

# The Bulletin



**New York Division, Electric Railroaders' Association**

Vol. 50, No. 5

May, 2007

## The Bulletin

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

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## SECOND AVENUE SUBWAY CONSTRUCTION CONTRACT SIGNED

On March 20, 2007, the Metropolitan Transportation Authority announced that it had assigned the first contract for the construction of the Second Avenue Subway. This \$337 million contract was awarded to a joint venture of three companies: Skanska USA Civil, Schiavone Construction, and J.F. Shea Construction. Their bid was about \$13 million less than the \$350 million estimate.

Groundbreaking took place on April 12 at E. 99<sup>th</sup> Street and Second Avenue at the south end of one of the three short disconnected sections built in the 1970s. Layup tracks may be installed in a portion or the entire previously built tunnel.

The first phase will extend from E. 96<sup>th</sup> Street to E. 63<sup>rd</sup> Street, where the tracks will be connected to the unused northerly tracks under E. 63<sup>rd</sup> Street. It is believed that ② trains, which currently terminate at 57<sup>th</sup> Street-Seventh Avenue, will be rerouted via 63<sup>rd</sup> Street and the new subway to 96<sup>th</sup> Street.

When construction starts, two lanes of traffic on Second Avenue between E. 96<sup>th</sup> and E. 92<sup>nd</sup> Streets will be closed while subsurface structures are relocated. Six to eight months later, the contractor will dig a giant hole at E. 93<sup>rd</sup> Street to lower the Tunnel Boring Machine 70 feet below the street. Meanwhile, trucks will be delivering supplies and hauling away soil and rocks. To avoid disturbing residents, work above ground is not allowed between 10 PM and 7 AM. The boring machine, which should not disturb the residents, will

operate more or less continuously.

A newspaper article reveals that officials are concerned about a \$54 million overrun of the \$191 million estimate for acquiring property. To make room for fan chambers and emergency exits, MTA will demolish five buildings located at:

- Southwest corner of E. 97<sup>th</sup> Street and Second Avenue
- Northwest corner of E. 83<sup>rd</sup> Street and Second Avenue
- Northwest corner of E. 72<sup>nd</sup> Street and Second Avenue
- Two buildings on the northwest corner of E. 69<sup>th</sup> Street and Second Avenue

MTA will also buy portions of basements or ground floors of 24 buildings to be used as station entrances.

Work on the first phase, with stations at 96<sup>th</sup> Street, 86<sup>th</sup> Street, and 72<sup>nd</sup> Street, should be completed in 2013. If funds are available, extensions will be in service as follows:

2014-2018	125 <sup>th</sup> Street to 96 <sup>th</sup> Street
2015-2018	63 <sup>rd</sup> Street to Houston Street
2017-2020	Houston Street to Hanover Square

The original route of the Second Avenue Subway was published in a September 16, 1929 newspaper. Plans showed a line extending from Pine Street via Water Street, New Bowery, Chrystie Street, and Second Avenue with two branches serving the north-east Bronx. The estimated cost of the line

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**Next Trip: Trolley Museum Weekend in New England — May 19-20**

## NEW YORK & STAMFORD RAILWAY COMPANY CONSTRUCTION HISTORY by Bernard Linder

Following is an incomplete construction history compiled from newspaper articles. The date listed is the date of the article.

- |                    |  |
|--------------------|--|
| May 1, 1897        | Work was begun on April 28 to connect White Plains, Port Chester, and Rye Beach. The first ties were laid at 1:00 near the home of Captain Clark. Work was to be completed in one year.<br>The company expected a bitter fight with the town of Rye because Apawamis Avenue had not been deeded to the village. Proceedings were begun to condemn the area and open it as a public street  |
| March 6, 1898      | Work has begun on a trolley line connecting Port Chester and Rye Beach, then through Westchester Avenue to White Plains  |
| April 8, 1898      | Track was laid last fall from one block from the Port Chester station via Westchester Avenue towards White Plains. The single track in the middle of the road extended about 200 feet beyond the Port Chester line. Most of the track was covered with dirt and mud. Also laid last fall was a track from Main Street and Westchester Avenue to the state line for the extension to Connecticut. In the early part of March, the company laid 300 feet of track in Apawamis Club. Track rails, ties, and tie plates were recently unloaded from New Haven Railroad flat cars a half-mile west of the Port Chester station.<br>Rye storekeepers favored trolley because it would bring business, but owners of estates were opposed |
| April 9, 1899      | Yesterday a hearing was held on the extension from Rye to Rye Beach and Mamaroneck. Residents were opposed to trolley cars on Boston Road, which was only 27 feet wide between Purdy Avenue and Apawamis Club, because they would have to drive on the tracks. An agreement between the company and the Rye Protective Association stated that the latter would not oppose building the trolley if it were routed on less important streets  |
| April 23, 1899     | Another hearing was held in the Supreme Court yesterday to determine whether Rye needs trolley cars. The Rye Protective Association, composed of 100 leading citizens, was opposed. The resorts favored the trolley, but it had few other advocates. Merchants were opposed to the trolley because Main Street was congested and most customers drove to the stores  |
| April 30, 1899     | At another hearing held yesterday, the Association suggested that the trolley be built on a private right-of-way or back roads   |
| May 13, 1899       | The company won its fight for a line from Rye to Rye Beach and Mamaroneck. The Highway Commission gave its consent a year ago, but construction was delayed by wealthy residents' injunction. These residents said that the trolley would destroy the fine highways and the noisy crowds who flocked to the beach would create disturbances. The tradesmen wanted the trolley and wanted the public to enjoy the beach   |
| July 11, 1899      | The company completed almost its entire line on July 9. About 150 laborers started working shortly after midnight and the electricians finished their work about 11:45 PM Sunday, July 9. A small link on Purchase Street was not completed due to property owners' objections. Many residents were indignant that the line was built  |
| July 29, 1899      | Larchmont Horse Railway applied for a franchise on Grove Avenue, Mamaroneck. A hearing was scheduled for August 7. The previous application was refused  |
| August 27, 1899    | On August 26, the company obtained a 99-year franchise for 600 feet on Purchase Street from Purdy Avenue to the Apawamis Golf Grounds. It requested the north side of the street because it had the consent of the majority of the owners, including the New Haven Railroad, which was sympathetic to the company  |
| September 30, 1899 | Because the road was built against the wishes of the property owners, they complained about the breakneck speed of the trolley cars on Apawamis Avenue and Forest Avenue   |
| October 6, 1899    | A fight began in 1897 when local authorities gave the company a franchise for trolley cars   |

*(Continued on page 3)*

**New York & Stamford Railway Company**

*(Continued from page 2)*

on improved highways that they could use without the expense of grading or building bridges. The Rye Protective Association carried the fight to the Supreme Court, which appointed three commissioners. Two favored the company, while one opposed. But the Supreme Court reversed their decision because the roads were improved at private citizens' expense. Meanwhile, the company built an illegal line to Rye Beach by torchlight one Sunday night in June

- October 31, 1899 On Sunday, October 29, the company laid tracks on Palisade Avenue, Grace Church Street, and Milton Street. Fifty laborers worked from early in the morning until midnight, when a car ran over the tracks. About 600 feet were needed to connect the line in Port Chester with Rye Beach on Purchase Street, an extremely narrow street where property owners secured an injunction
- November 2, 1899 On October 31, the company filed an application in the Supreme Court to condemn the property on Purchase Street
- November 6, 1899 At 12:01 AM Sunday, November 5, one hundred men started laying tracks on Purchase Street. The company obtained a majority of consents on Purchase Street by using the value of the New Haven Railroad's property. But there was still a 200-foot gap in front of two stores whose owners objected. The company expected to harass them by having crowds transfer there
- November 20, 1899 There was a 100-foot gap in Rye. The company could not lay tracks because of an injunction
- December 7, 1899 At a hearing on December 6, the company filed an application for a franchise on Boston Road from Rye to Mamaroneck. Residents opposed this application. They believed that one of the finest and most historic highways would be ruined if this request were granted. In 1898, the company secured a franchise for Railroad Avenue, but could not build because the Supreme Court ruled that the company could not appropriate highways that were built at private expense
- December 10, 1899 At a meeting, Larchmont residents favored the Larchmont Horse Railroad Company, which was run by local citizens. They were opposed to "Huckleberry" (Third Avenue Railway)'s application for the extension. The Port Chester Street Railway Company (New York & Stamford) filed an application for an extension via Barry Avenue, Railroad Avenue, Mamaroneck Avenue, Tompkins Avenue, Union Avenue, High Street, Rushmore Street, and Palmer Avenue. The residents were opposed to it
- December 23, 1899 At a hearing, the Rye Protective Association was opposed to the company's franchise on Boston Road, which was used for pleasure driving and was improved at private expense
- March 31, 1900 On March 29, the extension on Railroad Avenue from Rye to Harrison was placed in service
- June 16, 1900 The line was extended to Rye Beach and Mamaroneck. The first cars ran June 10
- July 7, 1900 The company extended its line through Purchase Street to the New Haven station. Cars were running from Port Chester to Rye, Harrison, and Mamaroneck with a branch to Rye Beach
- September 22, 1900 Through cars were running from Port Chester to New Rochelle. Work was completed on several hundred feet in Larchmont on September 16
- October 13, 1900 As soon as consents were received, electric cars replaced horse cars in Larchmont Manor



## WHAT WOULD HAVE BEEN...

### by William Vigrass

*The New York Times* (Saturday, March 24, 2007) published an article on the sole remaining R-11 car. 8013 was one of ten (8010-9) delivered by the Budd Company in 1949. Billed as the "Million Dollar Train," the article goes on to say that it was the prototype of what the Board of Transportation planned to operate on the Second Avenue Subway, which it was planning to build. The R-11s ultimately were rebuilt under contact R-34.

This got me to thinking. In 1972-74 or thereabouts, those R-11/R-34 cars were mostly out of service except for a short train used on the Franklin Avenue Shuttle. At the time, PATCO needed more cars, so I told my General Manager, Bob Johnston, about them, and he went up to New York City to talk with the Transit Authority. He was told that the cars were not for sale since they were (then) their "best" (looking) cars and they would have a serious PR situation if they sold their "million dollar train."

