

The Bulletin



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IRT EXTENDED TO BROOKLYN 100 YEARS AGO

Non-revenue service via the Joralemon Street Tunnel to Borough Hall began on January 6, 1908. The first train was an express from West Farms, which departed from Bowling Green at 11:30 AM. On board were IRT President Shonts, General Manager Hedley, Superintendent Merritt, and Chief Engineer Pegram of Tunnel Construction Company. This train was followed by an instruction train, after which trains ran light through the tunnel on a regular schedule.

Passenger trains started running on January 9, 1908. The first train departed from Bowling Green southbound at 12:43 AM, arrived at Borough Hall at 12:48½ AM, and left at 12:54 AM.

At 11 AM January 9, there was a ceremony at City Hall, Manhattan. The officials had their pictures taken on the steps of City Hall. Then they walked to the Brooklyn Bridge station, where they boarded the official train, which operated non-stop to Bowling Green. It arrived at Borough Hall at 11:43 AM, returned to Bowling Green, then back to Borough Hall, where the guests attended a ceremony there. Bells rang and whistles blew for the official

train at noon.

At 10:30 AM, the Brooklyn Board of Real Estate Brokers marched with a band on Montague Street to Borough Hall.

During the midnight hours, Lenox Local service was extended to Borough Hall and Broadway Locals operated to South Ferry. At other times, expresses from 180th Street-Bronx Park ran to Borough Hall and Broadway Expresses were turned at South Ferry. Broadway and Lenox Avenue Locals operated to City Hall.

Headways leaving Borough Hall were:

TIME PERIOD	HEADWAY (MINUTES)
Midnight	15
Rush Hours	3
Morning	4, 5
Afternoon	6
Evening	6, 8

Borough Hall was a temporary terminal. The line was extended to Atlantic Avenue on May 1, 1908.

THE FIRST FAN TRIP

Member Karl Groh reminded us that the New York, Westchester & Boston Railroad ceased operating 70 years ago, December 31, 1937. In his NYW&B history published in the April, 1962 *Electric Railroads*, he describes the first fan trip on this railroad.

"It might be interesting to recall one of the first 'fan trips' on record over an entire electric railway system. This trip was instigated by a gentleman who is one of the elder

statesmen of railfans. He is Albert H. Bernhard (ERA #605) who, in 1915, was attending the Brooklyn Polytechnic Institute and was very interested in the NYW&B. Mr. Bernhard had the honor to be elected to the post of Secretary of the Brooklyn Polytechnic Electrical Engineering Students Association and in this capacity addressed a letter to the Chief Electrical Engineer of the railroad inquiring

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BROOKLYN RAPID TRANSIT EMERGES FROM BANKRUPTCY

by Bernard Linder

In the previous issue, we explained how Brooklyn City was able to break its lease with Brooklyn Heights, after which the former was no longer affiliated with Brooklyn Rapid Transit. Although Brooklyn City had different officers, there was joint operation of cars in many areas, especially downtown Brooklyn and the bridges. Both companies shared space in most depots and Brooklyn Rapid Transit's subsidiary still supplied power to Brooklyn City.

Of course, BCRR had to pay for using these facilities. The monthly payments to Brooklyn Rapid Transit were determined by the terms of the July 2, 1920 readjustment agreement. This agreement related to maintenance, freight operation, general office departments, general office building, and pooling of surface car equipment. The cost of power was calculated on the monthly car mileage. BRT's print shop continued supplying transfers. Each company was charged for the number of transfers printed plus five percent contractor's profit.

Surface cars and equipment were pooled in accordance with the following allowance:

COMPANY	PASSENGER CARS	SERVICE CARS
Brooklyn City	813	145
Brooklyn, Queens County & Suburban	212	13
Coney Island & Brooklyn	474	25
Nassau Electric	844	49
Coney Island & Gravesend	25	—
Brooklyn Heights	—	15
TOTAL	2,368	247

In the assignment of cars, each company was to have first call on the cars it provided. Each company was to be charged monthly in proportion to the number of car miles it operated.

Brooklyn City was required to pay \$15,180 a year, its share of the rent and taxes for the Clinton Street office building and the Remsen Street annex.

The surface companies agreed to contribute car barns, repair shops, and other facilities for the purpose of repair and maintenance work to be performed by the Brooklyn Rapid Transit Company. To equalize the contribution of facilities, Brooklyn City was entitled to an annual allowance of \$494,100.

Brooklyn City was almost as large as the other subsidiaries combined. The 1922 statistics are:

	ROUTE MILES	AVERAGE CARS PER DAY
Brooklyn City	110.20	768
Brooklyn Rapid Transit Surface	142.11	687

On May 21, 1923, BRT was sold at auction because it defaulted in payment of interest on its bonds. The BRT Reorganization Committee, which paid \$10 million for the property and the franchises, was the sole bidder.

REORGANIZATION COMPLETED

This March 15, 1923 plan stated that stockholders participating in the reorganization were required to pay \$35 a share, payable as follows:

- First installment \$15 a share
- Second installment June 22, 1923 — \$10 a share
- Balance July 23, 1923 — \$10 a share

BMT received \$26 million from the stockholders.

For the new Board of Directors, the Transit Commission was directed to select three representatives of the public, people who were not antagonistic or too friendly to BMT. W.S. Menden, who was formerly the Chief Engineer, became the President and Operating Chief. Gerhard M. Dahl, head of the executive committee of the Board of Directors, was appointed Financial Chief of BMT. At a June 14, 1923 meeting at the Chase National Bank, the reorganization was virtually completed. Twelve temporary Directors resigned and new ones were appointed — eight from Manhattan, eight from Brooklyn, and one from Queens. New York Rapid Transit Corporation succeeded New York Municipal and New York Consolidated Railway Corporation. Nicholas Brady and James Brady, who were the dominating power of BRT, resigned. Receiver Lindley M. Garrison submitted his final report, which showed that passenger traffic increased appreciably during the receivership.

NUMBER OF PASSENGERS

Year	Rapid Transit	Surface Including Brooklyn City
1918	280,295,281	320,370,317
1922	459,049,609	465,865,137

BMT OPERATES RAPID TRANSIT LINES

Operation of subway and elevated lines was transferred from the receiver to the Brooklyn-Manhattan Transit Corporation at midnight June 14-15, 1923, but the surface lines were still in receivership. BMT still had financial problems. There were claims of unsecured creditors and \$1 million tort claims exclusive of \$400,000 defaulted interest and \$2 million principal of first mortgage bonds. The company expected to pay \$2.2 million in claims from the Malbone Street wreck of November 1, 1918 in August or September 1, the latest.

BMT's Financial Chief, Gerhard M. Dahl, made an offer of securities for acquisition of Brooklyn City's lines. This offer was rejected and there was no counterpro-

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Brooklyn Rapid Transit Emerges from Bankruptcy*(Continued from page 2)*

posal from Brooklyn City. On July 8, 1923, Brooklyn City's Board of Directors decided to remain independent of BMT. Brooklyn City transported 23 million passengers a month, an increase of 2 million since the company began independent operation in October, 1919. In July, 1923, the company announced that it expected to spend \$3.5 million for 200 pay-as-you-pass 8000-series trolley cars that would have variable load brakes like the subway cars. The cars were built of steel with 0.25% copper to make them corrosion-resistant. The company expected to place them in service on Greene-Gates Avenues, Putnam-Halsey, Flatbush Avenue, Fulton Street, Graham Avenue, Crosstown, and Myrtle Avenue. 75 old Brooklyn, Queens County & Suburban cars were converted to one-man, two-man at a cost of \$175,000. Doors were interlocked; cars could not start with open doors and doors could not be opened until the car was stopped.

Brooklyn City was able to buy new equipment, but the other subsidiaries had difficulty becoming solvent. On or about July 14, 1923, Nassau Electric became the first

subsidiary to emerge from receivership. On or about December 21, 1923, Brooklyn, Queens County & Suburban was out of receivership and into BMT. Brooklyn Heights was being liquidated in July, 1923.

Coney Island & Brooklyn was having difficulty solving its financial problems. A July 14, 1923 newspaper article revealed that the Equitable Life Assurance Society held \$1.5 million consolidated mortgage 4% gold bonds of Coney Island & Brooklyn. The reorganization committee wanted to continue and reinstate bonds maturing in 1955, but Equitable wanted them to be replaced by 5% bonds. The committee refused because no other bondholders received more interest. The Society then went to court and asked permission to foreclose because the bond interest was in default. We have no record of the court's decision or the date this subsidiary became solvent.

Brooklyn-Manhattan Transit and Brooklyn City continued joint operation, sharing car house facilities and pooling their cars, until they finally merged in 1929. We expect to publish the details of this merger in a future *Bulletin*.

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NEW YORK CITY SUBWAY CAR UPDATE by George Chiasson

SUBDIVISION "A"**R-142 Moves & Swaps (as of July 3, 2007)**

Since the previous Update in the December, 2005 issue, there was just one "official" series of equipment transfers, which finalized R-142 fleet distribution upon completion of the program. On May 29, 2006 R-142s 6681-6685 were forwarded from ⑤ to ②, and R-142s 7066-7070 from ④ to ⑤. This equalized both standing fleets at 239th Street (②) and E. 180th Street (⑤) at 385 cars each. As always, it is common to see them on each other's lines, virtually anytime. The genesis of this phenomenon (② cars on ⑤, and ⑤ cars on ②) has usually been the necessity of swapping trains at Flatbush Avenue to counteract terminal delays. The downside of this strategy is it can occasionally take a while for the swapped train set to get back to its appointed assignment.

Since the fall of 2006, various sets of R-142s and R-142As from all four lines (②, ④, ⑤, and ⑥) have been witnessed wandering about the Subdivision "A" system. There were R-142As seen on ②, at least one train of R-142s used on ③ for a day, and ④-assigned cars observed on both ② and ⑤ as well. This was reportedly attributable to ongoing long-term SMS work on the R-142s as they celebrated their first four years of service and required their first extensive shop visits. 207th Street

was undergoing renovations and as a result, released the completed R-142s to whatever barn was in immediate need of equipment, regardless of actual assignment. This phenomenon seemed to subside by the start of 2007, but even as late as March 31, a ② train using ④-assigned equipment was witnessed at 225th Street with 7081 as its south motor and 7176 on the rear.

