to the need to meet budget restrictions that resulted because of state funding cutbacks. No lines were abandoned, and only one of the nine stations that were threatened with closures was closed. That station was Lamokin on the R2/Marcus Hook/Wilmington Line, and passengers were advised to use either the Chester Transportation Center or Highland Avenue stations. Of significant note is the abandonment of most trackless trolley service, leaving Snyder Avenue as the only active line. Balancing the budget will be partially made at the expense of purchasing new trackless trolleys to replace the current 1978 models, which David wrote were considered "poor long term investments." A number of bus routes were dropped.

The following schedule for the *Frankford Swing* appeared in **metro**:

July 13 – Arrival and departure locations for several bus routes are moved.

July 18 – After the evening rush, the SEPTA parking lot at Pratt and Griscom closes to permit construction staging. A new free parking lot to open near Erie-Torresdale

July 25 – Heavy construction begins at 8 PM. Bridge-Pratt and Margaret-Orthodox become the temporary east end of the "L." Buses rerouted to these stations.

Trains operate every five minutes during peak hours, ten minutes off-peak and weekends

August 4 – 4 AM, the *Swing* ends, and all service operated to the new Frankford Terminal building

Washington, D.C. area

After an unusually cold spring, summer arrived suddenly, and for the first official commuting week of summer, CSX placed heat restrictions into effect on the Fredericksburg Line. Commuters were advised to antici-

pate 10-15 minute delays.

While checking VRE's website – www.vre.org — I found that one of the leased Amtrak F-40s, V-31, has been renumbered to V-400.

Charlotte, North Carolina

With approval of a two-year lease of two trolleys from Little Rock, and an agreement by the City's Transit Board to spend \$5.8 million to rehabilitate an old trolley barn, Charlotte is well on its way to having both operable cars and a facility in which to maintain them. This fall, using the aforementioned cars, plus its own 1927 car, service will resume seven days a week. The trolley barn, which was built in 1914, will not be operational until 2005.

Tallahassee, Florida

Governor Jeb Bush signed the 2003-2004 FY \$53.5 billion State Budget into law, while at the same time vetoing more than \$7 million that had been allocated for high-speed rail. However, he did approve about \$4 million for planning on stations that could be used if the lines are ever built. Thanks to member Dennis Zaccardi for the report.

South Florida

July 1 was the effective date that the South Florida Regional Transportation Authority took over the operations of Tri-Rail, but riders will not notice any changes for a while. The new board is expected to contain a majority of the present 9-member Tri-Rail Board. Palm Beach, Broward, and Dade Counties get two appointments each, and the governor gets three. The article in the **Palm Beach Post**, which was sent by member Karl Groh, reported that Governor Bush signed the legislation over the objections of each of the counties, which must now each come up with \$2.67 million by August 1. In order to get the Governor to sign the bill, the \$2 annual fee on automobiles had to be dropped, so it remains to be seen how the politicians will find this money. On the plus side, RTA will be able to get \$350 million in state and federal monies for expansion and coordination of transit in these three counties.

Kenosha, Wisconsin

Member Gregory Campolo was kind enough to send a copy of this year's edition of Kenosha's Route Map and Schedule, which was produced on glossy stock. In addition to the aforementioned, there is a page that reads: MEET THE FLEET. On that page are listed the five (ex-Toronto) cars with the following description of each:

Johnstown (Kenosha) – Orange

Toronto – Purple and Cream

Chicago - Green

Cincinnati – Yellow and Green

Pittsburgh – Red and Cream

Chicago, Illinois

On June 9, METRA broke ground for the new Pingree Road station in Crystal Lake, which is on the Union Pacific/Northwest (Harvard) Line. The station, which is set

(Continued on page 14)

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

to open next year, will have a pair of 820-foot platforms, a 2,000-square-foot depot, and parking for 400 cars with the ability to expand to 1,700. Pingree is 41.6 miles from the Ogilvie (C&NW) Transportation Center in Chicago.

Between June 16 and August 29, METRA has extended its "Family Fares" program to include weekdays. This will enable up to three children under the age of 12 to travel with a fare-paying adult. Just as a reminder, METRA also sells a \$5 Weekend Pass for unlimited Saturday and Sunday riding.