My proposed use would have been as two Ferry Avenue Locals, four-car maximum (on account of platform length of the stub track), and two spare cars. Ferry Avenue is the first stop out of Camden, and most of the run is at 40 mph, so the R-34s would have been OK. There

was only about a mile of (then) 75-mph track, and even that was shortened if the turnout was thrown to the stub track, with resultant "approach" speed. This was immediately before DRPA became eligible for UMTA money. In due course we did get 46 new cars in 1980 from Canadian Vickers under license from The Budd Company.

So it never happened. I looked into getting the *Liber-tyliners* from SEPTA, with a similar result. They would have been used as Lindenwold Super Expresses, connecting with PRSL trains. And I had the liquor license applications in my desk from both Pennsylvania and New Jersey, to no avail. What might have been...

*The author, a long-time ERA member, began working for PATCO in 1968 as Supervisor of Traffic and Planning and was promoted to several increasingly responsible managerial positions. His favorite position at PATCO was Superintendent of Equipment, 1972-84, with his own car shop that included a machine shop, a welding shop, and an electrical/electronic shop, and 100 skilled and mostly dedicated employees to maintain 121 cars and a locomotive (his pet). Bill retired as the Assistant General Manager/Administration in 1988, and remains active in the transit consulting field.*

## INTERESTING SUBWAY CAR FACTS

### edited by Randy Glucksman

Included in a flood of emails that I recently received, came one which commented that the next order of cars for the Chicago Transit Authority will have longitudinal "bowling alley" seating, instead of transverse seating. The writer felt that one of the pleasures of riding the "L"s is the ability to observe the passing scene. He wrote that first they eliminated the jump seat adjacent to the front window of the car by installing a full-width cab, and now they are eliminating transverse seating. CTA, like most transit systems across America, has been experiencing a growth in ridership.

Another writer opined that this is an old chestnut, which has happened in most cities. The problem is that the executives do not regularly ride the system. When they visit a totally empty car in the carbuilder's plant, a longitudinal-seat car appears to be roomier than a cross-seat car and it seems to have more capacity. The truth is that when you include leg room for seated passengers, a two-passenger seat of transit car dimensions occupies a square, so it takes the same amount of space whether it is placed longitudinally or transversely. The only way you gain anything is under real crush load conditions, when standees lean over the feet

of seated passengers. This is not comfortable for either. Where the interference is only temporary, it may be less of a problem, for example at a longitudinal seat next to a door.

New York took great pride in the arrangement of the R-10 cars, because the cross seats were fitted into the space between side wall posts, so the effective thickness of the wall there was only about  $\frac{3}{4}$  inch. The additional space went to widen the aisle. In addition, by squeezing the seats just a little, they widened the doors from 46 inches, as on the R-1 to R-9 cars, to 50 inches. Some years later, when they went to longitudinal seats on the R-27, the seats had to be in a straight row, so the effective wall thickness was that of the door pockets, about  $5\frac{1}{2}$  inches. Quite a few square feet of passenger space was lost. Also, to squeeze seven longitudinal seats in between doors, the doors were narrowed back - you guessed it - to 46 inches. To keep the door glass interchangeable among all postwar cars (except R-11 and R-15), the glass is the same width in a narrower door, and the doors look like they are not fully closed.

*(Continued on page 20)*

**Second Avenue Subway Construction Contract Signed**

*(Continued from page 1)*

south of the Harlem River was \$98.9 million. The number of tracks was as follows:

Pine Street to Chambers Street	2
Chambers Street to 61 <sup>st</sup> Street	4
61 <sup>st</sup> Street to 125 <sup>th</sup> Street	6
125 <sup>th</sup> Street to West Farms	4

But this line was never built because money was not available when the Depression began a month later.

The subway was designed again in 1947. The revised plans included a line from the Manhattan Bridge and the Williamsburg Bridge approaches to 149<sup>th</sup> Street and Third Avenue, with a connection to the Pelham Line at

138<sup>th</sup> Street. The estimated cost of the portion between 59<sup>th</sup> Street and 125<sup>th</sup> Street was \$108 million.

A retired NYC Transit employee recalls that groundbreaking for Section 11, Route 132-A, 97<sup>th</sup> Street to 105<sup>th</sup> Street, took place on October 27, 1972. He has a plaque to prove he was there. Work on this section and Section 13, Route 132-A, 110<sup>th</sup> Street to 120<sup>th</sup> Street, was eventually completed. Work on Section 5, Route 132-C, a 700-foot section on the Bowery at Confucius Plaza and the Manhattan Bridge Colonnade, was also completed. A contract for Section 7, Route 132-C was awarded, but quickly canceled. The street was excavated, and was backfilled and paved. There was no sign that work was performed there.

Our readers have been watching the lack of progress and never expected to see a train. Now they can look forward to riding the first train.

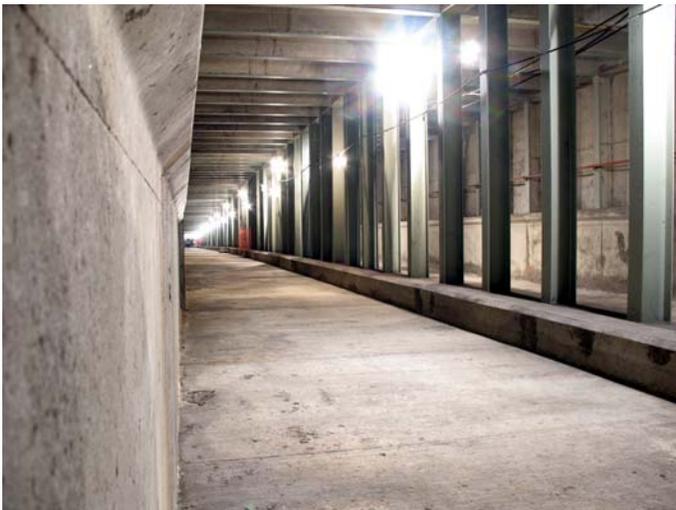
*(Photographs by Andrew Grahl)*



Banner heralding the groundbreaking ceremony.



Governor Spitzer speaks at the groundbreaking ceremony. To the Governor's right are various elected officials as well as MTA Chairman Kalikow and Executive Director Sander.

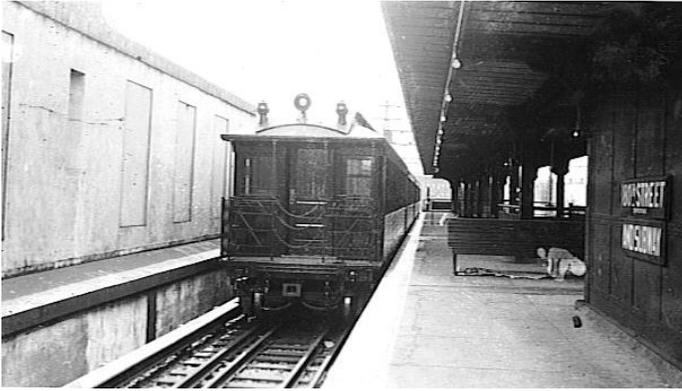


Two photographs of the existing section of tunnel between E. 99<sup>th</sup> and E. 105<sup>th</sup> Streets.

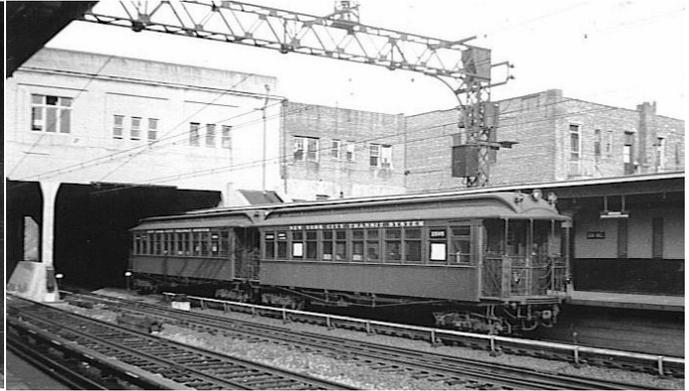
## THROUGH SERVICE TO DYRE AVENUE BEGAN 50 YEARS AGO

The New York, Westchester & Boston was not able to run through service to Manhattan. NYC Transit started operating through service to Manhattan and Brooklyn 50 years ago, May 4, 1957. The first through train arrived at Dyre Avenue at 4:07 PM and departed seven minutes later.

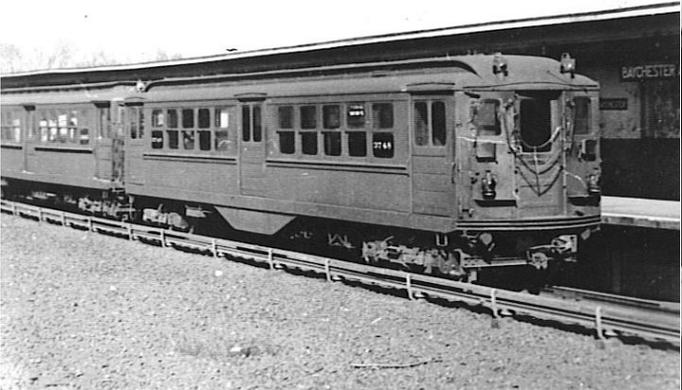
At the present time, through service is operated from about 5 AM to 10 PM on weekdays, about 6 AM to 9:30 PM on Saturday, and about 8 AM to 9:30 PM on Sunday. Shuttles provide service between E. 180<sup>th</sup> Street and Dyre Avenue at other times.



