

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 49, No. 7

July, 2006

The Bulletin

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

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

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

Production Manager:
David Ross

©2006 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
Rockaway Service
...Page 2

THOUSANDS DELAYED AS POWER FAILURE SHUTS DOWN NORTHEAST CORRIDOR FROM WASHINGTON, D.C. TO NEW YORK CITY

Four Commuter Agencies and Amtrak Affected by Randy Glucksman

A power failure on Amtrak's busy Northeast Corridor halted service shortly after 8 AM May 25, 2006. An investigation later revealed that it began at 7:55 AM, when two heavy-duty breakers at the Jericho substation north of Washington, D.C. opened, sensed a problem, and stopped powering the overhead wires. I was lucky, because I was already in Manhattan, having arrived almost a half an hour earlier. One of the commuters who normally rides my train told me that he took a later train that day. PA announcements were made at Secaucus that there was no service to New York, and that riders should remain on the trains and go to Hoboken, the next stop.

According to *The New York Times*, two breakers then activated at a substation in Sunnyside, New York; however, the system continued to work. But, at 8:02 AM, three breakers opened at the Richmond substation near Philadelphia. A few seconds later another circuit breaker opened at this location and the whole system began to fail. Because of this, all electric trains immediately lost power, and of course, air-conditioning. The car body lights went off after the batteries were drained. This was the most extensive power disruption since the August, 2003 blackout. At press time, the cause of the initial incident had still not been determined.

The table below shows the impact of the power outage, which covered 225 miles.

AGENCY	NUMBER OF TRAINS	NUMBER OF PASSENGERS
Amtrak	27	4,205
NJ Transit	15	35,000
SEPTA	23	8,000
MARC	3	5,000

Close to home, two NJ Transit trains were trapped in the North (Hudson) River Tunnels, including one that had two pregnant women aboard. They were on the train for nearly five hours. Passengers were walked from a train that was just outside of New York Penn Station into the station.

Amtrak reported that power began to be restored at 10:30 AM. Diesel engines were dispatched to move the stuck trains. There were delays to service west of New Haven, and there were some reports that Metro-North New Haven Line trains carried passengers between New York and New Haven.

NJ Transit began operating a limited service on the Northeast Corridor Line at 1 PM. After 5 PM, service was increased to four trains per hour on the Northeast Corridor Line and two trains per hour on the North Jersey Coast Line. *Midtown Direct* service continued to operate to/from Hoboken. Because of the reduced service out of NY Penn, passengers were directed to use PATH, or

(Continued on page 20)

ROCKAWAY SERVICE by Bernard Linder

This line was listed in the *Transit Record* as the Rockaway Division until August, 1977. It was designated the Rockaway Line and listed together with the other IND lines starting with the February, 1978 issue.

Several retired employees informed us that there was a separate seniority list when the trains started running in 1956. This list was established primarily for Third Avenue "L" and Culver Line employees who were no longer needed. Other employees were apparently al-

lowed to transfer to this line. The order of seniority was listed in groups of three—IND, BMT, and IRT — not necessarily in that order. In non-rush hours, IND crews were relieved by Rockaway crews at Euclid Avenue. It is believed that rush hour IND crews stayed on the train until it reached the Rockaway terminal. Crew changes at Euclid Avenue were probably discontinued when the Chrystie Street Connection opened in 1967.

FAR ROCKAWAY SERVICE—WEEKDAYS

Date	Through Service	Shuttles to Euclid Avenue	"Round Robin" (Euclid Avenue-Rockaway Park-Far Rockaway-Euclid Avenue)
June 28, 1956	E—rush hours	Other times	—
September 17, 1956	A—except midnights	Midnights	—
January 28, 1957	A—rush hours	Other times	—
September 8, 1958	E—rush hours	Midday, evening	Midnights
July 10, 1967	E—rush hours A—midday, evening	—	Midnights
January 2, 1973	A—except midnights	—	Midnights
October 26, 1992	A—24 hours	—	—

FAR ROCKAWAY SERVICE—WEEKENDS

Date	Through Service	Shuttles to Euclid Avenue	"Round Robin" (Euclid Avenue-Rockaway Park-Far Rockaway-Euclid Avenue)
June 30, 1956	—	24 hours	—
September 16, 1956	A—morning, afternoon, evening	Midnights	—
January 27, 1957	—	24 hours	—
September 13, 1958	—	—	24 hours
October 11, 1958	—	Morning, afternoon	Midnight, evening
July 9, 1967	A—morning, afternoon, evening	—	Midnights
October 25, 1992	Ⓐ—24 hours	—	—

ROCKAWAY PARK SERVICE—WEEKDAYS

Date	Through Service	Shuttles to Euclid Avenue	"Round Robin"
June 28, 1956	E—rush hours	Other times	—
September 17, 1956	A—rush hours Late evening southbound only	Other times	—
January 28, 1957	A—rush hours	Other times	—
September 8, 1958	E—rush hours	Midday, evening	Midnights

(Continued on page 3)

Rockaway Service

(Continued from page 2)

Date	Through Service	Shuttles to Broad Channel (A)	"Round Robin"
July 10, 1967	E—rush hours	Midday (B) (D) Evenings (E)	Midnights
January 2, 1973	E—rush hours A—late evening southbound only	Midday, evening	Midnights
August 30, 1976	CC—rush hours	Midday, evening (B)	Midnights
May 26, 1987	●—rush hours	Midday, evening (B)	Midnights
May 16, 1988	●—rush hours	(C)	Midnights
October 26, 1992	●—rush hours	24 hours	—

ROCKAWAY PARK SERVICE—WEEKENDS

Date	Through Service	Shuttles to Euclid Avenue	"Round Robin"
June 30, 1956	—	24 hours	—
September 16, 1956	A—late evening southbound only	24 hours	—
January 27, 1957	—	24 hours	—
September 13, 1958	—	—	24 hours
October 11, 1958	—	Morning, afternoon	Midnights, evening
Date	Through Service	Shuttles to Broad Channel (A)	"Round Robin"
July 9, 1967	—	Morning, afternoon, evening (B)	Midnights
October 25, 1992	—	24 hours	—

NOTES:

- (A) Passengers were discharged at Broad Channel and trains were operated light to Howard Beach. Trains were probably turned at Broad Channel after a siding north of the station was placed in service in 1999. Three evening rush hour trains carried passengers to Howard Beach until May 31, 2005
- (B) Every day from December 31, 1972 to May 13, 1988, four late evening ● trains from 207th Street ran to Rockaway Park, where they became the midnight "round robins"
- (C) Shuttles to Euclid Avenue
- (D) From November 1, 1971 to December 28, 1972, the 4:00 PM weekday ● train from 207th Street ran to Rockaway Park
- (E) Several trains started from Euclid Avenue before rush hours and operated to Euclid Avenue after rush hours and late evenings

SUMMER WEEKEND SERVICE

Service must have been increased during warm, sunny summer weekends. We do not have a complete record of the seasonal increased service, but we have detailed information about several schedules. During 1959, 1960, 1961, and 1962, longer trains — 6 cars to Far Rockaway and 8 cars to Rockaway Park, instead of the usual 4 cars

— were operated. Weekend shuttles operated from both terminals to Euclid Avenue until about 9:45 PM. "Round Robin" service started three hours later. Rockaway Park service was extended from Broad Channel to Euclid Avenue from 3 to 9 PM on Saturday and from 8 AM to 9 PM on Sunday in 1968 and 1969. It was also extended to Euclid Avenue from 9 AM to 9 PM on Saturday and Sunday in 1996.



A Long Island Rail Road train west of Hammels Wye in 1950.