During the night of June 22, a fire destroyed the METRA/IC/CN Rail Bridge near 137th Street in the Riverdale section, resulting in the suspension of service south of Kensington. This structure is also used by METRA Electric trains to reach University Park and by CN (IC) freight trains. Also forced to detour were Amtrak's *City of New Orleans* (#58/59) and *Illini* (#391/392). All South Shore trains stopped at 115th Street/Kensington. NICTD honored METRA tickets, additional service was operated on the Rock Island District, and limited shuttle bus service was added between METRA Electric's 147th Street/Sibley Boulevard and Blue Island stations. The South Chicago and Blue Island routes were not affected. Many CTA and PACE buses cross-honored METRA Electric rail tickets. METRA had crews working around the clock so that the replacement bridge would be in service by July 2, but work was completed in one week and normal service was resumed as of 4 AM July 1.

St. Louis, Missouri

Dedication ceremonies were held on Saturday, June 21 to mark Metrolink's 3.5-mile extension of its St. Clair County Line from Belleville to the Shiloh-Scott station, which is adjacent to Scott Air Force Base. Revenue service began on Monday, June 23. The cost of this extension was \$75 million, and transit officials are hoping to secure funding for the final 5.1 miles to MidAmerica Airport. Meanwhile, work continues on the Forest Park-Shrewsbury line in Missouri.

Dallas, Texas

Thanks to a report from Karl Groh, we know which former Tandy PCC has been saved. From the link (www.mata.org/143pix.htm), it is the Red car that will be running on the McKinney Avenue Line. "Red" was originally DC Transit 1540 (St. Louis Car Company, June, 1944). Karl wrote that the car would have to be modified for street level loading, and the air conditioning will be a welcome. Maybe they will block off the end doors and make the middle doors the entrance/exit and we will have something resembling a 21st Century New York Railways Hedley-Doyle "Hobbleskirt" imitation. Most remember those cars by their more "affectionate" name, *Broadway Battleships*. Perhaps the car can be opera-

tional for its 60th birthday, next June.

Tacoma, Washington

The last wire connection for Tacoma's LRT was made at 2 PM on June 17. This marked the completion of construction of Tacoma's light rail system. *Link* trains are currently going through a series of system tests and non-revenue testing will continue until the line opens this fall.

Portland, Oregon

A test train operated successfully over Tri-Met's 5.8-mile Interstate Line during mid-May. Although construction was reported to be 80% complete, the line is not set to open until September, 2004. However, it could open by April. This extension is adding ten stations between the Rose Quarter and Expo Station, via downtown Portland.

San Francisco, California

Member Vincent Reiner was in the San Francisco area at the time that BART's extension to San Francisco International Airport opened. He was on Army Reserve duty with the last railroad battalion in the U.S. Army, and found some time to visit BART SFO. He reported that "the terminal at SFO contains 3 tracks, with the north and center ones being used to relay trains from the East Bay. These trains originate on the Dublin Line, the trains to Millbrae originate at Pittsburg (Purple Line on the map). The south track is used to relay the shuttle from Millbrae. Only one 4-car train is used on this line, on a 24-minute headway. When I was there, this train carried more passengers than the mainline trains, due to the longer headway and the amount of passengers going to connect with CalTrain to south toward San Jose. At Millbrae there are also 3 tracks which are used as follows: East track for SFO Shuttle, West track for relaying Pittsburg service exclusively except for rush hours, when the center track is also used."

Los Angeles, California

LACMTA has awarded a contract to AnsaldoBreda for 50 P2550 LRVs for the Gold Line. The contract also comes with two fifty-car options. Each car in the initial contract will cost \$2.99 million and the price for the first option cars drops to \$2.38 million per copy, and then rises to \$2.39 million for the second option. Delivery of the first contract should be complete by 2007 when the East Los Angeles extension opens. Thanks to **Railway Age** for the report.

Pasadena, California

A "Family and Friends Day" was held on May 3 for workers who designed and built the Gold Line. Four cars were operated along the line to handle the estimated 700 who attended. The line was set to open on July 26, with ceremonies held one day earlier.