Dyre Avenue Shuttle at E. 180<sup>th</sup> Street.  
Bernard Linder collection



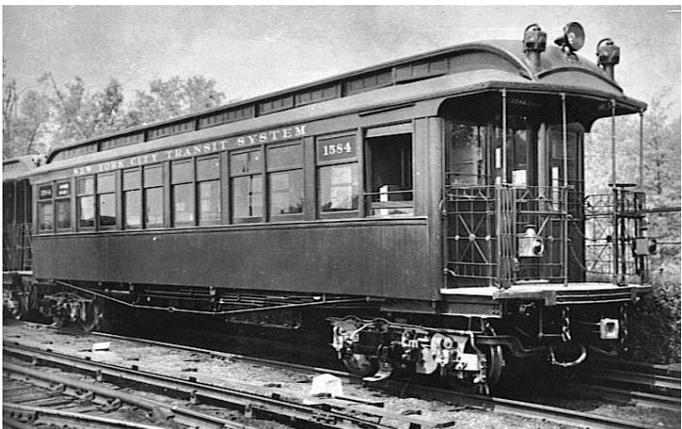
Dyre Avenue Shuttle at Gun Hill Road, March 22, 1942.  
Bernard Linder photograph



Dyre Avenue Shuttle at Baychester Avenue.  
Bernard Linder collection



Car 3664 on December 11, 1955 at E. 180<sup>th</sup> Street.  
Bernard Linder photograph



Gate car 1584, May 7, 1941.  
Bernard Linder collection



Interior of car 1584, also on May 7, 1941.  
Bernard Linder collection

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**Through Service to Dyre Avenue Began 50 Years Ago**

*(Continued from page 6)*



**World's Fair cars at Gun Hill Road.**  
Bernard Linder collection



**E. 180<sup>th</sup> Street Yard, showing turnouts to the Dyre Avenue Line and a derailed on the lower left hand corner, September 10, 1954.**  
Bernard Linder collection



**Ceremonial first through train at E. 180<sup>th</sup> Street.**  
Bernard Linder collection



**A closeup of the ceremonial first through train at E. 180<sup>th</sup> Street.**  
Bernard Linder collection



**Dyre Avenue station on June 20, 1959, showing temporary repairs made after strong winds blew off the platform roof.**  
Bernard Linder photograph



**By June, 1962, new lights and a new platform roof had been installed at Dyre Avenue.**  
Bernard Linder collection

# Commuter and Transit Notes

No. 222  
by Randy Glucksman

## MTA Metro-North Railroad (East)

New timetables were issued for all lines under General Order No. 404, effective April 1. They will be replaced on June 10 by special construction timetables. What work will be done, has not yet been publicized. Some of the changes on the April 1 edition include:

**Hudson Line:** Riders now have express service 40 minutes earlier than under the previous schedules with the addition of Train #745, which departs Grand Central Terminal at 4:15 PM. After stopping at Harlem-125<sup>th</sup> Street, it operates express to Tarrytown and then makes all stops to Croton-Harmon. Train #757 (5:20 PM Grand Central Terminal/Croton-Harmon) departs one minute later, stopping at Harlem-125<sup>th</sup> Street, Marble Hill, Yonkers, and Tarrytown, and then all stops to Croton-Harmon. The stations that it no longer serves are covered by Train #457, which departs at 5:22 PM, an all-stops local to Irvington.

**Harlem Line:** Outbound service begins a few minutes earlier, with Train #505, a local to North White Plains. It is followed by (new) Train #605, which departs at 6:03 AM, stopping at Harlem-125<sup>th</sup> Street, Fordham, and White Plains. It then makes all stops to Southeast. A new interlocking (CP 136) has been placed into service at Mount Kisco, and additional weekday service in the form of three AM and five PM-peak trains is being provided from Chappaqua, Mount Kisco, and Pleasantville. There are also more off-peak trains providing half-hourly service during key travel times from these stations. Train #641 (2:48 PM Grand Central Terminal) now runs express from White Plains to Mount Kisco, then makes all stops to Southeast. Adjustments were made to the schedule of Train # 643 (2:51 PM Grand Central Terminal) which now runs non-stop from Harlem-125<sup>th</sup> Street to Scarsdale, then makes all stops through Mount Kisco. Inbound reverse-peak riders have a pair of new trains, #684 and #688, which depart from Mt. Kisco at 6:14 and 7 PM, respectively, only stopping at Chappaqua, Pleasantville, North White Plains, White Plains, Hartsdale, Scarsdale, Harlem-125<sup>th</sup> Street, and Grand Central Terminal.

**New Haven Line:** Several new trains have been added. Train #1407 departs from Stamford at 6:11 AM, stopping at Greenwich and Port Chester, then making all stops through Larchmont, arriving in Grand Central Terminal at 7:07 AM. Later in the AM peak, an 8:29 AM train serving New Rochelle through Mt. Vernon East arrives in Grand Central at 9:03 AM. On the eastern portion of the line, three new trains in the AM peak will result in shorter trip times between east-end stations and Stamford and Grand Central. In the beginning of the PM peak a new express (Train #1740) departing

Grand Central at 4:02 PM serves Stamford and the New Canaan Branch. This replaces an off-peak local to New Canaan, with a reduction in travel time of 10 minutes. In the late PM peak, hourly service between 6 PM and 8 PM was adjusted to provide one additional New Canaan train (#1776) departing Grand Central at 7:34 PM, again resulting in more frequent service.

Because the Pascack Valley Line was not operating on April 16 (please see **Metropolitan Area**, below, for details), I rode to New York via the Hudson Line. Before any of us could begin going up the steps to cross to the inbound platform, a Metro-North employee kept announcing that this was the first day of an eight-month project to rehabilitate the inbound platforms at Hastings-on-Hudson, Dobbs Ferry, and Irvington. During this period, inbound morning peak hour trains are departing from the outbound platform. Despite the gloomy weather, this news put smiles on the faces of most of the commuters, who did not have to cross over to the other platform.

At the end of March, it was announced that Metro-North had reached a tentative agreement with all but one of its unions. The contract would provide raises for 4,200 maintenance, operating, clerical, supervisory, and administrative workers going back to 2003. Workers were expected to ratify the agreement on April 23, with approval by the MTA Board taking place on April 26. The union that had not yet come to terms on a new contract represents track workers. To forestall a strike, a new emergency board was appointed by President Bush. They would be free to strike after August 4, 2007.

Metro-North reported that midday inbound ridership during this past Christmas-New Year's Holiday week was approximately 6% higher than it was in December, 2005. Thanksgiving Weekend ridership was also up by 2% in 2006 over 2005. However, due to poor weather on Thanksgiving Day 2006, ridership was off by 7%. December, 2006 weekend ridership was almost 20% higher than the comparable period in 2005. To close out 2006, New Year's Eve early AM ridership (midnight-6:20 AM) was 14% higher than in 2005, primarily due to favorable weather conditions.

Each M-7 door sill has the wording WATCH THE GAP (twice), so that passengers can see this when they enter or leave the train. Those words are in yellow on a black background.

## MTA Metro-North Railroad (West)

New timetables also went into effect on the Pascack Valley and Port Jervis Lines as of April 1, and reflect some very improved (reduced) connecting times at Secaucus Transfer. On the Port Jervis Line, due to com-

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## Commuter and Transit Notes

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pletion of track work, running times have been reduced by one minute.

On the TERW (Toledo & Eastern Railway) Forum, member Bob Kingman found digital images of Metro-North 4903. Bob believes that this is the first of four GP40-FH-2s that are being overhauled. At this time it is not known whether 4184-4187 will be renumbered 4900-4903, in order. Time will tell.

### Connecticut Department of Transportation

Two years ago, Connecticut lawmakers approved a \$1 surcharge on one-way Metro-North tickets, which is scheduled to go into effect in 2008. According to *The New York Times* (March 11), this provision was tucked into a large transportation bill. The state is now in a quandary because these monies were to help pay for new cars, which will not be delivered for several years. It is also concerned that imposition of this fee would be unfair if the fare is \$3.50 — the peak hour fare for a one-way trip between Stamford and Bridgeport. And there is uncertainty as to how much monthly ticket holders would pay. With a number of legislators from Fairfield County unhappy with the situation, they are hoping to get the State Legislature to revisit this issue.

A follow-up article appearing in *The Yale Daily News* reported that Governor Rell, having heard the complaints of rail riders, has asked the Connecticut Legislature to come up a more equitable solution for funding the new rail cars. Thanks to member Bob Underwood for this report.

Shore Line East issued a new timetable as of April 2. Bob Underwood, who sent copies, told me that in the afternoon, the Stratford and Milford stops were eliminated on two of the trains to Stamford. However, Bob learned that due to rider complaints (about 100 customers ride from Stamford to Milford), this situation was to be corrected. While I had Bob on the phone, I checked the Shore Line East web site; even though the timetable shown also had an April 2 date, those stops were in fact restored, but as of this writing, no new public timetables have been published.

### MTA Long Island Rail Road

During the month of February, there were three significant disruptions to service that were caused by downed Long Island Power Authority wires on LIRR property. The March edition of *Keeping Track* reported them as follows:

- February 2 at Valley Stream – Babylon, Far Rockaway, Long Beach, West Hempstead
- February 14 at Seaford – Babylon
- February 20-21 at Far Rockaway

To prevent future occurrences, Acting President Ray Kenny met with LIPA chief executive Richard Kessel to discuss the seriousness of the situation. As part of the agreement, LIPA will inspect and repair 130 miles of

transmission lines and 29 substations along the LIRR tracks. Aerial inspections will augment in-person visual inspections to expedite the process. Both agencies will continue meeting to discuss ways of improving incident response strategies, and LIPA will provide more realistic time estimates of how long it will take for emergency repairs to be completed.

The day that MTA announced that there would be additional MTA police, federal (TSA), state, and local law enforcement to help patrol trains and platforms, I encountered a checkpoint at the bottom of the stairs/escalators of the Long Island's W. 34<sup>th</sup> Street entrance to Penn Station. Neither I nor anyone near me was asked to stop at the table, which was staffed by one sergeant and about five officers. MTA officials stressed this new focus on police visibility from the Manhattan rail terminals to the ends of each Metro-North, Long Island Rail Road, and Staten Island Railway line was not in response to any direct threat. Elliot G. Sander, MTA Executive Director and CEO, noted that "while the MTA and its partners are taking every step within their power to safeguard the MTA's customers and commuter rail assets, Congress, the White House, and the rest of the federal government must do more to shoulder its share of the responsibility. Currently, the federal government is spending \$7.50 for every commercial aviation passenger, compared to a paltry \$.015 per mass transit rider." Specifically, this is what will be done:

- MTA officers are carrying out step-on inspections of trains using their 50 explosive-trained K-9 teams. The initiative will be a permanent part of MTA's security strategy, and is flexible enough to adapt to changing security situations
- The Federal Transportation Security Administration, for the first time, sent teams of marshals onto MTA trains. New York State Police are performing inspections in its commuter rail territories
- County and municipal police departments throughout the Metro-North, LIRR, and SIR territory are increasing patrols at stations, on platforms, and in parking lots
- NYPD is augmenting the directed patrol with teams of officers in Queens and the Bronx

According to *Newsday* (March 22), LIRR riders should expect a major increase in service when new schedules go into effect on May 21. The plan, which was recommended by the LIRR Committee of the MTA Board, aims to shorten long waits and ease crowding on some rush-hour trains. Changes could include new trains, more train cars, and added stops. There could also be more trains to accommodate weekend beachgoers as well as Long Islanders returning from nighttime events in New York City. The anticipated \$500,000 cost could be covered by additional riders.