Robert J. Wasche photograph

(Continued on page 4)

NEW YORK DIVISION BULLETIN - JULY, 2006

Rockaway Service

(Continued from page 3)

WEEKDAY ROCKAWAY LINE HEADWAYS

FAR ROCKAWAY					
Date	Midnight	AM Rush (northbound)	Midday	PM Rush (southbound)	Evening
June 28, 1956	30	16	16	15	20
September 7, 1956	40	16	16	10	20
January 28, 1957	40	24	24	24	24
July 22, 1957	40	16	24	24	24
October 7, 1957	40	16	24	16	24
September 8, 1958	20	16	24	15	30
June 1, 1960	20	12	20	16	30
July 10, 1967	20	14	16	12	20
November 27, 1967	20	12	20	12	24
May 2, 1977	20	12	20	10	24
November 17, 1986	20	8	20	10	24
May 13, 2002	20	8	15	10	20
ROCKAWAY PARK					
June 28, 1956	30	16	16	15	20
September 7, 1956	40	16	16	16	20
January 28, 1957	40	24	24	24	30
September 8, 1958	20	20	24	24	30
July 1, 1960	20	20	20	20	30
July 10, 1967	20	20	16	10	20
November 27, 1967	20	20	20	10	24
November 1, 1971	20	20	20	12	24
January 2, 1973	20	12	20	10	24
November 18, 1985	20	10	20	8	24
December 12, 1988	20	12	20	20	24
October 26, 1992	20	20	20	16	20 (A)
September 9, 2002	20	15	15	15	20 (A)

NOTE:

(A) Additional rush hour service provided by **A** trains on a 20-minute headway



The LIRR Beach 105th Street station in 1950.
Robert J. Wasche photograph

(Continued on page 5)

NEW YORK DIVISION BULLETIN - JULY, 2006

Rockaway Service

(Continued from page 4)

WEEKEND ROCKAWAY LINE HEADWAYS

SATURDAY				SUNDAY			
FAR ROCKAWAY				FAR ROCKAWAY			
Date	Morning	Afternoon	Evening	Date	Morning	Afternoon	Evening
June 30, 1956	16	16	20	July 1, 1956	24	20	20
February 2, 1957	24	24	30	January 27, 1957	24	20	30
September 13, 1958	20	20	20	September 14, 1958	20	20	20
July 15, 1967	18	16	20	July 9, 1967	24	20	20
November 6, 1971	20	20	24	October 31, 1971	24	24	24
December 17, 1988	20	16	24	November 11, 1973	30	24	24
October 31, 1992	20	18	20	October 25, 1992	30, 24	24, 20	20
September 14, 2002	16	16	20	September 8, 2002	20	20, 16	24
ROCKAWAY PARK				ROCKAWAY PARK			
June 30, 1956	16	16	20	July 1, 1956	24	20	20
February 2, 1957	24	24	30	January 27, 1957	24	20	30
September 13, 1958	20	20	20	September 14, 1958	20	20	20
July 15, 1967	18	16	20	July 9, 1967	24	20	20
November 6, 1971	20	20	24	October 31, 1971	24	24	24
October 31, 1992	20	20, 15	20, 24	November 11, 1973	30	24	24
1999	16	16	20, 24	October 25, 1992	20, 24	24, 20	20, 24
				1999	20	20	20, 24



The LIRR Jamaica Bay trestle at Hamilton Beach, probably taken in May, 1950.

Robert J. Wasche photograph



The LIRR Rockaway Park terminal, circa 1950.

Robert J. Wasche photograph

(Continued on page 6)

Rockaway Service

(Continued from page 5)



Another view of the LIRR Jamaica Bay trestle at Hamilton Beach, probably taken in May, 1950.
Robert J. Wasche photograph



The LIRR Jamaica Bay trestle at Hamilton Beach from a different vantage point, also probably taken in May, 1950.
Robert J. Wasche photograph



An LIRR train at Hammels Wye, circa 1950.
Robert J. Wasche photograph



The Hamilton Beach area as seen from the LIRR trestle, probably in May, 1950.
Robert J. Wasche photograph

Around New York's Transit System

(Continued from page 20)

slides forward to ensure that the cable ends are not exposed.

This cable must be used when a train is stalled in a contact rail gap. Two qualified employees must be present, one to handle each end of the jumper. One employee must apply the spike of the jumper to the contact shoe of the car in the gap. The other employee must apply the other end of the jumper to the contact rail last.

After air pressure builds up, the Train Operator should move the controller to switching or minimum propulsion. The train must be stopped when the first shoe has made contact with the third rail or the full length of the jumper has been reached. The jumper should be removed first from the contact rail and last from the shoe.

A contact rail jumper must not be used on the R-77E electric locomotive because of the potential high voltage and arc flash hazards. This locomotive has a battery propulsion feature which can be used if third rail power is not available.

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

No time was wasted: as soon as MTA approved the construction of the Yankee Stadium station, a contract was awarded to DMJM+Harris (which did the 10% design) to complete the 30% design specifications and cost estimates. These will be used for the environmental assessment. It is planned to have this new station in service in time for the opening of the new Yankee Stadium on Opening Day, 2009.

A contract has been awarded to Brookville Locomotive for the purchase of up to 25 switching/shuttle 2,000 hp locomotives. The base order will be for 11 units, 5 of which will be jointly funded by Metro-North and CDOT, while the remaining 6 are all CDOT. Metro-North's current fleet of 21 diesel-electrics have an average age of 42 years, with the latest rebuild having taken place 10 years ago. It is intended for these new units to be used in shuttle service and switching and seasonal work. Three options were included, as follows: five for Metro-North, four without HEP for Staten Island Railway, and five for Metro-North and CDOT.

As of the end of April, Metro-North's revenue fleet was as follows:

CLASS	NUMBER
M-1	30
M-2	241
M-3	140
M-4	54
M-6	48
M-7	316*
FL-9, FL-9M, FP-10	11
P-32 (DM)	31
P-40	6
COACH	211

* Ultimately, there will be 336 M-7s.

Since 1984, there have been significant changes in ridership, as is shown in the table below:

TYPE	1984	2005
Commutation to Manhattan	59.4%	45.5%
Reverse Commutation	1.3%	3.8%
Weekday Discretionary	24.9%	29.9%
Weekend Discretionary	11.4%	15.2%
Intermediate	3.0%	5.6%

Other fare collection news: Metro-North began testing a hand-held Ticket Issuing Machine for the sale of tickets on-board trains on May 10. This test will end in August. The transit agency is also considering the use of smart cards. Web ticket sales now exceed on-board sales; however, TVM sales provide the largest share of ticket sales. In 1999, cash/checks accounted for 86% of

sales. As of February, 2006, this segment has been reduced to 32%. Electronic payments have taken their place. Credit/Debit card sales, which were 14% in 1999, now account for 64% of ticket revenue. All monthly tickets sold through Mail&Ride and at stations, as well as select weekly and round-trip tickets, are issued on the Joint Commuter Rail/MetroCard stock.

Correction: In last month's column, I included FP-10 413 in the list of FL-9s that were used during April, which it was not.

MTA Long Island Rail Road

Timetables with the effective date of May 22-July 23 were issued for the Port Jefferson, Oyster Bay, Hempstead, Babylon, and Montauk Branches and Shea Stadium, in advance of the existing editions, which had an end date of June 4. There is a note on the Shea Stadium timetable that there is now earlier service in both directions to the stadium. The Ronkonkoma timetable was reissued for the period June 5-July 23. For all of the other branches not previously mentioned, the March 6-June 4 editions were extended until July 23. LIRR explained that the reason for these changes was a revised track program. All branches will receive new timetables on July 24.

As promised, a special timetable folder was issued for the Belmont Stakes, which were held on Saturday, June 10. The schedule was very similar to what was operated last year. The normal schedule on days that the track is open calls for two eastbound and two westbound trips between Jamaica and Belmont. However, for this event, there were six trips from Penn Station and 12 trips from Jamaica. Scheduled return service to Jamaica consisted of four trips between 3:53 PM and 5:17 PM, then starting at 6:30 PM, until 9 PM, trains departed from Belmont Park every 15 minutes for Jamaica. A color-coded queuing system was established at Belmont Park, and passengers were advised that once they were inside this area, wait times could range from 15 minutes to 2 hours.

