

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 51, No. 8

August, 2008

The Bulletin

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

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

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

Production Manager:
David Ross

©2008 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
The 8000-Series Brooklyn Trolley Cars ...Page 2

90 YEARS OF THROUGH SERVICE ON LEXINGTON AVENUE AND SEVENTH AVENUE

Through service on the new Lexington Avenue Subway and the Seventh Avenue Subway began on the evening of August 1, 1918. It was the opening of the "H" system, which provided additional train service for thousands of passengers daily by new and direct routes. It was the greatest increase of rapid transit facilities since the first subway was opened in 1904.

Because the actual opening date was not known until less than 48 hours in advance, the celebration was arranged at the last moment.

At 8:43 PM, just before the beginning of dual operation, a silver-clad spike was driven into the ties of the southbound local track south of the Grand Central station at the junction of the old and new subways. Alternate blows were struck by the Chief Engineers of the Public Service Commission and the IRT Company.

At Grand Central, Mayor John F. Hylan, escorted by IRT Vice President Frank Hedley, marched from the special train standing on the local track to a temporary switch signal at the south end of the platform. At exactly 8:45 PM, the Mayor pressed a telegraph key, marking the official opening of the new lines.

The Mayor, IRT and Public Service Commission officials, and invited guests boarded a special train at the new Grand Central station. With the Mayor in the Motorman's cab, Mr. Hedley gave the signal and the train proceeded through the Lexington Avenue Subway, the South Ferry Loop, and the Seventh Avenue Subway to Times Square. There the party left the train and marched behind the

Interborough Band to the Hotel Astor.

While the ceremonies were in progress, workmen were making major track changes at Grand Central and Times Square for the new "H" system, nicknamed because the layout of the IRT lines in midtown Manhattan resembled the letter "H." Track changes were made without interrupting traffic. North of Times Square, the two lines crossed at grade, making it difficult to make track changes without delaying trains. At 8:10 PM, express trains were routed to the local tracks, the "H" system was in operation at 8:45 PM, and shuttles were running between Times Square and Grand Central at 10 PM. At about midnight, all trains were routed to the express tracks. The trackmen continued working during the midnight hours until work was completed shortly before daylight.

Between 1915 and August 1, 1918, IRT added 31 miles of new lines, 97 miles of single track, and 71 new stations. The cost to the city for construction and the company for equipment was over \$100 million. The Contracts 3 and 4 IRT and BMT lines cost approximately \$232 million while the first subway cost only \$76 million.

IRT REACHED 242ND STREET AND BROADWAY 100 YEARS AGO

Trains started running to 242nd Street and Broadway 100 years ago, August 1, 1908, more than eight years after ground was broken for the first subway on March 24, 1900. Trains started running to 221st Street on March 12, 1906, but the line could not be extended until the new Broadway Bridge was

(Continued on page 6)

NEXT TRIP — CONEY ISLAND SHOP TOUR, SEPTEMBER 13

THE 8000-SERIES BROOKLYN TROLLEY CARS

by Bernard Linder

Brooklyn trolley fans will always remember the 8000-series cars. There were more than 500 cars that ran on nearly every trolley line.

The January, 1924 *Transit Record*, published by the Transit Commission, featured an article describing the 8000-series cars. On November 1, 1923, one of the new cars and a horse car used in 1868 were exhibited on a siding at Borough Hall. The horse car cost \$650 while the new steel car cost approximately \$15,500. On Saturday, November 17, 1923, Brooklyn City placed the first of the two hundred cars in service on the Court Street Line.

The cars were double-end, two-man, front entrance, center exit, pay-as-you-pass cars. Doors were double passageway type, which allowed two lines of passengers to enter or exit simultaneously. The Conductor was stationed opposite the exit doors in the center of the car. Passengers sitting in the front half of the car paid as they left while passengers who wanted to sit in the rear of the car paid the Conductor when they passed his station in the center. This arrangement allowed rapid loading. By providing a front entrance, the Motorman could stop his car near the passengers who were waiting.

Doors, which were hinged at the center and folded inside the cars, were operated by pneumatic engines. The front entrance doors were controlled by the Motorman operating the brake valve. The center doors were controlled by the Conductor from a pedestal in the center of the car. The doors could not be opened before the car stopped, and the car could not be started until all doors were closed.

The most important safety device was the dead man's handle in the controller, which the Motorman had to hold down to obtain power. If he released the controller, the brakes set in emergency and the air pressure in the door engines became equalized, allowing the doors to be opened manually.

A new type of automatic electric farebox, which accepted nickels and dimes, provided instantaneous registration of fares. The fare was instantly recorded on a new type of fare register. Each coin passed into a visible compartment where the Conductor could observe the coins, after which the money was returned to him.

Cross and longitudinal seats accommodated 50 passengers. There was a longitudinal seat on each side of the car between the front and center doors. Five reversible cross seats were on the opposite side. There were also a longitudinal seat in each corner of the car body, and a folding seat at end and center doors. The folding seats were collapsible and hinged in the middle. The two halves could be folded together by raising each end until they met, after which the seat could be slipped

down into a specially designed pocket which formed a partition in the doorway. Before specifying the type of seat, the company asked the passengers what type of seat they preferred. When 97 percent of the passengers desired a wood slat seat without any bars in the center, the company complied.

The new steel cars were 44 feet long and 8 feet 3 inches wide. Because the cars were exposed to the salty air from the ocean, the outside steel sheets were composed of 0.25 percent of copper bearing steel that would prevent corrosion.

With the exception of both dashes, the cars were painted red, the standard Brooklyn color. The dashes were painted peacock blue and a striking spider web effect of red and yellow radiated from the headlight in the center.

Four 35-horsepower motors, one of which was mounted on each axle, provided adequate power for the heaviest loads, adverse weather, and the steepest grades. Cars could accelerate at two miles per hour per second. By using 26-inch wheels and a slight ramp in the car, the floor levels were kept extremely low.

Brooklyn City's officials and engineers tried to eliminate the objectionable features of the older cars. The company believed that the new cars were the best ever operated on the streets of New York.

Most of the following data was listed in the Edward B. Watson/Arthur J. Lonto collection:

CAR NUMBERS	BUILDER	YEAR
8000-8099	J.G. Brill Car Company	1923
8100-8199	St. Louis Car Company	1923
8200-8299	St. Louis Car Company	1925
8300-8449	J.G. Brill Car Company	1925
8450-8534	Osgood-Bradley Car Company	1925

During the Depression, all cars were converted to one-man at the following locations and dates:

CAR NUMBERS	LOCATION	DATE
8000-8069	Fresh Pond Shop	1929
8070-8139	Fresh Pond Shop	1930
8140	Fresh Pond Shop	November 30, 1929
8141-8169	Fresh Pond Shop	1930
8170-8399	Coney Island Terminal Shop	1930
8400-8499	Coney Island Terminal Shop	1930-1

(Continued on page 3)

The 8000-Series Brooklyn Trolley Cars

(Continued from page 2)

CAR NUMBERS	LOCATION	DATE
8500-8533	Fresh Pond Shop	1930
8534	Fresh Pond Shop (first car)	August, 1929

The following were converted to "speed cars" with higher acceleration and maximum speed:

CAR NUMBERS	DATE	
8100-8116	1933	8100-8109 were placed in service on the Nostrand Shuttle on November 19, 1933
8117-8120	1934	
8121-8139	1938	
8140-8157	1939	
8186	1939	
8500-8533	1930	
8534	August, 1929	

Turnstiles were installed in the 8500s, which were operated as single-end cars. The rear controller was not removed.

During World War II, Navy Yard riding increased rapidly and there was a shortage of PCCs for McDonald-Vanderbilt service. The 8500-series speed cars provided part of the rush hour service. We do not know whether they were able to maintain the same running times as the PCCs.

When McDonald-Vanderbilt riding declined in 1945, several 8500s appeared on the Franklin Avenue Line,

which terminated at a crossover at Park Circle. We asked the Motorman how the car could be turned there. He informed us that he changed ends at Park Circle and operated light to Bartel Pritchard Square from the controller that was not removed. After operating around the loop, he returned light to Park Circle and changed ends again.