R-62 and R-62A Events

In June, 2006, the new Corona Shop was finally opened to service the ⑦ fleet, and its predecessor was soon demolished. The oldest portions of the original barn dated to the line's 1928 extension to Main Street. Like the original facility, the new Corona barn is geared primarily toward running maintenance and repair, with heavier overhaul and SMS work on the ⑦ fleet still being performed at Coney Island. Owing to the same cause as above, R-62As were regularly observed in off-line use during the last quarter of 2006. Most egregious was a tabulation of October 22, 2006 that found no less than 65 "strangers" on ⑦, with 5-car sets 1866-1870, 2221-2230, 2261-2270, and 2411-2415 visiting from Broadway's ①, plus single cars 1905, 1908, 1929, 1937, and 1952 from Livonia and the 42nd Street Shuttle. Such temporary wanderings gradually subsided early in 2007 and were generally discontinued by late February. Beginning on or about October 22, 2006, up

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Flatbush Depot yard, looking north, August, 1950.
Bernard Linder collection



Another view of Flatbush Depot yard in August, 1950.
Bernard Linder collection



Flatbush Depot yard, again in August, 1950.
Bernard Linder collection



Flatbush Depot yard in an undated photograph.
Bernard Linder collection



Flatbush Depot, Utica Avenue and Avenue N, in August, 1950. The bus depot that would replace this facility had opened in January of that year. Its entrance is on Fillmore Avenue at Utica Avenue.
Bernard Linder collection

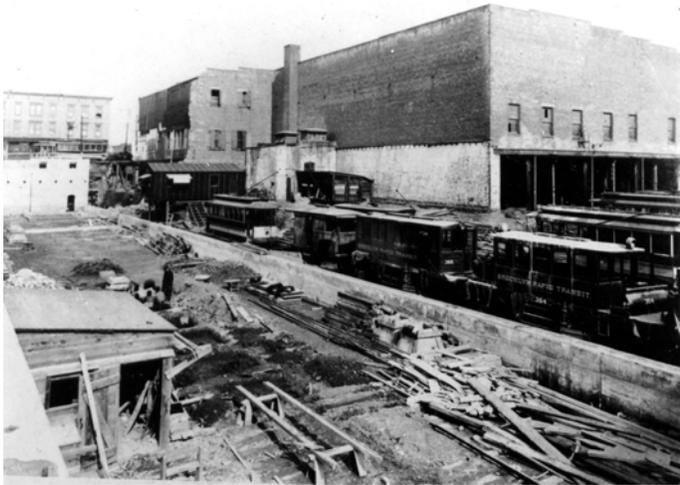


23rd Street Depot was located at 23rd Street and Fifth Avenue. Seen here in 1916, the depot closed in 1935.
Bernard Linder collection

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Ninth Avenue Depot under construction, about 1904, taken on Ninth Avenue near 20th Street.
Bernard Linder collection



Ninth Avenue Depot under construction, about 1904, looking west toward Ninth Avenue and 19th Street.
Bernard Linder collection



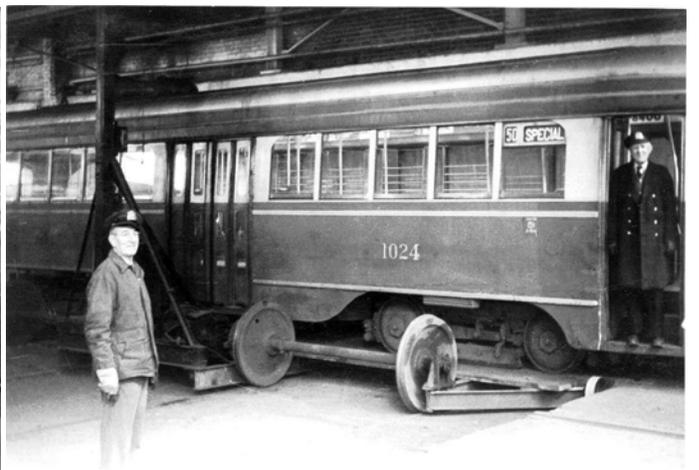
The 10th Avenue and 20th Street side of the depot, March 16, 1951.
Bernard Linder photograph



The Prospect Park West and 20th Street side of the depot, March 16, 1951.
Bernard Linder photograph



Ninth Avenue Depot's transfer table on February 18, 1955.
Bernard Linder photograph



PCC car 1024 on the depot's transfer table, February 18, 1955.
Bernard Linder photograph

Commuter and Transit Notes

No. 230
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

While doing some research for one of my recent columns, I came across a reference that Peter S. Kalikow had submitted his resignation sometime in 2007. So I went to MTA's website to see who the current chairman was, and there it was, without any fanfare, nor publicity, the name of the new MTA Chairman: H. Dale Hemmerdinger. During October, 2007, Mr. Hemmerdinger appeared at his Senate confirmation hearing and (according to a report in *The New York Times*) in answer to the question as to whether he had any new ideas that could help avoid a raise in fares, he answered: "I'm only on the outside. I can only read the paper." When questioned on the authority's efforts to sell development rights (Mr. Hemmerdinger, like his predecessor Mr. Kalikow, is a real estate developer) to the Hudson Yards in West Midtown, he replied: "I don't know anything about it beyond what I read in the paper." Nonetheless, he has been MTA's ninth Chairman since October 22, 2007.

An editorial in *The New York Times* (November 13, 2007) titled "DON'T RUSH TO A FARE HIKE" requested that MTA wait until legislators can tackle this problem in the new state budget next April. Dozens of area lawmakers have pledged to fight for additional funding. Once again, *The Times* took the state and city to task for shortchanging mass transit for years. Here's something that I did not know – *MetroCard* machines cannot make change for a quarter, so all fares must be in increments of 25 cents.

On November 20, 2007, MTA reported that it had "found" \$220 million so that the base \$2 subway and bus fare will be retained at least through the end of 2009. Although those riders will be spared an increase, all of the other discounted fares and tolls will rise, although slightly lower than the proposed 6.5% rate that was originally proposed. The \$220 million includes savings from lower-than expected debt payments, other reduced expenses, and slightly higher revenues. Five days later, it was announced that *MetroCard*, LIRR, and MNR fares, as well as tolls, would go up an average of 3.85%. The MTA Board approved this package at its December 19 meeting.

MTA-METRO-NORTH RAILROAD (EAST)

Arriving at Tarrytown on November 16, 2007, a northbound push/pull train was entering the station. While I was looking at the car numbers I saw an end-door Shoreliner with a freshly painted blue stripe. The patina of the car appeared darker in color than the other cars in the consist. (I subsequently have learned that this is caused by the anti-graffiti polyurethane coating.) Also, the car's number, 6136, did not ring a bell, but

when I examined the car further, I was able to discern the shadow of its former number: 5987. I realized immediately that 6136 was one of the 24 former west-of-Hudson Comet IIs that are being overhauled for east-of-Hudson service.

A visit to Grand Central Terminal about a week later yielded information on these ex-WOH cars that have been returned to service: 6140 (ex-5989), 6144 (ex-5991), and 6146 (ex-5992). Also, east-of-Hudson cars 6173, 6176, 6178, and 6184, which had been loaned to WOH service, have been overhauled and got their original names back. Our members' help is solicited in tracking the re-numberings.

MTA METRO-NORTH RAILROAD (WEST)

The Journal News reported on November 21 that as of January 1, 2008, NJ Transit would no longer idle the ten trainsets that are used in Pascack Valley Line service and stored overnight in the Woodbine Yard in Spring Valley, New York. More than 100 years ago, it was the idling of steam engines that caused complaints from area residents. The latest turn of events came about with the release of a study by Columbia University's Lamont-Doherty Earth Observatory in Palisades, New York. The Spring Valley Concerned Citizens Coalition had support from several local elected officials, the Environmental Protection Agency, and others. Trains burn diesel fuel, which emits significant amounts of fine-particle pollution considered by EPA to be a likely human lung carcinogen. NJ Transit said that it had made numerous equipment upgrades that would allow idling to be halted as long as the temperature was above zero degrees.

The Journal News reported that six weeks after the start of the expanded service on the Pascack Valley Line, Rockland residents are utilizing the service. Over the weekend of December 8-9, nearly 350 people boarded trains at Spring Valley, Nanuet, and Pearl River. That total would have been higher, but NJ Transit was offering a buy-one-ticket, get-one-free promotion for the first two weekends in December, which was only available at New Jersey stations. One of my fellow commuters told me that he and his wife drove to the Montvale station to take advantage of the promotion. This marked a 40% increase over the first weekends, October 28 and November 3, where there were 245 riders, (myself included).

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Six weeks after the introduction of a mid-afternoon train, ridership has been averaging 10-20 riders per day. Train #1622, which connects at New Haven with Metro-North Train #1522 (11:07 AM Grand Central Terminal)

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Commuter and Transit Notes

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departs at 1 PM and makes all stops to Old Saybrook. The equipment deadheads back to New Haven, except on November 21, 2007, December 21 and 28, 2007, and March 21, 2008, when it operates as Train #1675 (3:05 PM Old Saybrook/New Haven). Thanks to member David A. Cohen for sending the article from **The New Haven Register** and copies of the timetable.

MTA LONG ISLAND RAIL ROAD

To enable brush cutting to take place, a special timetable card (on red hard stock) was issued for the Port Washington Branch between the hours of 12:15 and 4:30 AM, November 26-30, 2007. Four overnight trains were replaced by buses and vans between Great Neck and Port Washington.

Newsday reported that after one week, ridership on the temporary local train service that operates between Speonk and Montauk more than doubled to about 330 from its initial debut. The same article reported that (new) Helena E. Williams was the first LIRR President to be on board a train where a Train-Talk Program was taking place. This program, which has been in existence since the 1990s, brings top railroad officials and commuters together. It was only the second time that such a session has been held east of Ronkonkoma. Member Joe Gagne, who sent the article, added that when Francis Gabreski was LIRR President (1978-1981), he regularly rode AM trains from Mineola, and en route to Jamaica, interviewed passengers. Joe also wrote that Mr. Gabreski once drove to Albany to get more money from state legislators for LIRR and MTA.

New timetables were issued effective December 17, 2007, which remain in effect through March 2, 2008. They include extra pre-Holiday, New Year's Eve, and New Year's Day service. Each cover reads "SEASON'S GREETINGS" and mentions that it includes extra Holiday service, if that is appropriate to the line, as can be seen in the table below:

LINE	HOLIDAY EVE (DECEMBER 21)	HOLIDAY EVE (DECEMBER 28)	NEW YEAR'S EVE	NEW YEAR'S DAY
Port Washington	1	1	2	3
Port Jefferson	3	3	7	4
Ronkonkoma	0	0	2	2
Hempstead	0	0	1	0
Far Rockaway	1	1	0	0
Babylon	3	3	5	3
Long Beach	0	0	2	2
Montauk	0	0	2	1

These timetables also include notes that Holiday Eve service (although from subsequent timetables) will also be operated on March 21 (Good Friday), May 23 (Memorial Day weekend), August 29 (Labor Day weekend), September 30 (Rosh Hashanah), and October 9

(Yom Kippur), 2008.

