

The Bulletin



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The Bulletin

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CANARSIE LINE EXTENDED 80 YEARS AGO

Trains started running on the Canarsie Line between Sixth Avenue and Rockaway Parkway 80 years ago, July 14, 1928. BMT, Transit Commission, and civic officials rode the first train, a six-car train with a flag draped on the front, which departed from Sixth Avenue at 2:06 PM and ran non-stop to Rockaway Parkway, where the officials were transferred to 50 automobiles for a tour of Canarsie. Then they ate dinner at Ridgewood Gardens on Myrtle Avenue.

A celebration was held in Bushwick, where 1,000 people marched in a parade. Canarsie residents celebrated, too. They erected a bandstand at E. 105th Street and Flatlands Avenue, a short distance south of the E. 105th Street station and grade crossing. In front of the speaker's platform, a huge milk truck got stuck in the mud just before the celebration. Unfortunately, the tractor that tried to haul the truck drowned out the speakers. The driver decided to leave the truck in the mud until the speakers left.

On June 30, 1928, the third rails were energized between Montrose Avenue and East New York. From July 1 to July 9, test trains were operated in this area. From July 10 to July 13, supervisors were breaking in the crews. On July 14, the first revenue trains departed from Sixth Avenue at 2:11 PM and Rockaway Parkway at 2:18 PM, twelve years after ground was broken on April 8, 1916.

Construction of the portion of the line between Sixth Avenue and Montrose Avenue began in the fall of 1916 and was delayed due to the wartime shortage of materials and manpower. Although the trains started running on June 30, 1924, work on the Montrose Avenue station was not completed until September 27, 1924.

The original plans called for an elevated structure east of Montrose Avenue. But it was never approved because the local residents objected to an elevated structure on Wyckoff Avenue. Plans were changed several times until the existing route — a subway under Wyckoff Avenue — was approved in 1924. Construction began at the Myrtle Avenue station on February 17, 1925 and was completed at the Wilson Avenue and Bushwick-Aberdeen stations on August 1, 1928, two weeks after trains started running there.

LIGHTWEIGHT METAL CARS

In the late 1920s, BMT was operating wooden elevated cars that were built between 1884 and 1908. To replace these cars, it needed a lightweight metal car that could be operated on the elevated lines without requiring large expenditures for reinforcing or reconstructing the elevated structures.

To solve this problem, the Transit Commission appointed a committee of engineers in 1927. After a thorough study, the committee reported that aluminum alloys and special high-tensile strength steel were being developed. They believed that a lightweight metal car could be built. A few years later, the Commission authorized the purchase of two experimental trains, which were placed in service in 1934. The stainless steel train, nicknamed the Zephyr, was built by the E.G. Budd Manufacturing Company. The aluminum alloy train, nicknamed the Green Hornet, was built by the Pullman Car and Manufacturing Corporation. It was the prototype for the Multis that were placed in service on the Canarsie Line in 1937. With a balancing speed of 55 miles per hour and acceleration and deceleration of 4 miles per hour per sec-

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NEXT TRIP — SCRANTON (STEAMTOWN/ELECTRIC CITY TROLLEY), JULY 26

BROOKLYN'S CABLE CARS by Bernard Linder

In the 1880s, cable cars replaced horse cars in several American cities. In Brooklyn, there were two cable street railways — Montague Street and Park Avenue — and the Brooklyn Bridge cable railway.

MONTAGUE STREET LINE

Stages provided transportation on Montague Street until the cable cars were placed in service.

Construction of the cable railway from the Wall Street ferry to Court Street began in September, 1890, was halted during the winter, and was resumed on March 15. The cost was \$350,000. On July 10, 1891, a 9,100-foot, 1½-inch diameter cable was delivered. The mechanics estimated that they could pull the cable from the power house on State Street opposite Willow Place to Montague Street in 24 hours. A boy crawled through the ducts and tried to pull a rope under State Street and Hicks Street to Montague Street. When he could not pull the rope, men reached through a manhole and helped him. One end of the rope was tied to the grip of a cable car on Montague Street and the other end was tied to the cable at the power house. Then the horses pulled the car together with the rope and cable.

The cable was placed in service at 2 PM July 15, 1891. Officials of the Brooklyn Heights Railroad and People's Trust, which financed the installation, rode the first car. The group boarded the car at People's Trust, rode to the ferry, and inspected the State Street power house.

To train the crews, the cars ran light for several days. Men, who formerly worked for Cleveland cable lines, were able to control the cars on the 8 percent grade from the ferry.

Revenue service began at 7 AM July 20, 1891 with a 2½-minute headway in the rush hour and a 3-to-5-minute headway at other times. There was no service after 10 PM. Fare was 5 cents or 25 tickets for one dollar.

The cars were stored beneath the arches that supported the lower part of the slope of the hill on Montague Street below Furman Street. Because they were exposed to dampness, the company wanted to build a storage house near the State Street power house. When the company tried to build connecting tracks on State Street, the Superintendent was arrested for tearing up the pavement on Montague Street. The company went to court, but must have lost the case. Tracks were not installed on Hicks Street.

The line was electrified on September 25, 1909 and extended via Fulton Street to Fulton Ferry on October 25, 1909. The west end of the line was cut back to Hicks Street in 1912 due to the closing of the Wall Street ferry. Effective October 19, 1919 cars operated only on Montague Street between Court Street and

Hicks Street. Service was finally discontinued on May 18, 1924.

	CLOSED CARS 1-8 (C)	OPEN CARS 14-16	OPEN CARS 17-20
Builder	Lewis and Fowler	Lewis and Fowler	Jones Car Company
Year Built	1890	1890	1875 (A)
Retired	1924	1917	1917 (B)
Length	26'3"	24'9"	24'9"
Width	7'0½"	7'4"	7'4"
Seating Capacity	10	45 (D)	45 ((D)
Maximum Passengers	25	60	60
Electrified	1909	1910	1910

CABLE CAR ROSTER

- (A) Ex-open hose cars converted to cable cars in 1895
- (B) Car 20 was scrapped in 1905
- (C) Railroad roof was removed in 1899. Cars were equipped with drop sash (converted to semi-convertible) 1910
- (D) Eight benches

CAR EQUIPMENT

All cars were equipped with cable grips operated by wheel control and wheel-operated hand brakes. Closed cars 1-8 were equipped with a lever-operated emergency brake and standard air brakes with an axle-driven compressor. Cars were heated by coal stoves.

PARK AVENUE LINE

Construction of this cable line began October 6, 1886 and cable cars started running on March 6, 1887 from Fulton Ferry via Water Street (Front Street in the opposite direction), Washington Street, Concord Street, Navy Street, and Park Avenue to Broadway.

The Park Avenue cable was different from the San Francisco and most other cable lines, which use a grip that clamps to the moving cable. The Park Avenue Line used two ¾-inch cold wire ropes with a cotton core spaced one inch apart, and connected every six inches by steel bands. Instead of a grip, a wheel with twelve spokes was let down until the spokes were turned by the steel bands. To start the car, the brake was tightened until the wheel stopped. When the brake was loosened, the wheel turned and the car stopped. This system was unsatisfactory and was discontinued in less than six months. Horse cars replaced the cable cars in August, 1887.

A newspaper published a brief history of this installation. The Atlantic Avenue Railroad Company, operator of

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Brooklyn's Cable Cars

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Interior of closed cable car 7C. Note the coal stove in the foreground.

Bernard Linder collection

Canarsie Line Extended 80 Years Ago

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ond, they were the fastest cars in the system. They were lighter than the wooden cars. A 2-section Multi train, 358 feet long, weighed 180,300 pounds while a six-car Type C train 271 feet long weighed 197,000 pounds. Therefore, the company was able to operate rush hour Multis from 14th Street via the old Fulton Street El structure to Lefferts Avenue.

