

The Bulletin



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The Bulletin

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MANHATTAN'S STREET CARS WERE PHASED OUT 60 YEARS AGO

Many years ago, street cars were running on nearly every avenue and most principal crosstown streets in Manhattan. In 1936, New York Railways replaced its street cars with buses, but Third Avenue continued running its seven street car lines ten years longer. In 1940, the city administration forced the company to accept a franchise that required it to substitute buses on all lines. Bus conversion was delayed by World War II, but resumed as soon as buses were available.

When 59th Street buses replaced the street cars on November 10, 1946, it was the beginning of the end for Manhattan's street cars. At 12 noon November 9, the last full day of street car operation, a horse-drawn street car pulled up alongside a new bus at the Hotel Plaza, W. 59th Street and Fifth Avenue. Acting Mayor Vincent R. Impelliteri, Borough President Rogers, and company officials were present when a floral wreath was placed on the horse car and a bottle of champagne was broken against the side of the bus. After that, officials attended a luncheon sponsored by Bloomingdale's in the Hotel Plaza.

Because E. 59th Street is a narrow street, the tracks were closer than the tracks on the other lines. The curved side convertibles could not clear and were never operated on this line. Center exit Huffliners could not be operated because passengers would have difficulty exiting if the car stopped opposite a parked automobile. The new cars, 626-645,

were built with rear exit doors and tapered sides that provided clearance for passengers.

After the buses were placed in service, 59th Street cars 626-645 operated on Third and Amsterdam Avenues and on the Kingsbridge Line until the buses replaced them. After that, poles were installed and the cars were transferred to the Bronx in the summer of 1947. Buses replaced them in 1948 and the nine-year-old cars were sold to Vienna and Bombay.

On November 17, 1946, buses replaced the street cars on 42nd Street and on Tenth Avenue. On the last day of street car operation, November 16, Third Avenue Transit officials, the Chairman of the Board of Transportation, and the Borough President of Manhattan were present at a luncheon given by Fred French and Company in Tudor City. After lunch, a bus was christened "Miss 42nd Street Crosstown," and the group made an unofficial trip across 42nd Street. Third Avenue's President expected to ride a 42nd Street bus to Tenth Avenue and then ride a Tenth Avenue bus. The New York Car Riders' Association rode the last street car and jeered at the first bus at Grand Central.

The following cars were in service in 1945 and probably continued running until the end of rail operation. The curved side convertibles, which were 37 years old, were scrapped.

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IND EIGHTH AVENUE LINE — LOCAL SERVICE FROM 168TH STREET (UNLESS OTHERWISE NOTED) by Bernard Linder

DATE	ROUTE AND SOUTH TERMINAL	WEEKDAYS	SATURDAY	SUNDAY
September 10, 1932	AA/Chambers Street weekdays and Saturdays except midnights	L8 except midnights	L8 except midnights	—
July 1, 1933	Discontinued 168 th Street service. CC locals provided service south of 145 th Street			
December 15, 1940	AA/Chambers Street non-rush BB/34 th Street-Sixth Avenue weekday rush and Saturday morning and early afternoon	AA-L8 BB-L8, L6	AA-L8 BB-L8, L6	AA-L8
January 5, 1952	AA/Chambers Street non-rush BB/34 th Street-Sixth Avenue weekday rush	AA-L8 BB-L8, L6	AA-L8	AA-L8
November 26, 1967	AA/Chambers Street non-rush ⓑ/Bay Parkway or Coney Island via West End rush hours	AA-L8 ⓑ-L8, X6, X4 (A)	AA-L8	AA-L8
August 28, 1977 (C)	Discontinued midnight service			
April 28, 1986	AA/Chambers Street non-rush ⓑ/34 th Street-Sixth Avenue rush hours	AA-L8 ⓑ-L6	AA-L8	AA-L8
May 26, 1987	Ⓚ/Chambers Street non-rush Ⓚ/34 th Street-Sixth Avenue rush hours	Ⓚ-L8 Ⓚ-L6	Ⓚ-L8	Ⓚ-L8
December 11, 1988	ⓑ/Coney Island weekday except midnights Ⓒ/145 th Street to Chambers Street-weekday midday and evening; all day weekends	ⓑ-L8, X6, L4 evenings northbound; L8, X6, X4 other times (B) Ⓒ-L8	Ⓒ-L8	Ⓒ-L8
May 1, 1995 (D)	ⓑ/Coney Island rush hours Ⓒ/168 th Street to Euclid Avenue midday weekdays; 145 th Street to Chambers Street weekday evenings and all day weekends	ⓑ-L8, X6, X4 (A) Ⓒ-L8	Ⓒ-L8	Ⓒ-L8
November 13, 1995	ⓑ/Coney Island rush hours, midday, early evening Ⓒ/Euclid Avenue midday weekdays; Chambers Street weekday evenings and all day weekends	ⓑ-L8, X6, X4 (B) Ⓒ-L8, LB	Ⓒ-L8	Ⓒ-L8
March 1, 1998	Ⓒ/Euclid Avenue rush hours, midday, and early evenings; Chambers Street weekday late evenings and all day weekends	L8, LB	L8	L8
May 2, 1999	Ⓒ/Euclid Avenue every day except midnights	L8, LB	L8, LB	L8, LB

L8 — Local stops on Eighth Avenue
 L6 — Local stops on Sixth Avenue
 X6 — Express on Sixth Avenue, between 34th Street and W. 4th Street
 L4 — Local on Fourth Avenue between Pacific Street and 36th Street
 X4 — Express on Fourth Avenue between Pacific Street and 36th Street
 LB — Local in Brooklyn between Hoyt Street and Euclid Avenue
 (A) Bypass DeKalb Avenue rush hours
 (B) Bypass DeKalb Avenue rush hours, midday, and early evening

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- (C) From August 28, 1977 to December 11, 1988, the first AA (K starting May 26, 1987) operated from 207th Street to Chambers Street and the last train from Chambers Street was routed to 207th Street every day
- (D) The last seven AM rush hour B trains from Coney Island were laid up at 145th Street. The first seven PM rush hour B trains were put in service at 145th Street

WEEKDAY HEADWAYS

This is the only schedule from the 1930s:

DATE	MID-NIGHT	AM NORTH-BOUND	AM SOUTH-BOUND	MID-DAY	PM NORTH-BOUND	PM SOUTH-BOUND	EVENING	ROUTE	
								Non-Rush	Rush
September 7, 1932	—	4	4	5	4	4	5, 6	AA	AA

This is a complete record:

DATE	MID-NIGHT	AM NORTH-BOUND	AM SOUTH-BOUND	MID-DAY	PM NORTH-BOUND	PM SOUTH-BOUND	EVENING	ROUTE	
								Non-Rush	Rush
October 24, 1949	12	4	4	5	4	4	5, 6	AA	BB
October 23, 1950	15	4	4	6	4	4	6	AA	BB
December 31, 1951	15	4	4	6	4	4	8	AA	BB
June 30, 1952	20	4	4	8	4	4	10	AA	BB
November 27, 1967	20	4	4	10	4	4	12	AA	B
August 30, 1976	20	10	6	10	5	10	12	AA	B
August 29, 1977	—	10	6	10	5	10	12	AA	B
April 28, 1986	—	10	10	10	10	10	12	AA	B
May 26, 1987	—	10	10	10	10	10	12	K	K
December 12, 1988	—	7½	10	10	7½	7½	12	B, C	B
1988-2004	—	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
February 23, 2004	—	8	10	10	10	10	10, 12	C	C

WEEKEND HEADWAYS

This is the only schedule from the 1930s:

DATE	SATURDAY		
	MORNING	AFTERNOON	EVENING
October 15, 1932	5 (A)	5 (B)	5

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IND Eighth Avenue Line — 168th Street Service

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This is a complete record:

SATURDAY				SUNDAY			
DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
May 17, 1947	6 (C)	6, 5	6	May 11, 1947	8, 6	6	6
July 15, 1950	6 (C)	6	6	October 23, 1949	10, 8	8	8
October 28, 1950	6	6	6, 8	November 26, 1967	12	10	10
January 5, 1952	6	7, 6	7, 8	October 31, 1971	12	12	12
July 5, 1952	6, 8	8, 6	8	November 11, 1973	15, 12	12	12
October 30, 1954	8	8	8	May 24, 1987	15, 12	12	12
November 6, 1971	10	10	12	1987-2004	N/A	N/A	N/A
May 30, 1987	10	10	12	February 22, 2004	12	10	12
1987-2004	N/A	N/A	N/A				
February 28, 2004	10	10	12				

- (A) 4 Minutes-morning rush
- (B) 4 Minutes-noon rush
- (C) 5 Minutes-morning rush

WEEKDAY TRAIN LENGTHS (IN CARS)

This is an incomplete record:

DATE	MIDNIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
September 7, 1932	—	5	5	5	5
October 10, 1932	—	3	3	3	3
October 24, 1949	3	6, 8	4	7	4
December 21, 1964	3	6, 8	4	8	3
November 27, 1967	4	8	8	8	4
August 20, 1971	4	8	8	8	4
May 19, 1975	4	8	4, 8	8	4

WEEKEND TRAIN LENGTHS (IN CARS)

SATURDAY				SUNDAY			
DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
October 15, 1932	3	3	3	October 20, 1949	3	4	4
October 29, 1949	4	4	4	October 31, 1954	4	4	4
April 21, 1973	4	4	4	December 20, 1964	4	4	4
September 3, 1977	4	4	4	December 31, 1972	4	4	4
				January 18, 1976	4	8	4

TECH TALK

by Jeffrey Erlitz

Judlau Construction needed a little more time to complete its thru span repairs and mezzanine work at 219th Street on the White Plains Road (2 5) Line under contract C-34574, so trains continued bypassing this station in both directions from September 18 until October 9.

The new car wash equipment installed in Corona Yard under contract C-34714 underwent testing from September 16 to October 2.

The new Queensboro Plaza Interlocking on the Flushing (7) Line and Astoria (N W) Line was placed in service over three weekends in October. Over the weekend of October 14-15, the switch machines for the diamond crossover north of the station on the upper level were replaced on Astoria Line Track G2. The signals on Track G2 are not that old, having been replaced during the Astoria Line signal rehabilitation project in 1991. These signals were renumbered (new lever numbers only) and they are now being fed from the new Queensboro Plaza Relay Room 2 rather than from the original 1991 relay room. Over the weekend of October 21-22 the signals on Flushing Line Track 2 were placed in service and the switch machines for this side of the diamond crossover were replaced. Over the weekend of October 28-29, the diamond crossover was returned to service. The original US&S Style A-10 pneumatic switch machines were replaced with US&S Style M-3 electric machines.

The diamond crossover at Queensboro Plaza was until now just a part of the Rawson Street Interlocking. It is now a completely separate interlocking and for the time being can only be controlled from the Maintainer's control panel in the relay room. 111th Street Master Tower will take control of it again in the near future.

I neglected to mention last time that new train destination signs were placed in service at the Flatbush Avenue-Atlantic Terminal station of the Long Island Rail Road back in August. They are located in the transfer passageway between the Brighton and Eastern Parkway Lines at the bottom of each staircase leading up to the three LIRR platforms. These signs are the same type of color liquid crystal displays that are located in the street level waiting area of the station. These signs are a real time-saver for those passengers who, like myself, are coming from any of the three subway lines other than northbound 2 and 3 trains. Only those two lines are already on the same level as the LIRR platforms.

Elsewhere on LIRR, work is really progressing out in

Mineola for the elimination of the Roslyn Road grade crossing. Though all of the remaining grade crossings need to be eliminated between New Hyde Park and Hicksville, this is the only one currently under construction. The others are apparently going to be done together with the Main Line Third Track project. At least one "mini" bridge has already been put in place on eastbound Track 2 where Roslyn Road will eventually pass underneath.

The new Mineola intermodal terminal was placed in service on Monday, October 16. MTA Long Island Buses now stop under cover of the new parking garage just south of the eastbound railroad platform. There appears to be, at least in passing from the railroad, a separate "bay" for each bus route in the terminal. When completed, transfers between railroad trains on westward Track #1 and buses will be completely accessible by the disabled via the new overpass, which is equipped with elevators.

Construction started back on July 19 for high security fencing at various locations in Queens, Nassau and Suffolk. This \$4.5 million project was awarded to Residential Fences Corporation.

Daniel Frankfurt was awarded the design contract for a new station building and rehabilitation of various station elements at Valley Stream on July 31. This \$4.3 million project will also improve the station plaza area, rehabilitate the platform waiting room, stairs, and elevator enclosure, replace lighting under the viaduct, and install a new public address system.

The replacement of the east pedestrian overpass at the Cold Spring Harbor station reached beneficial use on September 21, when it opened to the public.

M.G. McLaren Consulting Engineers won the design contract on September 29 for the Amott Drainage Culvert project. Amott is the interlocking located between the Syosset and Cold Spring Harbor stations where the double track used to end. There is a drainage culvert located just to the east of the interlocking that is connected to adjacent Nassau County recharge basins, which are on higher ground. During bad storms, this culvert cannot handle the load and there was at least one washout of the railroad tracks in recent years. The work will include a concrete spillway, inlet structure, drainage pipes, and outfall area.