LIRR, on December 13, 2007, announced that in 2008, it will spend \$20.7 million in an effort to reduce dangerous gaps between train cars and platforms. This will be done by reducing the gap by an average of three inches at stations system-wide by adding metal plates at the base of each car door. In addition, the railroad is changing its standard for train clearance of platforms from 8 to 5 inches, a standard which has been in use elsewhere for many years.

A courtesy campaign entitled "COURTESY MATTERS" was started on LIRR. Flyers were distributed asking passengers not to be rude while using cell phones and addressing seat use – occupy only one seat and keep your feet off of the seats.

NJ TRANSIT

October 25, 2007 was opening night for the Prudential Center in Newark, and according to **The Star-Ledger**, NJ Transit reported that it carried an extra 4,500 people on trains into Newark — about 4,000 to Penn Station, which is a few blocks from the arena, and 500 to Broad Street, where shuttle buses took concertgoers to and from the Prudential Center. About 2,000 additional riders rode PATH.

It had been years since I rode the Raritan Valley Line to High Bridge, so I decided to make this trip on the day of the Division's November, 2007 meeting. I was especially interested in seeing the new passing siding at Whitehouse. NJ Transit construction crews did a really nice installation as both tracks have concrete ties and continuously welded rail. The siding has been named CUSH at the west end and TUNK at the east end. When I asked the Conductor how those names were chosen, he told me that there is a nearby mountain called CUSHETUNK. According to Wikipedia, this mountain was once an active volcano that was formed 160 million years ago. The Lenape, the Native American tribe that once inhabited the area, gave the mountain its name, which means "place of hogs" after the wild hogs found there. Before you ask, I did not see any. The train ride also gave me my first close-up look at Union Station, which was opened on the last day of 2002.

While riding, I saw evidence that the right-of-way had originally been four-tracked for a good portion. Member Larry Kiss told me that the RVL had four tracks from Jersey City to Dunellen, then three tracks to Bound Brook, and two tracks to High Bridge and beyond. Larry also mentioned that at one time Cranford had six tracks. The two middle tracks were used for express trains, the local tracks platformed at the station and on both platforms there was one track on each side. From April 29, 1967 to August 6, 1978, those tracks were the Bayonne Shuttles. Today, the line has two tracks to Raritan, and is single-tracked to High Bridge with two passing sidings. At the Lebanon station, a number of old passenger cars, diesel locomotives and one GG-1 are stored.

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Some of the units appeared to be undergoing restoration by owner Iron Horse Enterprise.

Although the infrastructure is owned by Amtrak, it was NJ Transit passengers who were most affected after the pantograph of a North Jersey Coast Line train bound for Long Branch got tangled in the catenary in one of the North River Tunnels at about 8:30 AM Sunday, November 18, 2007. More than 30,000 passengers were affected and service was suspended between New York Penn Station and Newark for the entire morning and part of the afternoon. Displaced passengers were directed to use PATH, which was cross-honoring NJ Transit tickets between Newark and New York. PATH's 33rd Street station is a long one-block walk from the main entrance of New York Penn Station. On Sundays, PATH service operates to Journal Square via Hoboken, and the headways are half-hourly until 10:15 AM, when they are reduced to 10 minutes. At Journal Square, passengers must transfer to a train from World Trade Center to reach Newark. Trip times are published at 27 minutes, compared to 18 minutes via NJ Transit. Eastbound service resumed at 2:30 PM and by 4 PM all services were reported as moving in and out of New York Penn Station.

At NJ Transit's November 19, 2007 board meeting, the following contracts were approved:

- Develop specifications for the overhaul of 20 of the ALP-44 locomotives, which have been in service for between 12 and 17 years
- Install a photovoltaic solar panel system atop the Meadows Maintenance Complex and purchase electricity from that contract for the next 20 years at a cost of \$.01 per kWh with inflation adjustments. The New Jersey Board of Public Utilities is providing a one-time grant of \$1.5 million for the "Green Power" system
- Phase I to rehabilitate the Lower Hack Lift Bridge, which carries Morris & Essex and Montclair-Boonton Line trains. The bridge dates from 1927

The next Board meeting was held on December 12, 2007 and a contract was awarded to Bombardier Transit Corporation for 27 electric locomotives that "will be identical in most respects to the ALP-46 locomotives but with technology upgrades and improved operating efficiency."

Public hearings were held on November 29 in Hillsborough and December 6, 2007 in Ewing to discuss a restoration of passenger service on the West Trenton Line. Passenger service on this line ended on December 30, 1982, just two days prior to NJ Transit assuming responsibility for all train operations. At that time, the line was carrying about 200 passengers per day. NJ Transit projects that the West Trenton Line would generate 2,660 daily trips by 2025. The proposed 27-mile line

would link SEPTA's West Trenton station with the Raritan Valley Line. Service on the RVL continues to Newark Penn Station. New stations are proposed in Ewing, Hopewell Township, Hopewell Borough, Montgomery and, Hillsborough.

Member Bob Kingman reported the following multi-level car sightings at Kenwood Yard in Albany: 7008 and 7027 (November 18, 2007). In a follow-up to his report in the December, 2007, **Bulletin**, Bob wrote: "someone on the Internet mentioned that the Atlantic City multi-level cars aren't due until all the first order of cars are delivered. My math puts that at late spring at the earliest. That car last week could have just been a mistake on Bombardier's part. This past Sunday (December 9) we saw three multi-levels at Kenwood yard. Unfortunately, they were deep into the yard, one behind some buildings, and the others were behind some marsh land, so we were unable to get close enough to get the car numbers. Two looked like they were going to be picked by CSX later in the afternoon. Hopefully, they are not changing their position on the train from Plattsburgh. 7227 was seen two weeks ago at Kenwood."

NJ-ARP reported that on November 14, 2007, the public got a chance to take a close-up look at the four-faced clock face portion of the terminal's clock tower – without numerals and hands but clearly indicated in some white, translucent material, surrounded by copper framework and garnished with leaf motifs. When I was in Hoboken on November 23, the clock had been placed atop terminal. "LACKAWANNA" is displayed vertically on all four sides and at night will be illuminated by a series of bulbs which outline each letter.

"Getaway" service was operated on Wednesday, November 21, 2007 on the Northeast Corridor, North Jersey Coast, Raritan Valley, Morris & Essex, Pascack Valley, and Port Jervis Lines. A weekend/major holiday schedule was operated on Thanksgiving Day on all lines, including for the first time the Pascack Valley Line, but not on the Montclair-Boonton Line. The Morris & Essex, Northeast Corridor, North Jersey Coast, Port Jervis and Raritan Valley Lines all featured additional inbound service.

On the day after Thanksgiving, a weekday schedule was in effect on all rail lines with additional New York-bound trains between 10 AM and noon on the Northeast Corridor, North Jersey Coast, and Morris & Essex Lines. It's interesting that on Friday both NJ Transit and LIRR operated a weekday schedule while Metro-North ran a Saturday schedule, although with extra peak hour trains.

I have noticed that NJ Transit trains have become more crowded, and that fact has been confirmed with hard data. NJ Transit reported that during the first quarter of FY 2008 (the three-month period ending September 30, 2007), systemwide ridership increased to 64.4

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million trips, 3.2 per cent over the same period last year. Ridership reached an average of 881,700 trips each weekday, while weekend trips averaged 712,800. The weekend trip total was the highest for any quarter in NJ Transit's history. Rail ridership rose by 5.4% compared to the first quarter of FY 07, with rail customers taking an average of 275,850 trips each weekday. Trips into and out of New York Penn Station increased 7.1% over last year. Nearly 80 per cent of all new rail trips started or terminated at NY Penn. Light Rail ridership also went up during the same period on all lines: HBLRT (18.4%), Newark LR (9.1%), and RiverLINE (3%). Bus ridership increased by 1%, but a big surprise is a report that NYCT's S89 bus line that connects Staten Island with HBLRT's 34th Street Station in Bayonne generated more than 400 trips per day by the end of the quarter. This service was inaugurated on September 4, 2007.

Nearly two years after withdrawal from service, I spotted at least four Comet-I "Sliders" in Hoboken. 1603 and 1606 were visible; however, two cars in between were hidden by a pair of diesels.

A Customer Service Notice was issued on December 11, 2007 that the new Wayne/Route 23 station on the Montclair-Boonton Line would open on January 12, 2008. The new timetable was not available at publication time.

Bob Kingman sent a link to a photo of NJ Transit 1001, a MotivePower Industries model MP20GP switcher. In March, 2006, MPI was awarded a \$7,950,000 contract to supply five units.

Due to the success of the RiverLINE, NJ Transit Bus Route 419 now terminates in Camden, reflecting the fact that few of its passengers traveled onward to Philadelphia.

METROPOLITAN AREA

New York Senators Charles Schumer and Hillary Rodham Clinton have secured an earmark of \$225,000 in the Transportation, Housing, and Urban Development Appropriations Bill, which is pending approval by the Senate, for a study of a light rail system on the west and north shores of Staten Island. The proposed West Shore Light Rail would have six stops along its five-mile route, and is expected to transport 15,000-20,000 daily riders. It would run from the south shore, up the West Shore Expressway corridor, and across the Bayonne Bridge to the Hudson-Bergen Light Rail station. Thanks to member Phil Hom for sending this report.

My son Marc sent this link to a new web site that has been created by the city of New York that will provide emergency notification: <http://www.nyc.gov/html/notifnyc/html/home/home.shtml>. The program has been dubbed "NOTIFY NYC," and once registered you will be notified by the NYC Office of Emergency Management via email/SMS text about various emergen-

cies. Although the areas are presently limited, the city plans to expand it shortly.

AMTRAK

Donna McLean was elected Chairman of the Board of Directors of Amtrak at the November 8, 2007 Board meeting. McLean, who was appointed to the Board by President Bush in July, 2006, had served as Vice Chairman. She replaces David M. Laney, who remained a Board member until his term expired in late November, 2007. Thanks to Bob Hansen for sending this report.

Photos of the wrapped *Acela* train have appeared on the Internet, and comments, mostly negative, have been included in emails that I have received. On November 13, 2007, one *Acela* trainset, with power cars 2012 and 2013, was "wrapped" to advertise a History Channel promotion of the show, "1968 WITH TOM BROKAW." As I reported in the December, 2007 *Bulletin*, for the first time, Amtrak accepted advertisements in its National Timetable, and this is just another idea to raise some much needed revenue.