**CAR DATA
EDDY CURRENT BRAKES**

TYPE OF CAR	LENGTH	WEIGHT (POUNDS)	WEIGHT/ LINEAR FOOT
Type B	67'	95,000	1,418
Type C (motor)	46'4"	77,000	1,662
Type C (trailer)	42'10"	43,000	1,004
Gate Motor—1300-series	48'11"	79,000	1,615
Gate Trailer—200-series	48'3½"	39,000	808
Multi (1 section)	179'	180,300	1,008
Zephyr	168'6"	159,250	945
Bluebird (1 section)	80'4"	75,550	940
Type D (1 section)	137'3"	213,650	155

The brochure describing the Zephyr states that eddy current electric braking, which operates without the application of brake shoes to the wheels, increases the smoothness of operation of the car and decreases noise. The report authorizing scrapping the cars explained that the eddy brake coils were energized from the third rail and that the 600-volt eddy brake control regulator was difficult to maintain. To correct this malfunction, eddy brake coils in cars that were built later were energized from batteries.

Checking Car Maintenance's December 30, 1943 roster, we find that Pullman Multis 7014-7028 were equipped with General Electric eddy current brakes and St. Louis cars 7004-7013 were equipped with Westinghouse dynamic brakes.

We do not have much information about these brakes, but we have several questions:

- How did this brake function?
- Were the Multis' eddy current brakes energized from batteries?
- Were the Pullmans' eddy current brakes compatible with the St. Louis' dynamic brakes?

If anyone has the answer, please let us know.

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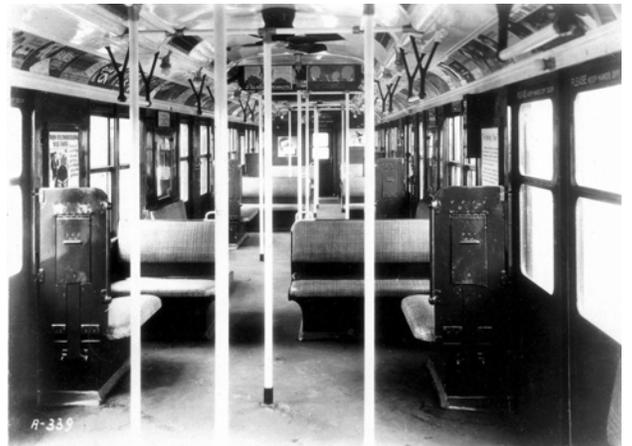
Canarsie Line Extended 80 Years Ago

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Canarsie Line train of B-Types, looking east at Eastern Parkway, May, 1969.

Larry Linder photograph



B-Type interior.

Bernard Linder collection



Canarsie Line train of Multis at Rockaway Parkway.

Bernard Linder collection



Multi interior.

Bernard Linder collection



Bluebird car 8003 in East New York Yard, November 26, 1954.

Bernard Linder photograph



Interior of Bluebird 8003, November 26, 1954.

Bernard Linder photograph

Commuter and Transit Notes

No. 236
by Randy Glucksman**METROPOLITAN TRANSPORTATION AUTHORITY**

Falling revenues have caused MTA to announce that fares may have to be increased again next year. Executive Director Elliot G. Sander reported that the agency is facing a projected \$500-\$700 million deficit, and without additional sources of funding, the riders could wind up paying more. Fares went up on all MTA-operated facilities this past March 1.

MTA METRO-NORTH RAILROAD (EAST)

When the April 6 timetables were issued, Waterbury Branch riders got an earlier train. Train #1923 departs from Waterbury at 5:57 AM, connecting at Bridgeport with Train #1527 (6:40 AM New Haven). Commuters now arrive in Grand Central Terminal 59 minutes earlier than under the previous schedules. I could not find a timetable in my collection that showed a train operating in this time slot. There is still no one-seat ride to Grand Central Terminal; however, for a short time, between January 20, 1992 and April 2, 1993, there was one through train in each direction.

A special 2008, 25th Anniversary edition of *On Track* was published, which included a summary of significant events for each year along with graphs detailing safety, on-time performance, ridership, trains operated, and cost per passenger. There were also articles about safety (the road to zero injuries), a review of 2007, and the railroad's vision for the year 2013. This month, Metro-North, with the Port Authority, expects to inaugurate direct daily service from the Beacon station (Hudson Line) to Stewart Airport. 2008 will also see planning work being done for the operation of New Haven Line trains to New York Giants games at Secaucus via New York Penn Station beginning with the 2009 season. Feeder bus lines in Ulster County will be added this year as well as a bus service from Connecticut to the Southeast station (formerly Brewster North) on the Harlem Line.

Metro-North's fourth president will be Howard Permut, who was one of the original Metro-North employees when the railroad began operations on January 1, 1983. Mr. Permut was Metro-North's first Director of Planning, and over the next 25 years, he advanced to his current title, Vice President of Planning, Development, and Procurement. He replaces Peter A. Cannito, who will retire on July 15.

Member Bill Zucker has added two pairs of M-1s to the list of 30 that have been retained. With the addition of 8236-7 and 8336-7, which he observed on June 7, there are just four unaccounted for. Bill also saw a New Haven Line train with a number of mismates in the consist: 8404/8833 and 9002/9053/9025. According to Bill, you don't often see mismates like this on the Harlem

and Hudson, or at least you didn't while the M-1s were still going strong.

Kawasaki and Metro-North constructed a mock-up of the interior of an M-8 inside a steel shell. On weekdays, from 7-10:30 AM and 3-7 PM, between June 5 and June 10, passengers were invited to stop by Track 25 and fill out comment cards. Unfortunately, I could only go over to visit the car during hours that it was not open; however, digital images were posted on the Internet. A flyer was produced which described the mock-up as being 27' long by 11½' high and 9½' deep, weighing 16,825 lbs. The interior is red, beige and yellow.

The same thunderstorms that affected New Jersey (please see NJ Transit below) damaged the catenary on the New Canaan Branch, which did not operate on June 11.

MTA METRO-NORTH RAILROAD (WEST)

About 240 drivers, mechanics, and ticket agents who work for Coach USA/Shortline went on strike on May 23. This affected nearly 5,000 commuters, including about 1,000 from Rockland County, who were forced to seek other transit options. Metro-North added one train from Harriman and cars to other trains, while NJ Transit operated two additional trains from Suffern to Hoboken. Coach USA also operates other services in the northern suburbs that were not affected. They include the TZXpress, Transport of Rockland (TOR), and Orange Westchester Link (OWL) from Middletown to White Plains. A special shuttle service was set up beginning Tuesday, May 27 to Metro-North's Harriman station from Chester, Monroe, and the Central Valley Park & Ride. Replacement drivers and buses were brought in by the company to service the Orange County routes on June 2. The next day, it was announced that the members of TWU Local #225 had accepted Shortline's last offer and service was resumed as of 3 AM June 4.

It was not a coincidence, but as of June 2, cars were added to 3 AM and 3 PM peak Port Jervis Line trains in order to provide additional seating to meet a 5% growth in ridership in just the first three months of 2008. Daily ridership now exceeds 5,800. Trains #46 (5:05 AM Port Jervis) and #61 (6:27 PM Hoboken) went from 5 to 6 cars, while Trains #48 (5:37 AM Port Jervis), #52 (6:07 AM Port Jervis), #53 (4:47 PM Hoboken), and #57 (5:40 PM Hoboken) went from 6 to 7 cars.