DATES SCRAPPED

Car Numbers	1949	1950	1951	1955
Number of Cars				
8000-8099	100			
8100-8199	35	64		
8200-8299		100		
8300-8399	2	24	73	
8400-8499	1		80	19
8500-8534	35			

8111 was transferred to Branford January 9, 1953

8361 was transferred to the Trolley Museum of New York at Staten Island April 19, 1955

After May 27, 1951, the PCCs were able to provide non-rush hour service on the three remaining trolley lines. But the following 8400s were retained for McDonald Avenue rush hour service between the Ninth Avenue Depot and the crossover at Avenue I:

8430, 8453, 8454, 8456, 8457, 8459, 8460, 8461, 8467, 8470, 8471, 8472, 8474, 8475, 8476, 8477, 8478, 8479, and 8495.

This short-line service was discontinued when the IND was extended to Coney Island on October 30, 1954, after which the 8400s were scrapped.



Trolley cars sit in Coney Island Yard prior to scrapping.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Summer is sizzling and then some as this is written, and by all accounts the equipment situation on New York's subway system is just about to ripen as it advances to the next stage on Subdivision "B"'s R-160 changeover. Perhaps no more symptomatic of where things have been, and where they are headed was the sight of R-40M/R-42 mismatch 4460/4665 on a ⑤ at 145th Street the evening of July 15, loading up with fans headed to the All-Star Game at Yankee Stadium. As The House That Ruth Built closes out its long and illustrious career, so too was 4665 making a farewell appearance in service to Yankee patrons (and on this particular night ALL fans of the game). So often had this car journeyed to the Bronx while assigned to ① between the late 1970s and late 1980s (pre-GOH), later to return when service was restored over both sides of the Manhattan Bridge in 2004. As it routinely made its rounds, the sight of 4665 recalled the latter day spirit of baseball's most storied franchise (from Munson to Mattingly to Melky), and there was no better place for it to be, and nothing more appropriate for it to be doing on this auspicious occasion.

Answered: The R-142A Propulsion Question

Since early 2008, there has been a lingering question as to the type of propulsion equipment associated with NYCT's various New Technology trains. Based on information received several years ago, these car types were grouped according to their respective traction supplier, much as the older equipment had been broken down into the once-traditional "Westinghouse" and "General Electric" classifications. In the contemporary world, neither of these banner companies supply propulsion systems to the industry, but instead their progeny live on, largely to serve the overseas light rail and rapid transit markets which have fostered the most recent developments in the traction field. MTA New York City Transit's fleet of R-142, R-142A, R-143, and R-160 cars have taken advantage of these advances in traction technology to incorporate propulsion systems available on the market that are best capable of withstanding the day-to-day grind of subway operations. Through recent first-hand research, it was determined that the correct propulsion groupings for NYCT's New Technology Trains are:

CAR NUMBERS	CAR CLASS	CONTRACT PORTION	BUILDER	YEAR	PROPULSION
7211-7610	R-142A	Primary	Kawasaki	2000-2002	ADTranz
6301-6980	R-142	Primary	Bombardier	2000-2003	Alstom Onix
7611-7730	R-142A	Option	Kawasaki	2002	Bombardier
6981-7180	R-142	Option I	Bombardier	2002-2003	Alstom Onix
1101-1130	R-142	Option I	Bombardier	2003	Alstom Onix
1131-1250	R-142	Option II	Bombardier	2003	Alstom Onix
8101-8312	R-143	Primary	Kawasaki	2001-03	Bombardier
7731-7810	R-142S	Supplement	Kawasaki	2004-2005	Bombardier
8313-8652	R-160A-1	Primary	Alstom	2006-08	Alstom Onix
8653-8712	R-160A-2	Primary	Alstom	2005-08	Alstom Onix
8713-8842	R-160B	Primary	Kawasaki	2005-07	Alstom Onix
8843-8972	R-160B	Primary	Kawasaki	2006-08	Siemens
8973-9102	R-160B	Option I	Kawasaki	2008	Alstom Onix
9103-9232	R-160B	Option I	Kawasaki	2008-09	Siemens

Note that when the R-142A contract was originally issued in 1997, ADTranz (European affiliate of Westinghouse) had replaced AEG as a developer/supplier of traction equipment, such as had been used on the R-110A prototype. In 2001, ADTranz was acquired by Bombardier Transportation and renamed accordingly before continuing on to provide traction equipment for the latter R-142A Primary and all Option cars, the R-143s, and finally the Supplementary R-142As, otherwise known at the time as the R-142S.

Subdivision "A" Events

As of June 20, the use of air-conditioned R-62A cars on refuse trains was resumed. To date cars 1912, 1935,

and 1946 (all from ③) have been observed, coupled to one of NYCT's EP--series R-127/R-134 work motors.

On July 7, World's Fair R-33 9317 was observed to be functioning in a Signal Dolly train with R-134 EP017. This countermands an earlier directive that the R-33 single units and EP motors not be electrically joined.

Corona-based R-62A single unit 2059 has been fitted with a pilot set of external speakers, which may be universally applied.

Sister ⑦ R-62A single unit 2079 spent much of May and June "dressed up" as an R-142 for filming of the latest version of "The Taking of Pelham 1-2-3." During

(Continued on page 5)

New York City Subway Car Update*(Continued from page 4)*

movie shoots it was generally pulled/pushed by various Subdivision "B" equipment.

R-160 News and Observations

R-160A-1s 8577-88 were delivered by June 30, 2008, joined by 8589-8600 through July 12. During the month of June, 8529-44 were accepted for passenger service on **L** and **M**. R-160A-1s 8489-96 were finally released, sans CBTC, on June 30, 2008. This reflects a change in course for the R-160 contract, as 64 R-160A-1s (4-car sets) will be added to the end of the order and come ready-equipped with CBTC. These cars may eventually be mixed in trains with R-143s on **L**, but will not be able to operate in consists with the 340 non-CBTC-equipped R-160A-1s currently being delivered. Through July 12, 2008 cars 8545-56 were also placed in service at East New York, bringing that segment of the fleet up to 244 cars. Since July 1, R-160A-1s have been providing all service on **M** (136 cars maximum) and continue to hold down about a third of weekday service on **L** (some on weekends, too). Another look on July 1 revealed that Conductors' CCTV was in place and awaiting arrival of the R-160A-1s at Forest Parkway (not Cypress Hills), Woodhaven Boulevard, and 111th Street on **J/Z**. Until a new flat screen surveillance monitor was activated on July 11, a platform Conductor was stationed at Fulton Street northbound when **M** trains were running to expedite the loading of R-160A-1s.

As of July 12, 2008, Option R-160B cars 9023-32 had been delivered, and 8978-97 were placed in service at Coney Island (**NW**). Since late June, trains of this equipment being provided for **W** have been put in from both Coney Island and the layup yard beneath the City Hall station. By the same date, deliveries totaled 288 R-160A-1s, 10 R-160A-2s and 310 R-160Bs for a combined quantity of 608. Of these, 244 R-160A-1s were in service at East New York (**L**, **M**, rarely on **J/Z**), while 10 R-160A-2s and 285 R-160Bs were in service at Coney Island (**NW**).

60-Foot SMEE News

Morrison-Knudsen-overhauled R-42s 4628-37 went from East New York (**J/Z**, **M**) to Pitkin (**A**) on June 30, bumping Phase I R-32s 3518/9, 3550-3, 3618/9, and 3628/3669 from Pitkin (**AC**) to Jamaica (**EFR**). This in turn resulted in the retirement of another 10 Phase II R-32s, which headed for the reefing program. When R-160A-1s 8489-96 were released for **M** service on June 30, the last R-42 train was assigned to an afternoon put-in for **M** out of Coney Island Yard (light to Bay Parkway, where it started its run). The consist was N-4645/4-4748/9-4684/4727-4662/3-S, ending (if perhaps temporarily) the use of R-42s on **M** after 39 years of continuous operation. Finally, a rectification of the as-

bestos issue surrounding the R-40s and the continued influx of Option R-160Bs at Coney Island brought about a renewed withdrawal of this group starting in early July, as a large number of Slants were placed in storage. In addition, this time, a few pairs of R-40Ms were temporarily sidelined to await future transfer elsewhere, most likely to **A**, where they will be reunited with the Morrison-Knudsen-overhauled R-42s that were once their service partners on the routes out of East New York.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through July 12, 2008:

June, 2008: R-40 4424/5 was restored to service at Coney Island (**B**); R-32 (Phase II) 3536/7, 3556/7, 3608/9, 3790/1, and 3846/7 withdrawn from Jamaica (**EFR**)

July, 2008: R-40 4152/3, 4174/5, 4176/7, 4178/9, 4186/7, 4212/3, 4216/7, 4218/9, 4226/7, 4240/1, 4242/3, 4248/9, 4250/1, 4254/5, 4256/7, 4264/5, 4288/9, 4346/7, 4358/9, 4360/1, 4366/7, and 4436/7 withdrawn from Coney Island (**B**)

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

The introduction of R-160Bs on **W** in late May and recent withdrawal of several R-40 trains from service have combined to yield a marked increase in the number of both R-68 and R-68A consists on **B** through the first half of July. An approximate (and observed) distribution shows up to 35 of 41 of the 8-car trains in daily (weekday) operation—4 on **N**, 4 on **W**, 18 on **Q**, and 9 on **B**. Comparatively on March 21, 2008 there were approximate totals of 4 on **N**, 9 on **W**, 18 on **Q**, and 3 on **B**.