Member Joe Gagne sent an article from *Newsday* reporting that LIRR tested a new stainless steel baffle to

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

cover the M-7s' 96-decibel horn to reduce the sound level by few decibels. Some residents reported that their own readings have placed some horns as high as 119 decibels. Acting LIRR president Ray Kenny, who attended the test, said it could take the railroad up to a year to install them on the entire 836-car fleet.

One resident said her problem was with "the horn-happy conductors (sic!) who blast it more times than what is required." She told Mr. Kenny that on one trip home from New York in January with her grandson, "the noise was deafening, he didn't take off that heavy hand."

Commuters who attempted to purchase their tickets on Monday and Tuesday, April 1 and 2, found that there were problems with the TVMs. LIRR explained that there were intermittent problems with those machines, which caused passengers to purchase tickets on board trains at the higher fares. Those who were affected were notified that they could apply for a refund for the difference between the station fare and the on-board price, or have their one-way fare credited toward the cost of an April Monthly ticket at the Penn Station, Flatbush Avenue, and Jamaica ticket windows. Metro-North customers were also affected.

Due to Sperry Rail Testing along the West Hempstead Branch, a special timetable was issued for April 18. Westbound passengers were bused to Jamaica, and eastbound passengers boarded buses at Valley Stream.

Midday track work on the Hempstead Branch required issuance of a special timetable for the period April 16-27. Buses replaced the trains between Garden City and Hempstead.

Unless you are a student of transportation history, or of "a certain age," you probably never heard of Eben Pyne. Mr. Pyne, who passed away at age 89 on April 11, was one of the five original members of the board of the Metropolitan Commuter Transportation Authority, the forerunner to today's MTA. In 1964, New York Governor Nelson Rockefeller asked Mr. Pyne to formulate a plan to rescue LIRR, which was in bankruptcy. At the time, Mr. Pyne was a senior officer at a bank which would become Citibank. LIRR was losing money while carrying 260,000 passengers a day, and owner Pennsylvania Railroad was looking to unload it. A panel was created with William J. Ronan as Chairman, and its members included Eben Pyne. In 1965, the State of New York purchased the entire LIRR, rolling stock, real estate, bridges, and a tunnel, for \$65 million, a deal which was considered a bargain. He remained an MTA Board member until 1975 and participated in decisions which helped guide the agency's acquisition of other suburban rail services which were also in poor condition, notably Penn-Central and later Conrail, which would become Metro-North. *The New York Times* also reported that

Mr. Pyne was a descendent of John Howland, a Mayflower settler. Mr. Pyne served in WW II, and was briefly taken prisoner of war when he was shot down while flying as an artillery observer.

**NJ Transit**

On March 15, the New Jersey Assembly voted 60-18 to give final legislative approval to the bill which would authorize the Port Authority to lease Stewart Airport for 93 years. Similar legislation was passed by the Assembly on February 8. Governor Jon S. Corzine has said that he will sign the bill. New York State has had this law on its books since 1967.

As was reported last month, all lines got new timetables as of April 1. There were numerous changes to connections at Secaucus Junction. Adjustments of several minutes were also made to various trains. On the Morris & Essex Lines, Trains #339 (6:08 PM Hoboken/Summit) and #344 (7:07 PM Summit/Hoboken) were extended two stations to Berkeley Heights as Trains #467 and 466. These trains do not stop at the intermediate station, New Providence.

*The Star-Ledger*, on March 23, reported that on March 16, NJ Transit removed its multi-level cars from service after a routine inspection uncovered a problem with the brakes. It seems that there were markings like spider veins, about the size of a quarter. All of the discs have been replaced and the cars returned to service. At the time only 15 of the 234 cars were on the property. In my travels on NJ Transit, I have not seen any MLVs since last December, when the first train was placed into service.

Nonetheless, deliveries of the MLVs continue. Bob Kingman emailed that he saw multi-level 7203 at Kenwood Yard (Albany, New York), on March 25, and on April 8, 7507 appeared.

A friend reported that Comet I Sliders 1603, 1606, 1609, 1702, and 1703 are stored on a yard track in Hoboken. This observation was made toward the end of March.

Richard Sarles, who was NJ Transit's Assistant Executive Director for Capital Programs and Planning since 2002, has been selected to be the agency's new (sixth) Executive Director. In his previous position, he managed the agency's \$1.3 billion annual capital program as well as all three light rail lines in the state. Prior to joining NJ Transit, Mr. Sarles, who is a professional engineer, served for more than 20 years in construction, project management, and project planning roles with the Port Authority of New York & New Jersey. He also worked for Amtrak between 1996 and 2002, as a Vice President leading the Northeast Corridor High-Speed Rail program and subsequently leading capital program management for capital projects across the nation.

In the past I have written about events that take place off system property that affect rail service. Another such event occurred at approximately 5:20 AM on April 5,

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when an automobile struck a fire hydrant in a Home Depot parking lot in Bloomfield. The water made its way to the adjacent Montclair-Boonton Line, and forced a suspension of service. Two trains that were already en-route, #6202 (4:57 AM Montclair State University) and #1050 (4:53 AM Mount Olive), were returned to their terminals. The passengers were transferred to buses. With the aid of pumps, the water was removed from the right-of-way, and service was resumed at 12:30 PM. In the interim, four Hackettstown trains were rerouted via the Morris & Essex Lines at Denville, and 31 were cancelled. Rail passes were cross-honored on DeCamp Bus Lines and Newark Light Rail. A shuttle bus service was instituted for passengers traveling westbound on the Montclair-Boonton Line from Newark Broad Street Station.

NJ Transit reported the status of the Monmouth-Ocean-Middlesex (MOM) project as follows: "The Monmouth County Planning Board, working with an NJ Transit-approved consultant, did a ridership study factoring in the tunnel, and found that the Monmouth Junction-New York route for MOM would generate the most riders. Freeholders from Monmouth and Ocean counties thanked NJ Transit's Board for approving the additional funding and said the proposed rail line is essential to fighting congestion. Officials in both counties support the Monmouth Junction route, contending it will attract the most riders and relieve congestion on overcrowded highways — Route 9 and the Garden State Parkway. Middlesex County officials have opposed that route as intrusive on Monroe, Jamesburg and South Brunswick." You could read "NIMBY" in that last statement.

Public hearings concerning NJ Transit's next major project, the T.H.E. Tunnel, were held around the region. I attended the one in Rockland County, and found it very informative. On the same subject, the transit agency will spend an additional \$2.37 million on the draft environmental impact study for the inclusion of a proposed MOM routing into the new terminal in Manhattan.

For a period of about two weeks beginning April 20, NJ Transit did an aerial survey along its rail lines in northern and central New Jersey using LiDAR (Light Detection And Ranging) technology. The survey was performed by a specially equipped helicopter with antennas extending from its sides that gathered data to update maps of critical areas of the rail infrastructure. Besides the LiDAR technology, there is a Global Position System (GPS)-controlled laser scan that creates a three-dimensional image of NJ Transit's rail rights-of-way, to collect 3-D scan data, aerial photography, and video footage. A digitized electronic map, along with the photography and video, will be integrated into NJT's Geographic Information System (GIS), which is used to

support planning, training, and operations.

According to a report that was forwarded, apparently NJ Transit has given ownership of the eight ex-Newark City Subway PCCs to the city of Bayonne. The plan is to rehabilitate them and use them on a proposed 2.5-mile loop from the HBLRT 34<sup>th</sup> Street station to Bayonne Harbor. Previously, they were to be leased, with NJ Transit retaining ownership. The PCCs were retired in August, 2001, and eventually they were transported to HBLRT's Communipaw Maintenance Facility. They are tarped over and can be seen from the Bayonne Line LRVs.

As was expected, the Board of Directors approved a 9.9% fare increase to go into effect on June 1 at its April 13 meeting. Details will be published in the June issue.

**Port Authority Trans-Hudson Corporation**

In what is fortunately a rarity, PATH suffered two derailments within four days. The first occurred at about 2:55 PM Sunday, March 25, when one set of wheels from a 33<sup>rd</sup> Street-bound train went off the tracks after leaving Hoboken. Approximately 300 passengers were stranded for about two hours, but there were no injuries. Passengers were evacuated to another train that was brought alongside. Service to New York was suspended until later that evening.

The second incident took place in roughly the same area on Wednesday, March 28, at about 7 PM. According to the *Jersey Journal*, a PA spokesman termed this derailment as minor, as only two of the train's 28 wheels (7 cars) were off the rails. Passengers were returned to Hoboken on a special shuttle train. One man who was aboard this train told the reporter that his girlfriend had been aboard the train that derailed on Sunday. Following this latest incident, a 5 mph speed restriction was imposed, pending a determination as to what happened.

**Metropolitan Area**

On April 1, Westchester Bee Line's 357 buses began accepting *MetroCards*. With this change, bills, *Pass-Ports*, or tickets are no longer accepted, but coins still are valid for payment of fares. *The Journal News* reported that on that day, the cards were in short supply, as vendors had sold out their stocks of them.

A Nor'easter hit the metropolitan area beginning Sunday, April 15. My wife and I had canceled plans a few days earlier for a trip to Baltimore to visit friends. We experienced some minor flooding in the basement later in the day. I received an email that because of the possibility of flooding, all PATH entrances inside Hoboken Terminal were sandbagged and closed. Passengers were directed to use the outside elevator on the bus side of the station to access the station. PATH service was reported as operating normally. All entrances were reopened on Wednesday morning. After a mudslide between Spuyten Duyvil and Riverdale was cleared and a water condition in Mott Haven was addressed, Metro-

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North as well as other rail services were reported operating on or schedule on Sunday. By the time the storm finally ended, new records for rainfall were set, overturning records that existed for more than 100 years.