Seven-car trains on the Hoboken Division are unusual these days, but they were more numerous in the 1980s and 1990s. In fact there were two on the Pascack Valley Line, but then there were fewer trains (seven) inbound, whereas today there are ten just for the AM pre-peak and peak hours. Port Jervis Line Trains #52/59 also had

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Commuter and Transit Notes*(Continued from page 6)*

seven cars during that time period.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

One month and five days after issuing its last timetable, CDOT issued a new Shore Line East timetable as of May 12. This was done to add a new evening train, #1682, (10:05 PM New Haven), which makes all stops to Old Saybrook with a 10:50 PM arrival. Also, with the addition of Amtrak train #178, which departs from New Haven at 9:08 PM, passengers who have SLE multi-ride (and presumably also monthly) tickets for Old Saybrook or New London now have almost hourly service beginning at 1 PM.

When BL-20GH 127 arrived at Croton-Harmon on May 19, it became the third of eleven units to be delivered from Brookville Locomotive. 126 arrived about three weeks earlier. These switcher/shuttle locomotives are in New Haven colors. On June 5, 126 was displayed on Track 28 at Grand Central Terminal.

Member David A. Cohen sent an article from *The New Haven Register* that highlighted the shortage of parking spaces at Old Saybrook. The 175-space lot, which is owned by Amtrak, was built in 2005, and is reported to be packed every day. CDOT plans to add 90 parking spots on the north side of the tracks; however, work would not begin until late 2009. Some other stations, including Branford, are nearly at capacity.

Public scoping hearings for the Draft/Final Environmental Impact Statement (EIS) were held on June 17, 18, and 19 in New Milford, Wilton, and Ridgefield by CDOT, the Federal Transportation Administration, the South Western Regional Planning Agency, and the Housatonic Valley Council of Elected Officials. The purpose was to get feedback on upgrades for the Danbury Branch. This is Phase II of the Danbury Branch Commuter Rail Corridor. Phase I began in March, 2003 and was completed in 2006. Phase II began last November and includes further refinement of selected improvement alternatives, performance of a detailed EIS, and selection of a preferred alternative or alternatives, of which there are five, A-E, and they are:

- A. No Build
- B. Transportation System Management including service improvements e.g. new outbound service and express service
- C. South Norwalk to Danbury improvements including electrification, addition of passing sidings, and minor track realignment
- D. Extension of diesel passenger service from Danbury to New Milford (14 miles) with new stations and minor track realignment
- E. Partial electrification from South Norwalk to the vicinity of the Merritt 7 station with feeder bus/rail service to complement the new service

The Danbury Branch was part of the New Haven Rail-

road's service to Pittsfield, Massachusetts.

MTA LONG ISLAND RAIL ROAD

In order to reduce the sound of train horns, mufflers have been installed on 12 M-7s as a test. It will take about \$2.7 million and two years to install them on the entire M-7 fleet. Horn noise has been a problem, primarily on these cars. Effective April 17, LIRR changed its policy that required engineers to sound horns when passing through stations without stopping during morning and evening rush hours. There is an exception – if a person is on or near the tracks. *Newsday* reported that six days later, LIRR applied for a waiver that will allow it to lower its horns from 96 to 92 decibels.

On June 3, after a crack in a structural support beam at the Hicksville garage was found, the facility was closed. The impact is that 1,400 commuters have to find another place to park their cars. Oyster Bay town officials offered the Broadway Mall's southwest lot as an alternative. Shuttle service to and from the train station is being offered from 5-9 AM and 4-8 PM, weekdays only. It was not known how long the garage would remain closed.

LIRR published its annual *Belmont Stakes Train Service* timetable for June 7, which was the 140th running of this event. Only Belmont Park tickets were honored on these trains, and other types of tickets such as the City Ticket, 10-trip, Weekly, or even Monthly tickets were not valid. Trains departed from Jamaica beginning at 10:18 AM, and ending at 4:36 PM. The train numbering scheme eastbound was BS2 (even numbers) through BS36. During the earlier hours, there were between 3 and 4 departures each hour. Return service departed at 3:59 PM, 4:41 PM, 5:17 PM, 5:47 PM, and then from 6:30 PM until 9 PM, approximately every 15 minutes and were designated BS1, BS3, BS5, etc. Although it was thought that for the first time in 31 years there would be a "Triple Crown" winner, this did not occur as the favored horse, Big Brown, came in last. For the Summer Meet at Belmont, a timetable was issued for the period June 18-July 20.

General Order No. 101 went into effect at 12:01 AM June 16. New timetables were issued for the Queens Interlocking Project, details of which were published in the June *Bulletin*. A specially designed Queens Interlocking logo appears on the covers of the Port Jefferson, Ronkonkoma, Oyster Bay, Hempstead, Babylon, Montauk Branch, and City Terminal timetables. Inside



the letter "Q" there is a position light signal showing an "Approach" indication. All the covers have a 40th Anni-

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versary Logo for MTA. A brochure was published which details the service changes that are to take place between June 16 and September 1.

NJ TRANSIT

The morning commutes for May 19, May 28, and May 30 were difficult for commuters on the Northeast Corridor Line. On each of these days there were significant delays due to either a disabled train or damaged overhead wires. In the May 28 incident, Train #3806 (3:48 AM Trenton/New York Penn) suffered pantograph damage between Elizabeth and Newark and blocked Tracks 1 and A. At its worst, there were delays of 45-90 minutes for Northeast Corridor, North Jersey Coast, and Raritan Valley Line trains. PATH honored NJ Transit tickets at Newark. Morris & Essex Lines trains that do not normally stop at Secaucus did so, but I went to Hoboken and rode PATH.

On May 30, a disabled train in one of the North River Tunnels resulted in a single-track operation. Again, I was fortunate, as this occurred just as the train that I was aboard had left Secaucus. We were held west of Bergen Interlocking, with the total delay being less than 10 minutes. However, a co-worker, who was on a train 10 minutes behind me, was delayed nearly one hour. That evening, due to a "trespasser fatality," eastbound Northeast Corridor trains were delayed for up to 60 minutes between Trenton and New York Penn and westbound trains between Metro Park and Trenton.

In March, the 100th multi-level car was received from Bombardier. During the first week of March, the first train of multi-levels was put into service on the Morris & Essex Lines.

At its May 14 meeting, the Board awarded a \$1.4 million contract to DMR Construction Services Incorporated, to restore the original exterior condition of the Rutherford station, which is listed on the State and National Registers of Historic Places. This Bergen County Line station was constructed in 1898. Work is to begin this summer.

Beginning on June 1, passengers were able to give their suggestions directly to NJ Transit management via an online suggestion box and a link on the home page for a one-month pilot project. Executive Director Richard A. Sarles said that several months ago, a customer suggested diverting New York-bound buses off of the NJ Turnpike to Secaucus Junction or Newark Penn Station when there is severe congestion at the Lincoln Tunnel. This provides bus customers with rail options instead of sitting in traffic. It has been implemented twice since February and could be expanded where appropriate to other bus services.

On weekends and holidays, between June 14 and continuing through the fall, work is being done on the power supply system between Gladstone and Summit.

Weekday work (9 AM-3 PM) is scheduled to begin on July 7. A new timetable was issued. Passengers will ride Lakeland buses between the aforementioned stations.

A strong line of thunderstorms passed through the metropolitan area on June 10-11 and did significant damage to portions of the area. Bergen, Passaic, Essex, and Hudson Counties were particularly hard hit, with thousands losing electric power for several days. NJ Transit reported that around 9:30 PM, due to damaged catenary and signal lines, service was suspended on the Montclair-Boonton Line, and it was not resumed until early the following afternoon. There were also delays on the Morris & Essex Lines. All told, 113 trains were delayed or canceled.