Reefing Renewed

Barge #5 finally departed for the Chesapeake coast of Virginia on June 20, and was back at 207th Street just over a week later. Barge #6 took shape after the Independence Day Weekend, and was awaiting transport from 207th Street to the Atlantic Coast off Myrtle Beach, South Carolina as of July 12, 2008. Aboard it were the following 44 cars: Phase II R-32 3456, 3457, 3536, 3537, 3556, 3557, 3588, 3589, 3602, 3603, 3608, 3609, 3632, 3633, 3674, 3675, 3702, 3703, 3748, 3749, 3788, 3789, 3790, 3791, 3846, 3847, 3898, 3899, 3906, 3907, 3920, 3921, 3944, and 3945 (34); R-40 4230, 4231, 4234, and 4235 (4); and Coney Island-overhauled R-42 4878, 4910, 4911, 4926, 4946, and 4947 (6).

Conclusion

In the hours and days since this Update was compiled, other breaking events have brought new milestones of significance within reach, including the first transfer of R-40 Modifieds out of Coney Island and (at last) a start of R-160 operation on **J** and **Z**. These and other topics will be examined in greater detail next time, but in the meanwhile enjoy the "dog days" of 2008 while they last, for the deep shadows of autumn wait around

(Continued on page 17)

90 Years of Through Service

(Continued from page 1)

in place, after which construction proceeded rapidly.

When the line was extended to 225th Street on January 14, 1907, the temporary 221st Street station was closed and dismantled. It was reassembled at 230th Street, where a temporary station, probably an island platform, was opened on January 27, 1907. This station was removed after the line was extended to 242nd Street on August 1, 1908.

OTHER ANNIVERSARIES

There are three more anniversaries in August:

- Third Avenue elevated trains started running in 1878
- Bronx trolley service was discontinued in 1948
- The 155th Street Shuttle quit in 1958

Because of the lack of space, we were unable to print the details in this issue. However, these anniversaries will probably appear on the front pages of the next two issues.



MAYOR Hylan and Chairman Hurbell with President Shonts, General Manager Hedy and Superintendent Merritt at the opening of the "H" August 1. First car of first train in background

PUBLIC SERVICE RECORD

August and September, 1918

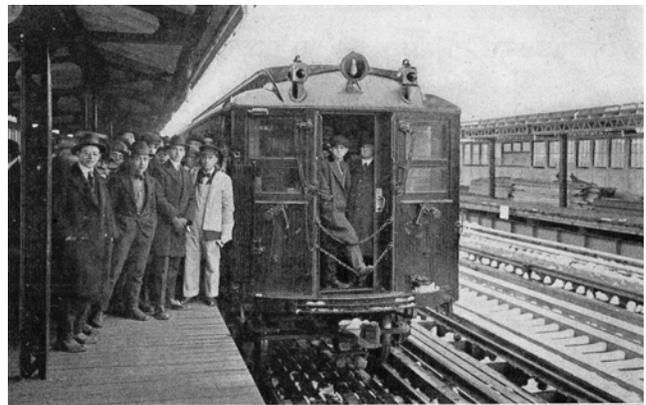


As Chief Engineers Turner and Program drove home the silver spike near Diagonal Station



OFFICIAL TRAIN ENTERING DITMARS AVENUE STATION

February 1, 1917.



FIRST PASSENGER TRAIN

March 3, 1917 at 219th Street-White Plains Road. Four-car train of Composite cars.

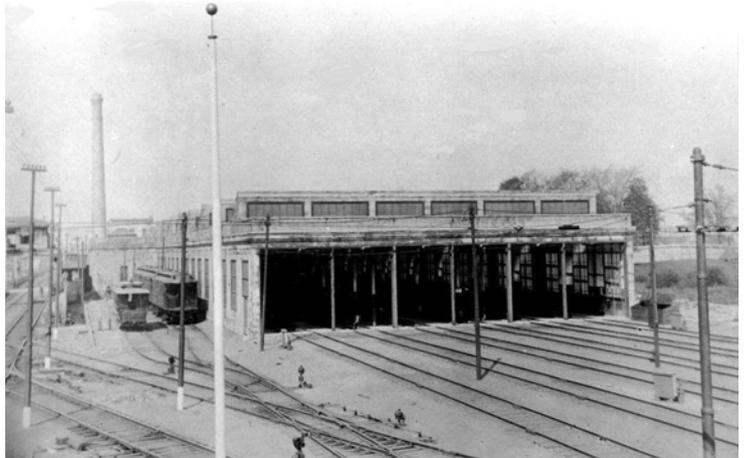
All photographs above from *Public Service Record*, published by the Public Service Commission.

(Continued on page 17)

BROOKLYN TROLLEY DEPOTS (PART OF AN OCCASIONAL SERIES)



Fresh Pond elevated inspection shop ca. 1910.
Bernard Linder collection



Fresh Pond elevated inspection shop ca. 1910, looking west.
Bernard Linder collection



Fresh Pond Yard, September 25, 1950.
Bernard Linder photograph



Fresh Pond Depot, September 25, 1950. This depot was closed after the Richmond Hill trolley was replaced by buses on April 26, 1950. The building was razed, and a new bus depot was built and opened July 27, 1960.
Bernard Linder photograph



Looking east on Lutheran Line at Fresh Pond Road. Fresh Pond Inspection Shop (ca. 1904) is on left side of picture. It was converted to a trolley car inspection shop in 1917.
Bernard Linder photograph



Crosstown Depot, Manhattan Avenue and Box Street.
Bernard Linder collection

Commuter and Transit Notes

No. 237
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

Madison Avenue Yard is a location in Grand Central Terminal that commuters do not get to visit, yet it played an important role for many years. By the time you read this its demolition should be well underway as the space that it is vacating will become part of the East Side Access Project for LIRR. Madison Avenue Yard was used to store the PM put-ins plus other spare trains. According to **On Track**, it occupies space running under Tracks 35 to 42 and west of Track 115 on the lower level. Most of the trains that had formerly been stored here have been relocated to Highbridge Yard in the Bronx. That facility, which also performs car cleaning, opened on June 2, 2003 and handles $\frac{2}{3}$ of the trains. The balance will be stored on Tracks 135, 137, 138, 180, 182, and 185, which are being reconfigured for this assignment. In a few months, a wall will be constructed between Tracks 115 and 116, which will mark the new LIRR concourse that will eventually occupy the space presently used by Tracks 116 and 117.

Metro-North's first BL-20GH, 110, arrived at Croton North Yard on July 11, accompanied by CDOT 130. The series should run through 114.

Weekend Rail/Bus Service between the Berkshires and Wassaic is being operated between June 20 and September 1, 2008. There are some minor time changes since last year.

Sometime in June, a couple of months after the proposed start-up, the first wireless hand-held ticketing devices were placed into service. This news was published in the newspapers of July 10. Metro-North spent 18 months and \$3.6 million to develop the system, which connects to Verizon's cellular network. One advantage is that supervisors will be able to send text messages to train crews. In the near future credit and debit card approvals will be obtained for passengers who purchase tickets using such cards. Issuing tickets with these devices is said to take about 11 seconds. Visa is charging Metro-North a 1.8% service fee on each transaction. Here's something interesting: train crews who sold tickets are liable for \$700 if a full book of 100 duplex (as the cash fare tickets are known) is lost. These machines contain the operating manual, which is also known as the "Book of Rules." If you thought that the time-honored ticket punch is about to be retired, that will not be happening as train crews will still need them to punch seat checks.