However, Monday, April 16 was quite a different matter. I awoke to learn that there was no service on the Pascack Valley or Montclair-Boonton Lines. My "Plan B" was to take the Tappan Zeexpress to Tarrytown. Getting to the commuter lot was made more difficult due to road closures caused by major flooding, but I did make it to work, and in pretty good time. My monthly Metro-North Pascack Valley Line ticket to New York Penn is valid for transportation on the Hudson Line (Zone 5) seven days a week. Weekly tickets and Hoboken tickets have the same equality on weekends, but on weekdays, there is a step-up charge of \$2.50. However, I heard that this requirement was waived due to the suspension of Pascack Valley Line service. Coach USA (Rockland Coaches) was also honoring NJ Transit rail tickets – to my knowledge, a first-time occurrence.

Richard Codey, acting as Governor of New Jersey because of injuries Governor Corzine sustained in a car crash, as well as elected officials in many area cities, towns, villages, etc., declared a state of emergency due to severe flooding. Besides the aforementioned suspensions, there were cancellations and delays on virtually every NJ Transit line. Shortly after 7:30 AM, the Bridgewater station (Raritan Valley) was being bypassed, as the station was inaccessible by vehicles. It remained bypassed until shortly after 6 PM on Wednesday, April 18. At 8:54 AM, service was suspended completely between Dunellen and High Bridge. At 4 PM, a shuttle bus service was set up to operate between Dunellen and Somerville. Passengers traveling to stations between Somerville and High Bridge were to be accommodated by a shuttle train. At 9 PM, NJ Transit reported that service had resumed between Dunellen and Somerville, and that normal service was expected for Tuesday morning, with the exception of Bound Brook, which was being bypassed until further notice.

Meanwhile, on the Montclair-Boonton Line, at 11:30 AM, an unspecified limited service was restored to/from Hoboken only. A special schedule was operated until 2:30 PM. After that, trains to/from Hoboken operated on a regular schedule. *Midtown Direct* service did not operate on April 16. Customers traveling from New York were directed to board Morris & Essex trains and connect at Newark Broad Street or take PATH to Hoboken. Starting Tuesday afternoon, trains were directed to bypass the Mountain View station due to water making the station inaccessible. Service was restored after 9 PM the following day.

Due to storm-related signal problems and high water conditions on the Northeast Corridor and North Jersey

Coast Lines and *Midtown Direct*, those services were subject to 15-to-30-minute delays between Newark and New York.

There was still a question as to whether or not the Pascack Valley Line would operate on Tuesday morning, as NJ Transit crews were working through the night to restore service as flood waters receded through Oradell. The good early morning news was that the Pascack Valley Line would run, and the trip to Secaucus was uneventful, except for a slow order through Oradell. Later that afternoon, Montclair-Boonton trains were bypassing the Mountain station due to a water condition.

For a period of time the RiverLine tracks were blocked due to a downed tree between Roebling and Bordentown. Shuttle bus service operated in its place.

Metro-North reported delays of 45 minutes on the Harlem Line due to flooding of the tracks at Tuckahoe. A photo that was emailed showed water covering the tracks almost up to the third rail. For the evening trip home, delays of 15-30 minutes were forecast. There was also a service suspension on the Danbury Branch due to flooding in the area of Cannondale. Service was normal on Tuesday.

Long Island Rail Road commuters were affected by a high water condition outside one of the East River tunnels in Queens and at the Hunterspoint Avenue station. LIRR expected delays of 30 to 45 minutes into Penn Station during the AM rush hour. Some trains normally destined for Penn Station were canceled and combined or diverted to Flatbush Avenue. To let commuters know what steps had been taken, LIRR reported that along with Amtrak and the New York City Fire Department, numerous pumps were deployed and had been pumping water throughout the previous evening, the overnight, and that morning. However, the high water was still affecting the railroad's ability to use one of the East River tunnels, Hunterspoint Avenue, and some switches in Queens outside the tunnels. As a result, all service to Hunterspoint Avenue was canceled during the AM rush hour. Some diesel trains were terminated at Jamaica and others diverted to Long Island City. NYC Transit honored LIRR tickets at Jamaica, Woodside, and Flatbush Avenue.

For the evening commute, 20-minute systemwide delays were reported and Hunterspoint Avenue service operated from Track 1.

**Passover and Easter, 2007**

In the metropolitan area, only the Long Island Rail Road operated extra service for the eves of these holidays, which took place on Monday and Tuesday, April 2 and 3, and Friday, April 6. Eight extra trains were scheduled as follows: Port Washington, 1, Port Jefferson, 3, Far Rockaway, 1, and Babylon, 3.

**Amtrak**

Member Todd Glickman reported that on March 27, while seated aboard Amtrak (*Acela*) Train #2158 waiting

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**Commuter and Transit Notes**

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to depart for Boston (Track 12, New York Penn) just before noon, the Ringling Brothers Barnum & Bailey Circus "Red" train rolled by on Track 11. When #2158 passed through Harold Interlocking onto the Hell Gate Bridge approach, the circus train was stopped on the (usual) northbound track. Todd was in New York, attending the WCBS Small Business Breakfast.

Although the *Metroliner* name was retired last October, during the afternoon of March 29, on the track opposite track from my train, was a train of Amfleet coaches; the first one bore the *Metroliner* brand. On the opposite end of the car (21955), there was a paper sign, affixed by masking tape, which read, "Business Car."

Amtrak issued its Spring-Summer, 2007 System Timetable (Form T-1) with an effective date of April 2. On the cover is a striking photo of an *Acela* train on the Hell Gate Bridge. It is slightly larger in size than the edition it replaced, and has 8 fewer pages.

**Museums**

Annually, the Shore Line Electric Railway (Branford) recognizes the longevity of its members. Below are BERA members who are also New York Division members, plus their years of membership: 55+ years – Karl Groh, Arthur Lonto, Robert Presbrey; 40 – David A. Cohen, Louis Iasillo; 30 – William Joyce III, Sid Keyles, Russell Ward; 25 – Joe Casey, Joan Overton, Donald Scott; 20 – Robert Hahn; 15 – John Cunningham; and 10 – Joe Saitta. Congratulations to them all.

In March, the museum celebrated the 60<sup>th</sup> anniversary of the date it received its property. This took place on March 8, 1947, following the abandonment of the Connecticut Company's Route F trolley. *The Tripper* reported that 1902, sister car of the museum's own 1911, was the final car. Although Branford was incorporated in 1945, actual ownership of property would have to wait almost 1½ years. The museum placed an advertisement in the September, 1945 issue of *Headlights* (one that I do not own) describing its project in broad terms as a "national railway museum in which all are welcome." At its disposal was 7,200 feet of double-track line including ties, rail, poles, overhead, feed wires, bridges, and one side track. The latter, the former Short Beach Meadows spur, was later abandoned. Although the Warehouse Point and Seashore Trolley Museums got started before Branford, it was this purchase of a turnkey railway which allowed it to become the first operating museum. In closing, *The Tripper* reported that in sixty years, almost every part of the railway purchased from ConnCo has been replaced at least once. Such is the natural cycle of things. *(Editor's Note: It is the same with home ownership.)*

The completion of renovations to former New Orleans Public Service 850 was reported on New Haven's TV station WTNH. The reporter, who took a ride, told view-

ers that 850 would be embarking on a nationwide tour beginning with an appearance in New York City on April 10 for the purpose of promoting tourism in New Orleans. 850 was featured on the ABC Network's *Good Morning America* program on April 10. The writer of one email that I received wanted to know why Branford was not mentioned at all. *The New York Times* (April 11) Metro section had a photo showing the car's interior, and, to its credit, mentioned that volunteer labor valued at about \$500,000 and about \$100,000 in materials were used in the restoration. I was among many Division members who visited 850 during its two-day sojourn in New York. The shop crew and volunteers did an excellent job. The next stop on its two-month tour was Chicago.

**Miscellaneous**

The Delaware Valley Association of Rail Passengers, in the March issue of *The Delaware Valley Rail Passenger*, compared the on-time-performances of commuter agencies in the U.S.A. for the year 2006. This data appears in the table below:

SYSTEM	OTP (%)
Metro-North	97.8
Metra	96.3
Caltrain	95.8
NJ Transit	95.3
Metrolink	95.0
LIRR	93.3
MBTA	91.9
SEPTA	91.0

**Other Transit Systems**

*Augusta, Maine*

Member George Chiasson sent a report from *The Kennebec Journal* that employees of the Morrystown & Erie Railway are refurbishing a number of ex-NJ Transit Comet I cars (Sliders) that are destined to the Maine Eastern Railroad. M&E is the parent company of Maine Eastern, which holds leases from the state on rail lines between Brunswick and Augusta and between Rockland and Lewiston-Auburn. The goal is to institute a connecting passenger service to Brunswick from the Boston-to-Portland *Downeaster*.

*Boston, Massachusetts*

A mysterious sign: Todd Glickman forwarded a news item from *The Boston Globe* reporting that at the Park Street station, its reporter looked up at the ceiling and saw something he had never seen before, camouflaged amid the ceiling's patterns. "There on the westbound platforms, just after the station attendant's booth in the middle of the platform, is a small sign with a red background and white lettering reading 'northbound' and 'southbound.' And every once in a while, when a Red

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Line train would rumble into the station below, a light would pop on behind one of those words. This being the 'T,' we assumed the sign was short-circuiting. But the more we listened and watched, it seemed timed to the arrival of Red Line trains."

The article continued: "So what gives? 'T' officials could give no date for when the sign was installed, though most believe it was more than 20 years ago. It is mainly used from time to time by MBTA personnel to hold a Green Line train so that passengers coming up from the Red Line can make it to a train. Officials said it's also used to alert passengers for east and west connections at the end of service around 12:50 AM, when all trains depart downtown. It is rarely used during rush hour due to the very frequent level of service on both the Green and Red lines, officials said." Here is what Paul Harvey calls "The Rest of the Story." Todd notes that this sign indeed is in operation at all times. "I use it when exiting a Green Line train for my change to the Red Line in the morning. If I see the 'NORTHBOUND' lit, it means that a train is in the approach block, and if I run I can make it. If I don't run, I miss it. So, it serves a very good purpose."