At the June 11 NJ Transit Board meeting, information was presented about off-peak service cuts that have been proposed to take effect on August 3. Quite naturally, transit advocate groups such as NJ-ARP and the Lackawanna Coalition spoke strongly against this plan. Under consideration are the following:

- Consolidation of some off-peak and midday North Jersey Coast Line trains. However, shuttle train service between Bay Head and Long Branch would be available
- Consolidation of "a pair of trains" on each Morris and Essex Branch in the off-peak hours
- A switch to bi-hourly service on the Raritan Valley Line on Sunday morning, with parallel service on the No. 113 bus route from Dunellen offered as an alternative

The Asbury Park Press reported that NJ Transit Executive Director Richard A. Sarles defended the changes that are being made, which would shift equipment and resources to where the demand is. He said the changes will provide 8,000 more seats, in conjunction with more new, multi-level rail cars entering service, allowing the redeployment of single-level cars. The transit advocates blamed the transit agency for creating the conditions for those declines by targeting off-peak riders with a 25% fare increase in 2005 and also for eliminating half of the weekend trains to and from Hoboken without notice in 2006.

At the same Board meeting, construction of a new station on the Bergen County Line was approved. The new station, called Wesmont, will be built on the site of the Curtis Wright Industrial Plant (Wood-Ridge), which is at MP 10.5. Wesmont (not Westmont) will be sandwiched between Rutherford (MP 8.4) and Garfield (MP 11.5). Costs will be shared by NJ Transit and Wood-Ridge Development LLC, of Lakewood. The plan is to transform this former industrial site into a transit-friendly, mixed-use neighborhood. Construction is to begin next year, with completion in 2011.

Member Tom McAnaney wrote about summertime riding on the North Jersey Coast Line. "For many years, one of my most enjoyable summer escapes from Man-

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Commuter and Transit Notes*(Continued from page 8)*

hattan was a ride on the superexpress to or from Bay Head that catered to beach bums. Being a prime candidate for skin cancer, I never hang out on the beach, but I DO get my kicks from fast, superexpress suburban trains, and this was a great ride. There were two round-trips: a through diesel train to/from Newark, and an MU train to/from Manhattan (change at Long Branch). I used to catch the inbound Newark train, which left at 5:35 PM, if I recall, and hit all stops to Asbury Park, then just Long Branch, and directly to Newark. A 'cowboy' could really fly along, especially as the track got better and better year after year. And if we were really lucky, at Rahway Jct. we would come up onto the Northeast Corridor in the middle and stay on the 'Metroliner' track' instead of switching all the way from the middle over to the side (which they sometimes did, believe it or not). I remember when they began running into Hoboken. For the first few years very few people stayed on at Newark, but by about two or three years ago there were serious crowds going all the way. It seemed that word had gotten out. A few years ago they moved the inbound back to later in the evening, which made it less attractive to me: I took the outbound AM train instead. And last year I think they did away with the through run altogether, just when Hoboken patronage seemed to be building. The MU train was still an express, but the mid-route change definitely made it a little less attractive. And now, the expresses are gone! That's sad. I had been hoping that they would EXPAND the service, starting earlier in the Spring and ending later in the Fall, and maybe even having more than one or two round trips a day. I don't know if anybody has complained, but I'll bet there are more than a few disappointed riders."

The Lackawanna Cut-off Project may receive additional funding now that the North Jersey Transportation Planning Authority has included an alternative 7-mile section of this former Conrail, ex-Delaware, Lackawanna & Western line that would connect Scranton and Hoboken. The approved alternative also includes a rail station in Andover. NJTPA has long endorsed the full Lackawanna Cut-off rail project in its long-range Regional Transportation Plan. The Board voted to include the specific initial segment in the plan to make it eligible for further federal funding. In case you were wondering what the make-up of NJTPA is, here is the answer. The NJTPA Board consists of one local elected official from each of the 13 counties in the region (Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren), and the cities of Newark and Jersey City. The Board also includes a Governor's Representative, the Commissioner of the New Jersey Department of Transportation, the Executive Directors of NJ Transit and the

Port Authority of New York & New Jersey, and a Citizen's Representative appointed by the Governor. The entire line is almost 29 miles long, and it could cost more than \$500 million to restore this service. Thanks to member David Erlitz for sending this report from 1010WINS.com.

Member Bob Kingman reported the following multi-level car sightings. May 21: 7565, 7566, 7567, and 7568. May 31: 7569, 7570, 7021, and 7571. June 5: 7256, 7501 (double checked, because it was nice and clean), 7255, and 7022.

PORT AUTHORITY TRANS-HUDSON CORPORATION

For the second time in a little over a month, on June 10, the uptown line was shut down due to a fire. The last time was on April 30 (June **Bulletin**). This latest incident began just after 9:30 AM, and the suspension of service was later attributed to damaged power cables between the Christopher Street and 9th Street stations. About an hour later, a signal problem caused suspension of service between Hoboken and World Trade Center, but that was cleared up in an hour. For the duration of the day, passengers were advised to use the lines running out of World Trade Center. Special service was operated between Journal Square and Hoboken. NJ Transit was honoring passes at New York Penn and Newark Penn Stations, and at the Port Authority Bus Terminal. A Channel 4 reporter told of very long lines. En route to Secaucus, the Trainman who was checking tickets in my car attempted to collect a fare from a displaced PATH rider. She informed him that she received a message on her Blackberry that PATH cards were being honored, and offered to show it to him. He backed off. Normal service was resumed at 5:44 AM Wednesday.

Riding PATH is not something that I normally do, but recently I came across several PA-1/3s that still retain their community plaques, a program which began on December 13, 1972 and ended on September 23, 1983. These include: 645 – Boro of Pompton Lakes, 746 – Township of Maplewood, 751 – Boro of Oradell, and 753 – Town of Irvington. PA-4 838 has a red LED side sign.

During June, a four-car set of PA-5s was delivered to the Harrison Maintenance Facility. The "A" cars will be numbered in the 5600-series, while the mid-train "C" cars will carry 5100-series numbers.

AMTRAK

Over the weekend of May 17-18, Amtrak added a new feature to its website. There is now a link on the bottom of the homepage called "Historical On-Time Performance." All train routes and services are shown, and by selecting any of the trains or routes, you will see what percentage of the delays is attributable to the host railroad. Delays are broken down into categories such as: Track and Signals, Train Interference, Operations, Equipment, and Non-Railroad. As an example, for Key-

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Commuter and Transit Notes

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stone trains, April's on-time performance was 90.3%, and all delays were charged to Amtrak. In New York State, *Empire* trains for the same month had an on-time performance of 75.9% with delays charged to Track and Signals (46.7%), Train Interference (41%), and Passenger (4.1%). CSX was responsible for the majority of the delays in each of the categories, with Metro-North and Amtrak following. To put things in perspective, CSX owns most of the trackage over which these trains operate.

In the April *Bulletin* it was reported that the Northeast Corridor would be shut down between Boston and New York between June 14 and June 18. On June 11, the news came that normal service would operate Saturday and Sunday, with substitute trains and buses provided between June 16 and June 19. However, on June 13, the project was postponed due to complications encountered in the dismantling and removal of the bridge's counterweight. Finally, on June 19, new dates of June 24-27 were announced.

MUSEUMS

Member Frank Pfuhrer sent this updated report to what appeared in the June *Bulletin*. The Canadian Tourist Board chartered the Shore Line Trolley Museum's Toronto Peter Witt 2998 for display in Boston's Copley Square for three days starting Wednesday, May 28 through Friday, May 30. 2898 left Branford Tuesday, May 27 after being loaded in East Haven at the Sprague Station. It returned to Branford on Monday, June 2. The museum was negotiating with MBTA to run 2998 on the Mattapan High-Speed Line on Saturday, May 31, with a possible charter on Sunday, June 1; however, due to motor issues, this did not happen.