One of our members forwarded links to a series of digital images that were placed on the Internet by Bob Vogel (a/k/a Chuchubob) showing NJ Transit Arrow III cars operating for Amtrak covering several Holiday Extras (3000-series). While these cars had restrooms in every other car, there was no food service. There were also some views of MARC HHP 4912 pulling a train of coaches.

Several years ago, there were proposals by the state of Vermont to purchase five DMUs for use on the *Vermont* from Colorado Rail Car. *Railway Age* reported that on December 7, 2007 those plans were canceled by the Vermont Agency for Transportation because Colorado Railcar and Amtrak could not provide sufficient guarantees to buy back the cars or resell them at 90% of the purchase price after three years of service.

HAPPY 25TH BIRTHDAY

Twenty-five years ago, on January 1, 1983, Conrail was permitted to divest its commuter services that were inherited upon its formation on April 1, 1976. The law called for local governments to form transit agencies to operate the trains. As an alternative, an entity known as Amtrak Commuter Services was proposed. In the New York metropolitan area, this meant that NJ Transit, which had already been an operating entity, assumed responsibility for all services within the state of New Jersey. Across the Hudson River, the Metro-North Commuter Railroad was created to take over the Hudson, Harlem, New Haven, Pascack Valley, and Port Jervis Lines in New York, while Connecticut DOT was responsible for the New Haven Line within the state of Connecticut. In Philadelphia, it was SEPTA that began operating the commuter lines.

INDUSTRY

Railway Age reported that VIA Rail Canada awarded CAD Railway Industries, Ltd. a five-year, C\$100 million

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contract to rebuild VIA's fleet of F-40 locomotives. All units will be stripped down to their shells and rebuilt with updated technology. The first rebuilt locomotives should be ready by March, 2009; the project is scheduled for completion by 2012. This is interesting because in the United States, their numbers have been rapidly diminishing. Locally, NJ Transit still operates its original 17 (4113-4129), plus four ex-Amtrak units that are owned by Metro-North (4191-4194). All have been overhauled.

Railway Age also reported that strong growth in Alstom's transport and power markets has brought it a record number of orders between April 1 and September 30, the first half of its 2007-08 fiscal year. These included contracts for TGVs in France, subway cars in New York, a signaling system in Belgium, a maintenance contract in the United Kingdom, regional trains in Germany, and tramways in Dublin.

CHRISTMAS AND NEW YEAR'S SERVICES

METRO-NORTH, on Mondays, December 24 and 31, 2007, operated an expanded Saturday schedule with additional service during peak periods. A Sunday schedule was in effect on Christmas and New Year's Day. On December 31, the schedule provided expanded inbound afternoon service to Grand Central Terminal for those attending events in the city. The covers were identical to last year's. There was post-midnight service on all three lines, which appears in the table below.

LINE	INBOUND	OUTBOUND
Hudson	1	12
Harlem	1	2
New Haven	2	17

NJ TRANSIT operated Getaway service on selected lines on Friday, December 21, Monday, December 24, and Friday, December 28, 2007. On Christmas, the only line that did not have service was the Montclair-Boonton, while the weekend/major holiday schedule was in effect on all of the others. From December 26-28, additional trains ran on the Morris & Essex, Northeast Corridor, and North Jersey Coast Lines between 10 AM and noon.

2007 LEFTOVERS

DATE	OPERATOR	AREA	LINE	NOTES
December 17	GO Transit	Toronto	Barrie	Extension from Bradford to Barrie
December 17	Calgary Transit	Calgary	Northeast Line Whitehorn to McKnight-Westwinds	1.86 miles
December 22	MBTA	Boston	Mattapan-Ashmont Line	Re-opened after rebuilding

SCHEDULED FOR 2008

The following table shows the latest available information about transit projects/expansions of service that are scheduled to come on-line this year.

DATE	OPERATOR	AREA	LINE	NOTES
January 12	NJ Transit	Wayne/Route 23	Boonton	Wayne/Route 23 station opens
Winter	NJ Transit	Mt. Arlington	Boonton	Mt. Arlington station opens
Spring	Metra	Chicago	Rock Island	35 th Street station at U.S. Cellular Field opens
April	Utah Transit Authority	Salt Lake City	Front-Runner	Pleasant View to Salt Lake City 8 stations, 44 miles
April	Utah Transit Authority	Salt Lake City	TRAX	Four-block extension from Delta Center to FrontRunner station
Spring	Sound Transit	Seattle	North Line	Mukilteo station opens
Spring or Summer	New Orleans RTA	New Orleans	St. Charles	Napoleon Avenue to Carrollton Avenue re-opens
Summer	NJ Transit	Newark	Raritan Valley	New connection at Newark Penn Station
September 12	Washington County Commuter Rail (TriMet)	Portland, Oregon	West-side Express Service	Begins DMU service between Beaverton Transit Center and Wilsonville 5 stations, 14.7 miles
Fall	Capital Metrorail	Austin, Texas	Austin to Leander	Begins DMU service, 32 miles, 9 stations
November	NJ Transit	New Jersey	North-east Corridor	T.H.E. Tunnel construction begins
December	Mid-Council of Governments and New Mexico DOT	Albuquerque	Rail-Runner	Extension from Bernalillo to Santa Fe 52 miles
December 27	Metro	Phoenix	Valley Metro Rail	Begins service: Phoenix-Tempe-Mesa 19.6 miles, 27 stations
End	Calgary Transit System	Calgary	North-west LRT	Extension Dalhousie to Crowfoot
End	Edmonton Transit System	Edmonton	South LRT Phase II	Extension – Health Services station to South Campus station, 5 miles, 2 stations
End	NJ Transit	New York	Penn Station	W. 31 st Street entrance opens

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DATE	OPERATOR	AREA	LINE	NOTES
?	NJ Transit	New Jersey	Hudson-Bergen LRT	Construction of 8 th Street station begins
?	NJ Transit	New Jersey	Montclair-Boonton	Weekend service begins
?	CalTrain	San Francisco	San Francisco - Gilroy	Construction begins to extend line from 4/Townsend to Transbay Terminal 2.7 miles
?	Anacostia Streetcar	Washington, D.C.	Anacostia	

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Effective November 28, 2007, 3,000 MBTA riders could sign up for the test of a new text message e-mail alert system that would report transit delays. While MBTA will not charge for this service, the same may not be true for the cellular provider. **The Boston Globe** reported that MIS Sciences Corporation won the contract to provide the service, has also set up alert services for transit systems in Washington, D.C., Toronto, and the Port Authority of New York & New Jersey. MBTA paid the firm \$86,500 for the first two years of service. While MBTA has no projections for how many riders may use the service. In Washington, D.C., more than 180,000 people have signed up.

Commuter Rail riders hoping to be able to use *CharlieCards* will have to wait until later this year, despite promises by MBTA that it would occur in 2007. Possibilities include pole-mounted platform scanners, handheld scanners for Conductors, or a "tap-on/tap-off" system that would read how far riders go. The "T"'s Director of Automated Fare Collection told **The Globe** that Conductors would have a role but he also said that "we have to have a credible threat of enforcement. Automation may better ensure fare collection." Pass holders often complain that on crowded trains, cash-payers ride free.

December 4, 2007 marked the first anniversary of the *CharlieCard*. More than 2.5 million *CharlieCards* have been distributed in the last 12 months, and usage went from 9.8 million rides in January to 13.2 million rides in October, the most recent statistics available. In the first 10 months of 2007, the cards were tapped at entrances to subways and buses 114 million times. About 241,000 riders used *CharlieCards* as monthly passes in September, and the *CharlieCard* can now be bought at 286 locations. The public's acceptance of this card has raised an additional \$13.5 million in fare revenue in fiscal year 2007, according to MBTA.

Governor Deval Patrick unveiled a \$2.9 billion transportation spending bill that includes money for rail projects for New Bedford and Fitchburg, the Urban Ring in Boston, and extension of the Green Line to Somerville. The bill, which needs the approval of the Legislature, would be funded through \$2.9 billion in state borrowing, but leverages federal money that brings the total spending to \$4.8 billion. Other projects that would benefit include:

- \$100 million for rail improvements, including key funding to proceed with a commuter rail expansion to New Bedford and planning to build the long-delayed Urban Ring, a series of bus and rail stops around Boston to connect existing MBTA services
- \$700 million for transit improvement projects associated with the Big Dig, including full funding for the Green Line Extension to Union Square in Somerville
- \$75 million to pay for more frequent, speedier service on the Fitchburg Line.

On December 10, 2007, member Todd Glickman forwarded a report from NETransit that December 22 would be the date for resumption of Mattapan trolley service, and the first public run of the new Siemens Blue Line cars would be on December 31.

In spite of a host of problems with late or canceled trains, and complaints by riders, MBTA exercised the three-year option with the Massachusetts Bay Commuter Railroad Company, a British-owned firm. The original five-year, \$1.07 billion contract was set to expire in July, 2008. **The Boston Globe** has been on the case since MBCR gained the responsibility for the "T"'s commuter service. MBCR says that it will improve service and its officials have said that many problems were beyond its control, including delays on a set of tracks dispatched by another railroad company. They are also working to improve relations with its labor force. Its general manager, James O'Leary, has said some workers were protesting the more-demanding work schedules announced in June by deliberately slowing trains. Union leaders representing Engineers and Conductors deny any organized effort. Thanks to Todd Glickman for all of these reports.

CAMDEN, NEW JERSEY

Member David W. Safford sent this report from **The Philadelphia Inquirer** (November 21, 2007): "The DRPA, operator of the Lindenwold High Speed Line, has purchased a 'smart card' fare system. When fully implemented by the end of February, 2008, the \$13,000,000 'Freedom Card' system will replace the existing magnetic stripe cards. The old cards will continue to be available for single trips, but will automatically expire in three days from purchase. The new cards will use an embedded computer chip to accumulate and disburse payments. SEPTA and NJ Transit are sitting on

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a decision about buying into a fare card system, stating for the record that they believe the technology is insufficiently mature. Incidentally, in a recent poll of riders as to their most wanted improvements in SEPTA, a fare card system came in first by a decent margin."

PHILADELPHIA, PENNSYLVANIA

Here is a Philadelphia report from David Safford:

"SEPTA is completely replacing the Gulph Mills station on Route 100/Norristown. The new station, largely complete, will accommodate two-car trains. Its (adjacent) predecessor, not yet demolished, would handle only one. The project includes two new bus shelters styled to match the very spiffy station. The signage claims improved ADA compliance, but this is not yet in evidence.