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

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

As was reported in the October *Bulletin*, Metro-North operated a special excursion to commemorate the 100th anniversary of the first electric train to operate into Grand Central Terminal. A souvenir timetable was produced, which, instead of listing passenger stations, contained all of the electrical substations along the routes that we would cover. On September 30, 1906, it was an electric locomotive, 3405 (Alco Model S-2, 1906), that pulled a train of coaches from High Bridge into Grand Central.

My son Marc and I were among the 180 riders on the excursion. At check-in, we were divided into four groups. Two groups attended a lecture which was presented by Bob Walker, former Chief Electrical Engineer for Metro-North, who now works with the railroad's Capital Program; Joe Cunningham, author of numerous transit books; and John Sprague, a grandson of Frank Sprague. (Thanks to member Howard Mann, who remembered Mr. Sprague's first name.) We were in the two groups who first visited Substation M-42, which is situated about 100 steps below Grand Central Terminal's lower level. One of the original rotary converters was preserved for historical reasons. After an hour, we switched venues. At 11 AM, we departed from Track #18 aboard a six-car train of M-7s bound for Ossining. En route, we were given a narration of the substations that we passed. Upon arrival at the Ossining station, we got off the train and walked to Substation 6 (A-31). Although this substation is not normally staffed, there were a number of Metro-North personnel on hand to explain the operation of this facility, and there was a lot to see here – from historical items to current operations. In fact, some equipment that was "tagged" as out of service was due to be placed into service in the following week. At the conclusion of the tour, all attendees were given an approximate ¾" piece of original (third) contact rail along with a certificate attesting to its authenticity. This part of the tour being over, we all left the substation and walked back to the Ossining station and waited for our train to arrive. Once on board, our box lunches were served, and we ate as the train proceeded south to Mott Haven.

As we neared Mott Haven, an announcement was made that our train would be the first "scheduled" train to operate via the Mott Haven Wye. After waiting for some southbound Harlem Line traffic to pass, we were routed onto Track #2, and "wrong-railed" to Woodlawn Junction. From there, we were routed onto the New Haven Line as far as the Mt. Vernon East station, a location to which these cars do not normally run. The train was positioned so that Metro-North's photographer,

none other than our own member Ron Yee, could take photos of the train. These were to be e-mailed to all attendees. When all the photos were taken, we returned to Grand Central Terminal. The trip was well run by Metro-North's personnel, many of whom had volunteered their time.

On October 14, Metro-North held what may be its last Fall Open House at Croton-Harmon for a few years. When Phase III construction begins, the main building will be demolished and replaced by a state-of-the-art maintenance facility. But on this date, there were the usual displays of rolling stock, and presentations and demonstrations by Metro-North employees representing their respective departments. As usual, they did an excellent job. A number of our members were also in attendance.

Member Raymond Berger asked how many M-7s would ultimately be built. The answer is that Metro-North has received all 336 of its order, and the Long Island Rail Road will get 836. There were rumors that there would be an additional option for 92 cars, but that will not occur. Ray broke down the order as follows:

CONTRACT	RAILROAD	CARS	RUNNING TOTAL
M-7 (original)	LIRR	678	678
M-7 (first option)	LIRR	158	836
M-7A (original)	MN	300	1136
M-7A (option)	MN	36	1172

Metro-North reported that the final pair of M-7As arrived on July 20.

There are a few differences between the Long Island's M-7s and Metro-North's M-7As, and I asked Ron Yee, who is more knowledgeable on this subject, if he would write something for the *Bulletin*. His answer is that the two biggest differences are that LIRR's cars have illuminated number boards, whereas Metro-North's car numbers use black number stickers. This is because there are no towers on the Hudson & Harlem Lines. Since the car numbers do not need to be "read" by a tower, not having number boards means that there one less item to maintain. The second difference has to do with the seating. On LIRR, the seats face the center of the car. The "card player" seats are in the middle of the car. All passengers face away from the nearest vestibule. Metro-North's cars' seats face the nearest vestibule. "Card player" seats are adjacent to vestibules, and the two rows of seats in the mid-point of the car are back to back.

Kawasaki Rail Car, which was awarded the base contract (\$522 million) for 210 M-8s, will build an additional

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Commuter and Transit Notes

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90 cars, following the exercising of the first option. These cars, for New Haven Line service, are scheduled for delivery in 36 months. An option for 80 cars still remains. If all 380 cars are purchased, the value of the contract is \$881 million.

According to a report in *The New York Times* (October 17), a greater percentage of Metro-North's riders are not commuting to Grand Central Terminal during the morning rush hours. This group now makes up 49.4% of the riders, the balance are reverse commuters, riders traveling between the suburbs and discretionary riders, e.g., shopping or sightseeing. The railroad's ridership has been growing; and is on track to beat all previous records. In 1984, the "traditional" commuter to Grand Central Terminal represented 65.3% of the ridership. Employment opportunities in the northern suburbs (Westchester, Putnam, and Dutchess Counties) have grown by more than 10% since 1997. Ridership on LIRR and NJ Transit has also grown, but commuters destined to Penn Station still dominate.

MTA Metro-North Railroad (West)

Beginning the third week of September, Pascack Valley Line trains began using Pond Siding, east of Nanuet, while work crews replaced the wood ties with concrete on the main track. Trains resumed operating on the main track on October 9.

Connecticut Department of Transportation

I saw several ex-Virginia Railway Express Mafersa trailers at the Kawasaki plant in Yonkers. They were on tracks that were adjacent to Hudson Line Track #3. There were also a number of MTA New York City Transit R-160s atop trailers.

On October 18, I spoke with member Bob Underwood who saw a television report that on Monday afternoon, October 16, Governor M. Jodi Rell appeared at the New Haven station and cut a ceremonial ribbon to mark the return of the first three overhauled ex-Virginia Railway Express cars. The cars carry CDOT numbers. Bob believes they are something in the 1000-series. The video footage showed that the outside was gleaming, and although the interiors were refurbished, they appear much as they did when operating for VRE. The VRE logos on the ends of the cars have been replaced by "NH" (in orange).

MTA Long Island Rail Road

Post-season train service was operated to Shea Stadium during the National League Division Series between the New York Mets and the Los Angeles Dodgers. This was in the form of two eastbound trains and one westbound train. A number of trains also added Woodside as a stop. Because the Mets won the series with the Dodgers, this service pattern was repeated for Games 1, 2, 6, and 7 of the National League Championship Series with the St. Louis Cardinals.