Some final timetable notes: A Montauk Branch timetable was produced which allowed Sperry Rail testing from May 22-24, and a schedule card was issued for the special construction schedules that were in effect during midday hours June 19-23 between Yaphank and Greenport. Work crews were replacing switches in Medford and Riverhead.

The Cannonball is back! Go figure: After I wrote in the May *Bulletin* that the Long Island was no longer referring to its Friday summer afternoon train to Montauk as *The Cannonball*, the railroad releases its "Hamptons and Montauk" timetable for this year, and this train has

(Continued on page 8)

Commuter and Transit Notes*(Continued from page 7)*

returned. It operates as Train #2798 every Friday between May 26 and September 1. The effective dates for this timetable, which is printed on glossy paper, are May 22-July 23.

From time to time I get to see the Long Island's diminishing fleet of M-1s, and most of the cars are from the higher-numbered groups, but on May 30, I saw 9079-9080. Deliveries of Bombardier-built M-7s, of which there will be 836, are continuing.

NJ Transit

Because NJ Transit does not keep its diesel-hauled coaches in solid trains, there have been some unusual consists. On May 24, a train that I rode was composed of three Comet I cab cars: 5104-5132-5118. Even if the transit agency instituted such a policy, there could never be solid trains of Comet IIs because the all of the cabs were converted to coaches when they were overhauled. Trains assigned to Metro-North service, which also see service on NJ Transit routes, are generally all Metro-North Comet Vs. Occasionally, an NJ Transit Comet V cab car will pinch-hit for a missing Metro-North cab car.

This year, NJ Transit announced that it will undertake a program to renovate the interiors of its oldest cars, the Comet Is. In addition to a cleaning, and lights and seats will be replaced. From my first-hand experience, this seat replacement is very much needed.

During early June, the radio tower that replaced the clock that formerly stood atop Hoboken Terminal was dismantled. NJ Transit will build a replica of that four-sided clock, and it will be installed a later date. This is being done in conjunction with a \$115 million project to restore the terminal to its original design, complete with ferry slips.

There was a special promotion during June for NJ Transit riders who purchase their monthly passes through the mail, because they got a free round-trip ticket with their June passes. The tickets were meant to be passed on to friends or family in hopes of winning new riders.

FYI for June, 2006 included an article about improvements that are planned for the Raritan Valley Line. To start, the article answers a question that RVL riders have posed regarding train lengths during evening rush hours at Newark Penn Station. The answer is that due to space limitations between the switches and signals, only two trains, one six-car and one seven-car, can be accommodated on Track 5. To remedy this, there are two projects in the offing which would move these switches and signals at the west end of the station by 275 feet. This will enable the staging of two eight-car trains. This platform would also be extended by 100 feet. Other upgrades include reconfiguring the tracks in Hudson Yard, east of Newark, to allow all morning RVL trains to arrive in Newark Penn Station on

either Track 1 or Track 2, instead of Track 5, enabling a same-platform transfer to New York-bound trains. Finally, a ¼-mile passing siding is being constructed near White House Station, which will allow for an expansion of service. At present, the line is single-tracked west of Raritan. All of these projects were approved by the NJ Transit Board of Directors at its March meeting, and will allow what amounts to a 60% increase in weekday service west of Raritan, by eight trains, four in each direction. It breaks down like this: two morning peak-period departures, two midday roundtrips, and two evening trains. Contractor E.E. Cruz is expected to complete the right-of-way improvements at White House by this October, at which time NJ Transit crews will install the track, switches, and signals. The additional service should be implemented by mid-2007.

Metropolitan Area

Maybe it is the soaring cost of gasoline, but two elected officials, one who is already a governor, and one who would like to become a governor, have made positive transportation statements. New Jersey Governor Jon Corzine announced his support for the THE (ARC) Tunnel project at a news conference held on May 10. He even offered to buy a ticket now. New York's Attorney General, Elliot Spitzer, the Democratic candidate for governor, has already has come out in support of LIRR's project to install a third track between Hicksville and Queens Village (April **Bulletin**). On May 5, Mr. Spitzer, in a speech to the Regional Plan Association, announced that if elected governor, he would not support a lower Manhattan rail link to JFK Airport because he did not think that this was a sensible project. This is a pet project of the present governor, George E. Pataki. **The New York Times** reported that he cited the following as his pet projects: the Second Avenue Subway, LIRR East Side Access to Grand Central Terminal, and replacement of the Tappan Zee Bridge.

Amtrak

Amtrak's May power problems continued into June (please see cover story). Shortly after 4 PM Friday, June 2, my future son-in-law called from Newark, where he was waiting for a New York-bound NJ Transit train, and told me that announcements were made about power problems. A check of NJ Transit's website yielded no information. About ten minutes later a vice-president in my company, who had just left our office to return to New Jersey, called the receptionist to report that there was no service into or out of NY Penn Station. WCBS Newsradio880 reported the power disruption on its 4:18 PM traffic report. I opted to go to PATH's 33rd Street station, and there was an NJ Transit employee (with a hand-held counter) who opened the gate to allow NJ Transit riders with rail passes to enter the system.

The next day, **The New York Times** reported that the power had failed at 3:30 PM in a substation near Philadelphia. As a precaution against having a repeat of the

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

incident where trains were trapped in the North River Tunnels, a decision was made to keep trains out of those tunnels. Service resumed at 4:16 PM, when full power was restored, but there were train delays. Some trains on the Bergen/Main and Pascack Valley Lines were held for a few minutes at Secaucus for their late-arriving connecting trains.

Six days later, a letter from Acting Amtrak President David J. Hughes to NJ Transit Executive Director George Warrington, dated June 7, was made public. In this letter, Amtrak promised to station a rescue locomotive near the entrance to the North River Tunnels, which was equipped with a special coupler adapter for the Arrow III's. On Friday, June 9, as my train was exiting the tunnel, I did not see this locomotive.

Museums

History was made at the Shore Line (Branford) Trolley Museum on April 29, Members' Day. For the first time in over 25 years, BMT "L" cars 1227 and 1349 ran together. *The Tripper* also reported that a second subway train, composed of IRT 5466 and IND 1689, was operated, and, completing the subway types, "Redbird" 6688 was also used. For those who preferred to ride in trolley cars, they had the following at their disposal: Johnstown 357, TARS 629, Connecticut Company 1602, Union Railway 316, and Montreal 2001. The weather was neither too hot nor too cool, and the clear skies and abundant sunshine, I'm sure, made for a day of lots of good photos.

Member Bob Underwood sent a news clipping from *The New Haven Register* reporting that an arson fire occurred on two of three railroad cars that were owned by the New England Railroad Museum. These cars were stored on property near the Old Saybrook station. Fire officials reported that 50 firefighters responded, and that one car was completely gutted. Bob wrote that this car had been a WW II troop sleeper that was slated to be rebuilt, and the other car was filled with historical items, all of which were lost. There were news reports that residents were not happy about the presence of these cars at this site.

Miscellaneous

From *Metro* Magazine (June, 2006), here are the top ten largest rail fleets in the United States:

AGENCY	CARS
NYCT	6,687
Amtrak	1,795
Metro-North	1,326
CTA	1,190
LIRR	1,112
MBTA	1,023
WMATA	950
NJ Transit	910
SEPTA	879
STCUM-Montreal	759

Other Transit Systems

Boston, Massachusetts

The final delivery of 400,000 tokens arrived at MBTA's money room in Charlestown on May 27. By next year, the use of tokens will end after a 55-year (non-continuous) run in Boston, being superseded by the *CharlieCard*. A bronze token was introduced in 1923, embossed with a big "B," which remained in use until the mid-1930s. Tokens returned in 1950, but were taken out of circulation again on July 1, 1969, when the "T" switched to a 25-cent fare and quarters worked in the turnstiles. They made an encore in June, 1980, as part of a fare increase. Two years later, the first token-vending machine was introduced at the Park Street station. They remain in use.