"The results of a series of weekend shutdowns for construction are very much in evidence on the Market/Frankford 'L' west. Trackbed has been replaced between 52nd and 60th Streets, the 56th and 60th Street stations are substantially or wholly complete, and the new 52nd Street station is in service, although appearing only perhaps 80% complete. 46th Street remains closed, but the station appears more complete than 52nd Street. Millbourne, also closed, appears about 40% complete. Only 63rd Street remains in its original form.

"The 8th Street (Market/Frankford) renovations appear to be 100% complete. Punch list work seems to have tailed off (although were it one of my jobs I could find some more work that needs doing) and today (November 17) they were giving it a thorough cleaning, I assume for turnover.

"The inbound R5/Paoli-Thorndale was back on the express track for one day (November 17) for roof replacement on the Wayne platform shed. The roofers had their scaffolding on the local track.

"The new elevator between the 'L' and the subway/surface platforms at 13th Street remains out of service, although visually complete. I am tempted to send SEPTA a birthday card for the project - it has been in that condition hard on a year now.

"The R5 track replacement has reached Overbrook, but the track laying machine has been sitting with its nose just touching the western end of the platform for several days now. I see men about it on the odd times when I pass it during their work day, but to no obvious purpose. The ballast crew seems equally, and equally mysteriously, stuck at Narberth. An update on November 21 reported that the track laying machine suddenly lurched forward a hundred feet and was now on the east side of Overbrook station. Apparently they are pushing to finish in 2007. The crews were all out working on Saturday November 24 (yes, I was putting in a half day Saturday). The rail/tie machine was well east of Overbrook, and the ballast crews were putting the finishing touches just west of the station. When I rode

back in the evening we were routed onto the local tracks west of Overbrook for the first time in many weeks."

"SEPTA's attempt to eliminate transfers fizzled out with an adverse decision from the courts which was issued on December 14. Not too surprisingly, the state is apparently putting some heat on SEPTA about their policy of requiring on-board surcharges whether the passenger could have obtained a ticket in advance or not. In response SEPTA has promised to 'look into' placing new ticket vending machines at all stations. I suspect that they may feel the need to look at this for a good long time, but who knows?"

Member Lee Winson wrote that SEPTA also uses flag stops on some Regional Rail lines. The note "F", reads: "Stops to discharge passengers on notice to Conductor and picks up passengers standing on platform in position visible to Engineer." For example, on the R3/West Trenton Line it is used for a few late evening trains at the Meadowbrook and Rydal stations. Years ago the Forest Hills and Woodbourne stations were flag stops, but patronage for those stations grew so much the flag was removed. Lee also informed me that with the December 2, 2007 schedules, there is more express service to accommodate the increased ridership.

From member Bob Wright: "Speaking of Regional Rail, two things are happening. First, new schedules go into effect on December 2. I haven't checked all of the lines, but I noted for my 'home line,' R6, that a second express of sorts will be operating in the AM peak (leaving Norristown Trans Center, not Elm Street) at 7:35 AM and going non-stop after Manayunk (the 'Schuylkill Flyer,' currently the only express in the AM, stays as is - it goes non-stop after Ivy Ridge). In the PM, the reverse 'Flyer' is no more - it keeps its scheduled times in Center City (calling at Market East at 5:19 PM), but only skips North Broad and Allegheny, becoming an all-stop at East Falls. It does change terminals, however, going only as far as Norristown Trans Center. The next train, leaving Market East at 5:40 PM, currently, gets pushed back to 5:42 PM (the time it usually comes now) and changes origination points from the Airport to 30th Street.

"The change in outbound express patterns may not sit well with some riders, but those headed for East Falls, Wissahickon, and Manayunk will no doubt like it. In my experience, about 1/3 of the riders on trains leave at East Falls and another 1/3 are out at the three following stops (Wissahickon, Manayunk, and Ivy Ridge). I'm hoping to get a peek at the real numbers here to see if what I observe is correct. I don't notice this much inbound as my train of choice is the 'Flyer,' so there are no stops at the other three stations in northwest Philadelphia."

David W. Safford sent copies of these new schedules, with these additional changes:

- R3/WEST TRENTON – Train #327 is a new express

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train that departs from West Trenton at 7:50 AM and makes all stops to Jenkintown-Wyncote and then operates via express Temple University and all Center City stations

- R5/PAOLI-THORNDALE & LANSDALE-DOYLESTOWN – Inbound and outbound off-peak train service will continue to operate hourly on weekdays during the midday in preparation for two construction projects in January. There will be minor service adjustments to five morning trains to better coordinate with new Amtrak schedules. SEPTA and Amtrak recently completed a joint project replacing the track between Overbrook and Paoli, providing passengers with a speedier, quieter, and more comfortable ride.

From **Cinders**: Delivery of the first production Silverliner V cars is nearly two years away, and so the pressure is on SEPTA to keep its aging Budd, St. Louis, and General Electric MUs in operation. As it is with most transit agencies, ridership is increasing, and 302 of SEPTA's 349 cars are scheduled for service each day. A number of the 40-year-old Budd and St. Louis Silverliners are out of service at the Overbrook Shop, and it may be necessary to cannibalize some of them to restore others to active service.

BALTIMORE, MARYLAND

Maryland's Governor, Martin O'Malley, announced on December 12, 2007 that three new trains would be added to the Penn Line during the rush hour and later in the evening. The new service is the first step toward implementing the Governor's comprehensive MARC Growth and Investment Plan released last fall. Beginning February 11, 2008, an additional express train offering 500 seats will depart Union Station at 5:14 PM for Baltimore. This will greatly reduce overcrowding on existing Train #534, which departs from Washington at 5:20 PM. The second additional trip will depart Penn Station at 10:30 PM, stop at BWI Marshall to pick up late evening airport passengers, and then proceed on to Union Station. The final train out of Washington, D.C. bound for Baltimore will now be at 11:45 PM, providing a transit option for those commuters who need to work late. Thanks to member Steve Erlitz for this report. In a follow-up email, Steve wrote: "Rumor is they are also going to start Saturday service in the spring. Of course thanks to CSX the Brunswick and Camden Lines will not share in this improvement."

WASHINGTON, D.C. AREA

According to a report in **Mass Transit** Magazine, Virginia Railway Express has received a \$72.5 million loan from the Federal Railway Administration that will be used to purchase 50 bi-level cars. The new equipment will allow VRE to replace old cars, increase the size of its fleet, and add seating capacity. An additional \$20 million

is being provided by the State of Virginia. VRE is the first commuter rail operator to receive a loan under FRA's Railroad Rehabilitation & Improvement Financing (RRIF) loan program.

Here is a novel approach on how to decide what kind of train schedule should be operated on the day before Christmas. After President Bush decided to declare December 24 a Federal holiday, VRE officials gave its riders a vote that was conducted via the Internet. The choices were: "S" schedule, a reduced "S" schedule, or eliminate service altogether. The vote was conducted on December 11, and the results were released on December 14. VRE's response: "After reviewing the responses to Tuesday's Train Talk, we have decided to follow our original plan and operate the regular 'S' schedule on Monday, December 24. While we know that many of you will have the day off, those that will be riding told us that they are counting on us to operate that day. We looked at running a reduced 'S' schedule, but decided that by reducing trains even further, we would only end up limiting our riders' flexibility." The "S" schedule was also in effect on Monday, December 31. Regular schedules were operated during the other days, but there was no service on either December 25, 2007 or January 1, 2008.

NORFOLK, VIRGINIA

A groundbreaking ceremony to mark the start of construction for *The Tide*, Norfolk's new 7.4-mile LRT, was held on December 8. Details were reported in the November, 2007 **Bulletin**.

CHARLOTTE, NORTH CAROLINA

One of our members wrote that the terminus of the new LRT line (November, 2007 **Bulletin**) should have been I-485/South Boulevard, not I-495.

People do know a bargain. Newspaper reports told of more than 100,000 riders who took advantage of free rides over the weekend of November 24-25; however, on Monday November 26, when revenue service began, it was estimated that 4,500-5,000 riders were carried. After the first week revenue ridership was 6,700 trips on November 26 and 8,000 November 27. Charlotte Area Transit System officials estimate that the LRT line will average 9,100 weekday trips after one year, and that will grow to 18,100 by 2025. Member Ray Berger, who attended the inaugural celebrations, kindly sent me a copy of the first edition Lynx/Blue Line timetable. During the peak hours, a 7½-minute headway is operated. Trains operate every 15 minutes middays and at 20 minute intervals late evenings and weekends.

SOUTH FLORIDA

Member Dennis Zaccardi sent a report that Florida and CSX Transportation officials reached an agreement on November 30, 2007 whereby CSX will receive nearly half a billion dollars as part of an effort to bring commuter rail to Central Florida. About a third of the \$491 million total will go for the purchase of 61 miles of CSX

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track in the Orlando area. The rest will be used to help CSX expand its freight lines and operations in Polk County and elsewhere in the state. Another \$615 million will be required to build platforms, stations, and other elements of the Deland-to-Kissimmee Line. No dates were given for when construction would begin, or when the service would start.

CHICAGO, ILLINOIS

As was reported in the December, 2007 **Bulletin**, Metra's Board was faced with one of two scenarios regarding fare increases and opted to raise them by 10% effective February 1. This is the sixth increase in the transit agency's 24-year existence. Other noteworthy items in the proposed \$589 million operating budget include:

- Replacing the \$5 weekend ticket with a \$7 one-day only pass on Saturdays and Sundays
- Elimination of 100 administrative positions
- Reductions in equipment and station cleaning, marketing programs, and other administrative areas
- Freezing of all non-union employee wages

The proposed capital budget includes a \$158 million capital program for 2008. Metra officials reported that at that level, the capital program cannot support long-desired coach car purchases, station projects, or needed railroad infrastructure improvements. Its spokesman said that, "without additional capital funding our system will begin to deteriorate." If a transit funding package comes out of Springfield in the coming weeks, the 2008 proposed Metra budget would be revised to reflect additional dollars. The Board was to make this final at its December 14 meeting.

On November 28, 2007, the Illinois House voted against the idea of using gas tax money to bail out Chicago's Regional Transportation Authority. **The Chicago Tribune** reported that the measure was defeated because many lawmakers want a statewide construction program paid for by a gambling expansion before they will agree to help Chicago and suburban riders. Each political party is blaming the other for the impasse.