A significant change in the Green Line operation has taken place. Todd wrote, "nine years after the first Type-8 Breda car arrived at the MBTA, sufficient cars are finally available to provide the ADA-compliant service to three of the four branches. Effective with the spring schedule (March 24), the MBTA is now running two-car trains on all lines, at all times on weekdays. Previously, single cars ran at off-peak times and contributed to overcrowding. According to the NE Transit Web site (<http://members.aol.com/rtspcc/roster/MBTARoster.html>), the peak vehicle requirement for the Green Line is 150 cars (20 two-car trains for B/Boston College, 14 two-car trains for C/Cleveland Circle, 21 two-car trains for D/Riverside, 17 two-car trains for E/Heath Street, and 3 two-car run-as-directed trains). As of April 12, the MBTA had 101 active Type-7s (all but 16 of which have been modified to run with Type-8s), and 75 active Type-8s.

"The ADA-compliant service provides that every train on the B/Boston College, C/Cleveland Circle, and E/Heath Street lines is a two-car set of a Type-7 mated with a low-floor Type-8. I have not noticed any non-compliant trainsets on these lines during the past few weeks, though I can't verify that there aren't exceptions. Prior to March 26, you'd see singles of both types, mixed two-car trains, and sets of two Type-7s as well as two Type-8s. The Type-7s that are not yet modified to be Type-8 compatible are all on the D/Riverside Line, which cannot support Type-8s until track modifications are complete later this year."

What will become of the Boeings? *The Boston Globe* reported that demolition of 28 cars began on

April 9 at Riverside Yard. MBTA resource coordinator Steve Hicks said that they are being carved up at a rate of two per day, and the metal is being sold for \$1,400 per car to Advanced Recycling, a New Hampshire-based company that plans to pulverize the metal and resell it for a profit. At least one of the cars, which weigh 31 tons each, is being saved for posterity. 3424 is going to the Seashore Trolley Museum in Kennebunkport, Maine.

Todd also sent copies of the spring Rapid Transit schedules, which went into effect on March 24.

New commuter rail timetables were issued effective April 30. On most lines, there were only minor changes of a few minutes to a number of trains. The most significant change is the extension of one peak hour train, which had been Train #471 (5:30 PM North Station/South Acton), all the way to Fitchburg. New Train #531 departs from North Station at 5:40 PM. Because Train #471 no longer turns at South Acton, Train #472, the 6:40 PM back to North Station, has been eliminated. Fitchburg Line PM inbound service has been adjusted slightly to compensate for this. Thanks to Todd for this news.

*Providence, Rhode Island*

As part of a city renewal plan, the mayor of Rhode Island's capital, David N. Cicilline, would like to see streetcars replacing buses in the crowded downtown. To that end, the mayor's 2020 Working Group, which is composed of 27 members, has recommended this solution on how to redefine mass transit in Providence. While some bus lines would be retained, the report envisions streetcars running on several corridors. Another recommendation would be to create disincentives for using automobiles. The Rhode Island Public Transit Authority will spend \$400,000 to hire a consultant to study the feasibility of restoring streetcar service. Fifty-nine years ago this month, on May 14, 1948, United Electric Railways abandoned its last four streetcar lines. Thanks to *The Providence Journal* for this report.

*Lindenwold, New Jersey*

PATCO is testing new turnstiles and Automated Vending Machines for single-ride tickets. Member Greg Campolo was kind enough to send me a sample, which he described as similar to the one-trip MTA NYCT and PATH single-ride tickets in material and size. The ticket is valid for three days from date of purchase. In each of the stations that he visited, there was one TVM and one turnstile capable of accepting those tickets. A new PATCO timetable was issued effective March 3. Thanks to Greg for sending a copy.

*Philadelphia, Pennsylvania*

SEPTA issued new timetables for the Market-Frankford and Broad Street Lines, as well as Subway-Surface Routes 10, 11, 13, 34, and 36 and surface route 15/Girard on February 11. The following day, Routes 100, 101, and 102 got new timetables. Two of

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the timetables have banners to celebrate 100 years of service on the Market-Frankford and Norristown Lines. Historic photos adorn these covers with the logos of all of the predecessor companies: PRT and PTC, and P&W and Red Arrow Lines, respectively. There are also two SEPTA logos.

At the bottom of each timetable there is a space that reads "Think Spring – Phillies.com." Thanks again to Greg for sending copies of these timetables and SEPTA's expensive and new Philadelphia and Suburban transit maps. He also reminded me that San Francisco Muni also charges for its transit maps.

Member David W. Safford sent this update of Philadelphia happenings:

8<sup>th</sup> Street, Market-Frankford Line: Entering the final stages of a comprehensive rebuild. New elevator from sidewalk to change booth level (north side of market: south side already shares an elevator with PATCO), new concrete handicapped ramps from booth to platform levels, both sides, new railings (yards and yards of them), new transparent space dividers, new floor tile with tactile edges, new lighting, new fire alarm system, and an extensive air handling system of so far uncertain purpose. I speculate that the generous platform width that makes the ramps feasible is owed to its original location at the juncture of three of the city's largest department stores, now all defunct. A few years ago plans for a new entertainment center led to a parking lot being excavated for the prospective foundations. The digging revealed a still intact column with "Gimbels" emblazoned on the tiles. It was buried again when the project died.

13<sup>th</sup> Street, Market-Frankford Line: New elevator and stair, built into a building facade, is in service from street to change booth level on the south side of Market. The old stair at Macy's (ex-Wanamaker's) remains, but separated from the formerly great store. Presumably Macy's customers don't travel by subway. There is a new, and as far as one can tell visually, complete sidewalk elevator on the north side. It has never been placed in service, possibly because it appears to go directly from the sidewalk to within the fare control area. (Oops?)

R5/Paoli/Malvern/Thorndale Line: Track replacement apparently will continue despite the budget crunch. New welded rail has been dropped beside (eastbound local) Track 1, with work scheduled to begin this month. Tracks 2 and 3 were rebuilt last year with welded rail and concrete ties under a state-subsidized program. Reconstruction will start May 6. A revised R5 timetable will be issued, with numerous schedule changes to work around the fact that the main local inbound (eastbound) track will be out of service. Carloads of concrete ties and ballast are already marshalling at 30<sup>th</sup>

Street.

Market-Frankford "L" (Progress on the reconstruction west to east): No work is visible on the line from 69<sup>th</sup> Street terminal through 63<sup>rd</sup> Street. New structure and track starts east of that station. 60<sup>th</sup> Street station is out of service and is under reconstruction. 56<sup>th</sup> Street station has been reconstructed. New structure and track ends east of that station. 52<sup>nd</sup> Street station is being replaced by a new station immediately to the east of the old one. No other work is visible from the train; however, construction continues, but there have been interruptions due to unseasonable weather.

The new track will be of diminished utility unless the current (and annual) budget crunch is sorted out before June. This year the projections are gloomier than usual. SEPTA has fielded specific plans for increased fares and reduced service that should neatly solve the problem by doing away with passengers.

Philadelphia did not escape the Nor'easter. David provided this report: "The great storm that hit the Northeast did not dodge around Philadelphia. PECO wires fell on SEPTA catenary west of Paoli, knocking both systems out of service. Wires were also down to the east, and a tree blocked the track in Devon, with reports of numerous other instances of debris and limbs on the line. There was no service on the R5 during the AM rush, and limited service in the evening with cancellations and combining of trains. There was also no service on the R3 and part of the R7. I was able to reach work by taking the 100 (ex P&W) line to 69<sup>th</sup> Street and the 'L' in. Home was straightforward, although a half-hour behind the usual. Outbound traffic was light despite the train being the consolidation of three regular trains, evidencing that many people had stayed home or driven in. The R3 (Elwyn) line was completely out of service through the Tuesday evening rush hour. Via the Suburban Station PA system, commuters were being told to gather near the ticket office for guidance on alternate routes home (although as my wife said, if they didn't know that, how had they come in that morning?)."

**The Delaware Valley Rail Passenger** reported that SEPTA continues to be in a financial crisis for the next fiscal year, which begins July 1. Absent additional funding from the State of Pennsylvania, SEPTA plans to increase fares by 31% and cut service by 20%. The anticipated dollar amounts are \$69 million and \$60 million, respectively. DVARP further reports that even if the state comes through with funding, the transit agency will still raise fares an average of 11% in July. The weekday service cuts are in the neighborhood of 20%. There were many more specifics which were detailed in SEPTA's 378-page tariff proposal.

*Washington, D.C. area*

In late 2001, in order to handle increased ridership, Virginia Railway Express leased two trainsets of Bombardier bi-levels plus two locomotives from Sound Tran-

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sit in Seattle (December, 2001 **Bulletin**) for a period of 18-24 months. On the few occasions that I had been in Washington, D.C., I saw these cars. Apparently, with the delivery of new Sumitomo gallery cars, one trainset was returned. I came across this in late March, when I checked VRE's web site and saw that there was only one trainset left: V-40 (FP-59) along with cab cars V102-V103 and trailers V301, V304, V306, and V312.

In early April, Virginia Railway Express reported that Virginia's General Assembly passed the transportation budget. "Included in that budget is a \$15 million earmark for rolling stock and \$25 million a year for operating and capital expenses. This is great news for VRE! At this time, we don't have all of the details. It will take some time for us to determine when the money will be made available, but we do know that it will take some time."

Construction agreements were signed for the first phase of WMATA's extension to Dulles Airport, which will branch off the Orange Line near West Falls Church. The routing will serve Tysons Corner and Reston, which is about halfway to Dulles Airport. Elected officials in Fairfax County objected to an elevated alignment; however, building a tunnel was deemed to be too expensive. At this time, the cost of the project has been estimated at between \$2.4 and \$2.7 billion. If all of the funding can be secured, this segment could open between 2013 and 2014. The last information that I had on this project called for an opening in 2011.

*Charlotte, North Carolina*

After spending \$180,000 to restore 85, one of Charlotte's original trolleys, city transit officials were informed that its use will be severely limited. It seems that 85 does not have the structural strength to withstand a collision with one of the newer LRVs. According to **The Citizen-Times**, transit officials did not anticipate this risk prior to renovating the car, and so it will be used only on special occasions. 85 was built in Charlotte for the Duke Power Company in 1927 and used until March 11, 1938. **Motor Coach Age** (November 1985) reported that a ceremonial "last run" took place on March 15, 1938. It was then sold to the Air National Guard, which gutted it and used it as an office. In the early 1950s, a Huntersville woman bought the car and used it as an apartment for relatives.