Since it was Metro-North that developed the devices, it is entitled to license this technology to other transit operators and perhaps recoup some of the development costs. So far, six have expressed interest, including Amtrak, LIRR, and NJ Transit. *The New York Times*

reported that similar devices are already in use in many countries, including Germany, Italy, and Japan.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Weekend and holiday service for Shore Line East riders commenced on July 4. Governor M. Jodi Rell made the announcement on July 2 that SLE is now a year-round service. Last fall, for the first time, there was weekend service between November 17 and December 30. Apparently this trial was deemed a success, as more than 3,600 passengers were carried during that seven-week period. On weekends and holidays there are eight trips in each direction, on an approximately two-hour headway. Westbound service to New Haven departs from Old Saybrook between 7 AM and 9 PM, while the eastbound service from New Haven starts at 8 AM and ends at 10:05 PM. Three morning eastbound and four afternoon eastbound trains skip Branford, Madison, Clinton, and Westbrook. Most trains do stop at New Haven's State Street station. The scheduling allows for connection to Metro-North New Haven Line trains, as does the weekday service. Shore Line East service began on May 29, 1990 as a strictly weekday operation. Thanks to member David A. Cohen for sending this information.

CDOT BL-20GH 130 (along with Metro-North 110) arrived at Croton North Yard on July 11. Units 125-129 were delivered between March 6 and June 25, 2008.

MTA LONG ISLAND RAIL ROAD

Effective June 27, LIRR implemented several changes to the June 16 timetables. On the Long Beach Branch, eastbound Train #898 (formerly 11:55 PM) now departs 3 minutes later at 11:58 PM and westbound Train #857 (formerly 2:56 PM) from Long Beach to Penn Station departs 6 minutes earlier. On the Montauk Branch, Westbound Train #2777 (formerly 6:39 PM) from Patchogue to Babylon now departs at 6:30 PM. New timetables with a "Revised 6/23/08" date were issued. Also, these two formerly "peak" hour trains have been reclassified as "off-peak:" Train #2035, 8:33 AM Ronkonkoma/New York Penn and Train #556, 3:50 PM Jamaica/Oyster Bay. There were also some track changes at Huntington and Ronkonkoma.

Here is what might be the final word on the East End Shuttle from member Larry Kiss, who made numerous trips on this train. "The LIRR East End shuttle between Speonk and Montauk made its last run on Thursday, June 26, 2008. The Shuttle began on October 23, 2007 to help reduce traffic during parallel Route 39 reconstruction. After the work was completed in the spring, ridership began to drop off, and following Memorial Day Weekend, service operated only on Tuesdays, Wednes-

(Continued on page 9)

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

days, and Thursdays. The trains were mainly used by local government and school employees. Trains were met by shuttle buses connecting to village business districts. Other sources of riders came from schools and hospitals. Because funding was secured due to the need to alleviate traffic during the reconstruction, it is unlikely the shuttle will be reinstated after the summer vacation."

Special timetable Form M-1, entitled **Billy Joel – Last Play at Shea**, was issued for July 16 and July 18, to mark the final performances of this local legendary singer at this venue. There were two extra trains, #9312 and #9314, which departed New York Penn for Shea Stadium at 6:56 and 7:19 PM. For westbound riders, Trains #3361 and #3363 departed from Great Neck at 7:07 and 7:37 PM. Shea Stadium is to be replaced by CitiField in time for the 2009 baseball season.

To enable unspecified construction to take place, buses/vans replaced rail service between Great Neck and Port Washington over the following weekends: July 19-20 and August 2-3 and 16-17. Passengers were advised to allow up to 25 minutes of added travel time for their train connections at Great Neck.

On July 2, eight months after beginning work at E. 63rd Street and Second Avenue in Manhattan, the first of two tunnel boring machines arrived at Grand Central Terminal, a distance that is a little over one mile. At the same time that MTA made this announcement, it also announced that in mid-July intermittent blasting and mechanical excavation would begin in a cavern underneath Park Avenue between E. 49th and 51st Streets, which will connect the newly built tunnel with parallel tunnels that are part of the East Side Access Project. The tunnels are being built about 120 feet below street level. From the existing 63rd Street Tunnel's terminus at Second Avenue and East 63rd Street, the tunnels curve south toward Park Avenue, pass below the 60th Street tunnels of the **N R W** routes, stay deep below Metro-North's as they approach Grand Central Terminal, enter the new terminal underneath, and extend along Park Avenue to E. 38th Street. Work on the second tunnel begins later this summer. Thanks to the **New York Times** for this report.

NJ TRANSIT

June 19 was "DumpthePump Day" on many transit systems, including NJ Transit. A seat drop was distributed listing all of the rail, light rail, and bus stations where parking was available.

With ongoing deliveries of multi-level cars, NJ Transit seemingly finds itself with a surplus of cars, 104 to be exact, and has entered the rail car leasing business. This "lease fleet" includes 32 Comet I cabs (5100-5134), 42 Comet I trailers (5707-5751), and 15 each

Comet Ib cabs and trailers (5155-5169 and 5220-5234.) Six Comet Is are missing; 5102, 5112 and 5122 were scrapped many years ago, and three of the trailers are unaccounted for. I have not seen 5708 or 5735 for several years.

The Star-Ledger reported that the NJ Transit will be leasing 14 of them to AMT in Montreal. Previously I reported that SEPTA is in the process of leasing cars. (Please see report below.) Now comes news from **The Los Angeles Times** and NJ-ARP that the Southern California Regional Rail Authority (Metrolink) is moving ahead with plans to lease 10 ex-NJ Transit (1700-series) cars that were acquired by the Utah Transit Authority plus ten 5700-series cars from NJ Transit. A group of staff members traveled to New Jersey on July 11 to select the cars and to finalize the leasing arrangements. The cars will be shipped cross country via rail, to help alleviate crowding until new cars arrive. Each agency will pay \$15,000 per car, per year. In February, 2006, just before SEPTA awarded its Silverliner V contract to Rotem, this firm received a contract from Metrolink for 87 push/pull cars with a crash energy management system. (An option for an additional 20 cab cars was exercised at the same time.) In the May 2006 **Bulletin** I wrote that the first trailer (there are to be 54) was to be delivered this December and the first cab car next February. Metrolink is also leasing some Bombardier cars from Seattle's Sound Transit, and those cars are to be returned to Seattle at the end of this year.

This is really big news. Besides approving a \$1.7 billion operating budget and a \$1.29 billion capital budget, the Board awarded a significant contract to Bombardier at its July 9 meeting. Bombardier will construct 26 dual-mode locomotives at a cost of \$309,921,369. My research finds that this would be the first time that a locomotive was built that could operate on overhead a.c. electric power as well as diesel. (Please see the separate article that was written by member Raymond Berger on page 16.) The capital budget supports an ongoing effort to modernize the state's fleet of revenue vehicles, including the purchase of 326 multi-level cars, 110 EMUs, 53 electric and dual-powered locomotives, and 1,365 new buses. Deliveries of the dual-modes are to take place between 2011 and 2012. These units will be primarily used to provide one-seat ride via the ARC (T.H.E.) Tunnel from non-electrified lines.

On July 14, New Jersey's two Senators, Frank R. Lautenberg and Robert Menendez, were able to appropriate \$75 million towards the Access to the Region's Core (ARC) project.

Member Bob Kingman reported these multi-level cars passed through Kenwood Yard: June 23 — 7264, 7572, 7260, 7259, and 7258; July 5 — 7262 (shell #168); July 12 — 7263 and 7266; and July 14 — 7265, 7580, and 7581.

Newark Light Rail replaced its January 12, 2008 time-

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

table with a new edition on June 28. There are a great many time changes.

Funding is also included for other capital projects, including the ARC (T.H.E.) Tunnel and the HBLRT extension to 8th Street. And finally, there is more good news as there will be no fare increase this fiscal year.

PORT AUTHORITY TRANS-HUDSON CORPORATION

On July 9, homeward commuters who were destined for Hoboken were forced to seek alternative routes as service was suspended from both World Trade Center and 33rd Street due to a derailment. This incident occurred just before 6 PM. Arrangements were made for NJ Transit to cross-honor PATH tickets. Service was restored just before 3 AM July 10.

There is an update to a news item that appeared in the July *Bulletin*. Member Howard Mann sent news that the date the first four PA-5s arrived was June 11.