Red Line trains resumed normal speeds through the Loop on December 7, 2007, as workers eliminated 8,400 feet of Slow Zones from Grand to Clark/Division. Train speeds were increased up to a maximum of 55 mph on that section of track, an improvement from restricted speeds from 35 mph to as low as 6 mph on the curve just south of Clark/Division. In September, CTA restored normal train speeds on the Blue Line from Damen to Clark/Lake following the replacement of more than 5,000 deteriorated wooden rail ties with concrete rail ties. Work has also been completed on the Red Line from Morse to Loyola and on the Red/Purple/Brown Lines from Armitage to Diversey. Work to eliminate slow

zones from Jefferson Park to Addison will be completed by the end of 2008. This year, more slow zone removal work is planned for the Purple, Brown, and Green Lines and the Loop Elevated. Thanks to Bob Hansen for these reports.

Member Jim Beeler found an error in the table that appeared in the December, 2007 **Bulletin** concerning the terminal assignments of Metra's rail lines. The BNSF and North Central lines operate out of Union Station. Only the UP operates out of Ogilvie (NW Station).

NEW ORLEANS, LOUISIANA

Just four days after the St. Charles Trolley was extended to Napoleon Street (December, 2007 **Bulletin**) on November 15, New Orleans RTA officials announced that it might be possible to extend the line all the way to its terminus at Carrollton Avenue by Christmas. The key ingredient is that the Calliope Street substation must be able to generate enough power for the cars. According to the report in **The Times-Picayune**, which was sent by Phil Hom, there are some obstacles: the catenary poles must be painted, something which rainy weather could delay; operators who were laid off after Hurricane Katrina shut down the system have to be re-hired; and finally the state has to certify that the portion of the line between Napoleon and Carrollton is safe to use.

CLEVELAND, OHIO

A part of the Euclid Corridor Project has been completed, and is now being used for buses. This was initially reported in the September, 2007 **Bulletin**. Scheduled for completion this Fall, the project was planned to be operated as light rail.

ST. LOUIS, MISSOURI

A major highway reconstruction project of Highway 40 (I-64) began on December 31, 2007, and a month and a half in advance, Metro began a program to educate drivers to switch to buses and MetroLink. **The St. Louis Post-Dispatch** reported that Metro's bus service now carries about 115,000 passengers a day. Service was expanded on December 31, including the extension of the *Eureka Express* to a park-ride lot in Pacific and more frequent bus service to west St. Louis County and to places such as Anheuser-Busch and the National Geospatial-Intelligence Agency in St. Louis. MetroLink trains, which carry about 75,000 passengers on an average weekday, already are running as often as possible during rush hour. But one additional westbound train will be added to make an early-morning connection in Clayton with the bus route serving, among other destinations, St. John's Mercy Medical Center in Creve Coeur and St. Luke's Hospital in Chesterfield.

During the second year, when work shifts east of I-170, MetroLink will increase service from St. Clair County. Express buses will run more often between West County and the Clayton MetroLink station. The length of MetroLink trains can not be increased, because the platforms can only accommodate two-car

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trains. Metro officials say there is enough room on current rush-hour trains to accommodate a 50 per cent increase in riders. The two-car trains have 144 seats.

DENVER, COLORADO

Denver RTD awarded a \$187 million contract to Siemens for 55 additional LRVs at its November board meeting. Siemens has built all 90 cars in the existing fleet. RTD staff had negotiated a below-market price of \$3.17 million per vehicle. Three years ago, each car cost \$3.3 million. Siemens is in the process of delivering a previously awarded contract. By ordering all the cars needed for FasTracks now, RTD hopes to avoid paying for inflation. Siemens offered the lower price if it would be the sole provider. One Board member voted against the award because he favors the use of low-floor cars. Thanks to Bob Kingman for sending this report from **The Rocky Mountain News**.

A Denver-bound LRV operating on the SW Corridor (C and D lines) with 29 passengers aboard derailed just south of the Downtown/Littleton station at about 6:15 AM on December 11, 2007. A spokesman for Union Pacific Railroad told **9News** that 25 cars out of a 106-car train derailed, and the spilled coal caused the LRV to derail. The coal train was en route to Pueblo. No injuries were reported and the passengers were evacuated from the LRV. It took nearly one week to remove the cars, complete all of the track repairs, and replace the wire and three poles that hold the catenary wires. Bus service was operated between the Littleton/Mineral and Littleton/Downtown and Oxford stations. Rail service was restored on December 17. Thanks to members Jack May and Bob Kingman for this report.

SEATTLE, WASHINGTON

In the December, 2007 **Bulletin**, based on the latest information that was available, we reported that the opening date for the South Lake Union Trolley would be December 14. It turns out that the line was opened two days earlier. One of our members forwarded a report from KOMO-TV that confirmed this date. About five hours after it opened, a ball bearing was discovered on one of the running rails, and the streetcar was removed from service. This resulted in a minor delay.

SAN FRANCISCO, CALIFORNIA

SF Muni issued a new edition of its transit map, but it has four different covers. Gregory Campolo, who sent them, wrote that inside, they are exactly the same. The covers feature sketches of a PCC, Breda, cable car, and trolley bus.

ESCONDIDO, CALIFORNIA

In advance of its planned December 28, 2007 opening, the North County Transit District offered free tours of one of its new *Sprinter* diesel light rail transit (DLRT) trains at the Escondido Transit Center station on Saturday, December 8. NCTD representatives were on hand

to answer questions about the service.

MONTREAL, QUEBEC, CANADA

Agence métropolitaine de transport has issued new five new timetables, four of which are dated January 1, 2007. The one for the Blainville-Saint-Jérôme Line is undated, but the extension took place on January 8, 2007. Each timetable has its own color: Saint-Jérôme (Green), Dorion-Rigaud (Red), Delson-Candiac (Yellow), Deux-Montagnes (Blue) and Mont-Saint-Hilaire (Purple). Member Jim Beeler, who sent the copies, wrote "what was surprising to me was that the Deux-Montagnes was in English while the rest were all in French. There was no one around the counter when I was there so I couldn't ask for English - if they even have them. Almost all of the bus timetables I saw (except some intercity ones were only in French). Surprised the Deux-Montagnes was in English - maybe it is an English speaking area."

TORONTO, ONTARIO, CANADA

On Veterans Day, November 11, GO Transit invited all war veterans and a companion to ride free on any of its bus or rail lines. All one had to do was wear something, e.g. medals, beret, blazer or something else that identified the person as a veteran. Families of deceased veterans were requested to carry some type of ID to verify that relationship.

GO Transit awarded Bombardier a five-year contract plus options for up to 15 additional years to operate its trains. Bombardier will be responsible for train operations on six of GO Transit's seven rail lines as well as management of train crews. This will take place in June.

The German firm of Vossloh Kiepe GmbH has teamed up with Canadian auto parts maker Martinrea International Incorporated to submit a bid to the Toronto Transit Commission to build 204 LRVs to replace TTC's current fleet. The consortium says it is one of four pre-qualified bidders. An RFP is due soon, and the winning bidder will be selected next Spring. Member Raymond Berger wrote that "Vossloh is a fine company and Kiepe Electric is also top of the line. Combined, they provide great propulsion packages for German LRV railcars with Siemens, Bombardier, Alstom, or MAN bodies. I have no idea of the qualifications of the Canadian company. If it is said they are a subcontractor to Orion to build bus bodies for them, it does not immediately preclude that they will build a good railcar body, too."

In the midst of a snow storm, GO Transit dedicated its new Barrie South station. The event took place on Sunday, December 16, 2007, and service began the following day. Four trains in each direction will serve this station. Barrie is one station beyond Bradford (approximately 28 miles) on the Barrie Line and has 480 parking spaces. I found a reference on the Internet that GO Transit eliminated service to Barrie in 1993.

FROM THE HISTORY FILES

70 Years Ago: On January 15 1938, the Pennsylvania

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New York City Subway Car Update

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to four trains of R-62As were appearing on ④, made up of solid consists imported from ① and ⑦. This was inspired by a separate series of maintenance issues impeding the availability of 1100-series R-142s on ④, for which two trains from each route were temporarily farmed out. This remained the case through about April 9, 2007, after which one less train has been provided by Corona Shop (⑦). R-62As from ① and ⑦ remained in use on ④ through early July, 2007. In addition to this, R-62As 1921, 1935, and 1941 have been temporarily assigned to Refuse Train duty on Subdivision "A" for the summer of 2007, comforting crews on the non-air conditioned R-127 Work Motors.

There have been no transfers involving Kawasaki-built R-62s since the last Update, though shop requirements have occasionally and temporarily dictated swaps between ③ and ④. To date, 290 R-62s remain assigned to Livonia Shop and ③, with the same 25 at Jerome for ④ as on November 18, 2005: 1316-1320, 1371-1375, and 1531-1545.

Finally, in late September, 2006 it was observed that a handful of 5-car R-62As assigned to ⑦ had had their full-width cabs folded over. However, the two-person seat was not restored, and a retrofitted sheet of Plexiglas prevented the newly-restored Conductor's window from being used as such. Reputedly, this was an experimental modification to streamline the make-up of 11-car trains, which otherwise require a bit of extra shifting to accommodate the full-width cabs of unitized cars mating with the traditional quarter cabs of single units. As described previously, where this occurs in the train the storm doors on mismatched cab types must be locked. By late March, 2007, there were four such R-62As known to be wandering ⑦ (1721, 1750, 1761, and 1815). With the resurgent use of ⑦-assigned R-62As on ④ this "experiment" was dropped and all cars had their full-width cabs restored by April 14, 2007.