In 1988, Charlotte-Mecklenburg Historic Properties bought the car, which had fallen into disrepair, for \$1,000. Preservationists then spent more than \$250,000 in private money refurbishing the car after mounting a fundraising campaign. It returned to service in 1996, run by volunteers along a short rail spur near Atherton Mill in South End. In 2004, Charlotte Trolley turned over the operation to CATS, which used the streetcar for daily service between Atherton Mill and

Ninth Street uptown. When major construction began on the light rail line in early 2006, the trolley service was suspended. The \$180,000 work on 85 began, with new controls, doors, and trucks, or wheels, installed. Thanks to member Joe Canfield for this report.

*South Florida*

Tri-Rail commuters were delayed for several hours on March 9, when CSX track crews failed to complete their overnight tie replacement work. At 4:30 AM, a call was placed to Tri-Rail informing it of the situation, but there was no time to arrange alternate transportation. There was no service between Ft. Lauderdale Airport and Deerfield Beach until 8 AM.

Ridership has grown to about 12,000 per day, and according to **The South Florida Sun-Sentinel**, Tri-Rail led the nation in both the third and fourth quarters in ridership growth. This newspaper also had an editorial criticizing the State of Florida for "dawdling" in its negotiations with CSX to take over responsibility for dispatching all of the trains. Thanks to Joe Gagne for sending this report.

Tri-Rail's new schedule was to go into effect on or about April 30, and was available for viewing on its web site. Southbound service begins at 4 AM, followed by trains at 4:40 and 5:30. Between 6 and 7 AM, trains operate every 20 minutes, then half-hourly to 8 AM, and then hourly until 3 PM. Between 3 and 6 headways are half-hourly. The final three departures are at 6:40, 7:40, and 8:40 PM. Northbound service generally mimics the southbound. There are 25 weekday departures in each direction, for a total of 50. The previous schedules called for 40 trains each weekday. On weekends and holidays, trains run every two hours between 6 AM and 6 PM, plus a final departure at 8:30 PM. This is all possible due to completion of the New River Bridge, which went into service on April 13.

*Chicago, Illinois*

Member Jim Beeler sent copies of a Metra map dated this past January and a brochure announcing a major reconstruction project that will affect the Chicago Transit Authority's Brown, Purple, and Red Lines. Citing a 27% increase in ridership since 1998 on the Brown Line, as of April 2 the CTA has embarked on Phase 1 of what it has called its "Three-Track" Modernization of the Fullerton and Belmont stations. This is part of the larger \$530 million Brown Line Capacity Expansion Project, which is currently underway and will modernize 18 stations. Platforms will be made wider and longer, to accommodate 8-car trains, rather than the current 6-car trains. With the modernization will also come ADA accessibility, improved lighting, heaters, windbreaks, new benches, and information kiosks. The third rail and signal electrical systems will be upgraded. In order to make these improvements, one of the four tracks was temporarily removed from service, and under Phase 1, the effects will be felt during the PM rush hours.

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## Commuter and Transit Notes

(Continued from page 16)

In another report he wrote: "I was in Chicago to attend the CTA public hearings on the upcoming three-tracking of the Red Line (scheduled to begin April 2), and picked up a new schedule for the BNSF Aurora Line (discontinuing the Clyde stop) and Metra UP North Kenosha Line (expanded weekday service). In addition to the new 'Sunrise Express' leaving Waukegan at 4:20 AM and Ogilvie at 5:40 AM, there are some other changes. Metra is adding some additional service because of the CTA three-tracking of the Red Line. Also the weekday outbound Ravinia Musical Festival special has been discontinued — replaced by a regular train with a few more stops. However a new weekday inbound Ravinia special has been added."

Providing adequate funding to maintain our nation's transit systems is an ongoing problem. **The New York Times** (March 26, 2007), under the headline "A Rail System (and Patience) Stretched Thin in Chicago," reported that there were deteriorating tracks and trains, chronic budget shortfalls, etc. "We're living on borrowed time" said Chicago Transit Authority president Frank Kruesi. (Editor's note: Bob Hansen sent a report that Mr. Kruesi resigned on April 18.) With increasing ridership, the system could be at the breaking point. Riders who were interviewed reported longer commute times caused by stalled trains. CTA operates 1,190 rail cars over its 222 miles of track, providing 1.55 million rides each day. The Regional Transportation Authority is responsible for CTA, Metra, and PACE suburban bus service. Critics complain that the allocation of sales tax revenues has not changed since 1983, and CTA is entitled to a larger share. To improve conditions, RTA is trying to persuade legislators to approve a \$10 billion funding plan over the next five years. CTA needs \$5.8 billion to get its system up to what is known as a state of good repair.

The electronic version of this piece was circulated on the Internet, and I received a number of comments, including this one from member Frank Miklos, who wrote: "When I was there two years ago there were several locations where slow orders were imposed due to track conditions, but otherwise everything seemed to be running OK." Another writer commented: "I think the reporter has exaggerated a little, but the situation is serious for CTA (as it also is for SEPTA, PAT, NYCT, etc., etc.). It takes money to keep these systems in a state of good repair, and if it's not done, they gradually fall apart. The real problem is this:

- The rider won't pay what it takes to do this
- The money has to be made available by politicians
- Politicians don't like to put money into anything unless they can get some ink — appearing on TV with gleaming face at a ceremonial ribbon-cutting

"How do you make a media event out of: 'WOW! —

We did today's routine maintenance!! This affects all of our infrastructure maintenance — transit, highways, schools, libraries, etc."

*Salt Lake City, Utah*

During January, work began on the TRAX extension to the Salt Lake Intermodal Hub. When completed next April, the extension will extend TRAX from the current end of the line at the Arena station to the Intermodal Hub located between 200 and 300 South on 600 West. The extension will travel south down 400 West, turn west on 200 South, and then turn south on 600 West to the Hub. It will allow passengers using *FrontRunner* commuter rail, which is also expected to begin operations at that time, to transfer to TRAX. Three stations are being built: the Intermodal Hub, a second at 100 South and 400 West adjacent to the Gateway, and a third future station at 500 West and 200 South that will have the infrastructure installed but will not open until a later date when ridership requires it.

*Albuquerque, New Mexico*

The story of *RailRunner* station openings continues. Thus far, five of the nine stations that are planned have opened, but not without additional weeks added on to their scheduled opening dates. Since February 2, the service has been operating between both terminal stations, Sandoval County U.S. 550 and Belen. It is four of the intermediate stations that are not yet open. As of early February, the *RailRunner* web site gave mid-March as the time that Downtown Bernalillo would open, but when I checked later in March, the date had slipped to April, along with Rio Bravo/Airport. The other two as yet unopened stations, Sandia Pueblo and Isleta Pueblo, are listed as "Opening date to be determined."

**Progressive Railroading** reported that because these stations are located on federal Indian land, there is a lengthy process to obtain leases for these sites. As I was completing this column on April 16, I decided to check the web site again, and lo and behold, there was an April 20 opening date for the Rio Bravo station, which will be called Bernalillo County International Airport. There was still no further information for Downtown Bernalillo, other than "Opening April 2007."

Design work is presently underway for Phase 2, which would extend the line another 50 miles north into downtown Santa Fe. Ridership is expected to more than double when this extension is placed in service in 2008.

*San Francisco, California*

Member John Pappas was in San Francisco for two weeks in March, and rode the new T/Third Street Line. Since January 13, service was only provided only on weekends. Seven-day-a-week service began on the T/Third Street Line as of April 7. John also visited the Geneva Car House and found that the ex-NJ Transit PCCs have all arrived, except for the Mexico City rendition. Even the LATL car is back from Brookville with the standard, redone interior. No news yet as to when the ex-

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**Commuter and Transit Notes**

*(Continued from page 17)*

NJT cars will finally get into service. The Brussels PCC actually got in service the next day for one whole day, then was sidelined for unknown reasons.

*Pittsburg, California*

LACMTA's new Gold Line cars are presently under construction at AnsaldoBreda's new plant in Pittsburg. At the end of March, the first car was well along towards completion and surrounded by other cars in various stages of assembly. The Italian firm hopes to secure contracts to build or repair 75-100 cars per year. Thanks to member Bill Zucker for this report.

*Anchorage, Alaska*

**Railway Age** reported that the Alaska Railroad will operate a demonstration commuter rail service from Anchorage to the airport and Dimond Center Mall beginning in 2008. This project is being undertaken in partnership with the U.S. Forestry Service, which funded the purchase of a \$4.7 million bi-level DMU from Colorado Railcar. Although this car will not be delivered until later in 2008, the Alaska Railroad will begin the service using its own rolling stock.

*Toronto, Ontario, Canada*

Torontonians, who are pro-light rail, heard some good news in March, when the Toronto Transportation Commission unveiled plans for seven new LRT lines for a total of 37-50 miles. If built, they could almost encircle the city of Toronto. Here is some of what has been proposed:

- Etobicoke-Finch West LRT (11.1 miles): from Humber College in the west, to the Finch bus/subway station at Yonge
- Sheppard East LRT (8.45 miles): connecting Don Mills subway station to Scarborough Town Centre and its RT station, and to the proposed Scarborough-Malvern LRT (see below). The line would operate underground for a short distance when leaving/ approaching Don Mills station
- Jane Street LRT (10.25 miles): terminating at the Jane subway station at Bloor in the south and the Steeles West subway station that will be a part of the University-Spadina subway extension
- Eglinton-Crosstown LRT (19.1 miles): this line will cross the entire city starting at the airport, connecting to Mississauga Transit's busway, and stretching across to the Kennedy subway/RT station in Scarborough. Of note, the line would operate underground from Keele in the west to Laird in the east, avoiding the tight corridors of midtown Toronto
- Scarborough-Malvern LRT (9.3 miles): running northeast out of Kennedy station, and then north along Malvern and Morningside

- Don Mills LRT (10.9 miles): terminating at a Bloor-Danforth subway station (not specified) in the south, and Steeles Avenue in the north (with possible connection to York Region's VIVA network)
- Waterfront West LRT (6.8 miles): starting at Long Branch in the west, connecting to the CNE stop near Dufferin, and terminating at Union Station in the east. The line would run along the Gardiner Expressway/GO Transit corridor between the CNE and the Queensway and Lake Shore streetcar lines.