Later this year MBTA will be looking for help in distributing 250,000 *CharlieCards* that will replace the tokens. Ideally it would like 200 dealers, who would be paid a commission. MBTA was also looking for sponsors, who had until the end of May to sign up. Sponsorship offers include four-color corporate logos on half of the back of the cards, which have a lifespan of three to five years and will automatically go to 185,000 customers who get their monthly passes through an employer. Sponsors can also put their logo on anything connected with the new fare collection system, including brochures, posters, and subway ads. Thanks to member Todd Glickman for sending these reports from *The Boston Globe*. Philadelphia, Pennsylvania

A builder's sketch of the Silverliner V was sent by one of our members, but because of copyright issues it cannot be reproduced in the *Bulletin* at this time. I sent it out to a number of friends and members and the comments were not flattering, to say the least. One writer described it as "a look that only a mother could love," while another questioned the lack of two double-width doors. In a nutshell, the door arrangement is strange. A side view shows that the "A" end has a single-width door capable of low- and high-level platform loading. On the "B" end are two doors — although they are adjacent to each other, they are separate. The door closer to the end of the car is the same as the one on the "A" end. No matter what, this is what SEPTA specified and on what Rotem, the car builder, has based its design.

From *Cinders*: Work continues on the \$145 million upgrade of the Philadelphia-Harrisburg Corridor. In Amtrak's spring timetable several trains are operating with reduced running times — as much as ten minutes. This is due to 110 mph track speeds in effect in some areas, vs. the previous 70-90 mph. Upon completion of the project, the goal is to offer 90-minute trip times over the 104 mile route using trains composed of AEM-7s and cab cars on the other end.

In addition to the new timetables that were issued for Regional Rail Lines R1 and R3 (both ends), a schedule was issued for the R5/Lansdale-Doylestown Line be-

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

cause of midday bus substitution. A note on the cover explains that SEPTA is doing an ongoing maintenance program that includes brush cutting and track and grade crossing improvements. This schedule went into effect on April 17, and is to end this August. Thanks to member Gregory Campolo for sending copies.

Pittsburgh, Pennsylvania

CAF, which has delivered all 28 new LRVs for PAT and overhauled 17 of 40 Siemens LRVs, has received another contract to overhaul the last 15 LRVs, which were built between 1984 and 1986. The original contract was awarded in 2000. By the end of 2007, PAT's entire fleet of 73 vehicles will be new or recently overhauled. Thanks to **Progressive Railroading** for this report.

Washington, D.C. area

It is said that Memorial Day is the unofficial start of summer, and coincidentally, the metropolitan area saw summertime temperatures in the 80s and 90s. On June 1, Virginia Railway Express notified its passengers that heat restrictions were in effect. The agency wrote: "Once again, temperatures are predicted to be nearly 90 degrees and CSX has implemented heat restrictions. When this occurs, all trains operating on CSX tracks are required to operate 20 miles per hour under the normal maximum authorized speed, but not less than 40 miles per hour. Delays on the Fredericksburg line can range from 10-15 minutes. Since this is a cumulative delay, those detraining before Quantico may see more minimal delays. Since Manassas Line trains only operate on CSX track until just south of Alexandria, they may experience minimal delays. The good news is that the weather is expected to be much cooler tomorrow, only in the high 70s. Hopefully, we will be able to run without speed restrictions for the start of your weekend tomorrow." There were no restrictions the following day. VRE also apologized to passengers because of hot (no air conditioning) cars, something that was occurring mostly in the *Gallery* cars. Mechanical crews were addressing these problems as soon as they were notified.

Bob Hansen sent a report from **The Chicago Tribune** which answered questions the readers sent in. One writer asked "How commonly do 'L' cars fall off the elevated structure?" The following answer was given: No "L" car has fallen off the elevated tracks in about 29 years. The last time was on February 4, 1977, when a train fell off near the curve at Lake Street and Wabash Avenue. Before that, there were only two other incidents in CTA history, one in 1960 and another in 1966.

Albuquerque, New Mexico

Weekly Rail Review reported that the start-up of New Mexico Rail Runner commuter rail service, the nation's newest commuter rail service, would begin on July 14. The route will be between Belen and Sandoval. The

draft schedule calls for nine northbound (Belen/Sandoval) and seven southbound trips, although not all runs will do the entire route. For the first three months of service, rides will be free, and then until the end of this year, the cost will be \$2 per ride. After January 1, 2007, the permanent fare structure will be implemented. There are to be four zones. Fares are: one-way rides \$2, day passes \$4, 10-day (trip) pass \$38, monthly unlimited \$64, and annual pass \$704. The discounted rate for seniors (65+), disabled, and children (3-17) is exactly half of the regular fares. Herzog Transit Services, operators of Altamont Commuter Express, Tri-Rail, and Trinity Railway Express, to name just a few, will also operate this service.

San Francisco, California

On April 24, Breda 1461 operated as the first test car on SF Muni's Third Street Line. Member Phil Hom forwarded the email that he received from former Muni Operator and San Francisco rail historian Peter Ehrlich. Peter wrote that the car did a low-speed run from 4th/King out to Third/18th Streets. Work motor C-1 accompanied it in case of problems. He also sent several digital images. The test was not without incident. "As C-1 and 1461 were about to cross over at the 4th Street shunt, an Embarcadero-bound train left the station. No one had bothered to hold the train! A supervisor had to clamber aboard and reverse run back to the platform. I am sure the commuters were not amused. At Channel and Third Street, the outbound overhead wire proved to be just a little too high, and the Breda lost power. C-1 had to be brought in to use as a rescue car (which was the purpose of its presence). After turning onto Third Street, there were no further wire problems, but a lot of close clearances with signage and platforms made a lot of the people uncomfortable. But hey, this is what testing is all about, to identify problems before the line opens!" Testing is scheduled to continue through this month, and training will begin next month. The line could open at the end of December.

Just in case you did not know much about this project, here are the details:

- Phase 1 will extend Muni Metro light rail service south from its current terminal at Fourth and King Streets. The line will cross the Fourth Street Bridge and run along Third Street and Bayshore Boulevard, ending at the Bayshore CalTrain station in Visitacion Valley. Tracks are being constructed primarily in the center of the street and there will be 19 stops. It is this phase of the light rail project that is expected to open for service later this year
- Phase 2 extends light rail service north from King Street along Third Street, entering a new Central Subway near Bryant Street, crossing beneath Market Street, and running under Geary and Stockton Streets to Stockton and Clay Streets.

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

There will be four underground subway stations at Moscone Center, Market Street, Union Square, and Clay Street in Chinatown. Muni and the City are actively pursuing funding for the Central Subway

- A new Metro East Operating and Maintenance Facility for LRVs will be built on approximately 13 acres at 25th and Illinois Streets

The National Park Service, Muni, and the Presidio Trust commissioned a feasibility study on the project to extend the F/Market Street Line to Ft. Mason in 2004. That study determined that the extension would be possible, and came up with several route alternatives, most of which put the tracks through an abandoned 1914 rail tunnel, which is about 1,500 feet long and only wide enough for a single track. Also involved are the Golden Gate National Recreation Area, the San Francisco Maritime National Historic Park, and the Federal Transit Administration. A meeting was held in early May, and a final report is due out in about 18 months, at which time funding will be sought. The proposed extension would add about a mile of track, and would put the end of the line at the Fort Mason Center. Thanks again to Phil Hom for this report from ***The San Francisco Examiner***. *Rio de Janeiro, Brazil*

Effective April 24, Rio de Janeiro became the third major subway operator to establish "Women-Only" cars on its trains. In all cases this has been done to protect women from groping and other sexual harassment. These separate cars will only see use during rush hours. Tokyo's Saikyo Line (since August 4, 2005 for the AM hours, and July, 2002 for the PM hours) and Mexico City (prior to 2003) are the other cities with such cars. Closer to home, for about two months in 1908, the H&M Tubes (predecessor of today's PATH) experimented with this idea.