Three former NJT passenger cars that are now owned by the United Railways Historical Society were in Hoboken during June. 331, 333, and 334 were just west of the terminal. The latter two wore headboard lettering for the Compagnie Internationale des Wagon Lits et des Grands Express Europeens. I have no further information on why these cars were where they were.

MISCELLANEOUS

The American Public Transportation Association reported that transit ridership is at its highest level in 50 years. But it is not clear that the nation's transit systems are able to handle the load. While many major cities have invested heavily in mass transit over the past 15 years, many more have not. Now that people are demanding service, there is not the infrastructure to provide it. I heard a radio report that this November there will be many transit referenda on ballots across the country.

MEMORIAL DAY WEEKEND

All three New York metropolitan commuter rail lines operated additional service beginning Friday, May 23.

Holiday schedules were in effect on all lines on Memorial Day.

LIRR

"Getaway Service" in the form of extra trains was provided on these lines: Port Washington (1), Port Jefferson (4), Far Rockaway (1), Babylon (3), and Montauk (3)

METRO-NORTH - EAST OF HUDSON

Metro-North operated 4 earlier trains on the Hudson and Harlem Lines and 8 on the New Haven Line. Later in the afternoon, a number of trains were cancelled or combined.

METRO-NORTH - WEST OF HUDSON

On Friday, May 23, an extra "early" Train #99 departed Hoboken at 2:43 PM, and connected in Secaucus with an extra "early" train departing Penn Station New York at 2:35 PM. Train #99 operated as an express to Suffern, and then made all stops to Port Jervis. To accommodate this train, Train #59 (6:08 PM Hoboken/Port Jervis) did not operate.

NJ TRANSIT

Early getaway trains were operated on the Morris & Essex, Northeast Corridor, North Jersey Coast, and Port Jervis Lines. On Memorial Day, a weekend/major holiday schedule was in effect on all lines, which meant every line except for the Montclair-Boonton, although the Holiday Service notice did not specify this.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

In the first three months of this year, ridership on the Red, Blue, and Orange Lines increased 9.5%. If this trend continues, the previous record of 354.1 million, which was set in 2001, could be beaten.

At 1:30 AM May 19, Breda LRV 3879 burst into flames after derailing while operating on Route B/Commonwealth Avenue, near Chestnut Hill Avenue. About 30 passengers were aboard the car, which was outbound, when 3879 hit a utility pole. There were no injuries. It was the downed overhead power lines that caused the fire, which resulted in significant damage to the two-car train. Service was resumed later that morning.

On May 28 at about 5:55 PM, two Riverside-bound LRVs were involved in a collision in Newton in which one of the Train Operators, a 24-year old female, was killed. It took several hours to remove her body from the damaged car. There were six passengers with serious injuries, while five passengers were treated at the scene for cuts and bruises. Others walked away, only to seek treatment later. Member Todd Glickman reported that from the TV helicopter report, 3703 was one of the cars. There were about 200 passengers aboard the two two-car trains. One passenger who was aboard the first car in the first trolley told *The Boston Globe*, "We were stopped, and all of a sudden we got hit from behind. There was no warning, nothing. There were two sepa-

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rate impacts: The first knocked me off my seat; the next knocked me across the aisle." Investigators from the National Transportation Safety Board were on the scene. **The New York Times**, crediting AP, reported that some passengers had seen the Operator of the second trolley using a cell phone moments before the collision. Investigators checked this claim, which was later determined to be unfounded. MBTA regulations prohibit cell phone use while operating cars.

In the following days, there were several reports. First, an NTSB member told **The Boston Globe**, "We don't see any evidence the brakes were applied before the collision." MBTA officials reported that their investigation showed that the second car was traveling at 37-38 mph, which was in excess of the maximum 10 mph that was required due to the trolley car ahead. The Operator also failed to stop at a red signal for one minute prior to re-starting the car at the restricted speed. On June 2, to honor the memory of deceased Train Operator Terrese Edwards, all MBTA vehicles displayed her name and badge number – 69129.

There has been a rash of incidents involving Green Line trolleys, besides the aforementioned. In February, one passenger was injured when another B Line trolley collided with a truck on Commonwealth Avenue near Cummington Street, and last December, a trolley crashed into another at the Boylston station, leaving nine people with minor injuries.

In the May **Bulletin**, I reported that MBTA had initiated an anti-fare evasion program in an effort to gain some much needed revenue, which is estimated at \$11-19 million annually. It turned out that fewer tickets are actually being written. **The Boston Globe** obtained data under a Freedom of Information Law request, which showed that MBTA Police Officers, who had routinely issued more than 100 citations for fare evasion a month, had not issued a single ticket in May and wrote only seven in April. "T" General Manager Daniel A. Grabauskas asked the Acting MBTA Police Chief, Paul MacMillan, to investigate. According to the Transit Police Union's President, Robert Marino, many officers believe that they should be focusing more on perpetrators of violent crimes, not scofflaws. It should be noted that there is an ongoing contract dispute between the police union and MBTA. GM Grabauskas said, "You don't get to pick and choose what laws you enforce, you enforce them all." Many years ago, New York City Transit Police officials were able to prove that many fare evaders were also those who committed crimes on the subway, and deterring these individuals from entering the system, also reduced crime levels. When you think about it, why would someone whose intent is committing a crime also pay a fare?

The Cambridge Chronicle reported that an inspec-

tion at the end of May found that ties were found to be deteriorating on the Longfellow Bridge, and so MBTA imposed a slow order. While workers have already started to replace the tracks and ties in the area between the entrance to the Red Line's Cambridge-side tunnel entrance and the First Street gate, a total shutdown was planned for the weekends of June 14-15 and June 21-22. There was replacement bus service during this time. Todd Glickman wrote that this is a bad place for a slow speed zone.

A bridge that was constructed three years ago for the recently opened Greenbush Line must be replaced because it does not meet state and federal environmental requirements. The reason cited was that in the case of a big storm, it could push flood levels up another inch in the area, according to a Project Manager for MBTA. The replacement bridge is in the \$5.2 million range.

Also approved at its June 5 meeting was a three-year contract extension with the Massachusetts Bay Railroad Company, operator of the commuter rail system. The Board voted in December to negotiate a contract extension, despite passenger complaints about widespread delays. MBCR will receive \$738 million over three years, an average increase of more than \$50 million a year compared with the original five-year contract. The new contract also increases penalties for late trains and adds bonuses for each day that more than 98 percent of trains arrive no more than five minutes late. However, those penalties and incentives are capped at \$1.9 million per year.

The South Side bike car is 258, joining North Side bike car 219. Each has 42 seats and space for 40 bikes. Since 219 is used as a ski car during the winter, Todd wondered if there's demand to move 258 north. Thanks to Todd for these reports.

Also thanks to member Gregory Campolo for sending a new MBTA map. This time, it was sponsored by PSG (Professional Staffing Group).

PHILADELPHIA, PENNSYLVANIA

SEPTA issued new timetables for the R2/Wilmington/Newark, R7/Trenton, and R8/Chestnut Hill West Lines effective May 11. Saturdays, with the extension of Train #4217 to Wilmington and Train #4618 from Wilmington, a four-hour gap has been eliminated. There is now service every two hours between 8 AM and 8 PM. Due to the Amtrak tie-replacement project, some R7 trains were re-timed for their NJ Transit connection at Trenton. On the R8, adjustments were made due to "K" Interlocking construction.