Redbird Dispositions, A Final Round-Up

The conversion of most SMS R-33s to rider cars RD400-RD439 was recently completed. It took four years overall, starting with non-SMS pilot cars 8987/8986 (RD400, RD401) in spring, 2003 and ending with transformation of the former 8915 to RD439 in the spring of 2007. This unit has been on temporary display at the New York Transit Museum. The list of converted former SMS Redbirds is presented herewith:

RD400=8987, RD401=8986, RD402=8957,
 RD403=8956, RD404=8859, RD405=8858,
 RD406=8868, RD407=8869, RD408=8890,
 RD409=8891, RD410=8954, RD411=8955,
 RD412=8817, RD413=8816, RD414=9020,
 RD415=9021, RD416=8964, RD417=8965,

RD418=9066, RD419=9067, RD420=9033,
 RD421=9032, RD422=8863, RD423=8862,
 RD424=8821, RD425=8820, RD426=9070,
 RD427=9071, RD428=9038, RD429=9039,
 RD430=8878, RD431=8879, RD432=9139,
 RD433=9138, RD434=8892, RD435=8893,
 RD436=8914, RD437=8937, RD438=8936,
 RD439=8915

Each of the former single-unit R-33s from ⑦, except for the two that left NYCT property and museum car 9306, remained in system work service as of early July, 2007. They were located as follows:

Corona: 9307, 9308, 9309, 9310

239th Street: 9311, 9316, 9322, 9323, 9324, 9325, 9326, 9329, 9332

Westchester: 9312, 9313, 9314, 9318

38th Street: 9319, 9320, 9328, 9330, 9331, 9333, 9340

207th Street: 9315, 9317, 9334, 9335, 9336, 9337, 9338, 9339, 9341, 9342, 9343, 9344, 9345

Several of the units at 207th Street have had a "1" prefix in front of their road identities since released for work service in 2003-2004 and are now 19315, 19334, 19335, 19336, 19337, 19338, 19342, 19343, and 19345. 19315 and 19336 were identified as 207th Street signal dollies, as was 9323 at 239th Street in the Bronx. These and all single-unit Worlds Fair R-33s also continue to appear in refuse collector service throughout the NYCT system. Other single-unit R-33s have received a NYCT non-revenue "yellow front" repainting, as noted: 9313, 9314, 9318, 9319, 9328, 9330, and 9333.

In the final analysis, it was also discovered that a small quantity of retired Redbirds had eluded our inventory, while others have survived to become historical examples of New York City subway rolling stock. 12 Redbirds were removed from service and briefly conveyed to the federal Environmental Protection Agency (EPA), which reportedly conducted tests to determine their asbestos content and degree of associated potential hazard. As a result they were stricken from NYCT's tracking system and their departure not recorded with the rest of their sisters. Withdrawal and disposition of this equipment was as follows:

R-26 7768/7769: Withdrawn from ⑤ 12/9/2001; at 207th Street 8/9/2002; Reefed in Delaware 8/23/2002

R-26 7832/7833: Withdrawn from ⑤ 12/9/2001; at 207th Street 1/4/2002; Reefed in Delaware 1/30/2002

R-26 7852/7853: Withdrawn from ⑤ 12/9/2001; at 207th Street 1/4/2002; Reefed in Delaware 1/30/2002

R-28 7864/7865: Withdrawn from ⑤ 12/9/2001; at 207th Street 1/4/2002; Reefed in Delaware 1/30/2002

R-29 8764/8765: Withdrawn from ⑤ 1/16/2002; at 207th Street 2/7/2002; Reefed in Delaware 3/1/2002

R-29 8792/8793: Withdrawn from ⑤ 1/16/2002; at 207th

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Street 2/7/2002; Reefed in Delaware 3/1/2002

R-33s 8950/8951 are held aside for future use (probably as work cars) in the Bronx, while 8912/8913 reside at the Tiffany Iron Works Facility for training purposes. R-26 pair 7770/7771, which had been moored at Canarsie as school cars, was relocated to the yard at East New York for the same purpose in September, 2006. The following SMS R-33 Redbirds also remain active for work service, more or less in a complete state: 8812/8813, 8996/8997, 9000/9001 (refuse collection, 38th Street); 8834/8835 (Coney Island); and 8888/8889 (Westchester Yard). SMS R-33 9074 has been stored, pending scrap, at Coney Island since mate 9075 was placed on static display in front of Queens Borough Hall in December, 2004, while eight others (9010/9011, 9016/9017, 9068/9069, and 9206/9207) have been used in a historic train or appeared at various functions. A sample smorgasbord of Redbirds including R-26 7774/7775, R-28 7924/7925, R-29 8678/8679, and R-36 9400/9401 are being preserved on behalf of the New York Transit Museum, along with R-36 9542/9543, which has been in the Fulton Street tunnel or the Transit Museum itself for some time. By mid-July, 2007, R-26 7926/7927 was set to leave NYCT for the Illinois Railway Museum in Union, IL, joining previously-departed single-unit R-33 327 as the only Redbirds to be directly preserved from revenue service. Non-SMS R-33 9156/9157 has been stationed at Floyd Bennett Field as fire training cars since May, 2002. Most of the "Last Redbird Train" from November, 2003 (R-36 9582-9587) has also remained at NYCT for occasional special use, geared to commercials or motion pictures. Four others (R-36 9564/9565 at Coney Island and 9588/9589 at 207th Street) were held aside for parts purposes and will probably be disposed of in the near term.

SUBDIVISION "B" (AS OF JULY 13, 2007)**R-160 Progress**

Just a couple of weeks or so after the last Update (December, 2005 issue), the pilot 10-car train of R-160A-2 equipment, consisting of 5-car units 8653-8657 and 8658-8662, arrived at 207th Street Shop in December, 2005. It and the first train of Kawasaki-built R-160Bs (8713-8722) then spent most of 2006 performing a battery of tests around the system, being observed at various times on the Sea Beach Line, in the Rockaway flats, or at Pitkin, 207th Street, or Coney Island Shops. After a seemingly interminable period of evaluation, analysis and (likely) extensive modification, the R-160B set began its first 30-day revenue test, running intermittently on **N** as of August 17, 2006. Acceleration problems out of the 60th Street Tunnel were soon routinely experienced, and by the end of September the R-160B train was relocated to pilot service on **A**, where it was

joined by R-160A-2 trainset 8653-8662 in October, 2006. Like most other issues regarding the R-160s, the nature of this deficiency was soon identified and corrected, with both pilot trains again disappearing into a daily non-revenue testing regime as of December 20. In the meanwhile, additional R-160Bs continued to be shipped from Kawasaki's assembly plant in Yonkers to 207th Street, yielding a total of 60 such cars by year's end. As well, the first 4-car sets of R-160A-1 cars (8313-8316) arrived at East New York in late summer. Like their sisters, these cars spent their days undergoing performance evaluation, though mostly so in the Rockaways and on the lines near their home carbarn.

R-160 Deliveries in 2005-2006 (totals in parentheses are cumulative):

July, 2005: R-160B 8713-8722 (10). Note: Delivery process accomplished over several days to include 5-car units

December, 2005: R-160A-2 8653-8662 (10). Note: Delivery process accomplished over several days to include 5-car units

August, 2006: R-160A-1 8313-8316 (4). Note: Delivery process accomplished over several days to include 4-car units

September, 2006: R-160A-1 8317-8320 (8)

October, 2006: R-160B 8723-8732 (20)

November, 2006: R-160B 8843-8852 (30)

December, 2006: R-160B 8733-8742, 8743-8752, 8753-8762 (60)

As the New Year began the non-revenue tests continued. 28 additional R-160s were on hand by the end of February, 2007, but more importantly, the first two trains of R-160Bs (8713-8722 and 8723-8732) were quietly accepted for revenue service at Coney Island, and have been assigned to **N** service since February 19, 2007. Two more trains of R160Bs were observed on the road as of early March, then a fifth by mid-month before this initial program momentum was paused with a total of 126 cars already on the property.

R-160 Events in Early 2007 (totals in parentheses are cumulative):

January, 2007: R-160B 8763-8773 delivered (70)

February, 2007: R-160B 8773-8782 delivered (80)

February, 2007: R-160A-1 8321-8328 delivered (16)

February 19, 2007: R-160B 8713-8722 and 8723-8732 in service on **N** (20)

March, 2007: R-160B 8783-8792, 8793-8802 delivered (100)

March 5, 2007: R-160B 8733-8742 and 8753-8762 in service on **N** (40). Note: Date reflects first observation

March 19, 2007: R-160B 8743-8752 in service on **N** (50)

In both April and May of 2007, one additional trainset of R-160A-1 and R-160B equipment was delivered, while the sixth and seventh R-160Bs entered revenue

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service on **N**. At the same time the first two sets of East New York equipment had commenced their own period of revenue test service on **L** (where they blended into the never-ending parade of similar-looking R-143s). The problems they encountered were evidently minimal, as the first of these (8313-8320) was accepted for regular revenue service as of June 11, 2007 and quietly continued to operate on **L**. Non-revenue testing of unaccepted R-160A-1s on **J** (often with correct signage) was first instituted in very late 2006, but it was not until June 19, 2007 that the second set of this equipment (8321-8328) was accepted and a New Technology Train regularly assigned there for the first time. R-160B train #8 arrived on **N** at the start of summer, finally being joined by the initial set of R-160A-2 cars as of July 2, 2007. Through the first several months of 2007, this train was often seen wandering on the Sea Beach, West End, and Brighton Lines, occasionally making revenue trips on **N**.

As of July 13, 2007, deliveries total 40 R-160A-1s, 10 R-160A-2s, and 120 R-160Bs, for a combined quantity of 170. Of these, 16 R-160A-1's are in service at East New York (**J**, **L**), while 10 R-160A/Dash 2s and 80 R-160Bs are in service at Coney Island (**N**).

R-160 Events Through Mid-2007 (totals in parentheses are cumulative):

April, 2007: R-160A-1 8329-8336 delivered (24)
 April, 2007: R-160B 8803-8812 delivered (110)
 April 20, 2007: R-160B 8763-8772 in service on **N** (60)
 May, 2007: R-160A-1 8337-8344 delivered (32)
 May, 2007: R-160B 8813-8822 delivered (120)
 May 18, 2007: R-160B 8773-8782 in service on **N** (70)
 June 11, 2007: R-160A-1 8313-8320 in service on **L** (8)
 June 19, 2007: R-160A-1 8321-8328 in service on **J** (16). All 16 cars subsequently used on **J** and/or **L**
 June 22, 2007: R-160B 8783-8792 in service on **N** (80)
 July, 2007: R-160A-1 8345-8352 delivered (40)
 July 2, 2007: R-160A-2 8653-8662 in service on **N** (10)

As of early July, the R-160s were well-circulated on **N** but spotty on **J** and **L**, and are still not commonly operated overnight or on weekends anywhere. Visually, they are similar to R-143s but have several discrete features which readily separate them to a knowledgeable beholder: Foothold notches are built into the bottom of the fiberglass end caps, and are used by crews to plant their feet while "chaining" consists during train make-up; there are at least two more stainless steel grab irons that accentuate the otherwise black-toned end caps; and while United States flags on the R-143s were positioned below the MTA New York City Transit shield, they have been placed above them on the R-

160s. There are also essential differences in functionality, perhaps the most obvious being a totally different automated announcement system that shows trip progress and connections incrementally on an LCD, rather than as a series of lights on a fixed sign. This trait grants maximum flexibility from both an operations and customer service perspective as compared to the R-142 and R-143 fleets.