Although some federal and local funding has been pledged, the cost of the entire project could be as much as C\$6 billion, and construction could take as much as ten years to complete.

*Bezannes, France*

A new electric train speed record was set on April 3, when a new Alstom-built TGV train set, known as the V150 operated at 357.2 mph (574.8 kph). Usually planes travel that fast. In order to reach that speed, which required 16 minutes, the train was modified with a 25,000-horsepower engine, and adjustments also were made to the track, especially for the banking on turns. The rails were treated so the wheels could make perfect contact, and electrical power was increased from 25,000 volts to 31,000 volts. TGVs and bullet trains typically travel at 186 miles (300 km) per hour. With that said, the current land speed record for a train is held by Japanese Maglev at 361 mph (581 kph).

Mixed in a file of news clippings that are used to write this column was one from February 16, 2007. It reported that a French TGV had broken its own 1990, 320 mph speed record earlier in that week when a test train reached 334 mph. This took place on the Paris-Strasbourg Line.

**From the History Files**

*100 Years Ago:* On May 22, 1907, the Philadelphia & Western (Red Arrow) began service from 69<sup>th</sup> Street to Strafford (8 miles).

*60 Years Ago:* On May 3, 1947, the end of 75 years of trolley service came to New Bedford, Massachusetts when the Union Street Railway ended service on Route 1/Lunds Corner to Fort Rodman. **Headlights** (May, 1947) reported that this was the last of the small city trolley systems in Massachusetts. Eight of their newest cars, Osgood-Bradley-built Electromobiles which were constructed in 1930, were purchased by the Queensborough Bridge Railway Company in 1949. They provided all the service until this line was abandoned on April 7, 1957, 50 years ago last month. (Please see the April, 2007 **Bulletin**, which reported on the history of this line.) This abandonment marked the end of street car service in the City of New York.

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

## A LITTLE-KNOWN THIRD AVENUE RAILWAY SYSTEM FACT by Karl Groh

In 1929 TARS realized that its fleet of old convertibles and older single-truckers would soon need replacement despite the excellent maintenance TARS was famous for. So 1701, an experimental aluminum single-truck convertible, was purchased from Brill. To put it mildly, it was a flop. Therefore, with the depression setting in, TARS turned to the used car market and bought nearly 100 double-truckers, many of which could not be updated for many reasons. The shopmen, who already had much experience with a wide variety of cars, did manage to turn out 61 cars in the 1200-series with all the standard TARS controls and fixtures. Thus began the rebirth of the fleet. For details, please see the October-November, 1986 issue of ERA *Headlights*.

One old single-trucker, 1605, was selected to be rebuilt to a double-trucker along with a similar car that was involved in a collision, using parts of both cars on a new underframe and a new agasote roof. The car was out-shopped with its original number, but later was re-numbered to 1259. The result was that sixty-two good cars were produced, but this was only the beginning.

It was then decided to upgrade the old four-wheel 100s and some 1600-series four-wheel cars by cutting the bodies in half, adding a new four-window section on a new underframe with new platforms and the innovative three-section windows. So, TARS – long before Boeing stretched 707s – had a longer vehicle that was a success. This was the new 102-200-series which went to work in Manhattan originally. Car 101 was built of all new materials and in effect was the first number 300. Next to arrive was the 301-400 series, which was similar to the new 100-series, thus making TARS a successful carbuilder.

The PCC car appeared on the scene, but TARS never joined the ERPCC and was not interested in these expensive cars as it reasoned that it could build cars to its satisfaction. So, along with Alcoa, it designed a Peter Witt-type car, front entrance and center exit, but bought one body from Brill before embarking on a building program. It was outfitted and thoroughly tested and the plans were then drawn up with the center doors offset and not opposite like the Brill body. TARS was smart enough to improve on Brill!

Now the 551-625-series hit the streets with much success on the Broadway Line, but the story does not end there. More cars, 626-685, were built but reverted to the end-door type as they were less expensive bodies to build. But they had new innovations like rubberized trucks and dynamic braking, chimes instead of a buzzer, and provision for the addition of track brakes (but these were never added).

All home-built cars were ideal for heavy urban service. The unused 1701 was quietly scrapped in 1942, adding its aluminum to the war effort. By the way, the term "Huffliner" was used by fans when the "Peter Witt"-type cars were new, as Brooklyn had Streamliners, Atlantic City its "Brilliners" and Philadelphia its "Paintliners." So why not call these fine cars on Broadway "Huffliners" in honor of the venerable president of TARS? In later years, 626-685 were also included, but indeed the honor could justifiably be added to these cars as well. There is a bitter end to this story, but I will not go into that now.

A fact that is not generally known is that TARS had intended to build 15 more cars, up to and including #700.<sup>1</sup> They were to be used on the X/167<sup>th</sup> Street Crosstown and V/Sound View Avenue Lines, but the feisty Mayor Fiorello LaGuardia got his way and the order came to the shop to cease and desist. Anyway, Sound View had to be motorized as the construction of the Bronx River Parkway Extension (to the Whitestone Bridge) gouged a big hole in the pavement, and with the super T-rail encased in concrete, the company did not want to build a shoofly, as was done on the Westchester Avenue line. 1939 was the beginning of the end for TARS. Sad.

After World War II ended, the City of New York, now undeterred by the wartime restrictions on trolley line abandonments, forced TARS to motorize its lines. The then relatively new cars were sold. According to Vincent Seyfried's *Third Avenue Railway System Roster of Equipment 1853-1953*, all of the center-door (551-625) cars went to Sao Paulo, Brazil. Vienna, Austria obtained 42 cars of the 626-685 series, plus 3 of the 100-series cars, 105, 108, and 119, for spare parts. These never ran in service. Bombay, India got 14 cars of the 626-683 series plus 10 cars of the 150-200 series, except 20 cars, 151-170, which went to Lima, Peru.

Yes, it is a king-size pity that the last of the Mohicans (car 685) was not saved and also a pity that more were not snapped up as the WStW (Wiener Stadtwerke Verkehrsbetriebe) or the Vienna Municipal Transit System was giving them away almost for free. One has to be glad, I guess, that there are a few in tender loving hands now. The 629 in Branford is a workhorse and a good thing is that BERA knows how to and does keep it in good shape. Contrast this with the Crich Museum in the United Kingdom, where, I am told, the car is seldom used as "it uses too much electricity." Several other cars have also been preserved at other museums.

<sup>1</sup>I got this information from the late member Jeff Winslow,

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## Around New York's Transit System

### Will Second Avenue Subway Have Platform Doors?

NYC Transit officials are studying the feasibility of installing platform edge doors in Second Avenue Subway stations. When Lawrence Reuter was the President of NYC Transit, he opposed this innovation because it was expensive and difficult to maintain. After he left, the engineers studied whether the stations could be cooled more efficiently by enclosing them with panels and sliding doors synchronized with the trains' doors. Station temperatures could be reduced by about 10 degrees using cold water to chill the air blown into the stations. If the platform was not enclosed, the hot air from the tunnel would mix with the cool air. Energy could be saved by enclosing the platform. This barrier could prevent people from throwing litter on the tracks and may reduce track fires. If these doors are installed, the door spacing on the cars operating in the new subway must be compatible with the spacing of the platform doors.

### Walking Between Subway Cars is Prohibited

Since December, 2005, walking between subway cars has been illegal. Before that, it was illegal to ride between cars on a moving train. Newspapers report that thieves frequently ride between cars and grab pocket-

books from passengers standing on the platform.

### Cameras May Be Placed in R-160s

NYC Transit asked Kawasaki and Alstom, R-160 car-builders, to suggest ways of installing security cameras in the cars. NYC Transit will study the design, and install them in a few cars. This test will determine whether the cameras can withstand the steel dust, bumps, jolts, and frequent stopping and starting of the trains. The camera could store images which could be retrieved if a crime were reported.

### New NYC Transit President Named

On April 10, Howard H. Roberts, Jr. was named as President of MTA New York City Transit. A West Point graduate and a holder of master's degrees in public affairs and engineering from Princeton University, he served in the U.S. Army from 1961 to 1981. He joined NYC Transit in 1981 as Vice President for Finance and Administration, and was Vice President and Chief Operating Officer for NYCT's bus system from 1983 to 1986. In 1989, Mr. Roberts joined SEPTA, serving as Deputy General Manager until January, 1997. Since that time, he was a consultant.

Mr. Roberts assumed his new post on April 11.

### Interesting Subway Car Facts

*(Continued from page 4)*

The (email) writer's personal opinion is that the arrangement provided on the R-1 to R-9 cars, or as improved on the R-10 cars, is about the best possible for a frequent-stop inner city operation, where doors about 15 feet apart are necessary to keep the stop time to a minimum. This provides 8 cross seats per doorway, which are always the ones occupied in off hours - passengers know which are more comfortable. At the same time, passenger flow in, out, and through the car moves freely. For a car with longer door spacing, additional rows of cross seats should be provided, as has been done at CTA and WMATA.

While the cars should be designed with consideration of peak hour conditions, they should also be designed

with the thought of being attractive to off-peak riders, who are more likely to have alternatives. Increasing the number of off-peak riders is the best way to improve the economics of the operation, as it generally does not require additional facilities or crews, unlike an increase in peak hour riders.

NYCT's Subdivision "B" R-27 through R-42 contracts used longitudinal seating. Exceptions were then made for the R-44, R-46, R-68, R-68A, and experimental R-110B, when transverse seating returned. However, the R-143 and R-160 contracts reverted to longitudinal seating. All Subdivision "A" cars from R-12 through R-142 (except the experimental R-110A) are longitudinal.

Managers, designers and carbuilders ought to be out riding frequently, and in both peak and off-peak conditions.

### A Little-Known Third Avenue Railway System Fact

*(Continued from page 19)*

who had a good relationship with TARS official Frank Seeney. Jeff did some drafting work for him (and was modestly com-

pensated), so was pretty close. I wish I had recorded some of the things he learned from him, interesting inside stuff on TARS' carbuilding efforts. The "Huffliner" was his baby even though the cars were nicknamed after ol' Slaughter W. Huff.