Here is a report from member David W. Safford. "SEPTA giveth and taketh away. 17 of 38 new trackless trolleys are on site, intended for use on North Philadelphia routes 59, 66, and 75. The bad news? They were purchased only under extreme pressure from Uncle Sam, who had financed new service facilities and overhead wire prior to a decision to discontinue electric ser-

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vice. Thus the Board refused to buy 23 more needed to restore the South Philadelphia routes. Trolley buses cost \$1 million each vs. \$560,000 for the new hybrid diesels that SEPTA favors. Of course they last 50% longer, but replacement is the problem of another Board down the line. And they cost \$2.54 per mile to operate, vs. \$2.60 for the hybrids. But, argues the Board, they expect the cost of electricity to go up, unlike, one presumes, diesel fuel. Regardless of arithmetic or logic, and the screams from the clean air people, the Board has made up its collective mind, which is too bad. The new trolleys have on-board diesel generators to allow them to maneuver around obstructions and temporary street closures, greatly increasing flexibility." (Member Joe Canfield also contributed to this report.)

"So the South Philadelphia routes are consigned to the same limbo as the Route 23 light rail, which remains intact, and is even being rebuilt as part of a street reconstruction project, but has seen no street cars for the past 16 years. This may not last - the Board decisions preceded the current skyrocketing diesel costs, and the new city administration has scheduled a meeting to place some heat on SEPTA. We shall see, but don't hold your breath."

From member Lee Winson, the following three reports: On Monday, June 16, 2008, the renovated Millbourne station on the Market-Frankford Line was reopened. Located between 63rd Street and the 69th Street Terminal, it is now ADA-compliant, having two fully operational elevators (one on each platform), a steel pedestrian overpass, and a modern platform canopy. The old station, built of wood and of a plain, rustic design, was closed in April, 2007 and demolished. Millbourne, Pennsylvania, (population 943, 0.1 square miles) is probably the smallest municipality to host a rapid transit station. The town is between the City of Philadelphia and the much larger Upper Darby Township. The Market-Frankford Line operates on the surface in that area.

SEPTA offered a special pass for the U.S. Olympic Gymnastics Trials, which were held between June 19 and June 22, for unlimited travel on all SEPTA bus, trolley, and subway and Regional Rail route R1 to/from Philadelphia International Airport. This special 4-day transit pass also provided unlimited travel privileges on Regional Rail trains, both Saturday and Sunday. It appears that unlike other special promotional passes, this weekend offering included trips on the R7 to Trenton.

Members of the Philadelphia Fraternal Order of Transit Police went on strike at 3:15 PM June 13 over a pay dispute. These officers, who patrol the Broad Street Subway and Market-Frankford Line, want the same pay as the Philadelphia Police Department, whose starting salary is about \$39,000 a year. The starting salary for a SEPTA police officer is \$30,752 a year. The strike was

short, as a tentative agreement was reached, and officers begin returning to their jobs beginning at 7 AM Saturday, June 14.

Finally, there is a report from member Bob Wright, who wrote, "new schedules went into effect for City Transit and Suburban Transit lines on June 15. Nothing of major consequence is happening schedule-wise on the rail transit lines as a result, although the Route 11 trolley will be shuttling between Juniper Street and 49th/Woodland to facilitate rail work on Woodland Avenue from 60th Street to 68th Street. Shuttle buses will serve the western portion of the line and connect with trolleys at 49th Street. For some reason the press release indicates that the transfer will happen at 40th Street Portal but the schedule says otherwise. The Market Street El work continues. 63rd Street, the last of the stations in the original configuration, was closed on June 13 for reconstruction.

"You are correct that SEPTA has not yet purchased any cars from NJ Transit, but the rumor persists that a purchase or lease is in the works. The push-pull sets that I've seen are running with either 6 or 7 cars in the consist, and I've noticed an oddball in one set that has two cab cars on the end of the train, usually 2402 and 2406. This is something that I don't think I've ever seen and I'm wondering what the impact on other trains is and whether one or more of the coaches is out of service for some reason which is prompting this. The MU fleet continues to be taxed and there are slow trains, breakdowns, etc., happening more and more. I was on a slow train a couple of weeks back with a mixed consist of Silverliner IIs and IVs. In addition to being quite late, every start was agonizingly slow, followed by a sudden lurch/jolt as the train went into series. I was also on a three car Silverliner-II train the Friday before Memorial Day that almost got annulled at East Falls when the third car (#218) developed some sort of fire that filled the car with smoke. Those of us aboard were moved into forward cars, the crew checked things out, and we got moving again after about a 15-minute delay (and the train was already 10 minutes behind at that point). The Silverliner Vs can't come fast enough!"

LANCASTER, PENNSYLVANIA

Frank Pfuhrer sent an article from LancasterOnline which reported that a non-profit group known as the Lancaster Streetcar Company has purchased former SEPTA PCC 2739, which had been stored on a lot in Brooklyn, New York for several years. 2739 was delivered to the Philadelphia Transportation Company by the St. Louis Car Company in March, 1947, and was transferred to SEPTA in 1968. Lancaster Streetcar had to compete against salvage dealers when it bought the streetcar for \$1,500 at auction in December. Plans call for shipping it to Warren, Pennsylvania, where it will be restored at a cost between \$300,000 and \$400,000. In order to operate the proposed 2.6-mile loop (Amtrak

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Station–Southern Market Center–Lancaster County Convention Center) three cars would be required. No mention was made of where these additional cars would be acquired. Applications have been made for federal and state funding to cover the costs of the project.

BALTIMORE, MARYLAND

On April 9, Wabtec Corporation was awarded a \$95 million order from MTA Maryland to deliver 26 remanufactured MPXpress 3,600 hp diesel locomotives for MARC service. Deliveries are to take place beginning the end of this year and continuing into 2009.

WASHINGTON, D.C. AREA

This spring, there was a lot of wild weather, which generated numerous tornadoes and affected many parts of our country. On June 4, in Virginia, there was a severe storm with strong winds. Virginia Railway Express, which had earlier in the day sent out e-alerts, reported that at that time, its midday trains were returning to Washington for rush hour service. Both trains were affected by downed trees. The Fredericksburg Line train sustained minor damage to the horn on one of the cab cars. The Manassas Line train, however, fared worse when it hit a downed tree north of Clifton. This train sustained significant mechanical and structural damage due to the size of the tree. That trainset was not expected to be back in service for at least one month. Needless to say, the ride home was not a pleasant one for VRE commuters, but everything was thoroughly explained in an email to VRE's subscribers.

VRE implemented two fare increases in June. The first took place on June 10 (for Monthly and TLC) and the second on Saturday, June 29 (10-Ride, 5-Day, and Single-Ride tickets). The 3% fare increase was to offset the rise in fuel, insurance, and maintenance costs.

CHARLOTTE, NORTH CAROLINA

Six months after CATS Lynx Blue Line service began, ridership was averaging more than 13,000 weekday trips through April. Prior to opening, CATS projected that Lynx would average 9,100 passenger weekday trips in its first year.

SOUTH FLORIDA

Member Joe Gagne sent a flyer from a local newspaper that advocates construction of the proposed Green Light Rail Line in Broward County. The Green LRT would serve three counties and use existing Florida East Coast Line trackage, which is located along the Dixie Highway (US Route 1) between Jupiter (Palm Beach County) and the Miami-Dade Governmental Center (Dade County). To give residents some idea of what type of car would be used, a Houston Metro LRV was pictured.

Joe also sent an article from *The South Florida Sun-Sentinel* reporting that higher gas prices have coaxed

drivers onto Tri-Rail trains. For the month of May, another new record was set when 371,798 passengers were carried. Back then, the price of a gallon of gas was \$4.03 in Broward County and \$4.02 in Palm Beach County. Who knows what a gallon of gas will cost when you are reading this? During the third week of June, as I completed this column, the average price for a gallon of regular unleaded gas was \$4.073. Missouri had the lowest average price at \$3.839, while in Alaska it was \$4.416.

On Monday, June 2, Tri-Rail set a new one-day ridership record of 16,319.