Prague, Czech Republic – Nuremberg, Germany – Vienna, Austria – Budapest, Hungary

In May, my wife and I took a river boat cruise on the Danube and ultimately visited what I would call three "classic" cities in Central Europe. This trip had been our to-do list for a very long time. A number of things fell into place this time, including our ability to use airline mileage for the flights. In each of the cities where we stopped, there were city tours by local guides who spoke English fluently. All of the cities that appear in the title of this section have metros and street cars, and of course we visited many interesting historic sights.

We flew from JFK via NW/KLM to Amsterdam's Schiphol Airport, to connect with a flight to Prague. Upon arrival we were met by a representative of the tour company and boarded a coach for the ride into the city. Along the way we passed several trolley lines, all of

which were equipped with Tatra cars. The "official" tour began the following day, so after checking into the hotel which was near the Náměstí Republiky station of Metro Line B, we used the first afternoon to get acquainted with the city. We visited the Old Town (Staré Město) and the historic Prague (Jewish) Ghetto, which has seven synagogues and other well preserved buildings, some of which date to the 13th Century.

After a good night's sleep, the next morning the group gathered promptly and we boarded our buses for a city tour. Something that we found very interesting is that our guides in Prague and later in Budapest would mention how much life had changed for the better since the fall of the Iron Curtain in 1989. The Czech Republic and Hungary were under Fascist, then Communist, occupation for more than half of the 20th Century. Classical music is a tradition in Europe and our guides told us about some of their famous composers; Antonin Dvorak and Bedrich Smetana in the Czech Republic. In Vienna, we would hear about Wolfgang Amadeus Mozart and Johann Strauss, Jr. and Sr. This year is the 250th anniversary of Mozart's birth and celebrations are being held around the world. A concert in Vienna that we attended featured familiar pieces by both of these composers. The State Opera in Prague presented ***The Barber of Seville***, and we bought tickets in a box overlooking the stage. In Budapest, we were fortunate to be able to purchase tickets on the podium (stage) to see pianist Andras Schiff perform three Beethoven piano sonatas. For our money (5,000 ft – less than \$25 US), our seats, which were less than 15 feet from Mr. Schiff, were the best seats in the house!

Our third day in Prague was open, and since some of the sights we would visit were not near each other, we purchased two 24-hour tickets. Each one cost 80 Czech crowns (\$3.60), and were good on all local transit. As soon as we arrived on the subway platform, we were immediately greeted by a plainclothes ticket inspector who had a badge in his hand for identification. Naturally we had our tickets. My wife accompanied me to the Transport Museum, which is about a 10-minute trolley ride from the Hradčanská station (Line A). The admission price was 25 Czech crowns (\$1.13). This museum has a very complete collection of streetcars that operated in that city, plus a few historic trolley buses and buses. Included in the streetcar collection are Tatra Models T1 (1951), T2 (1955), and T3 (1962). The museum is adjacent to an active trolley depot.

We took a trolley to our next stop, Petřín Park, which has a 1:5 scale model of the Eiffel Tower. To reach it there is a funicular, with one intermediate station. The "real" Eiffel Tower is 300 meters high, and this one is 60 meters. Our day tickets were honored for the ride. On weekends, trolley line #91 operates vintage cars, and we did see several in operation. Later, in Wenceslas Square, we found a pair of old trolleys, 1429 and 2077,

(Continued on page 12)

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

which are being used as a café/restaurant.

We then returned to the other side of the Vltava (Moldau) River on the #22 trolley, where my wife went to shop and visit the Mucha Art Museum, and I set out to ride as much of the three-line (A, B and C) metro in the time that I had. The majority of the service is provided by the standard Soviet-styled car that is prevalent in Russia and the former Eastern Bloc countries, although with modernized front ends. New trainsets, which I observed on Line C, are being delivered by CKD, Adtranz, Siemens, and Malev. Prague's first Metro Line (C) opened on May 9, 1974, and expansions have taken place through June, 2004. At the end of each station there is a clock that indicates how many minutes and seconds it has been since the previous train has departed. New lines are planned and under construction. The original stations are deep, and accessible by some very long escalators, all of which were working. Stations are center-island, with wide platforms. There are three stations where two lines intersect with each other: Můstek (A and B), Muzeum (A and C), and Florenc (B and C). Thus, all line connection combinations are possible. At the end of my ride, I had visited 4 of the 6 terminals; ridden Line A in its entirety; and was only missing 5 stations on Line B and 10 on Line C. From my observations, there were three different types of cars, besides the aforementioned Soviet-styled cars; some slightly more modern ones that were built by a consortium of Skoda, Pelikan, Dioss, et al. and the newest, CKD, Adtranz and Siemens. The third rail is under-running, comparable to what you will see on Metro-North.

Prague's all-Tatra fleet is made up of several different types, and most lines operate their cars in two-car sets. They had interior signs which display the next 8 stops and appear to be similar to what MTA New York City Transit will have on the R-160 subway cars.

Our next stop, via an approximate 3½-hour bus ride, was Nuremburg, Germany. As we had given our passports to the cruise ship personnel upon boarding, crossing the border was seamless because the Czech Republic is also a member of the European Community. We were delivered to our cruise ship, where we had lunch and a chance to unpack before boarding buses for a city tour. It began with what our guide referred to as Nuremburg's "dark period," and a stop was made at the stadium from which Adolph Hitler made many of his speeches. The guide had a collection of large-sized photos, which he shared with the group, that depicted the events of that time. Later, we would pass the court house in which the Nuremburg Trials were held. While touring, it was brought to our attention that on this day, May 7, the city was celebrating the 125th anniversary of public transport. In fact, we did see several "old timers,"

trolleys and buses, operating. Unfortunately, none of our planned stops coincided with places that these vehicles were operating. The next morning we returned to the city center and were given a few hours to shop. For me it was an opportunity to take some streetcar photos and I found two different series of articulated cars, 1000s and 1100s. There was no time to explore the metro.

At noon, we re-boarded the buses and were transported to the ship, which had moved several km. west through the Main-Danube Canal, that would ultimately bring us to the Danube River. This canal was completed in 1992, is 106 miles long and includes 16 locks that rise to a height of 1,330 feet, making it the highest commercial waterway in Europe. At the end of this "voyage" we had traveled up and then down through 26 different locks, and also crossed Europe's continental divide. In the following days, our boat would call at Regensburg and Passau in Germany, and Melk, Austria. All of the aforementioned cities have modern bus systems, but no streetcars.

Our late afternoon arrival in Vienna coincided with dinner time, so afterwards we took in the previously mentioned concert. The next morning, after boarding our tour buses, we proceeded into Vienna to visit the major sights. At the end of the tour, we walked to the Hotel Sacher to fulfill another long-time goal – a piece of Sacher Torte from the establishment that created this famous dessert. It was delicious! Later we purchased four one-way tickets, and used two for a ride on the #1 trolley around the Ringstrasse. This line operates clockwise. There is also the #2 Line, which operates counter-clockwise. Along the route, other lines merge in and out. At one point we got off the modern 600-series car to ride one of the older Düwag cars. Before we knew it, it was time to return to the boat and we used the remaining tickets for a one-stop ride on Line U3 from Stubentor to Stephansplatz where we transferred to Line U1, three stops to Vargartenstrasse – our (too short) 23½-hour stay in Vienna being over.