Toronto, Ontario, Canada

GO Transit announced that for the sixth year in a row, ridership grew on all of its services. Compared to FY 2002, the increase was 1.6 million, or 3.8%, for a total

(Continued on page 18)

IRT CAR UPDATE

By George Chiasson

A Summer break in the routine is nice, and may I add highly recommended, but the downside is trying to catch up on things when you return. Three weeks of not so tranquil, but very enjoyable "R & R" have been followed by three more weeks of hard labor and now hard research, resulting in this latest Update. Activity on the IRT has been typically intense, while on Subdivision "B" things have been downright tepid. Bombardier is in the final stages of R-142 deliveries, but the rate of entry for this new equipment remains slack while acceptance testing and post-production modification is performed. As often as the R-142s are entering service, R-62s are being relayed from their long-time home on ④ to the West Side's ③. There they have become more and more obvious as R-62s are forwarded from there to Corona to replace the last, fading Redbirds. As expected, the rate of retirement for these stalwarts has roughly subscribed to their incidence of major failure, and this has resulted in a rather tight equipment availability for ⑦ service during the past several weeks. Finally, the R-62As have now come to anchor ⑦, reliably providing more than two-thirds of one of the system's most intense schedules and almost all of its off-peak needs. It appears indeed that, on the Flushing Line, the torch has been passed with minimal notice or disruption.

R-142s

Through July 14, 2003, Primary R-142s 6946-6950 and 6961-6970, along with Option I R-142s 6981-6985 and Option II R-142s 1211-1235, were delivered. As of July 14, 2003 Option II R 142s 1171-1180 and 1186-1195 were placed in service on ④, for a total of 15 trains (150 cars). The 6900s which arrived have been tested extensively (often mixed with 1100s or 1200s) but are not yet running in ⑤ service. As a result there have been no further movements of 7100s from ⑤ to ④.

R-62/R-62A Transfers

Through July 14, R-62s 1326-1330, 1331-1335, 1341-1345, 1381-1385, 1396-1400, and 1411-1415 were transferred from ④ to ③, for a total of 105. On June 16 R-62A singles 2036-2040 and unitized set 1766-1770 went to the Flushing Line, after which the numerical procession was discontinued and transfers dictated more by SMS requirements. As a result, seemingly random, unitized R-62As have been proceeding from Livonia to Coney Island or 207th Street for considerable attention before heading to Corona, much like the R-62s moving in to replace them. One result of this shift in strategy is an apparent hold on the further movement of single-unit R-62As, as things begin to wind down and decisions near as to which will stay at Jerome for ⑤ 42nd Street Shuttle and which will be assigned to fill out

the ⑦ fleet. On June 21, R-62As 1791-1795 and 1846-1850 were moved over to ⑦, followed by 1811-1815 and 1881-1885 on July 2. On June 9, Flushing-assigned R-62As 1761-1765, 2041, and 2043-2045 (with 1930 added as a transition car) made an encore appearance on ③, while an 11-car train composed of 1705-1701, 2082, 2150, 2117, 2152, 2069, and 2148 was sighted making its way to and from the E. 180th Street complex on July 1. This was believed to be related to car washer difficulties which have otherwise found ⑦ consists wandering to the Jamaica IND yard for cleaning several times.

Redbird Notes (The Demise of "Metsie," the Westinghouse World's Fairs, and a Bunch of Singles, Too)

With or without the continued influx of R-62As, Redbirds have been steadily disappearing from the Flushing Line through the early weeks of summer. To date there has been no indication that the usual consist cut to 10 cars will take place as the non-air conditioned R-33 single units dwindle, but in the past few summers this change did not occur until late July or early August. If it were executed, such a change could only be expected to accelerate retirement of the Redbirds all the more. After a long period of incremental retirements going back to early 2002, the last trains containing Westinghouse World's Fair R-36s carried passengers on the morning of July 3, 2003. On one, cars 9435/9434 were spotted on the Times Square (south) end along with 9612/9613, 9589/9588, 9716/9717, single R-33 9314, and General Electric R-36s 9561/9560. Unfortunately, "Metsie" R-36 9394, still adorned with a blue end decal and one of the lead cars of the Subway Series 2000 Special, was situated mid-consist on its last run, albeit mated to the Subway Series single unit: 9663/9662-9749/9748-9690/9691-9394/9395-9327-9590/9591. On June 10, the first complete trainset of GE-equipped World's Fair R-36s was removed from service, with other substantial withdrawals occurring on June 24, June 30, July 3, and July 8. The end result is an incredible shrinkage from 176 to 132 for this segment of the fleet through July 14.