NEW ORLEANS, LOUISIANA

For the first time since Hurricane Katrina struck the city on August 5, 2005, the St. Charles Trolley is running its full length. This event took place early on Sunday morning, June 22. The final section extended the route from St. Charles and Carrollton to Carrollton and Claiborne. A grand celebration was planned for June 28.

CHICAGO, ILLINOIS

Metra issued new timetables as of May 19 for the following lines: Milwaukee District/West to Elgin, Milwaukee District/North to Fox Lake, SouthWest to Manhattan, and Union Pacific/North to Kenosha. The Fox Lake and Kenosha covers carry a banner which reads, "Expanded Weekend Service." Thanks to member Jim Beeler for sending copies.

MINNEAPOLIS, MINNESOTA

Another milestone took place on May 23, when local officials and other Northstar supporters broke ground for the commuter rail station in Anoka. Meanwhile, most of the exterior construction of the vehicle maintenance facility in Big Lake is complete. The first locomotives are expected to be delivered this fall, and the passenger cars have been ordered. Service is set to begin in November, 2009.

ALBUQUERQUE, NEW MEXICO

RailRunner officials held a ground breaking ceremony on May 23 for the Isleta Pueblo rail station, which is located between Bernalillo and Los Lunas. Construction was to start in June and is expected to be completed by late fall. RailRunner currently carries an average 2,500 commuters a day between Belen and Bernalillo.

Member Pete Donner visited Albuquerque and rode RailRunner. He was kind enough to send back some handouts, including one on Phase II, which will extend service north to Santa Fe by the end of this year. Pete wrote: "Stations are not equipped with ticket agents or TVMs, rather tickets are available either on-line or from an 'Agent' assigned to each train (separate from the Conductor, who operates the doors). The Ticket Agent is equipped with a handheld device which issues a receipt for each transaction which displays the date, time, origin, destination, and fare paid. The receipt is equivalent in size to the receipt issued by a self service gasoline pump. The cost is \$4 for a one-day pass, and tick-

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ets are honored on the Albuquerque bus system (ABQ Ride)."

New Mexico DOT owns the right-of-way (up to the Colorado border) and the rolling stock. Herzog Corporation operates the trains. Three trainsets are currently used, which consist of a bi-level cab car, a bi-level coach, and an MP-36CH locomotive. When service is extended to Santa Fe, the trainsets will be lengthened. The door closing chime is "BEEP-BEEP." Between May 24 and August 30, RailRunner is operating a Saturday service of five trains in each direction, with a special flat fare of \$2 that gives unlimited riding all day.

Member Mark Kavanagh wrote that he travels to Phoenix quite regularly for business, and the hotel that he stays at is 1.5 blocks north of the 44th/Washington (Airport) station of the future light rail line. He wrote: "As such I see regular progress along the line, and I thought I'd give you an update. Track and wire is in place from the end of the line in Mesa at Sycamore to downtown Phoenix. Most of the stations are nearing completion between downtown Phoenix and Tempe/Mesa. Along Central Avenue in Phoenix and to the north a lot of work is left to be done. Rail is mostly done, wire work is just starting. Stations are far from complete. But most of the roadwork on Central, Camelback, and 19th Avenue is complete. Final assembly of the LRVs continues at the LRV maintenance facility near 48th Street. The facility is visible from the air when planes are landing to the west at Sky Harbor. It is also in view from the road when taking the westbound AZ-202 exit to the Airport, or the ramp from AZ-143 north to the Airport. Most LRV testing is being done on the main line between 48th Street and Priest along Washington Street. Wire is now energized all the way out to end of line in Mesa. I do not know where live wire ends to the west, but a guess is 44th Street. Last week they wanted to do clearance checks from Tempe Stadium to end of line in Mesa. However, they had an equipment failure. It was a camera mounted on the roof to watch the wires against pantograph, so it was scrubbed until they can fix it which was to be later in the week. I attended a community forum for transit proposals from Tempe south towards Chandler.

"Several corridors and modes were identified, including Light Rail, Streetcar, BRT, and Commuter Rail. It looks like the preferred is BRT, LRT, or Streetcar on busy Rural Road. BRT would extend from downtown/ASU into the west Chandler area, LRT or Streetcar would only extend just south of US-60.

"The Commuter Rail option is using a UP industrial spur that connects with the UP mainline in Tempe south to AZ-202/Kyrene. Apparently ADOT and Maricopa Association of Governments (MAG) are studying Commuter Rail from Peoria in the NW through Phoenix to

Tempe, then out to Chandler with possible extension to Tucson. This study is due out sometime this year. Metro plans to use this study for their transit plans. There was another community forum that I missed last week on extending the current light rail line further east into downtown Mesa. From news reports a lot of businesses are upset and feel construction will kill an already dying downtown area. Meanwhile to counter that, businesses along Central Avenue in Phoenix are now rebounding that the roadwork is done on the current light rail line and construction of private developments along the 20-mile mainline is booming. There will be short-term pain for long term gain!"

Metro has published a glossy brochure giving some details on the Valley Metro Light Rail:

- Number of stations: 28
- Length: 20 miles
- Time terminal to terminal: 57 minutes
- 3-car train capacity: 575 passengers
- Headways: 10 minutes during the day, 20 minutes at night
- Operating hours: ~4:30 AM to ~12:30 AM
- Fares: Same as local bus fare, currently \$1.25 per ride. Day pass: \$2.50
- Opening day: December, 2008 (right after Christmas, any time between December 26 and 28)

PORTLAND, OREGON

Tri-Met reported new ridership records were set during April on its MAX LRT and buses, when there were two million weekday trips for the first time. Compared to April, 2007, there were 69,000 more trips, and 5,400 additional daily trips were taken on transit during the morning 7-9 AM peak period. This adds up to an 11.6% increase over April, 2007.

Mark Kavanagh reported that Tri-Met was to begin testing its *Westside Express Service* DMUs at speeds of up to 60 mph during June. He also heard a rumor that service will not start until sometime in October, which is about one month later than had been previously announced. There is still a lot of station work that is required along the line. Four Colorado Rail DMUs have been ordered. Mark sent along a pair of digital images that show one of the cars, which has been numbered 1001.

Member John Pappas forwarded several digital images of this car, which was displayed at Denver Union Station on June 12, prior to being moved to Portland.

SAN FRANCISCO, CALIFORNIA

At the end of May, during a routine car inspection, a hairline crack was found in the bolster of a truck on one of Caltrain's gallery cars. After this discovery, the entire fleet was checked and 14 cars were found to have a similar condition, which prompted the affected cars to be removed from service. Pending repairs, trains that were composed of five cars, were reduced to four. Once repairs have been made, the cars are being returned to

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NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Subdivision "A" Events

R-142A unit 7711-7715 was restored to 4 service on or about May 28 following significant anticlimber and link bar repairs at 207th Street Shop.

R-143/R-160 News and Observations

R-160A-1s 8541-60 were delivered by May 31, 2008, joined by 8561-76 through June 13. During the month of May, R-160A-1s 8489-8512 were accepted for passenger service. Of these, 8489-96 were stationed at Coney Island and are expected to be used as a CBTC test train, while the remainder (8497-8512) could be found on L and M. Through June 13, cars 8513-28 had also entered service at East New York with a number of others in the pipeline to follow. Since approximately May 12 the R-160A-1s have been covering all but a couple of rush hour runs on M, and have also reestablished a solid presence on L. By June 3 the new Conductors' CCTV was activated at three locations on the Jamaica Line (Cypress Hills, Woodhaven Boulevard, and 111th Street), but was still needed at the Fulton and Essex Street stations to enable R-160A-1 equipment to be assigned to J. In addition, several segments of track on the Fulton Street portion of J (Alabama Avenue to Crescent Street) were being replaced.