We departed on time and later, while having dinner, were informed that we were passing the city of Bratislava, the capital of Slovakia. Like many cities, including New York, the nighttime illumination of its buildings was very impressive. The next day, at mid-morning, we arrived in Budapest, docking on the Buda side. A shuttle boat was provided to take us over to the Pest side for an approximate one-hour visit. This afforded us some time to get acquainted with the part of the city, where our hotel for the next two nights was located. Trolley Lines 2 and 2A ran behind it, and the terminal for Metro Line M1, Vorosmarty ter, was only a short distance away. The original name for this, their original subway line, is Foldalatti, and it was the first underground line on the European mainland. After lunch our tour buses were waiting for us and we crossed over the Duna (Danube) River to the Buda side to visit the many of the

(Continued on page 13)

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

historic sights, and then returned to the Pest side to visit the Budávari Palota (Budapest Castle).

We disembarked the next morning and took a taxi to the Pest side and, after checking in to our hotel, filled in some of the sights that our tour the previous day did not cover. Following breakfast the next day, I began my subway exploration with a ride Line M1. Its 1896 opening pre-dates New York City's IRT by eight years. According to www.UrbanRail.net, for its centennial, all stations were restored, and they looked magnificent. ERA member Walter Zullig told me that before the IRT subway was built, its engineers visited Budapest to get some ideas. The cars, in three-car trainsets (A-B-A), are very small, each having just 18 seats, and are self-contained, which means no walking between cars. The cars that I saw were numbered between 21 and 42. It was a quick ride. There were only 10 additional stations to the northern terminal, Mexikói Út, but because it was rush hour, the train was crowded. This station was opened in 1973.

Upon arrival at street level, I found a trolley terminal right outside that was served by two lines, #3 and #69. A subway storage yard was nearby. The operator of one Line #3 car I spoke with, in addition to letting me know that he had twice visited New York, gave me directions to the Transport Museum. He told me that the cars that were running on these lines were ex-Hanover. Seventy-six were purchased a few years ago, and were re-numbered 1501-1576. For unexplained reasons, the former numbers were retained on several interior places: 1515 and 1560 are ex-6080 and 6020. About two blocks away, I found a trolleybus terminal with 700-series Ikarus Model 412T/Kiepe-O-Bus and a 900-series Soviet-built unit, similar to what I had seen operating in St. Petersburg. On the street where the museum was located, 200-series Ikarus articulateds were in operation. My timing was off, because it was 9:30 AM when I got there, and the museum opened at 10 AM. I decided to forgo the museum, and quickly returned to the Metro, riding to Deák Ferenc tér station, the only station where all three lines intersect.

Soviet-built cars operate on Lines M2 and M3, and many have been overhauled. Interestingly, some have modern front ends, but one overhauled car on which I rode retained the original front. The eastern ends of these lines operate outside of the subway. I managed to ride completely Lines M1 and M2, missing only 9 stations on the northern end of M3. Here again, I found the www.urbanrail.net website a tremendous resource. Several extensions are in the planning stages, including new lines M4 and M5.

Member Joe McMahon sent me a link to a Budapest news and gossip web site which reported that Prague's transit agency would take delivery of 40 Siemens Com-

bino trams beginning this summer. I did not see any of them, but did ride their Ganz and Tatra cars.

Several passengers we met aboard the ship recommended that we visit Szentendre, which is about 16 miles north of Budapest. Szentendre is noted for its crafts, and is accessible via commuter train. Our all-day tickets entitled us to a slight discount on the cost of the tickets. The 40-minute ride was aboard a six-car EMU comprised of 3 two-car units, which had been manufactured in what was, at the time, East Germany. In the yard at Szentendre, there was a small collection of preserved streetcars and an older series EMU.

In our hotel we picked up a copy of *The Budapest Times*, which reported that the hi-tech fare (electronic chip) collection system that was supposed to be operational on Metro Line 1 in March was still was not working. It is likely to be delayed until the end of next year. In the meantime, 400 ticket inspectors are working to enforce the honor system. Unlike New York and other cities, Budapest sells a variety of tickets: Single, Single with transfer, Metro short trip (3 stops), Metro section transfer ticket (1 transfer and 5 stops), and Metro-only transfer. Then there are also 10 rides, and 20 rides, and 1-, 3-, and 5-days, as well as 14-day and one-month *Travelcards*. At each transfer point in the metro, there are ticket validating machines. Rather than worry about all of that, purchasing a day pass avoided that hassle. BKVrt, the operators of the city's mass transit system, reported that around 8-10% of passengers are fare evaders, and this costs the system about 5 billion Florints (\$24.5 million US) annually. My ticket was checked one time.

Upon our return, as we reflected on this trip, my wife and I agreed that this was truly one of the best vacations that we had taken, and is well recommended to anyone who has not yet visited, or would like to revisit these cities. One final comment: in all of the cities that I visited, not once did anyone ask me why I was taking rail photos! Contrast this to what has been taking place in many parts of the USA.

Tokyo, Japan

East Japan Railways, the country's largest rail company, will begin testing of a specially equipped train with fuel cells next month. Called the "NE Train," or New Energy Train, it will use pollution-free fuel cells which generate electricity through a chemical reaction between hydrogen and oxygen. Water vapor is produced as exhaust. The goal is to operate the train in regular service next year.

From the History Files

150 Years Ago: On July 21, 1856, the Illinois Central Railroad established the first suburban train service in any city west of the East Coast of the United States.

Headlights (October, 1956) reported that the train, *The Hyde Park Special*, began running regularly between Chicago and the Village of Hyde Park, six miles south of

(Continued on page 18)

TECH TALK

by Jeffrey Erlitz

M A. Angeliades continues to perform station rehabilitation work on the 14th Street-Canarsie **L** Line under contract A-35950. The northbound platform at Livonia Avenue station is closed from June 10 to July 21.

Likewise, Judlau Construction continues repairing the thru spans and performing other structural rehabilitation work on the White Plains Road **2** **5** Line under contract C-34574. Trains are bypassing the 219th Street station in both directions from June 5 until September 18 to permit demolition and rebuilding of the mezzanine.

Over the weekend of June 10-11, Welsbach Electric and Union Switch & Signal placed the signals and switches in service for the new Corona Yard inspection shop and storage tracks. There are five tracks in the inspection shop and three additional storage tracks on the south side of the building. The new shop and storage tracks are controlled from a new Relay Room B, which has a Maintainer's control panel by Mauell. This new relay room, in turn, is controlled by code from the existing Corona Yard Tower interlocking machine, which has been modified accordingly.

Also on the Flushing **7** Line, the new Hunters Point Avenue interlocking is about to be placed in service. This is the first of the overall Flushing Line Interlockings-Phase II project to be nearing completion. This contract, S-32718, uses the same signal equipment as has been installed recently on the Concourse Line (contract S-32308-R) except for the switch machines. Signals are Safetran Systems Type RT, the switch machines are Union Switch & Signal Style M-3, and the train stops are Twinco Manufacturing Model PS-1. The switch machines and train stops are, as is usual for many years now, all electric.

Though not noticed by the casual observer, the construction of the structural box for the new South Ferry terminal station is really moving ahead. Actually, if you look out the front window of a southbound **1** train from Rector Street to South Ferry, you may now observe some of the construction site. The west wall and a decent amount of the roof of the existing subway structure have been removed where the future connection will be made to the new subway alignment. Most of the alignment has now been excavated (through bedrock, no less) and there are even some portions of structural invert installed.

Over on the Long Island Rail Road, M-7s continue to arrive. Car 7679, the first from the option order, was delivered by June 9. As of June 10, the railroad's multiple-unit fleet was as follows:

CLASS	NUMBER
M-1	162
M-3	172
M-7	666

If you have not already done so, I suggest you get your M-1 photographs sooner rather than later.