En route from Newark Penn Station to New York Penn Station during mid-July, as the train passed the Harrison Maintenance Facility, I saw about a dozen brand new PA-5s. The train was traveling too fast to get any numbers.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

Effective May 22, the PA got a new Executive Director when Christopher O. Ward was appointed to the position. He previously served as Chief of Planning and External Affairs and, from 1997 to 2002, as Director of Port Redevelopment. Mr. Ward succeeded Anthony E. Shorris, a Governor Spitzer appointee who had been the Executive Director since January 25, 2007.

Faced with escalating construction costs, on June 30 PA announced that the Santiago Calatrava-designed retractable roof on the World Trade Center station will not be built. This feature would only open on each September 11 at the precise time of the terrorist attacks that destroyed the World Trade Center, with a sliver of light shining down into the atrium. Another report indicated that it would be opened at other times. Its elimination will reduce the cost by an unspecified hundreds of millions of dollars. Originally planned for completion in 2009, that date has now slipped to 2013. Executive Director Ward said that a gap would be retained between the north and south roof segments on the long axis. He also left open the possibility that the gap, with glass panels, might be up to 12 feet-wide and they could be retracted for 9/11 commemorations, good weather, or to let smoke escape if needed.

AMTRAK

Based on the success of the *Downeaster*, the State of Maine will increase transportation funding, to expand rail service. *NARP News* reported that it is hoped that within two years tracks can be repaired to extend the *Downeasters* another 28 miles from Freeport to Brunswick. From there, there would be a connection to the

Maine Eastern Railway's 56-mile Brunswick-Wiscasset-Rockland line. Maine Eastern runs seasonal trains, but will change to a daily schedule when Amtrak service arrives in Brunswick.

The New York Times, in an editorial entitled "Give Amtrak a Fighting Chance" dated July 14, once again came out in support of Amtrak. Here is that editorial in its entirety:

"But, as is so often the case in Washington, there was a catch. To get a big enough vote to override a threatened veto by President Bush, the House leadership obliged the worst instincts of Republicans. It included a measure requiring the government to seek proposals from private companies to construct a high-speed rail service between New York and Washington.

"Conferees from the two chambers should throw that privatization provision out as they reconcile the bills. Amtrak deserves this chance, without dilution, after years of being shamefully shortchanged. Its current funding is a woefully inadequate \$1.2 billion. The bills would roughly double that, and sustain it for five years. That would allow long-term planning, instead of Amtrak's yearly fight for life.

"Diverting money to a pointless experiment in privatization (the cost of land alone to build a parallel set of tracks would be prohibitive) is counterproductive. It would all but ensure that Amtrak remained inefficient and ill equipped to meet increasing demands for service. Its intercity routes this year may carry as many as 27 million passengers, 2 million more than last year.

"Apart from that misguided addition, the bills are good over all. The two bills — whose primary sponsors were Senator Frank Lautenberg of New Jersey and Representative James Oberstar of Minnesota, both Democrats — require more accountability from Amtrak, and the states. To get states to determine and address local needs, the bills wisely include incentives, like 80 cents in federal money to match every 20 a state spends on rail.

"Where passenger rail works best, as it does in Europe, it is treated like the critical service it is and is publicly financed, like the highways.

"Lawmakers can no longer get away with shortchanging passenger rail. Rising gas prices and dependency on foreign oil are front and center in Americans' minds, as are pollutants that contribute to climate change and respiratory illnesses. Airlines are responding to rising fuel prices by paring schedules, raising fares and charging for checked baggage. It's no wonder that May was a record month for Amtrak.

"Even with a relative windfall, Amtrak will not be able to deliver a French-style bullet train that can hit speeds of 200 miles an hour. But the only sensible way to get there is by starting now, with the critical investment that Amtrak needs to keep the nation moving."

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

CONGESTION PRICING

Even though Mayor Bloomberg did not get his Congestion Pricing plan approved by Albany, **The New York Times** (July 3) reported that the \$4 per gallon gas prices have had the unintended consequence of reducing the number of vehicles entering the city each day. Revenues from MTA-operated bridges and tunnels were down by 4.7% in May. The Port Authority reported a similar decline. A spokesman for a garage owners' association said that its members had seen a 10% decrease in customers.

Comparing the April, 2008 weekday ridership with April, 2007, the following showed gains: PATH (+ 9%); NYCT Subway (+ 6.5%); LIRR (+5.5%); NJ Transit (+4.6%); and Metro-North (+4.3%). Former NYC Transportation Commissioner Sam Schwartz believes that \$5 per gallon would reduce driving into NYC even further, and could meet the Congestion Pricing goal of 6.3%.

INDEPENDENCE DAY WEEKEND

All three New York metropolitan commuter rail lines operated additional service beginning Thursday, July 3. 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), and Babylon (3). Extra Thursday service is normally operated.

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. On Independence Day, July 4, the following extra trains operated:

- Hudson Line: Train #8846 (4:21 PM Poughkeepsie) stopped at New Hamburg, Beacon, and Peekskill, and then ran express to Grand Central Terminal
- New Haven Line: Train #3453 (5:28 PM New Haven) stopped at Milford, Stratford, Bridgeport, Fairfield, Westport, and South Norwalk, before running express to Grand Central Terminal

Following the Macy's fireworks, there were extra trains on each line out of Grand Central Terminal.

Hudson Line: Train #7867 departed at 10:50 PM, and stopped at Harlem-125th Street, and then made all stops from Croton-Harmon to Poughkeepsie

Harlem Line: Train #4671 (10:54 PM) ran express to White Plains, and then made local stops to Southeast; Train #9573 (11:14 PM) stopped at Fordham and then made local stops from Mount Vernon West to North White Plains

New Haven Line: Train #3468 (10:57 PM) ran express to Stamford and then made local stops to New Haven; Train #6372 (11:10 PM) made local stops from Mount Vernon East to Stamford

Metro-North – West-of-Hudson: On Thursday, July 3, 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 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 between noon and 5 PM were operated on the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, Raritan Valley, and Port Jervis Lines. The holiday occurred on Friday and riders were asked to refer to their specific timetable for details, although for most lines, it was the Saturday/Sunday schedule (except for Montclair-Boonton, which has no weekend service). There was one exception, the Atlantic City Line, where one extra train departed from 30th Street Station at 2:50 AM (Train #4663) and from Atlantic City at 1:27 AM (Train #4662).

MBTA: A Saturday schedule was in effect on July 4, and no fares were collected after 10:30 PM. The last scheduled trains of the day, except for the Newburyport which departed North Station at 11:15 PM, were all dispatched at 11:45 PM for those who were attending the fireworks. Thanks to member Todd Glickman for this report.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

A major reconstruction of the Blue Line was announced during ceremonies that were held at the Wood Island station on June 18. MBTA General Manager Daniel A. Grabauskas announced that \$10 million would be spent to reconstruct platforms at four stations, Wonderland, Revere Beach, Wood Island, and Beachmont, and perform a facelift along the entire Blue Line. Workers will replace tactile edging, resurface the platforms, and rebuild the platform structure while maintenance crews repaint stations, install new lighting and signage, and enhance the landscaping. As could be expected, the nature of this work requires bus service to connect the temporarily closed stations at headways for 4-6 minutes – rush hours and 6-12 minutes – non-rush hours. There is a link on the "T"'s web site for the Blue Line Station closures. These are the planned station closing dates.

Phase I: Wonderland – June 21 through July 3

Phase II: Wood Island – July 5 through August 1

Phase III: Revere Beach – August 2 through August 15

Phase IV: Beachmont – August 16 through August 29

Effective July 7, a new policy went into effect at North and South Stations. All passengers boarding trains must present their pass, 12-ride, or single-ride tickets for inspection to a team of Conductors prior to boarding their train. Passengers without tickets are being directed to the ticket office to buy tickets. In their customer notice, MBCR wrote it is "continually striving toward customer satisfaction, and in an effort to respond to fare collection

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

concerns received from you, our passengers, we will be working together with our Conductors and Assistant Conductors in identifying trains that need more resources. We are launching this campaign to encourage all customers to purchase tickets prior to boarding trains at South, North, and Back Bay Stations."