A special timetable was issued for the Oyster Bay Branch for the weekend of October 14-15 for the 23rd Annual Oyster Festival. Three additional trains were operated from New York Penn Station to Oyster Bay during the midday hours to provide nearly hourly service.

On two Saturdays, October 14 and 21, a special construction timetable was operated for the Port Jefferson Branch to enable grade crossing work to be performed at Landing Avenue and Indian Head Road in Kings Park. Bus service was provided between Kings Park and Port Jefferson.

There is another Form Number, 13, to add to the list that appeared in the October *Bulletin*. It is one that is not easily obtainable, and because it is not in the timetable racks, you must request it from the Customer Service window. Sometimes, I have been questioned as to why I want or need it. Form 13 is for the Hillside (Maintenance) Facility; but now there is a question: What is Form 12?

The Long Island-Sunrise Trail Chapter of the National Railway Historical Society is running a FAREWELL TO THE M-1 trip on November 4. The trip begins at Penn Station, and is planned to cover many interesting places, some of which are not normally accessible to passengers.

When former LIRR President James Dermody retired on September 1, another career LIRR employee, Raymond P. Kenny, was appointed as the acting President. According to my sources, he is eminently qualified to be given the promotion.

A color brochure entitled *LI MacArthur AirLink* has been produced. It promotes using LIRR to the Ronkonkoma station, and then using either Suffolk County Bus Route S-57 (\$1.50), a Colonial Transportation shuttle van, or one of several taxi services to reach this airport (all are about \$5). MacArthur Airport is located in Islip, about a 10-minute ride, and is currently served by several major carriers, including Continental, Delta, Northwest, Southwest, and U.S. Airways.

Timetables under General Order No. 303 are to go into effect at 12:01 AM November 13. Details in the next issue.

NJ Transit

With the end of summer, the North Jersey Coast Line returned to its normal, non-summer weekend schedules on October 1, and a new timetable was issued effective that date. However, also gone are the three trains that were extended to Hoboken via the Waterfront Connection.

Member Bob Underwood sent a report from a part of NJ Transit's system, that I rarely visit – Red Bank on the North Jersey Coast Line. Bob wrote that it was his first visit since high-level platforms were installed. The wind screens on the eastbound (northbound) side have different scenes from Red Bank's past. It was nicely done.

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Commuter and Transit Notes

(Continued from page 7)

The Inaugural July 17 Newark Light Rail Timetables for the extension to Broad Street were replaced on September 16. Weekdays, the running time for Broad Street-bound cars was reduced from 9 to 8 minutes. However, 9 minutes is still required on weekends, and at all times for Newark Penn Station-bound cars. There were also some minor time changes.

NJ Transit announced at its October board meeting that following months of extensive testing, the first train of nine multi-level cars would enter service on the Northeast Corridor on December 11. The delivery schedule called for Bombardier Transportation to produce seven cars per month from February, 2007 until July, 2007 and 10 cars per month thereafter until all 234 are on the property. Please note that the base contract for 100 cars was awarded in December, 2002. In September, 2005, an option for 131 cars was exercised, so that brings the total to 231 – right? I called NJ Transit spokesman Dan Stessel, who told me that Bombardier was providing three bonus cars because NJ Transit agreed to accept the cars at an accelerated rate, 10 per month rather than the contracted 7 per month. This change allows Bombardier to save money by operating a more efficient production line. So there will be 234, and this does not include the 8 cars for Atlantic City service, which will be owned by the Casino consortium. The multi-levels have 2x2 seating.

As these cars are delivered and tested, they will replace single-level cars on the Northeast Corridor, North Jersey Coast, and *Midtown Direct* Lines. NJ Transit plans to send the Comet IIIs and Comet IVs to the Main, Bergen County, Pascack Valley, Montclair-Boonton, and Morristown Lines to replace the Comet Is, which were built in 1970 and 1973. They were overhauled during 1986-7. If it were my decision, I would assign the recently overhauled Comet IIs to those lines, because they lack center doors and can provide additional seating. On the Northeast Corridor and North Jersey Coast Lines, during peak hours, station dwell times are extended at busy stations because there are only two side doors per car. Some Comet IIIs and Comet IVs would still be required because when the Comet IIs were overhauled, the cab cars were converted to trailers. Commuter Club Car 5459 would remain on the North Jersey Coast Line.

The numbering scheme for the multi-levels follows the one (using the last three digits) that has been in place for years.

NUMBERS	MODEL	CARS
7000-7032	Cab with toilet	33
7200-7285	Trailer with toilet	86
7500-7617	Trailer	118

Details of the October 29 timetable change were not

available at press time.

You can add the River Line to list of the rail lines that have switched over to the new timetable format. This change occurred on September 25. On weekday mornings, the first two northbound trips to Trenton begin their runs at Burlington South, rather than at Florence, which is two stops south. Southbound service to Camden now begins at the Burlington Town Center stop at 6:03 AM, and all other early morning trips that previously started at locations other than 36th Street no longer do that. In the evenings, there is an additional trip from Trenton to Burlington South, 7 days a week. Joe North, NJ Transit's General Manager, Light Rail Services, addressed the annual meeting of the New Jersey Association of Railroad Passengers on October 7. He discussed all three services for which he is responsible: Newark, HBLRT, and the River Line. In the case of the former, working with local officials, NJT was able to obtain the use of a small parcel of land for a nominal fee (\$1 per year) which had a small railroad siding. At night, a two-car unit is stored there, and those cars go in service at Burlington in the morning.

The boards of NJ Transit and the Port Authority voted on October 19 to begin the process of identifying the pieces of land that must be acquired to construct T.H.E. Tunnel. The PA has committed \$75 million for this process. Actual construction is not scheduled to begin until 2009.

Amtrak

Sometimes, your luck just runs out. Since May 25, there have been three Amtrak power disruptions – the others occurred on June 2 and June 20. This one, which took place shortly after 7:20 AM, October 3, found me aboard a fully loaded train east of the Secaucus Transfer station. The first thought that crossed my mind is that we could potentially be stuck there for several hours, as occurred to many passengers on May 25. Fortunately, the power returned within 10 minutes, and soon the crew was told to return to Secaucus. This was done, and as soon as the train was fully berthed within the station, the crew was instructed to proceed east. Again, the train lost power at roughly the same location. The lights and air-conditioning clicked on and off numerous times, which was rather unsettling. Finally, after about 20 minutes, the crew was directed to return to Secaucus, and this time, we were permitted to get off. En masse, the passengers stormed up the stairs, because the escalators had not been flipped from down to up. Fortunately, the fare gates were open, perhaps because I was standing next to the train's Conductor while he was speaking with supervision at Secaucus and suggested that he mention it. Their reply to him was that they would look into it.