As the number of GE World's Fairs was rapidly reduced and the Westinghouses vanished, the number of R-33 single unit cars also contracted to reflect the diminishing need for Redbirds to fill schedules, and as of July 14 there were just 13 single unit R-33s active on the Flushing Line. As previously stated, the R-33S fleet is being turned over for utility duties when no longer required for passenger service. Conversion to GOH-II has continued, but at a reduced rate, with only 9318 in

(Continued on page 16)

IRT Car Update

(Continued from page 15)

207th Street Shop as of July 14. Cars 9315, 9323, and 9338 were completed sometime during June but remain in the yard there until their final assignments are determined. Also at 207th Street as of July 14 were Westinghouse singles 9334, 9337, and 9344, some of which are presumably awaiting their turn through the shops before moving on to their new careers. These were keeping company with GE singles 9335, 9336, 9342, 9343, and 9345, while Westinghouse car 9340 has found its way to Concourse Yard. Westinghouse R-33s 9307, 9311, and 9320 have stayed behind at Corona, but since early to mid-June have been used solely as "horses" to move R-62As or Redbirds from 7 elsewhere around the system, most often to Coney Island. 9328-9333 have been routinely wandering about on Garbage or even Money Train duties since late May, as have a few of the "Reserve" Main Line R-33s. 8816/8817 and 9020/9021 were observed on a Concourse Yard Garbage Train June 24, their ends painted with yellow safety striping similar to that of the Signal Dolly Redbirds. As events go forward, we will try to keep tabs on these cars at least into their initial Work Service duties but in any case, it appears that for most of the single units, their days of bridging 11-car trains across Queens have come to an end.

Redbird Retirements and Restorations

Taken out of service through July 14, 2003 were:
 R-33S (Westinghouse): 9307, 9311, 9320, 9337, 9340 off 7
 R-33S (General Electric): 9325*, 9335*, 9336*, 9342*, 9343* off 7
 R-36: 9394/9395^{ss}, 9422/9423, 9432/9433, 9434/9435, 9472/9473, 9570/9571, 9604/9605, 9606/9607, 9622/9623, 9628/9629, 9632/9633, 9640/9641, 9644/9645, 9660/9661, 9680/9681, 9690/9691, 9692/9693, 9700/9701, 9704/9705, 9722/9723, 9726/9727, 9730/9731, 9736/9737, 9750/9751, 9756/9757, 9758/9759, 9760/9761, 9766/9767 off 7

*=GOH-II

ss=Subway Series 2000

Restored to service through June 6, 2003 were:
 R-36: 9634/9635 on 7

Redbird Reefing

After a hiatus of 3½ months, a bargeload of 50 Redbird bodies sailed from 207th Street on June 27, destined for Cape May Reef off the coast of southern New Jersey. The disposition was highlighted in the local and regional press, including a third **New York Times** feature on June 30. Two additional barges are anticipated through the month of July, with at least three more to follow that later in the year as the Redbird Reefing program concludes.

Departing on the barge of June 27, 2003 were:

R-29: 8708, 8709
 R-33: 8842, 8843, 8924, 8925, 8948, 8949, 9090, 9091, 9094, 9095, 9108, 9109, 9170, 9171, 9218, 9219, 9232, 9233, 9238, 9239, 9240, 9241, 9244, 9245, 9246, 9247, 9254, 9255, 9286, 9287, 9294, 9295, 9300, 9301, 9302, 9303
 R-36: 9354, 9355, 9536, 9537, 9570, 9571, 9630, 9631, 9638, 9639, 9704, 9705

Conclusion

As this summary was being readied for distribution, word came that the last R-142s were en route from Bombardier's plant in Plattsburgh, if not already in New York City. Naturally, we will try to determine the details of this occurrence and include it in the next Update, but with such knowledge comes a growing realization that the end of our long journey through the IRT equipment changeover is approaching. From a personal standpoint, this requires me to examine exactly where to go with this undertaking as the latter months of 2003 come into view and with them the program's conclusion. No word or deed of thanks will ever be sufficient for the marvelous people who have helped to fill these pages for almost three years, but now is the time to consider which way to carry things in the future. Quite frankly, your comments or recommendations in this vein will be greatly appreciated. As this recent hiatus proved, it would be all too easy for me to slip away and again vanish into the world of North American Railroading. On the other hand, it might be the best tribute of all, to those chronicling today's events, and to those who came before, to continue our mutual enterprise into the next phase of interest: Subdivision "B"'s R-160.