Talk about embarrassing situations. One took place on July 9 at the Ashmont station where MBTA officials and a slew of reporters were gathered to take a ride in Boston's first air-conditioned PCC, 3230. Unfortunately, according to *The Boston Globe*, the air-conditioning system, the first to be installed in the Mattapan-Ashmont PCCs, broke down en route to its debut. Disappointed MBTA officials said the system had been working since it was installed at the end of June. It was learned later that the problem was caused by a failed inverter, which converts the voltage that powers the car into power for the air-conditioning unit. This unit was replaced, and after some additional testing, the ceremony was to be rescheduled within a week. Thanks to Todd for these reports.

PHILADELPHIA, PENNSYLVANIA

The SEPTA Board, at its June 26 meeting, approved the lease of eight cars from NJ Transit to ease overcrowding on its Regional Rail system, attributable to increased ridership due to high gasoline prices. These cars will see use on any of seven push/pull trains that normally operate on the R5/Thorndale/Paoli, R3/West Trenton, and R7/Trenton Lines. The cars will be leased for two years at a monthly cost of \$10,000, or \$1,250 per car. (This updates a news item from the May *Bulletin* which was retracted in the June *Bulletin*.) SEPTA is awaiting deliveries of Silverliner V cars, which are being built by Rotem USA. However, this firm got a four-month extension (April *Bulletin*) due to difficulties obtaining the steel, so the first cars are not expected to arrive until late 2009.

The first of two extended Market Street el shutdowns began on Friday, July 11 at 8 PM and lasted for nine days until Monday, July 21 at 5 AM. During that time, El service did not operate between 52nd Street and 69th Street Terminal. Passengers were advised that many service alterations occurring over this nine day shutdown were new for 2008. Thanks to member Lee Winson for these reports.

Member David W. Safford sent this editorial from *The Philadelphia Inquirer* from July 9, which criticized SEPTA over the Market-Frankford el restoration. "The seemingly interminable rebuilding of the Market/Frankford el is approaching its end like the dying monster it has become - lashing out at its rider in one final massive spasm. It will be completely closed west of 46th St. for nine days in July (11th through the 21st) and 16 in August (8th through the 24th). (No, they are not mathe-

matically challenged - just a bit sneaky: the 11th and 21st count as one day, being shut down for a part day each, as do the 8th and 24th.) The end will come none too soon - it is 69% over budget and two years behind schedule. This courtesy of the Board that fired Louis Gambaccini, who brought the massive rebuilding of the Reading's incity lines (*Editor's Note: Railworks*) in under budget and ahead of schedule. It's not what you do - it's who you stroke that counts in the City of Brotherly Love."

In connection with the timetable change that was reported last month, on June 16 new timetables were issued for Route 100/Norristown, 101/Media, and 102/Sharon Hill. The covers of each have historic photos and banners which read **Over 100 Years of Service**. Member Allan Breen, who sent these, wrote that SEPTA has some of the most collectible schedules in the mass transit field.

From *Cinders*: This is a surprise. Typically when transit fares are increased, there is usually a drop-off in ridership. However, SEPTA ridership increased by 4% or 30,000 trips following the 12% average fare hike that went into effect August 1, 2007. SEPTA attributes this to the soaring price of gasoline. With the Regional Rail schedules dated March 23, there is a new named train operating on the R3 - #6325 *Pennypack Limited*, departs from West Trenton at 7:27 AM and the afternoon edition, #6374 leaves 30th Street at 4:42 PM. There is another named train on this line: the *Neshaminy Limited*, Train #6321 (6:56 AM West Trenton) and Train #6378 (5:09 PM 30th Street). Other named trains operate on the R5/Landsale/Doylestown, the *North Penn Limited*; R5/Paoli/Thorndale, the *Great Valley Flyer*; R6/Norristown, and *The Schuylkill Valley Flyer*.

LANCASTER, PENNSYLVANIA

You can forget about ever seeing ex-SEPTA PCC 2739 operating in Lancaster. Member Frank Pfuhrer, who sent the initial report that appeared in the July *Bulletin*, sent a report on July 12 that the car was dismantled where it had resided in a lot on Fourth Avenue and Union St. in Brooklyn, earlier in the week. The "parts" were hauled to an undisclosed scrap yard. Details of 2739's life in Brooklyn can be found at http://www.brownstoner.com/brownstoner/archives/2008/07/the_septa_train.php.

PITTSBURGH, PENNSYLVANIA

Tunneling though the first of the two new tunnels that are being constructed for the North Shore Connector was at the half-way mark during mid-June, according to an article in *The Pittsburgh Post-Gazette*. A 30-foot long German boring machine is being used to make each tunnel 2,240 feet in length. When the machine reaches the area of Heinz Field, it will be turned around so that it can bore the second tunnel. That work is expected to be completed this December. Opening Day is set for 2011. Thanks to member Joe Canfield for this report.

(Continued on page 13)

Commuter and Transit Notes*(Continued from page 12)***TAMPA, FLORIDA**

Plans for commuter rail in Orlando were not approved in the state legislature this year, but that has not stopped Tampa area officials from requesting that Amtrak run more service in Florida. **The Tampa Tribune** reported that some Amtrak officials had visited Florida to discuss the running of more trains on its established routes. However, they were told that Amtrak has no interest in running commuter trains, but its trains "could link several cities' commuter and light rail systems." Thanks to member Dennis Zaccardi for sending this report.

SOUTH FLORIDA

With funding in place for another year, one elected official is calling for a fare increase. If this were to happen, it would be the first since 1995, when the transit agency went from a flat fee structure to a distance-based fare. In the table of monthly commuter fares, which was last published in the August, 2005 **Bulletin**, Tri-Rail was number 17 of 18 in terms of the lowest monthly cost of a ticket. Thanks to member Karl Groh for sending this report from **The Palm Beach Post**.

CHICAGO, ILLINOIS

Member Jim Beeler sent an article from **The Chicago Tribune** which reported that many trains are becoming overcrowded as drivers switch to the rails. In one example, on the BNSF Aurora Line, when Train #1370 departs from Aurora at 8:06 AM, its nine cars are half-full. Minutes later, after a stop at the Route 59 station, more than three-quarters of the train is full after leaving Naperville; those who were not lucky enough must stand all the way to the next and final stop, Union Station (8:58 AM). In the first four months of this year, Metra ridership is up about one million riders or 5% when compared to the comparable period in 2007. When its latest order of gallery cars was delivered, many older cars were sold to other transit agencies or in some cases to museums. Virginia Railway Express started receiving its first ones in 1998, and has now replaced many of them with new cars built by Nippon-Sharyo. Five are now being returned to Metra.

During mid-May, CTA implemented an accelerated construction program to realign the tracks at the Belmont and Fullerton Brown Line stations, and will return the southbound track to service by the end of 2008, six months earlier than previously announced. Southbound Brown, Red, and Purple Express trains have been limited to one southbound track at Belmont and Fullerton since March 30 while the platforms are being rebuilt and tracks reconfigured to allow room for the installation of elevators at both stations. In order to maintain capacity, bus service near the stations has been increased, and personnel added to assist riders. In its press release, CTA reported, "We compared what it would cost to ac-

celerate the construction schedule against what the additional costs are for adequately supporting three-track operation. Accelerating the construction schedule will cost \$1.6 million that will come out of capital funds for the Brown Line project budget, but it will reduce our operating costs since we are currently providing supplemental bus service and have additional staff deployed to the corridor to support three-track operation. Most importantly it will restore normal service for our customers sooner than expected." The \$1.6 million cost will be offset by projected ridership gains valued at \$1 million and by operational savings of \$800,000. Thanks to Bob Hansen for the report.

Todd Glickman, who arrived in Chicago during the evening of July 13 for a business meeting, wrote that CTA had an advertised three-week suspension of service on the Blue Line from O'Hare to Rosemont from 3 AM July 8 until 3 AM July 28, 2008. Shuttle buses were providing service to connect from terminal entrances, one stop to Rosemont.

According to the **Chicago Tribune**, Chicago transit officials have called on the city to rebuild its historic streetcar system, because rails still exist on many streets. However, city officials are leaning away from streetcars and towards bus rapid transit. Rick Harnish, Executive Director of the Midwest High Speed Rail Association, was quoted as saying "Rather than maintaining the streetcar track and figuring out how to integrate streetcars with auto traffic, it was easier for the CTA to replace all streetcars with buses." His group has been trying to talk the city into running a streetcar line from Navy Pier to railroad stations and the Shedd Aquarium, so far without success. Thanks to Howard Mann for sending this report.