It was almost an hour since I had gotten off my Pascack Valley train when I was once again on the same lower level of Secaucus. The 8:05 AM Pascack Valley

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train arrived, but many of the passengers who were standing on the platform were unable to get on because the train was already crowded. I was fortunate because I was able to board, and we arrived at Hoboken about 10 minutes later. However, there was a delay in getting off because the train crew could not get through the train to open the traps, and although the passengers were able to lift the traps, each door had to be "keyed" open by a crewmember on the platform.

As could be expected, PATH trains out of Hoboken were extremely crowded, and there was a man to count the number of extra NJ Transit riders with tickets who were going through the fare gates. When I arrived at work (1½ hours later than usual), there was a series of email notifications from NJ Transit about the delays, which are summarized below:

- 7:46 AM – 30-45 minute delays
- 7:58 AM – 60 minute delays
- 8:08 AM – Seek alternate means
- 8:18 AM – Midtown Direct trains being rerouted to Hoboken
- 8:34 AM – Significant Delays
- 9:00 AM – One Hour Delays
- 9:30 AM – Trains are running on or close to schedule

At Secaucus that evening, there were Customer Notices apologizing to riders, but the exact cause of the power loss was not explained. The real cause was reported in *The Star-Ledger*. It seems that Amtrak permitted tree trimming to be performed in the Philadelphia area and also allowed the temporary shutdown of two of four power lines. Unrelated to this, a break developed in a third power line somewhere in New Jersey, leaving only one line to service the Northeast Corridor between Philadelphia and New York. This caused the breakers to trip. Naturally, NJ Transit officials were outraged about Amtrak's decision to allow this work at the peak of the rush hour. An estimated 70,000 (including me) aboard 100 trains were directly affected.

New timetables were to be issued as of October 30, with the return to Standard Time.

The State of Illinois, through the Illinois Department of Transportation, has partnered with Amtrak to increase service on three routes, Chicago/Carbondale, Chicago/Quincy, and Chicago/St. Louis. These changes were effective as of October 30. Train #391, *The Saluki*, departs Chicago at 9:15 AM, and makes nine intermediate stops before arriving in Carbondale, Illinois at 2:45 PM. Since I had no idea what a *saluki* was, I "Googled" the word and found out that it is described as any of the following dogs: gazelle hound, Arabian hound, Persian greyhound, or Persian sighthound. It is the mascot of Southern Illinois University in Carbondale. There is a

northbound *Saluki*, Train #390, which departs Carbondale at 7:30 AM and arrives in Chicago at 1 PM.

The Carl Sandburg (Train #381) departs Chicago for Quincy at 8 AM. Chicago-bound passengers ride Train #380, which departs Quincy at 6:12 AM. Its arrival time in Chicago is 10:30 AM. When he was alive, Carl Sandburg (1878-1967) was known as America's Poet Laureate. He was a resident of Galesburg, which is the second stop from Chicago. In both cases, these trains supplement existing services: Trains #3/4 (*Southwest Chief*) and Trains #5/6 (*California Zephyr*) to Carbondale, and Trains #58/59 (*City of New Orleans*) and Trains #392/392 (*Illini*), respectively.

The 284-mile corridor between Chicago and St. Louis has four additional trains, two in each direction. This route was served by *The Ann Rutledge* and *State House*. Although those names are now a part of history the trains still operate, carrying 300-series numbers as *Lincoln Service*. The new trains are #301 and #307 (7 AM and 7 PM Chicago) and #302 and #306 (4:35 AM and 5:30 PM St. Louis). Trains #20/21 *The Texas Eagle* also operates along this route. All of this new train service is being financed because the state legislature increased the funding for passenger rail service from \$12.1 to \$24 million.

Miscellaneous

With production of the M-7s winding down, Bombardier announced that 554 employees at the Plattsburgh plant will be laid off by December when the last of 1,172 M-7s is completed. A Bombardier spokesman expected that the final cars would be shipped before Christmas. Elected officials from the area were exploring the possibility of getting funding for another 92 option cars, if there is a need for them, but even if that were to happen, production would not begin for another year. This is due to the time that is required to build the car shells and obtain the sub-assemblies from suppliers. Bombardier's order book is not empty because there are contracts for CTA (406 plus an unexercised option for 300 subway cars), Utah TA (12 bi-levels), another 8 for UTA and 4 for Trinity Railway Express (Dallas-Ft. Worth), and NJ Transit (234 bi-levels and options for 47). Not all of these orders are under construction at this time. Thanks to member Bill Zucker for the report.

On August 22, James S. Simpson, a former member of the New York MTA Board, was sworn in as the Federal Transit Administrator. Following the terrorist attacks on 9/11, he was designated the primary MTA Board liaison to the Governor's and Mayor's offices to help coordinate MTA's role at the World Trade Center site. In November, 2005 President George W. Bush appointed Simpson, and the United States Senate confirmed him, to the St. Lawrence Seaway Advisory Board, where he also served as Chairman. According to a press release, Simpson began his career in transportation more than 30 years ago as a tractor-trailer driver while attending

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college, and he went on to own his own domestic and international moving and storage company. He replaced Jennifer Dorn, who resigned earlier this year.

Another transportation post was filled – Secretary of Transportation — with the appointment of Mary Peters. Mrs. Peters has spent most of her career in government highway jobs, and is a strong advocate of privatizing roads. Her predecessor was Norman Mineta.

Other Transit Systems***Boston, Massachusetts***

Effective September 22, MBTA has been offering a free, five-minute ride from the Back Bay station to South Station via commuter rail – a gesture intended to lure Back Bay tourists to the Silver Line service to the South Boston Waterfront, the Boston Convention & Exposition Center, or Logan International Airport. However, the return trip from South Station to Back Bay is not free, a move to make it easier for Conductors to collect fares and harder for passengers to evade paying. The “T” has partnered with Back Bay hotels to give visitors information about the new free ride. 85 weekday and 60 weekend departures are scheduled from Back Bay to South Station. As can be expected, the local taxi industry is not happy with this arrangement.

Member Todd Glickman, who sent this news from ***The Boston Globe***, commented that “the value of this is \$1.25, a ride in ‘Zone 1B.’ HOWEVER, I have never seen a Conductor care if people got on at Back Bay and (rode) to South Station. Furthermore, on the outbound (still ‘not free’ as per the above), I have never seen a Conductor start to collect fares until after Back Bay. Since it’s only five minutes between stations, and nearly half the crowd gets on there, they wait until after Back Bay (or even Ruggles for those trains that stop there). As far as the taxi industry is concerned, HUH? There are way too few taxi licenses in Boston. Queues can be quite large, especially during bad weather. Besides, how does the taxi industry in NYC feel about the Second Avenue Subway or 7 extension? Have you heard one peep?”