As of June 13, Option R-160B cars 8983-9002 and 9013-22 had been delivered. Contrary to last month's Update, Option R-160Bs 8973-9102 have Siemens equipment (and are trainlining with the 8843-8972 group), while 9103-9232 will have the Alstom Onix propulsion package. Through June 13, Primary R-160Bs 8958-8972 and Option R-160Bs 8973-8977 were placed in service at Coney Island. All were used on N, but the very first train of them operated on the weekday-only W on May 22. This became a regular occurrence starting on May 28 as up to five R-160Bs were assigned full-time, especially on runs based out of the small lay-over facility beneath the City Hall station. As more of this equipment is placed in service it is widely anticipated that they will also be assigned to Q, but it is also expected that some R-68/68As will remain on all three Broadway lines (N, Q, W) indefinitely.

As of June 13, deliveries totaled 264 R-160A-1s, 10 R-160A-2s and 300 R-160Bs for a combined quantity of 574. Of these, 208 R-160A-1s were in service at East New York (L, M, rarely on J/Z), while 10 R-160A-2s and 265 R-160Bs were in service at Coney Island (N, W).

On May 19, a mixed R-160B consisting of Alstoms 8828-32 and Siemens' 8933-37 was introduced in N service, and operated as such for the rest of that week. Following the Memorial Day holiday this train resurfaced at Pitkin Yard, where it continued to undergo engi-

neering tests through June 13. Damaged R-143 A-car 8277 has departed NYCT property, having been sent to Kawasaki Rail Car's main fabrication plant at Lincoln, Nebraska for partial reconstruction. Its three mates (8278/8279/8280) remain in storage at 207th Street Shop in the meantime, while the balance of this fleet continues to be cycled through Coney Island for long-term SMS work. This explains in part why so many R-160A-1s continue to be needed to fill the very busy operational schedule of L.

60-Foot SMEE News

Morrison-Knudsen-overhauled R-42s 4596-4605 were forwarded from East New York to Pitkin on May 19, followed by 4606-15 on June 2, plus 4616-23 and 4626/7 on June 12. As a reminder, Morrison-Knudsen-overhauled R-42s 4624/5 were victimized by the bumping block at Chambers Street in November, 2007. Correspondingly, Phase I R-32s 3460/1, 3464/5, 3476/7, 3484/5, and 3488/9 were shifted from Pitkin (A, C) to Jamaica (E, F, R) on May 19 and 3492/3, 3504/5, 3510/1, 3520/3891, and 3548/3593 on June 2. Additional Phase II R-32s have been retired from service at Jamaica as a result.

On weekdays from May 20-28, one train of Slant R-40s was operated on W: N-4319/8-4358/9-4284/5-4376/7-4370/1-S. It made its last trips just as the first R-160Bs to be assigned to W were making theirs. There was one train of R-40Ms running on N on June 3, then New York Division Chairman Bill Erland observed two trains of Slant R-40s back on the W on June 9. The retirement of Slant R-40s was again delayed through mid-June by a minor asbestos issue related to the sealant used on their fiberglass end bonnets as part of the GOH process at Sumitomo. This requires some action on the part of NYCT to mitigate before their targeted disposition can be resumed, and the entire fleet of 144 Slants has remained active on B through June 13.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through June 13:

May, 2008: R-32 (Phase II) 3456/7, 3588/9, 3602/3, 3632/3, 3674/5, 3702/3, 3788/9, 3906/7, 3920/1, 3944/5 withdrawn from Jamaica (E, F, R); Slant R-40 4424/5 withdrawn from Coney Island (B).

The 75-Footers (R-44, R-46, R-68, R-68A)

Bill Zucker noted that a few daily trains of R-68s have again been regularly appearing on Q since about June 5. In addition, there have been more than a few R-46 trains sighted on E starting around May 21, especially in rush hours. While this is not a totally unexpected phenomenon, it has definitely taken place with greater regu-

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Around New York's Transit System

Sale of Transit Memorabilia

A newspaper article reveals that NYC Transit's Asset Recovery Unit has been selling parts from scrapped subway cars for several years. Revenue from this source was \$75,000 in 2003, but declined to \$19,000 last year. Officials were surprised when they were able to sell \$200,000 worth of Redbird car parts. In NYC Transit's former headquarters at 370 Jay Street in Brooklyn, there are 200 Redbird grab handles, 120 air pressure gauges, and several train and station signs.

Items listed below are quite expensive:

- Horns—\$75
- Red subway entrance globes—\$200
- Side route and destination roll sign—\$350
- Grab handle—\$20
- SIRT destination sign from St. George Terminal — \$1,000

Collectors believe that there is a demand for transit memorabilia, especially older items that will sell for thousands of dollars on eBay. Railfans usually buy bus fareboxes, tokens, or other items from the Transit Museum or from scrap dealers.

A picture of member John Urbanski holding a front destination sign from an R-27/30 also appears in this

article. His collection includes a controller handle from a Bluebird, a kerosene lantern hung on Lo-Vs and Hi-Vs, and 100 items of transit history.

Unreliable Escalators and Elevators

To make stations handicap accessible, NYC Transit spent nearly \$1 billion installing more than 200 new elevators and escalators. It expects to spend almost as much for additional machines in the next decade.

A newspaper article informs us that the results are disappointing. One out of six elevators and escalators in stations was out of service for more than a month last year. Two-thirds of the subway elevators broke down at least once last year. The stations with the highest number of passengers trapped were 181st Street and 168th Street on ①.

In 1990, there were only 48 elevators in the subway system. At the present time, there are 167 elevators in 62 stations, with about two dozen under construction. To comply with the Americans with Disabilities Act, NYC Transit expects to make 100 key stations fully accessible by 2020.

Recently, performance improved after mechanics began replacing key parts before they failed. This is similar to the subway cars' Scheduled Maintenance System.

Commuter and Transit Notes

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service. Caltrain notified riders that there could be minor delays to service.

FROM THE HISTORY FILES

65 Years ago: On July 14, 1943, Central Station opened in Montreal to serve Canadian National Railway trains and to replace four separate terminals. The station, commonly referred to as Gare Centrale, is served by AMT commuter trains, VIA, and Amtrak's *Adirondack*.

50 Years ago: On July 10, 1958, the Hudson & Manhattan placed its first train of what were referred to as the "K" cars into service. St. Louis Car Company built 50

cars, which were split between parent Pennsylvania Railroad (30) and H&M (20). Ten cars were double-ended, with the remainder being married pairs. These were the first order of air-conditioned rapid transit cars in the New York metropolitan area. Eventually, all cars were conveyed to PATH, and after being removed from passenger service in 1989, some were assigned to work trains, which are still in use today. Several cars were reefed off the New Jersey coast, their trucks being shipped to Philadelphia for use under Market-Frankford "Almond Joy" cars that were temporarily assigned to the Norristown Line to ease an equipment shortage.

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

New York City Subway Car Update

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larity than was previously the case.

Reefing Renewed

After another rest period, Barge #5 was loaded at 207th Street for the Chesapeake coast of Virginia and was awaiting departure on June 13. Again there are 44 cars aboard, consisting entirely of retired Coney Island R-42s: 4844, 4845, 4846, 4847, 4848, 4849, 4850,

4851, 4852, 4853, 4854, 4855, 4856, 4857, 4858, 4859, 4860, 4861, 4862, 4863, 4864, 4865, 4866, 4867, 4868, 4869, 4870, 4871, 4872, 4873, 4874, 4875, 4880, 4881, 4884, 4885, 4914, 4915, 4916, 4917, 4924, 4925, 4942, and 4943. Specifically they are bound for artificial reefs called Blackfish Bank (off Chincoteague), Parramore (off Wachapreague), and the Tower Reefs surrounding the Chesapeake Light Tower. There they will join a number of reefed Subdivision "A" Redbirds that were placed back in 2002-3.