BMT/IND CAR UPDATE
By George Chiasson

As of June 22, R-68 units 2500-2503 and 2736-2739 were transferred from Coney Island (N, O, W) to Concourse (E, D). The former had been separated from

the rest of the initial R-68 group (2500-2724) because it was equipped with a prototype set of CBTC equipment brackets beneath.

IND Extended to Queens 70 Years Ago

(Continued from page 1)

nue to Nassau Avenue

July 1, 1937: E express; GG locals—71st Avenue to Smith-9th Street at all times

**QUEENS BOULEVARD LINE
FARES COLLECTED—FISCAL YEAR ENDED
JUNE 30**

YEAR	FARES	YEAR	FARES
1934	9,535,006	1939	65,965,656
1935	15,561,896	1940	73,257,827
1936	19,146,798	1941	81,198,531
1937	28,956,157	1942	91,554,698
1938	55,001,611	1943	101,721,235

The number of fares collected peaked at 106,621,770 in 1947, and then decreased after the fare rose to ten cents.

Fares collected on the BMT Jamaica Line stations that are near the IND dropped sharply after the IND reached

Jamaica on April 24, 1937 as shown in the following table.

STATION	YEAR ENDING JUNE 30		
	1936	1937	1938
Metropolitan Avenue	668,056	605,773	502,238
Queens Boulevard	727,133	577,220	381,437
Sutphin Boulevard	2,989,023	2,644,162	1,974,373
160 th Street	3,218,377	2,604,116	1,802,153
168 th Street	5,790,284	5,391,265	3,292,286

Rush hour service was curtailed by cutting back Lexington Avenue “L” service from 168th Street to 111th Street. We do not know the exact date, but we know that the September, 1937 BMT map listed 111th Street as the rush hour terminal.

IND riding increased rapidly as a result of the post-World War II building boom in Forest Hills and Kew Gardens. To increase service, two new tunnels were built — the 60th Street Tunnel connection and the 63rd Street Connector.

COURT UPHOLDS MTA FARE AND TOLL INCREASES

On July 15, a five-judge panel from the Appellate Division of New York State Supreme Court overruled Justice Louis B. York’s May 14 decision overturning the MTA’s fare and toll increases (see June, 2003 *Bulletin*). The Straphangers’ Campaign, the Automobile Club of New York, Transport Workers Union Local 100 President Roger Toussaint, and several elected officials had challenged the fare increases and a proposal to close 62 station service (ex-token) booths on the grounds that the notices of public hearing were defective because they “contained incomplete, inaccurate, or misleading information, thus stifling public discussion of options for closing the MTA’s budget gaps other than the fare and toll increases and token booth closings ultimately implemented by the MTA Board.” Among the problems the petitioners had with the public notices was a \$2.8 billion deficit cited by the MTA, which the petitioners (backed by reports from State Comptroller Alan Hevesi and City Comptroller William Thompson) claimed the MTA had manufactured by moving funds among fiscal years.

In its ruling, the Appellate Division found that, while the MTA could have been clearer in stating its fiscal position, it complied with the letter of the Public Authorities Law in the way the notices were written. It found that the projected deficit cited in the Hevesi report (\$2.6 billion) was not very far off the MTA’s \$2.8 billion estimate, and it pointed out that Mr. Hevesi’s report had concluded that fares and tolls would have had to be increased soon after 2003 even if all of the funds had been allocated as the petitioners wanted. Moreover, it

determined that the petitioners’ call for the application of all of 2002’s available cash balances in 2003 (instead of both 2003 and 2004) to avoid a fare/toll increase amounted to interfering with the MTA’s discretionary policy-making, and that the Public Authorities Law does not require the MTA to indicate each and every action it plans to undertake to reduce a deficit in addition to the fare/toll increases and changes in booth hours it is proposing. Finally, it said that the toll increases in particular were not subject to court ruling because the MTA has the absolute right to increase tolls and does not have to give notice or conduct public hearings before doing so (although the MTA did include the toll increases in its hearings). In short, the court said that while the State Legislature could change the law to force the MTA to provide more information in future fare increase public hearing notices, the MTA complied with the law as it is currently written; that since there are no constitutional issues at hand, the court cannot strike down the existing law.; that the \$2.8 billion deficit initially claimed by the MTA was not “fiction,” as the petitioners had charged; and that the MTA was not keeping “two sets of books,” as the petitioners had also charged.