Reactions are mixed with regard to the new seat coverings that were installed in one Orange and also one Red Line train (October ***Bulletin***). The covering is described as a vandal-proof cloth that displays an array of colorful swooshes on a sort of gray background. It is something akin to the pattern you would find if you went shopping in the early 1970s for a plasticized placemat. All MBTA line colors are represented. The biggest fear expressed by passengers about the cloth seats is the fabric’s ability to shield moisture, meaning you could sit on a wet seat. To resolve this, two more test cars have been ordered that will have graffiti-resistant non-cloth seats similar to those on the “T”’s new 40-foot ECD and

CNG buses. Also, 1,000 grab handles, to enable the number per car to be increased from 4 to 12, have been ordered, since the feedback on them has been positive.

With *CharlieTickets* becoming more popular with riders, comes a litter problem. MBTA was counting on its riders hanging onto and refilling their paper *CharlieTickets*, but that has not happened so far. “The people of Boston are feeling no sense of ownership towards their paper tickets like the people of New York City do towards their more tactile plastic MetroCards, and are in turn disposing of them without a thought.” MBTA spokesman Joe Pesaturo said the “T” will talk with the cleaning contractor and customer service agents about the litter, making “every effort to stay on top of it.” By now riders should see *CharlieTicket* trash cans on one side of the fare gates with the message “Please deposit *CharlieTickets* here,” which will hopefully cut down on the litter.

It was also expected that by this time, credit card-like *CharlieCards* should be in the process of being distributed. As riders switch over to this card, use of the paper *CharlieTickets* should be reduced. But, Todd wrote that MBTA has still not figured out how to get *CharlieCards* in the hands of commuter rail users, as there is no way for Conductors to “read” them. So – *CharlieTickets* will be the norm until further notice.

As it does every year, MBTA operated additional service to Salem on the Rockport Line on October 21, 22, and 31 in support of events associated with Halloween.

After the July 9 tunnel collapse, extra midday trips were added to the Lowell Line. Apparently it was used, so with the issuance of new timetables on October 30, there will be four new morning trips from Anderson to North Station, with an equal number back to Woburn in the afternoon. Several will be express runs.

MBTA has received more than \$13 million in funding from the Department of Homeland Security. Of that amount, \$9 million will be used to construct a second subway control center to act as a back-up, should the main control center be damaged or destroyed. Approximately \$1 million will be used to add security measures, such as alarms on the access hatches, inside the 20 miles of tunnels on the system.

During the second week of October, MBTA began randomly searching passengers’ bags, something that it gained experience with during the 2004 Democratic Convention. On Tuesday, October 10, Todd wrote that as usual, he drove into the parking lot of the MBTA Anderson/Woburn commuter rail station. “The station is two-track, and has a center island platform. At the north end, there is a staircase to an overhead walkway, then another staircase down to the island. At the south end is the station building, that houses a Dunkin Donuts, ticket office (for both MBTA and co-located Logan Express Bus), and waiting room. To access the island platform, there is a staircase inside the building (and elevator), as

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well as a staircase outside -- they both connect to the overpass and stair/ramp complex down. Payment is accomplished by putting \$2 in machines located adjacent to all of the staircases, and inside the building. I usually park at the north end since that's closest to the parking lot exit. I pulled into my spot this morning at 7:05 AM in plenty of time to catch the 7:12 AM inbound (Lowell Train #306). I noted that the staircase was taped off with yellow police tape, and an officer was stationed at its base. I put my \$2 in the parking machine, and asked the officer if the station was closed. He said, "Everyone's entering through the station building today." Immediately I knew what was going on: random bag searches. So I walked to the station building (about 700' away), and saw that the other outdoor staircase was taped. There were about five officers there with a K-9 dog. I entered the building to see a makeshift search point, and a half-dozen more officers (both MBTA and local Woburn). A supervisor was choosing 'every n'th person entering' (i.e. every fifth) for a search; all others were permitted to go up the stairs or elevator to the platform overpass. For those chosen, bags were swabbed and the swabs analyzed in a briefcase-sized machine -- this is similar to the process used at airports. The whole process for a chosen passenger took about one minute. At 7:12, when the train arrived, I boarded, but noted that we sat in the station for about three minutes -- I assume to accommodate passengers who arrived on time, but were detained by the check. Had the train not waited, I suspect a number of people would have missed the train; the next one is a half hour later.

"Did I feel more secure? To be honest, the whole process was so visible that anyone who drove into the parking lot with something to hide could easily just drive out and avoid being detected. I'm all for increased security in balance with minimal inconvenience, but I don't see how this can be effective at all."

The "T"'s Fall Rapid Transit Timetables were issued as of September 2. Besides the edition for the Blue, Red, Orange, and Silver Lines, there are also Mattapan Trolley Shuttle Bus and Silver Line Waterfront. Thanks to Todd for the above reports and for sending copies of these timetables.

Lindenwold, New Jersey

PATCO issued a timetable on September 9. Thanks to member Greg Campolo, who sent copies.

Philadelphia, Pennsylvania

On August 28, SEPTA issued new timetables for former Red Arrow Routes 100, 101, and 102, and Consolidated Regional Rail. Subway-Surface Routes 10, 11, 13, 34, and 36, Route 15/Girard Avenue, and the Broad Street and the Market-Frankford Lines all got new timetables as of September 3. Thanks again to Greg for sending copies.

Member Bob Wright updated the story that appeared in the September **Bulletin** concerning the Gomaco non-powered car that was ordered for Philadelphia. "It will be going to a static display at the University of Pennsylvania. The Class of 1956, as part of its 50th anniversary celebration, donated a small plaza and this replica trolley to commemorate the last streetcars through campus, before the Woodland Avenue Lines were placed in the extended trolley subway. (This actually happened in November, 1955, but I suppose the Class of '56 was the Senior Class when this happened, so...). The plaza is near the 37th/Spruce Subway-Surface station. There is a sign indicating that this is coming at the location but nothing more the last time I was by there."

From **Cinders: The Philadelphia Inquirer** reported that Pennsylvania Governor Ed Rendell has determined that the Schuylkill Valley Metro is "dead in its tracks." This proposed 62-mile electrified line would have connected Reading and Center City. This plan had many critics, including the Delaware Valley Association of Rail Passengers, which felt that the plan was too grandiose. Congressman James Gerlach, who represents the area, is pushing a more modest plan. The original would have followed Conrail's former Reading (now Norfolk Southern) mainline between Norristown and Reading, with access to Center City via the R6/Norristown and Cynwyd Lines.