At this stage, it is projected that all 340 R-160A-1s will be stationed at East New York (for which they are being custom-built as 4-car units), while all 60 R-160A-2s and 260 R-160Bs will go to Coney Island. This may be accomplished by the middle of 2008, after which the delivery of "option" cars will likely commence. On June 27, 2007 MTA held a public hearing at which it was revealed that approximately \$1.2 billion has been budgeted for an additional 620 cars under Option One, all to be built as 5-car sets. Option Two was less decisive, though it will include at least 292 cars and is presently budgeted at \$566 million. Altogether this brings MTA to a level of commitment for 1,572 cars under the R-160 contract, or exactly the same number as the combined R-32 through R-42 classes which are scheduled for replacement. Up to an additional 128 R-160s may later be added for service expansions (such as Second Avenue), but are not strictly specified as being 4- or 5-car sets. This leaves the door open for acquisition of another small group of R-160s to be based at East New York, where dramatic ridership growth on **L** has outstripped the fleet of 212 (now 208; see below) R-143s originally projected to fill its long-term service needs.

The First R-143 Casualty

On June 21, 2006, R-143 unit 8277/8278/8279/8280 was involved in a serious accident at the Rockaway Parkway storage yard, overrunning the bumping block as it entered a storage track. The lead car (8277) was pushed by its followers and rode over the block, literally taking flight before it went into emergency and stopped. Multiple images of 8277 were circulated showing its cab in midair, facing skyward, while the B-end of that car and 8278 were crushed together on the groundward end. Both 8277 and 8278 suffered structural damage from the incident, and while not officially retired from duty, the 4-car set has been idled since that time. As such the active fleet of R-143s has been reduced from the original quantity of 212 to 208.

The 60-Foot SMEEs: Events and A First Withdrawal

Through July 13, 2007 there were no fleet retirements as yet directly related to the arrival of R-160s, but there had been numerous shifts between barns since the update that appeared in the December, 2005 issue. Mostly these were related to spare ratio and service adjustments, as well as the maintenance requirements of the Division of Car Equipment, and in one case an early

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New York City Subway Car Update

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desire to eliminate non-standard rolling stock where possible. No concrete decision had yet been made, or policy set in place over how to best proceed with retirement of the older 60-foot Subdivision "B" rolling stock, though it is definite that when the process does begin those departing the property (ultimately a planned 1,572 R-32 through R-42 class cars) will be reefed as was the case with the Subdivision "A" Redbirds. This is possible for two basic reasons, despite prior conclusions to the contrary owing to their mostly stainless steel exterior skins: 1) the interiors and some roofs are largely constructed of standard sheet metal, to which undersea life will adhere, and 2) the 60-foot Subdivision "B" fleet presents just as much of a potential asbestos hazard and cost concern as did the Redbirds.

Early in the fleet planning process for initiation of the R-160s, it was granted that the 10 R-32s rebuilt by General Electric (Sigma cars 3594/3595, 3880/3881, 3892/3893, and 3934-3937) would be among the first withdrawals, owing to their mercurial performance records and non-standard configuration. Upon resolution of the final interim Subdivision "B" fleet issues by early 2007 (associated more with the last few R-143 problems than inauguration of the R-160), the way was cleared for this process to begin and as of June 7, 2007 cars 3594/3595 and 3892/3893 were placed in storage at 207th Street. At about the same time, though, a moratorium was placed on the retirement and disposition of all Subdivision "B" rolling stock, until the impact of Mayor Bloomberg's proposed "Congestion Pricing" traffic policy on the subway system could be evaluated. As such, NYCT is under pressure to retain all of its rolling stock on or near the property should service have to be drastically altered, yet continue the delivery of new R-160 equipment.

There appear to be two overall strategies under consideration for the extraction of 60-foot SMEE cars associated with introduction of the first 660 R-160s. Both call for the outright retirement of the Sigma R-32 train, and the Coney Island-overhauled R-42s from East New York as new cars arrive. Under one plan, all Morrison-Knudsen-rebuilt R-42s would be gradually repositioned

from East New York (as replaced by 4-car R-160As) to Coney Island, where they would in turn not only displace the Coney Island-overhauled R-42s but the balance of slant R-40-s not replaced by the R-160A-2s and R-160Bs. Under an alternative strategy, almost half of the Morrison-Knudsen R-42s would also be reallocated from East New York to Pitkin/207th Street, where they would in turn free up the Phase I R-32s for movement to Jamaica, from which the reputedly fickle Phase II R-32s could then be removed. However, as there are not enough Phase Is assigned to Pitkin to replace all of the Phase IIs at Jamaica, the balance of Morrison-Knudsen R-42s from East New York would be transferred to Coney Island (in addition to those needed to retire the Coney Island-overhauled R-42s already there), and along with the arriving R-160A-2s and R-160Bs, enable R-68s and/or R-68As to be sent to Jamaica to make up the difference. At the present, neither plan appears have drawn much favor or criticism, and with the moratorium in place all is so far academic.

As an aside, in the December issue it was reported that R-40 cars are no longer assigned to **N**. However, member Bill Zucker saw them operating there, and on **C**, between the time the assignment was revised in late October, 2007 and December, 2007. They were seen weekdays and weekends.

The 75-Foot Subdivision "B"

Literally, nothing has changed with the R-44s or R-46s since the last update, though the future outlook for the R-44s seems rosier now than it did in 2005. As for the R-68s and R-68As, there was just one transfer of note, with cars 2776-2783 moving from Concourse (**D**) to Coney Island (**N** **C**) on January 2, 2006 and then returning to Concourse on January 7, 2007. Mostly, this was in support of the concurrent transfer of R-42s from Coney Island to East New York to address R-143 unavailability at the time. As the base order for R-160s is delivered, some R-68s or R-68As may eventually be relocated from Coney Island to Jamaica (**EFGRV**) in support of replacing the Phase II R-32s, but this plan was not yet firmed up as of early July, 2007.

R68s are occasionally seen on **C**, and R-68As are sometimes seen on **N**, contrary to the assignment published in the December, 2007 issue.

The First Fan Trip

(Continued from page 1)

whether the students would be accorded the privilege of inspecting the system. A very favorable reply was received by Mr. Bernhard and accordingly a school holiday was declared in September, 1915. The entire student body descended upon the 180th Street station where a five car special awaited them. After a fast trip to New Rochelle, the special returned to Mount Vernon and reversed direction to cover the White Plains branch

where a lunch stop was made. Then the special proceeded non-stop to E. 180th Street where the group disbanded except for Mr. Bernhard and a party of Electrical Engineering students who were escorted through the property by the Chief Electrical Engineer of the NYW&B. To Mr. Bernhard, the dismantling of the railroad in 1943 was sheer vandalism."

The City of New York bought the portion of the line within the city limits. At the present time, **5** trains provide service on the NYW&B right-of-way between E. 180th Street and Dyre Avenue.

Around New York's Transit System

Museum Cars Roll Again

The museum R-1 to R-9s were operated in passenger service every Sunday during December, 2007 on **V** between Queens Plaza and Second Avenue. This train ran on a 90-minute headway leaving Second Avenue from 10:01 AM to 4:01 PM and leaving Queens Plaza from 10:44 AM to 4:44 PM.

Special Announcement for **V** Trains

E and **F** trains are still overcrowded in rush hours, but there is lots of room in **V** trains. To equalize loading, Conductors must make the following announcements:

During the morning rush (6-9 AM), at Continental Avenue, Roosevelt Avenue, and Queens Plaza, Conductors, on **E**, **F**, **R**, and **V** trains must announce that **V** trains are less crowded and require only a few additional minutes travel time to Queens Plaza, 23rd Street-Ely Avenue, Lexington Avenue, and Fifth Avenue.

During the evening rush (4-7 PM) at various Manhattan stations, Conductors on Queens-bound **F**, **R**, and **V** trains must announce that **V** trains are less crowded and require only a few additional minutes travel time to Roosevelt Avenue and Continental Avenue.

The scheduled morning rush hour travel time is as follows:

	V	E	F
Continental Avenue	0	0	0
Roosevelt Avenue	11	8½	8½
Queens Plaza	19½	16	—
Fifth Avenue	29	24	—
47 th -50 th Street	31	—	27½

Discounted *MetroCards* Will Be More Expensive

The subway and bus fare will remain at \$2 for the 15

percent of the riders who pay the full fare. But the passengers who buy discounted *MetroCards* may have to pay an additional 6 percent.

A newspaper article reveals that the percentage of riders using the different types of *MetroCards* is as follows:

TYPE OF CARD	% OF RIDERS	REAL FARE PAID
Bonus <i>MetroCard</i> (\$10 or more)	37	\$1.67
30-day <i>MetroCard</i>	30	1.31
7-day <i>MetroCard</i>	18	1.50
\$4, \$6, \$8 <i>MetroCard</i>	8	2.00
Single-ride card	2.3	2.00
Bus riders paying cash	4.7	2.00

Conductors' Announcement Canceled

Effective November 21, 2007, Conductors are no longer required to announce, "Top of the Rock" at the 47th-50th Street-Rockefeller Center station.

Flushing Line Extension Groundbreaking

On December 3, 2007, a groundbreaking ceremony for the Flushing Line extension was held at Times Square. This 1.1-mile extension, which will cost \$2 billion, extends under W. 41st Street and Eleventh Avenue to a terminal at 34th Street. This new terminal will be more than 100 feet lower than the sidewalk. Layup tracks extending to W. 25th Street will provide space for three 11-car trains on each track.

Construction should be completed in 2012.

"Wrapped" Shuttle Train

Another "wrapped" train was operating on the Grand Central Shuttle, Track 1, during December, 2007. The interiors of S-1956-1927-1925-N were advertising Maker's Mark whiskey.

Commuter and Transit Notes

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Railroad extended electrification to Harrisburg, Pennsylvania. Today, Amtrak operates *Keystone Service* to Harrisburg and SEPTA operates commuter trains to Thorndale. Recently both carriers have spent a lot of money to upgrade the line, the results of which have trains operating at higher speeds.

50 Years Ago: On January 25, 1958, the Portland (Oregon) Traction Company abandoned the interurban line between Portland and Oregon City. Interestingly, **Headlights** (March, 1958) reported that PTC received the findings of the PUC that the company had sabo-

taged its own interurban service by offering competing bus service, not objecting when the Hawthorne Bridge was rebuilt in 1956 without tracks, forcing the cars to terminate their runs on the east side of the Willamette River and by not promoting the use of its facilities. So on January 25 (a Saturday), 12 hours after the ruling, at 8:15 PM, company officials ordered all cars returned to the yards without picking up passengers. Despite attempts to force a restoration of service by the PUC under court orders, and suggestions that the city restart the service, the cars never returned.

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