CHESTERTON, INDIANA

What do you think is NICTD's busiest day of the year? If you said July 3, you would be right. This is the night of the fireworks at the annual Taste of Chicago Festival. NICTD carries thousands of people over and above normal weekday ridership. According to a friend, the operating plan is thrown to the wind after the PM rush, when almost the entire fleet is returned from the field back to Randolph Street so that passenger extras can be dispatched every 10 to 15 minutes after about 10 PM. Each train usually carries 1,000 passengers. My friend has been told that Metra Electric does essentially the same thing - it even defines an official time when it stops taking on-time performance statistics.

A public hearing was held on July 8 to discuss a proposal to consolidate the Miller and Gary Metro Center stations into a new Gateway station that would be located at 4th and Broadway in downtown Gary. A temporary station approximately 5-6 blocks west of the current Gary Metro Center would be built while the new Gateway station is constructed. Once opened, the Miller station would be closed.

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

Effective July 15, NICTD issued a new timetable for its South Shore Line service that affected the weekday schedule. What is significant is that these changes now reflect actual train operating performance between stations and the dwell times that are required to board passengers at various stations. The previous timetable had been altered over the years due to changing operating conditions, and the result was a schedule that was in some cases too lean (and hard for trains to maintain), and in other cases very fat (requiring Engineers to operate at less than track speed, and to wait for time in stations because the trains were ahead of schedule). The new schedule standardizes run times, and tailors station dwell times to the direction and time of day. The main goal of the new timetable is to give morning westbound (to Chicago) rush-hour trains a better shot at making their slots at Kensington Interlocking, where NICTD joins the Metra Electric District. Additional time has been provided for the adding or cutting of cars at Gary Metro and Carroll Avenue (Shops) for trains originating or terminating further east. Conflicts with Metra trains have been reduced, as well as train meet conflicts on the South Shore. Below is a summary of changes:

WESTBOUND:

- 15 of 18 westbound trains maintain their current arrival time in Chicago but have adjusted departure times between South Bend and Hegewisch
- Train #116 departs Carroll Avenue 9 minutes later with subsequent adjustments en route, arriving at Millennium Station 11 minutes later
- Train #118's departure time from Carroll Avenue does not change, but there are adjustments en route, arriving at Millennium Station 1 minute later
- There is no change in Train #22's departure time from South Bend, but it does depart 5-6 minutes later from Carroll Avenue and other stations en route, arriving in Chicago 5 minutes later

EASTBOUND:

- 17 out of 19 eastbound trains maintain their current departure times from Millennium Station, but have adjusted departure times en route to their eastern terminus
- Train #107 departs Millennium Station 14 minutes earlier
- Train #19 departs Millennium Station 5 minutes earlier

Also, effective July 15, the entire railroad has switched over to what is known as GCOR (General Code of Operating Rules) as its operating book of rules. GCOR is a similar effort to the Northeast's NORAC, for Midwestern and Western railroads. Previously, GCOR was used only on the Metra Electric District and on the South Shore Line from Kensington Interlocking to Carroll Avenue (Shops). The segment of the South Shore Line be-

tween Carroll Avenue (Shops) and South Bend was operated using the "old" book of rules, the Northern Indiana Commuter Transportation District and Chicago South Shore & South Bend Railroad Rules and Regulations Governing the Operating Department. With this change, the South Shore Line operates with Centralized Traffic Control (CTC) for most of its route and Track Warrant Control (TWC) in the more lightly traveled segment between Carroll Avenue (Shops) and South Bend.

MINNEAPOLIS, MINNESOTA

A ceremony was held in Boise, Idaho on July 10, as its first MPXpress (MP36PH-3C) locomotive was "delivered" to Northstar officials. This unit, which carries the number 501, was part of an original order for four locomotives. In June, 2007, Northstar exercised an option for four more locomotives. Service is expected to begin in November, 2009 using Bombardier bi-levels over a 40.1-mile route between Big Lake and Minneapolis. Thanks to Bob Kingman for this report.

DALLAS, TEXAS

On June 23, Dallas Area Regional Transit placed what it described as its next generation of LRVs in service on the Blue Line between the Downtown Garland and Ledbetter stations. This is the first of its larger-capacity super (SLRV) LRVs, which are the original cars (which were constructed by Kinki-Sharyo in 1996-2000), with an added 31-foot center section. This center section provides 25 additional seats. If you think that you heard about this before, you are correct because the prototype, 170, entered service on the Blue Line in 2002. DART began taking delivery of the rail car inserts in late winter, 2008. Each conversion requires about 5 weeks plus time for testing. The first SLRVs beyond 170 are scheduled to be in revenue service by now. Each of DART's 115 (some sources report DART has 95) rail cars, which are 92' 8" long, will be retrofitted with the new insert.



DART Photograph

HOUSTON, TEXAS

Houston's City Council on June 18 approved a plan to break ground in July on the East End Line. The ceremony actually took place on June 26, and construction began on June 30. This is the second of five new lines that are expected to be in service by the year 2012. The 7.5-mile Central (Red) Line opened on January 1, 2004.

DENVER, COLORADO

Todd Glickman filed this report from the Mile-High City.

(Continued on page 15)

Commuter and Transit Notes*(Continued from page 14)*

"I've been very impressed with the expansion of Denver's RTD Light Rail since I rode it last! There are six lines, 36 stations (19 with park-and-ride). Most lines run three-car trains during peak hours. Trains have operators in the first car. Using proof-of-payment, there are roving inspectors who check fares randomly. Tickets and passes are bought from platform vending machines. Last year, there were over 55,000 average weekday boardings. The cars are clean and quiet, and trains run in dedicated lanes within city streets."

SALT LAKE CITY, UTAH

A significant milestone took place on June 18, when the Utah Transit Authority broke ground on the 5.1-mile West Valley TRAX Line. This new line, which is scheduled to be completed by 2015, branches off the Salt Lake/Sandy Line at the 2100 South Central Pointe TRAX station, adding four new stations: Chesterfield, Decker Lake, E-Center, and West Valley City Intermodal Center.

On July 1, *The Salt Lake Tribune* reported that commuters would soon be riding in what they called a "classic utilitarian rail car of a bygone era," one that plied the New Jersey shore and New York suburbs. They're basic, with limited leg room and no electrical outlets, but UTA believes the Jersey Comets are a quick fix for about 6,000 commuters crowding its new *FrontRunner* service every weekday. Twenty-nine of the Comet Is were purchased in December, 2006, for \$35,000 each, and were temporarily stored in Binghamton, New York. Member Pete Donner saw the cars prior to their departure for rebuilding in Colorado (August, 2007 *Bulletin*). 25 of the Comets are being wrapped in red-white-and-blue vinyl to match *FrontRunner's* double-deckers, and will be placed into service this fall when classes resume at the University of Utah. Apparently the rebuilding did not affect their interiors because, the report continued, "they're also a lot more 1970s. The color scheme, unchanged on the inside, is brown and light brown, with some wood-panel wallpaper. There are aluminum-barred bag racks overhead. The seats are benches with short upright backs: room for three on one side of the aisle and two on the other." Classic Naugahyde. When placed into service, there will be wireless Internet, but without any a.c. outlets, the computers will have to operate on their own battery power, unlike the Bombardiers, which have a.c. outlets.

PHOENIX, ARIZONA

The Arizona Republic reported that the first light rail train took officials from Tempe to the end of the line in Mesa, another milestone accomplished for a line that is to open on December 27. Details were published in the July *Bulletin*. Thanks to member Mark Kavanagh for this report.

Then on July 10, Metro officials held a celebration to

mark the first time that an LRV traveled through the streets of downtown Phoenix. Metro Light Rail CEO Rick Simonetta reported that construction on the system was about 90% complete and would finish around the end of this month. Next month Metro will begin training operators for the 50 LRVs that operate from north-central Phoenix to Tempe and Mesa. Trains, which are already testing in the East Valley, will begin regular testing downtown.

SEATTLE, WASHINGTON

Tri-Met sent out an advisory to residents that starting this fall, when WES (Westside Express Service) begins operating, the ride from Wilsonville to Beaverton will take only 27 minutes. WES will serve Beaverton, Tigard, Tualatin, and Wilsonville, with initial service every 30 minutes Monday through Friday, during the morning and afternoon rush hours.

Mark Kavanagh also got a note from Seattle's Sound Transit that it has successfully tested the new signal system inside the renovated downtown bus tunnel with LRVs and buses running. These tests were conducted at night, when the tunnel is currently closed for passenger service. A good milestone there as well, so this is shaping up to be an exciting transit year in the western U.S.