Beneficial use was achieved back in April on the Jamaica Station rehabilitation project. This was a huge project (\$222 million) that included new platforms, canopies, platform-level waiting rooms, information booths, public address system, signage, lighting, stairs, elevators, escalators, portal mezzanine, west pedestrian overpass, Jamaica Central Control Building, and an Intermodal Transportation Center linking the railroad to the JFK AirTrain and Archer Avenue **E** **J** **Z** subway lines.

The rehabilitation of the Garden City station reached beneficial use on April 29. This \$1.4 million project included new interior finishes, restrooms, windows, doors, heating/air conditioning, lighting, roof, and painting of the exterior.

Also reaching beneficial use in April was the Fare Collection Program, which included design, procurement, and installation of five full-service ticket vending machines and 77 Express TVMs.

On Metro-North, a construction contract was awarded in April and a groundbreaking ceremony was held May 4 for parking and pedestrian access improvements at the Brewster station.

Bids were received on May 9 for parking and access improvements at the Irvington and Greystone stations. The existing parking facility at Irvington will be rehabilitated and expanded and Greystone will get improved access with a new bus turn around and Kiss & Ride dropoff area.

Overpass improvement work continues at Hastings, Dobbs Ferry, Ardsley, and Irvington on the Hudson Line.

Installation of new stairways on the outbound platforms at the Tremont and Melrose stations has been completed. Roofs over these stairways were installed in May. Also installed in May was the overpass roof at the Crestwood station. The canopy roof at the Fordham station was completed in May. These were all part of the Lower Harlem Station Improvement project.

Work on the Upper Harlem Station Rehabilitation Phase II project is continuing at White Plains, North White Plains, Chappaqua, Mount Kisco, Bedford Hills, Katonah, and Goldens Bridge stations.

As of April 30, 314 M-7 cars were in service.

Best and final offer proposals were received on April

(Continued on page 15)

BMT-IND CAR ASSIGNMENT**CARS REQUIRED MAY 28, 2006**

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	10 R-32, 110 R-38, 208 R-44	10 R-32, 110 R-38, 208 R-44	M	136 R-42	136 R-42
B	160 R-40, 90 R-40M	150 R-40, 80 R-40M	N	50 R-40, 10 R-42, 104 R-68, 32 R-68A	30 R-40, 10 R-42, 104 R-68, 32 R-68A
C	96 R-32, 48 R-38	88 R-32, 48 R-38	O	8 R-68, 136 R-68A	8 R-68, 136 R-68A
D	240 R-68	224 R-68	R	232 R-46	240 R-46
E	260 R-32	260 R-32	V	120 R-46	120 R-46
F	100 R-32, 280 R-46	100 R-32, 256 R-46	W	40 R-32, 50 R-40	40 R-32, 60 R-40
G	40 R-46	36 R-46	S (Rockaway)	12 R-44	12 R-44
J/Z	152 R-42	152 R-42	S (Franklin Avenue)	4 R-68	4 R-68
L	24R-42, 152 R-143	24 R-42, 152 R-143			

IRT CAR ASSIGNMENT**CARS REQUIRED MAY 28, 2006**

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
1	330 R-62A	310 R-62A	5	330 R-142	330 R-142
2	330 R-142	320 R-142	6	400 R-142A	400 R-142A
3	240 R-62, 10 R-62A	230 R-62, 10 R-62A	7	352 R-62A	341 R-62A
4	240 R-142, 110 R-142A	240 R-142, 110 R-142A	S	10 R-62A	10 R-62A

Tech Talk*(Continued from page 14)*

10 for the purchase of locomotives for use on work trains and branch line passenger trains, with award scheduled for May.

Proposals have been received for the procurement of M,8 passenger cars.

Leaving our home territory for something completely different, I recently got back from the ERA trip to Poland. I spent a few days in Berlin, Germany beforehand and was lucky to join some fellow ERA members on a guided tour of the new U55 U-Bahn route. This short, three-station subway line will eventually connect with the existing U5 line, but when it opens to the public this December it will shuttle passengers from the new Berlin Hauptbahnhof (main railway station) to Unter den Linden, where it will connect with another suburban railway (S-Bahn) line. There is one station, Bundestag, in the middle. Initially, it will operate as a single-track shuttle. It looked like all of the track work and most of the signal work for this operation has been completed. Most of the work we saw going on seemed to be station finish related. Since there is no connection to another subway

line, all equipment for this line has to be lowered through an open shaft down to track level. Below are some images I took of this new subway line.



Bundestag station looking north with soon-to-be-active track on the right.

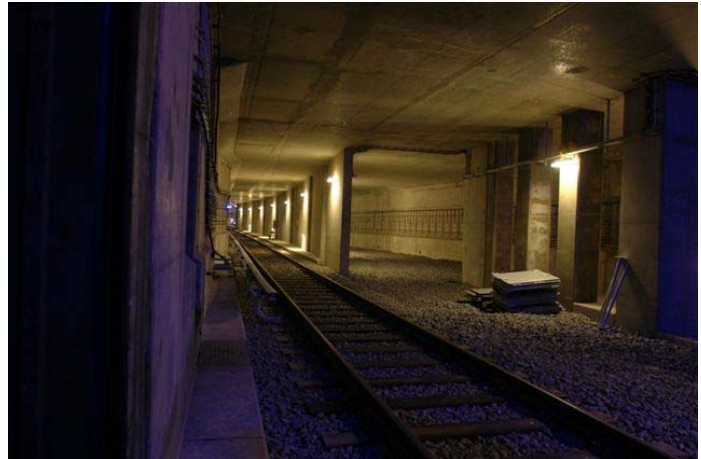
(Continued on page 16)

Tech Talk

(Continued from page 15)



Similar view to the previous page, but showing the vacant track space for the future southbound track behind a fence on the left edge of the platform.



South of Hauptbahnhof station, looking south at provision for future crossover switch.

We also toured the new main railway station one week before it was opened to the public and regular service began. This station is now billed as the largest in all of Europe, at least in terms of cubic space. There are a total of five levels. The top level is the old east-west S-Bahn, formerly known as Lehrter Stadtbahnhof. This level, which used to be four tracks with one platform for the S-Bahn, now also serves regional and long distance services and consists of three platforms and six tracks, all under a huge, glass train shed. Below this level is the upper mezzanine with many stores and shops. The middle level is at street level and has access on both the north and south sides of the station. Currently, there are only bus routes here, including an



Hauptbahnhof station looking south. The mezzanine for this station is adjacent to the lower mezzanine of the new Berlin Hauptbahnhof railway station that is to the right in this view.



The line passes under the Spree River, and this is one of the two sets of floodgates that could be lowered should there be a tunnel breach.



Temporary inspection area north of Hauptbahnhof station. The single track is temporarily centered in the subway structure.

Tech Talk

(Continued from page 16)

Access shaft for the delivery of all equipment, including the subway cars. This is just long enough for one subway car without its couplers. All of the material for the construction of the second track has already been delivered and stacked up on the right of way of the future track.

express route to Tegel Airport, but one or more tram-lines are to be extended here in the future. The fourth level down is the lower mezzanine, which is, as I mentioned above, adjacent to the new U55 U-Bahn line. This level is also lined with many shops. The lowest level is the other part of the station and contains eight tracks and four platforms. This is a completely new railway alignment and is currently served only by regional and long distance services. More information on this absolutely beautiful station can be had by pointing your browser, assuming you have a computer with Internet access, to http://www.hbf-berlin.de/site/berlin_hauptbahnhof/en/start.html. And yes, this site is in English.



Deutsche Bahn 485 156 is shown eastbound on the upper level of Berlin Hauptbahnhof in S9 service to Schönefeld Airport. These 485-class EMUs are now the oldest type running in regular service in Berlin and were the last cars purchased by the former East German Deutsche Reichsbahn. This platform is on the north side of the station and is only served by S-Bahn services. These two tracks are equipped with third rail while all of the other tracks in the station have overhead catenary. The platforms and tracks to the left in this image are served by regional and long distance services.