The Straphangers’ Campaign announced that it intended to appeal the decision; however, since the decision was unanimous, appeal is not automatic and it was not determined at press time whether the organization would be allowed to appeal. Meanwhile, MTA Chairman Peter Kalikow has indicated that he is willing to revisit the booth closure issue.

Around New York's Transit System

Redbird Railroadiana for Sale

A recent *New York Times* article reveals that NYC Transit is selling small items salvaged from the Redbirds before they are scrapped. In the basement of Building F at the 207th Street Yard, there are barrels full of pressure gauges, bins of metal hand holds, storm doors, air horns, roll signs, number plates, and controllers. Transit officials will not sell a complete car because of legal concerns about asbestos.

Business is good; more than \$20,000 worth of railroadiana has been sold in the past five months. NYC Transit does not accept cash, but accepts credit cards only.

Difficulty Turning **F** Trains at Avenue X

F trains have been turned at Avenue X since

September 8, 2002 while the Stillwell Avenue station is being replaced. Because this station was not designed as a terminal, turning trains is inconvenient. During non-rush hours, **F** trains relay on southbound Track B1 south of the Avenue X station and yard lead B6. Put-ins from Coney Island Yard operating on Track B6 pick up passengers on northbound Track B2 at Avenue X. When these put-ins operate at frequent intervals, 6:30 to 8:05 AM and 3:55 to 4:51 PM weekdays, southbound trains from Queens relay on Track B1 in the Avenue X station to avoid crossing yard lead B6. These trains accept passengers at Avenue X, then operate via the middle track, bypassing Avenue U.

There were problems turning the shuttle buses at

(Continued on page 3)

Commuter and Transit Notes

(Continued from page 14)

of 44.8 million riders. Contributing to this growth was the Stouffville Line, where two new stations were opened last year, and the addition of a sixth train to the Milton Line.

Prior to the celebration of "Clean Air Day Canada," the Toronto Transportation Commission reported that using Public Transit benefits the air in the following ways:

- A standard bus takes 30 cars off the road
- A CLRV streetcar takes 38 cars off the road
- An ALRV streetcar takes 50 cars off the road
- One subway line equals 26 lanes of highway
- One subway line takes 53,000 automobiles/hour off the road

Ottawa, Ontario, Canada

O-Train service was suspended from June 7-June 29, to enable track upgrade work to be done. Substitute bus service was provided at the usual train fares.

DMZ, Korea

Back in the year 2000, it appeared that the two Koreas were working toward a more peaceful relationship, and an agreement was concluded to rebuild trackage so that rail service could resume. Dennis Zaccardi sent an article from the *St. Petersburg Times* reporting that the lines have been reconnected, but there was no celebration or fanfare. North Korea must still complete 7 miles of track before trains can run. Besides restoring trade links between the two Koreas, the rail line is also going to connect with China and Russia.

Corrections

One of our readers caught a couple of errors that

were made by the *Bulletin* staff in the June *Bulletin*. Most also realized that the 70th Anniversary should have been the 80th Anniversary in the headline (already addressed last month). And then I wrote that Metro-North and Long Island on-board fares were increased so that they were rounded to the nearest dollar. That was for full-fare paying passengers – the letter writer, a senior citizen, wanted you know that Senior fares can involve amounts including \$.25, \$.50, etc. In addition, Prague is the capital of the Czech (not Slovak) Republic. Finally, there was the typo error regarding the new opening time for Metrorail – it is of course 7 AM, not 7 PM.

From the History Files

65 Years Ago: In August, 1938, the Philadelphia Rapid Transit Company placed its first PCCs into service on Route 53/Wayne Avenue. The PRT would be succeeded by the Philadelphia Transportation Company in 1940 and by SEPTA in 1963, but later PCC models would remain a part of the roster, even if they were not used on a daily basis. After being replaced by Kawasaki LRVs, many were scrapped, but others (the post-war cars) found new lives with other transit agencies, including San Francisco Muni's F/Market Street Line, where they continue to provide base service.

30 Years Ago: On August 7, 1973, with the completion of a grade crossing elimination project, Amityville, Copiague, and Lindenhurst on the Long Island Rail Road became "elevated" stations.

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