Sperry Rail Detector Car 129 was operated on SEPTA's Railroad Division during August. This car was built by St. Louis Car Company in 1925 for the Lehigh Valley Transit Company as its 29. It is one of the vanishing breed of "Doodlebugs," which Sperry is gradually replacing with hi-rail vehicles.

Washington, D.C. area

Virginia Railway Express issued new schedules on October 30. According to its website, all trains were affected. In conjunction with CSX and Amtrak, VRE staff examined the scheduled operating times for each train. In some places, they were able to eliminate excess dwell time at the stations, most notably at L'Enfant and Crystal City in the evenings. In some cases, time was added to more accurately reflect the running time that trains have been experiencing. The following paragraph explains exactly how this was done.

"This has been the first time in many years that this kind of fine tuning has been done to our schedules. In fact, earlier this year, Amtrak and VRE staff rode each train armed with stop watches to get a real time look at the running time between each station pair and dwell time at each station. The new schedules reflect the results as well as some statistical analyses that CSX was able to provide. In the end, we have a new schedule that we feel best matches what you are experiencing everyday on the trains. While it has been some time since this kind of analysis has been performed, it will not be the last. We will continue to monitor our perform-

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ance and tweak the schedules every six months until we have the best possible times.”

Member Steve Erlitz reported that the first of Metro's new Alstom 6000s went into service during the second week of October. So far he had only have seen them on the Green Line though they are supposed to be on the Red and Yellow too. He finally got to ride a set on October 18, and found some differences from the CAF 5000s. These cars are needed as Metrorail begins to operate more 8-car trains. The Orange Line got them last year during the AM rush on alternate trains. Steve's thoughts on this matter: “There is no way they can run all 8s. I think Red and Orange will and Green will on a reduced headway. Blue and Yellows will be all 6s. Some are still 4.”

Transportation officials in Virginia have approved an elevated alignment for the Metrorail Orange Line extension to Dulles Airport. Residents in the Tysons Corner area were hoping for a tunnel, but that was seen as too costly. If construction begins next year, the first phase to Reston could be operational by 2012, and the portion to Dulles by 2015.

MARC issued new timetables effective October 30. One significant change was made on the Frederick Line. Because the first afternoon Frederick train is always delayed because Amtrak #29 (*The Capitol Limited*) cannot get out on time, these trains have swapped slots. MARC reported that #29 was waiting for connecting passengers and baggage, so now Train #891 leaves at 3:55 PM and #29 departs at 4:05 PM. Since #891 is limited stop (not express) they don't think #29 will catch up with it. The next Brunswick train is the 4:25 PM, which makes every stop, so even if #29 cannot get out until 4:24 PM, they should not have a problem. There are changes to six Penn line trains of five minutes or less due to Amtrak changes.

On MARC's website, I found a note that passengers are required to show Photo ID at the following four stations: Washington, New Carrollton, BWI Rail Station, and Baltimore Penn Station. MARC tickets also continue to be available with credit and debit cards at self service *QuikTrak* machines.

Nashville, Tennessee

The nation's newest commuter rail system, which started running between Lebanon and Nashville on September 18, reported a first day ridership of 345. Transit officials hope that ridership will climb to 1,500 in the next 6-9 months.

Chicago, Illinois

On September 13, the CTA Board of Directors approved a \$94.1 million construction contract to build connecting tunnels and tracks to link the Red and Blue Lines to the planned rapid transit station at 108 N. State Street, also referred to as Block 37. The contract also

will cover modifications to the State Street and Dearborn Street Subway platforms for installation of connecting track and the replacement of rail ties on the adjacent Blue and Red Lines. Development of the site and construction of a new subway station at 108 N. State Street is being conducted by The Mills Corporation in partnership with the City of Chicago. The construction method will be cut-and-cover. Work is scheduled to begin later this year and be complete by sometime next year. Thanks to Bob Hansen for this report.

Metra opened another station on the SouthWest Line, at Laraway Road in New Lenox. It is located between 179th Street and Manhattan, a station which opened on January 30 as part of a 12-mile extension. For now, the same two trains in each direction that begin their runs in Manhattan will serve Laraway Road. Thanks to member Jim Beeler for sending copies of this timetable.

In each January *Bulletin*, I report the anticipated openings, extensions, etc., and one of those that I included for 2007 was an additional station at Grand/Cicero on the North Central Line. Unable to find any news on Metra's website, I asked Jim Beeler to see what he could find out. He wrote that this station will have parking, be ADA compliant, and replace Cragin and Hermosa (Milwaukee District-West Line), both of which have no parking. Unfortunately, he was not able to find out when it will open.

Little Rock, Arkansas

Phase II of the River Rail Streetcar project was expected to open this month. When I checked the Central Arkansas Transit website, there was an explanation that the delivery of special trackwork was delayed, but the project was still expected to be completed by year-end.

St. Louis, Missouri

In connection with the opening of the Shrewsbury Extension on August 28 (dated Fall, 2006), Jim Beeler kindly sent copies of the new Metro timetable which shows the new route structure:

- St. Louis Lambert Airport to Shiloh-Scott
- Shrewsbury Landsdowne I-44 to Emerson Park (the third stop in Illinois)

Minneapolis, Minnesota

It has been a while since there has been a report from this city, and member Neil Carlson provided the following. “The Hiawatha Line carried over one million riders in August, 2006. The line set 4 consecutive monthly records, beginning with 841,800 riders in May and growing to 1,013,500 in August. August ridership was 21%, or 175,000, higher than August of 2005. Hiawatha accounted for just over 14% of all rides on Metro Transit rail and buses in August.

“The Humphrey Terminal airport station closed on September 9 for about a year. Because a new airport parking ramp is under construction next to the station, it was deemed too dangerous for passengers to walk through the construction area between the station and

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the airport terminal. Shuttle bus service is provided 24 hours a day between Lindbergh Terminal and Humphrey Terminal.

“Preliminary studies have indicated a southwest light rail line between Minneapolis and Eden Prairie would qualify for federal funds. Commute times would be shorter than bus service and within 2 minutes of car travel. Area residents were resistant to light rail when the study began, but have changed their minds since the success of the Hiawatha line. Much of the line would be on former Minneapolis & St. Louis right-of-way, purchased by Hennepin County from Chicago & Northwestern a number of years ago. In Minneapolis, the line would either continue towards downtown on the M & St. L, or head straight west along the former Milwaukee Road right-of-way, then turn north in a tunnel under Nicollet Avenue to downtown. The former M & St. L in Minneapolis still has tracks, and is currently used by the Twin Cities & Western Railroad to move between the former Milwaukee Road Merriam Sub and the BNSF (ex-GN) Wayzata sub. Projections say light rail operation could begin in 2015 or 2016.