View of the train shed looking west. The S-Bahn platform is to the right with its third rail-equipped tracks. The train shed does not completely cover the long distance and regional train platforms, apparently as a cost-saving measure. It does, however, cover the shorter S-Bahn platform. I believe S-Bahn trains are currently limited to eight cars.



View east from S-Bahn platform to long distance and regional train platforms.

(Continued on page 18)

Tech Talk

(Continued from page 17)



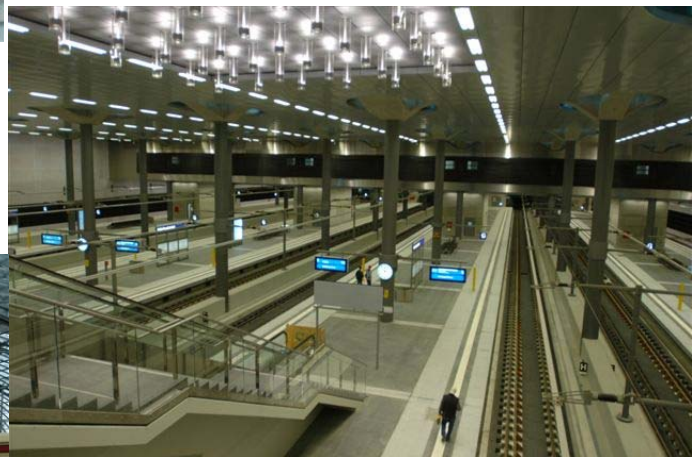
We are looking down from the upper level platform through an atrium all the way to the lowest level. There are several atria in the station, which enables daylight to penetrate all the way down to the lowest level. In this view, the upper level mezzanine is just visible at the very top of the frame, the street level is at the right with the person walking, the lower mezzanine is in the center and one of the platforms with its two tracks can be seen at the bottom to the left and right of center.



This is one of the glass-enclosed elevators that travel between all five levels.



View down the lower mezzanine. Liquid crystal arrival and departure signs can be seen on the right side.



View north from the lower mezzanine of the lower level platforms. The station is visually stunning with state-of-the-art lighting, signage and accessibility. One elevator, and there are several of them, takes you between all five levels.

This massive project, which apparently made the news in all of Germany when it opened on May 28, even required the temporary diversion of the Spree River during construction.

Jeff may be contacted via email at jbe456@optonline.net.

Commuter and Transit Notes

(Continued from page 13)

the city. This type of service expanded following the Chicago Fire of 1871, when demand for housing outside of Chicago was stimulated. Today, Metra Electric plus several CTA bus routes serve Hyde Park.

50 Years Ago: On July 1, 1956, the Rochester Subway closed as the last fully loaded trolley departed at 12:30 AM from General Motors (Rochester Products

Plant) for Rowland. In reading the Headlights from the early 1950s, there were frequent, sometimes monthly reports by member Lloyd E. Klos about its imminent demise. In recent years the subway, which was once part of the Erie Canal has been in the news by those who see it as a centerpiece of a new light rail system, and by others who advocate filling it in because of the maintenance expenses.

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

NOSTALGIA CORNER

On August 24, it will be five years since the last PCC cars ran in the Newark City Subway. We thought we would get a jump on the anniversary by displaying

some Bernard Linder photographs of PCCs in the "good old days" (July 10, 1958 except where noted) in this issue.



Orange Street station.



Another scene at the Orange Street station.



Park Avenue station.



Franklin Avenue station.



Looking north from Bloomfield Avenue station, September 19, 1959.



Davenport Avenue station, looking north, September 19, 1959.

Around New York's Transit System

R-160 Test Train

The R-160 test train arrived on the transit system recently. It was observed in the Church Avenue IND middle, probably for testing of the Communication-Based Train Control (CBTC) between Church Avenue and Seventh Avenue. There are rumors that it will be tested on the Rockaway Line south of Howard Beach and on the Manhattan Bridge during the midnight hours. When the train passes the scheduled tests, it will be tested in service until it can operate for 30 consecutive days without difficulty, after which it will enter revenue service and the rest of the order will be approved for delivery.

Work Train Operation at Wheel Detectors

Undercarriages of specialized miscellaneous equipment and work trains contain apparatus, including wheels, that are made of steel. When these metal objects pass over a wheel detector, they are recorded as wheels. This interferes with the system's ability to time the train and triggers a failure of the system.

If possible, the above-mentioned metal objects must be retracted or the work equipment should be routed over straight routes. If this procedure is not possible,

these trains may be given permission to proceed to the signal or wheel detector sign near the switch. When they stop there, the wheel detector system will fail and the system can be placed in the bypass mode.

When a work train approaches a wheel detector, the Tower Operator must place the home signal at danger and notify the Control Center that the system will be placed in bypass mode. If the signal cannot be cleared, a call-on should be displayed. As soon as the train passes the wheel detector, the system must be restored to active status.

New Design Contact Rail Jumper Cable

Sixty-foot new design contact rail jumper cables, which replace the existing ones, are available in locked boxes in yards, terminals, and towers. The new design cables feature retractable sleeves on both ends, double-jacketed insulation, and a spherical tip on the contact shoe end to prevent insertion into the aperture of the shoe. When using the new cables, the retractable sleeves must be pulled back to expose the contact points on either end. When the sleeve is released, it

(Continued on page 6)

Thousands Delayed

(Continued from page 1)

buses operated by NJ Transit, Academy Coach, and Suburban Transit, which were honoring NJ Transit rail tickets. On a typical weekday between 5:05 and 5:57 PM, NJ Transit dispatches ten trains. I rode PATH to Hoboken, where my train begins its run. As we departed, I was watching to see how many Comet 1s ("sliders") were still in the yard, and I counted approximately a dozen. These are the cars for which I was able to capture the numbers: 1703, 1712, 1739, 1747, 1752, 1754, 1755, and 1757. Normal service was resumed on the Northeast Corridor and North Jersey Coast Lines at 8 PM.

In Philadelphia, SEPTA advised its passengers to seek alternate transportation for Regional Rail Routes R1/Airport, R2/Wilmington, R3/Media, R5/Paoli, R6/Cynwyd, R7/Trenton, and R8/Chestnut Hill West. The R2/Warminster, R3/West Trenton, R5/Lansdale-Doylestown, R6/Norristown, R7/Chestnut Hill East, and R8/Fox Chase lines were operating only as far as Suburban Station. The transit agency dispatched 40 buses to take passengers who had been escorted from trains that were stranded to the nearest station. Some service was resumed at 10:30 AM, and by 3 PM, the regular schedule was being operated.

Norfolk Southern dispatched two diesels to pick up a MARC Penn Line train that was stuck in the Baltimore

Tunnel. Normal service was resumed by 1:40 PM.

The following Sunday (May 28), *The New York Times*, in an editorial, again came out in support of Amtrak and making sure that it gets adequate funding. Although it was not known exactly what went wrong, the editorial wrote that, "the underpinnings of the nation's railroad system are primed for disaster. The White House and Congress have tried to squeeze every dollar out of Amtrak's meager budget. Amtrak would need at least \$2 billion a year to bring the system to a state of good repair." The editorial also took note of the fact that, "some parts of the Northeast Corridor go back to the 1930s, and...the government directs billions of dollars to roads and bridges, and the airports also get plenty of help, but somehow very little trickles down to the rails." The editorial closed with: "If President Bush really wants transportation alternatives, it is time for a strategic look at how the railroads can serve as an even more important escape valve for the nation's overloaded transportation system. Amtrak does not need to make a profit, but it does need to work."

In the aftermath of this disaster, transit managers from the affected agencies promised a faster response to future problems. A meeting was scheduled for the following week between NJ Transit and Amtrak officials to discuss how "tunnel-evacuation protocols" can be improved. Perhaps they will take another look at the use of diesels as rescue engines in emergency situations.