“Advance projections say the Central Corridor light rail between downtown Minneapolis and downtown St. Paul could be running by 2014. No construction has been put out for bid as yet for the Central Corridor. The *Northstar* commuter line between Big Lake and Minneapolis is still on track for a 2009 start.”

Albuquerque, New Mexico

Two months after carrying its 100,000th rider, Rail Runner carried its 200,000th rider on October 13. This lucky rider was rewarded with a goody bag of Rail Runner memorabilia, including a scale model of the Rail Runner, and a certificate to ride the train free for one month once the free period is up and introductory fares kick in.

Seattle, Washington

A ground-breaking ceremony was held on September 22 for the 1.7-mile light rail extension to SEATAC Air-

port. The station will be built adjacent to the existing airport parking garage, with an elevated walkway connecting the station to the fourth level of the garage. Another elevated walkway will cross International Boulevard, connecting light rail passengers with the SeaTac City Center and a passenger pick-up and drop-off area. When light rail trains start running in 2009, service will operate on headways of up to 6 minutes during peak hours and 10 minutes during off-peak hours. Travel time between the Airport station and downtown Seattle will be 34 minutes.

Portland, Oregon

The latest extension of the Portland City Streetcar took place on October 20, with ceremonies at 11 AM at SW Moody and Gibbs. Free rides were offered all weekend. Portland City Streetcar service began July 20, 2001, between Legacy Good Samaritan Hospital and Portland State University. Two extensions, to Eastside and Lake Oswego, are being studied.

Toronto, Ontario, Canada

Bob Wright sent a correction on the news item that appeared in the September *Bulletin*. The St. Clair Line remains a streetcar line, although it sounds as if rail was being renewed this past summer. A branch known as the Mt Pleasant line, which extended from St. Clair & Yonge to Mt. Pleasant & Eglinton, was converted to trackless in 1974 or so. The St. Clair streetcar line still operates from Yonge to Keele.

Montreal, Quebec, Canada

Another highway accident, this one in Laval, required transportation officials to implement additional services. On September 30, five people were killed when three cars and a motorcycle fell from the roadway and were crushed by a 65-foot, three-lane section of highway that fell on top of their cars. There were also six injuries. Because of the highway closure, AMT officials borrowed an eight-car trainset with locomotive from GO Transit and operated an extra train on the Blainville Line from Santa Therese to downtown Montreal. The evening trip ran the extra stop to Blainville. The other incident took place on July 9, in Boston, Massachusetts when part of

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CORRECTION

Member Ron Weinfeld informed us that we omitted several items from our description of the **A** local and express routing in the October, 2006 issue. The following should be included in the table:

RUSH HOUR SERVICE BETWEEN HOYT STREET AND EUCLID AVENUE	
EFFECTIVE DATE	ROUTE
September 8, 1959	A-Local E-Express
January 2, 1973	E-Local A-Express
August 30, 1976	CC-Local A-Express

From December 11, 1988 to October 25, 1992, week-end **A** trains and several early morning and late evening weekday **A** trains made local stops between 145th Street and 168th Street.



Around New York's Transit System

Line's New Signals

Since December, 2003, NYC Transit has been installing a computer-controlled signal system on the 14th Street-Canarsie (L) Line. To perform this work, portions of the line were out of service during nights and weekends. Fortunately, work is nearly completed and service will no longer be disrupted regularly due to this project.

Because of the unexpected increase in ridership, several trains of R-42s will be kept in service on this line until enough R-160s are available, probably at the end of 2007. For joint operation of R-42s and R-143s, the existing wayside signals were made compatible with the new signals at a cost of \$4.6 million. When the R-42s are no longer needed, the wayside signals will be removed, and there will be service disruptions again.

This \$164 million project ran \$30 million over budget.

Free Rides on Lexington Avenue Subway

NYC Transit is testing a contactless *MetroCard* which was described in the previous issue of the *Bulletin*. Participants who tapped their Citi credit card or Citibank debit card at specially equipped turnstiles on the Lex-

ington Avenue Subway and two Queens stations received up to 20 free subway rides between October 9 and 15, 2006.

Passengers using NYC Subway Trial Pay-As-You-Go 3 Free Rides Offer or Pre-Pay 6 Free Rides Offer received the remaining free rides first and then received the additional 20 free rides during Ride Free Week.

R-160 Progress Report

The R-160B Kawasaki train successfully completed its 30-day test. The R-160A Alstom train started its 30-day test in A service on October 14.

Car numbers are as follows:

CLASS	MANUFACTURER	CAR NUMBERS
R-160A-1*	Alstom	8313-8652
R-160A-2*	Alstom	8653-8712
R-160B	Kawasaki	8713-8972

*Designation unofficial (used to differentiate 4-car units from 5-car units); all cars are officially known as R-160A

Manhattan's Street Cars Were Phased Out 60 Years Ago

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851	1041	1060	1103
856	1043	1064	1104
902	1046	1065	1105
903	1047	1075	1110
915	1051	1085	1115
938	1052	1089	1117
1021	1053	1091	1120
1022	1058	1095	1122
1034	1059	1096	1123

Riding was light and service was infrequent on the Tenth Avenue Line, whose cars were replaced by buses on November 17, 1946. When there was a parade in Times Square, Broadway cars were diverted via Tenth

Avenue and W. 42nd Street to W. 42nd Street Ferry. There the crews changed ends and the cars proceeded across 42nd Street to First Avenue.

At the present time, 42nd Street buses are operating over the same route as the street cars.

Surface Transportation Corporation's M-103/59th Street buses were operating in competition with Fifth Avenue Coach Company's buses on 57th Street. Several years after the Manhattan & Bronx Surface Transit Operating Authority acquired both companies, M-103 service was discontinued on September 10, 1989.

When Ninth Avenue was made one-way on November 6, 1948, northbound M-11/Ninth and Amsterdam Avenue buses were rerouted to Tenth Avenue. M-105/Tenth Avenue buses were shifted to Eleventh Avenue. Riding must have been very light. A franchise bus started operating on April 15, 1957 and service was discontinued when the Manhattan & Bronx Surface Transit Operating Authority acquired the company in 1962.

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the ceiling collapsed in the Ted Williams Tunnel (I-90 Connector), killing one woman. Thanks to member Bob Kingman for this report.

From the History Files

95 Years Ago: On November 26, 1911, the Hudson & Manhattan Railroad (today's PATH) extended service to

the Park Place station in Newark. Service continued until June 20, 1937, when all trains were routed to Newark Penn Station via Harrison.

45 Years Ago: On November 1, 1961, the Central Railroad of New Jersey assumed the operations of the Lehigh & New England Railroad.

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