The first of the fourth-generation MAX Siemens "S70/Avanto" LRVs was delivered at the end of June. The remaining 21 cars will be delivered separately and arrive by October, 2009. Each Type 4 vehicle costs about \$3.75 million. A two-car consist is seven feet longer than existing light rail vehicles but weighs 11,000 pounds less. After testing, they should enter service this fall. This model is also used in Houston, San Diego, and Charlotte.

LOS ANGELES, CALIFORNIA

Member John Pappas sent two construction reports on LA's growing light rail system. On the Gold Line, most of the poles for the overhead are up. As of late June, a section on First Street from the subway entrance to Alameda needs poles installed. The rail is all in place in the subway, and things are moving fast. The Gold Line will extend six miles from its present terminus at Los Angeles Union Station with eight new stations. It is slated for completion next year.

And over on the Expo Line, crews have laid the first set of tracks at the intersection of Denker Avenue and Exposition Boulevard. A lot of work is currently taking place, including thousands of truck loads of hazardous-soil extraction, National Boulevard street realignment in Culver City, and land grading for track installation in Mid-City, with happy crews working simultaneously at many locations. This is just Phase I, which will be 9.6 miles long, have 11 stations, and connect Los Angeles with Culver City. The project has a planned opening in 2010. Phase II, which will bring the line to downtown Santa Monica, is scheduled for final design in 2010.

(Continued on page 16)

Commuter and Transit Notes*(Continued from page 15)***GLENDALE, CALIFORNIA**

John also found that a new trolley line had opened in this city. "It is located in Glendale's latest outdoor shopping complex that is designed in the currently fashionable town square concept, a la The Grove, but more nicely laid out. The line is a single track clockwise loop using internal streets on three sides and a grassed in curb lane of Brand Boulevard (former Glendale-Burbank line of PE). There is a tail track into a storage area on the first floor of one of the buildings fronting the parking garage. The cars are a replica open bench car and shorter matching trailer. The motor car is battery powered and requires a one hour break in service to provide an interim charging. The service runs 11 AM until 9 PM with the aforementioned hour break from 4 to 5 PM. The operation requires a three person crew; motorman and a conductor on both cars. Seems like we've come full circle on crew size! Gomaco built the cars and delivered them in April. The complex opened on May 1-2. The size of the crowds on the day of my visit, June 15, was very impressive. Every trip I saw had full motor and trailer. The trip takes six minutes and runs about every 10 to 15. There is only one stop on the line, so it is run as an attraction, not a way of getting around the complex. Obviously the trip is slow. With people walking everywhere there is no such thing as a speed run. But it's still a fun ride and Gomaco did their usual fine job on the cars. Of interest, both motor and trailer have PCC gongs! Here's more about the complex and the cars: http://www.gomacotrolley.com/Resources/glendale_grandopening2008.html."

TORONTO, ONTARIO, CANADA

On April 8, with the introduction of new MP40PH-3C locomotives, two Milton Line trains in each direction now operate with 12 bi-levels. *(Editor's Note: NJ Transit operates 12-car trains of multi-level cars on the Northeast Corridor, but they are powered by two ALP-46s, one on each end.)* The first of these 26 locomotives entered service on February 14, 2008. GO Transit's older diesels could only handle 10 bi-levels.

Typically during the summer, some transit agencies have reduced service, but not this summer, and not TTC. Since June 22, additional service has been added to Routes 509/Harbourfront, 510/Spadina, and 511/Bathurst.

John Pappas forwarded a report from *The Globe and Mail* reporting that with Siemens bowing out of the bidding process, Bombardier was all but certain to be awarded the contract valued at C\$1.2 billion (slightly less in U.S. dollars) for 204 LRVs plus options for up to 600. Bombardier still had one competitor, which was described as a "small British manufacturer" – TRAM Power. Bombardier was awarded a contract in December, 2006 to supply 234 subway cars (39 6-car units).

EDMONTON, ALBERTA, CANADA

On May 9, Siemens delivered 1038, the first of 37 new SD160 LRVs for the South LRT, which will open in two additional phases. The first station, Health Sciences, opened on January 1, 2006. On April 26, 2009, the line will be extended to the South Campus station, and on April 25, 2010, service will reach the Century Park station. Before being placed into service, 1038 will be undergoing extensive certification testing and commissioning over the summer. It should enter service later this year. Future LRV deliveries will be at a rate of two per month.

FROM THE HISTORY FILES

60 Years Ago: On August 22, 1948, the last four Bronx trolley lines — B/Boston Road, S/Southern Boulevard, T/Tremont Avenue, and V/Williamsbridge, were abandoned. Trolleys from Westchester County continued to run in the Bronx until November 9, 1952.

20 Years Ago: On August 14, 1988, the Riverfront Line opened in New Orleans. There were two temporary shutdowns in the 1990s, to double track and later to re-gauge the line to match Canal Street. On August 29, 2005, Hurricane Katrina devastated the city of New Orleans, but on December 18, 2005, the Waterfront Line, with some cars through-routed via Canal Street, reopened.

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

DUAL-MODE LOCOMOTIVES

by Raymond R. Berger

In light of NJ Transit's awarding a contract to Bombardier for 26 dual-mode locomotives, News Editor Randy Glucksman asked me if I knew of any such operating units. After thinking about it, I came up with four partial answers involving systems in Germany or in France and a fifth involving NYCT.

Karlsruhe

The Karlsruhe Verkehrs Betriebe has combined commuter rail operations with its city transit (rail) system.

This is done by through routing commuter rail lines onto tramway trackage in order to offer direct service to Kaiserstrasse, the main shopping and commercial street in Karlsruhe, not near the Hauptbahnhof nor any Deutsche Bahn rail lines. There is a fleet of dual mode tram cars that automatically switch from 15,000 volts a.c. (Deutsche Bahn tracks) to 750 volts d.c. (KVB tracks). The same pantograph is used and the change-

(Continued on page 17)

Dual-Mode Locomotives

(Continued from page 16)

over switch is automatically thrown as a car passes the changeover point so that there is no chance of operator error. Today, there are ten of these dual mode lines in operation. One of them has a two-block-long part of the line that encompasses street running with the overhead energized at 15,000 Volts a.c. That would never be allowed in the USA.

Nordhausen

Route 10 of the Nordhausen tramway system is through-routed with the Harzerschmalsporbahn, which operates totally with both steam and diesel. There are three dual-mode double-end Siemens Combinos, which run on 750 volts d.c. while on the Nordhausen tram tracks, but convert to diesel mode when the line continues on the Itzlingen on the Harzerschmalsporbahn. The cars are numbered 201-203.

Route 10 of Stadtwerke Nordhausen Verkehrs und Stadtreinigungsbetrieb operates between Krankenhaus (Hospital) loop and Bahnhof Ilfeld Neanderlinik. There is a track connection at Nordhausen Bahnhofplatz between the Harzerschmalspurbahnen (HSB) (diesel) and the local electric tramway. Both are of meter gauge. HSB diesel MUs and steam (yes!) passenger trains operate to several terminals beyond Bahnhof Ilfeld Neanderlinik, but the Duo-Combinos, manufactured by Siemens in 2004, do not.

When the Duo-Combino tram on Route 10 arrives at the Bahnhofplatz, the operator lowers the pantograph and turns on the diesel engines to continue beyond the trolley wire to Ilfeld Neanderlinik. On trips toward Krankenhaus loop, the diesel engines are shut down on

arrival at Bahnhofplatz and the pantograph is raised. Then the car continues on the city system to the Krankenhaus. All three cars (201-203) have the word "Duo" in black on a yellow paint scheme across the front/back of these double end cars, which run only on Route 10. The German uniform classification is "4xGe13ZR NfV" and they and all other Nordhausen tram cars operate from Betriebshof Grimmellallee [car house.]

NMBS (SNCF) 1600-Series Locomotives

For many years now trains are through-routed between Brussels and Amsterdam. NMBS uses 3,000 volts d.c. while the Nederlandse Spoorwegen uses 1,500 d.c. NMBS now has a small fleet of five quadruple-mode electric locomotives. Two pantographs are used. The first uses the 3,000 v.d.c. (NMBS lines) and cuts it in half to 1,500 v.d.c. when running on NS. The other pantograph uses 25,000 v.a.c. when running on the SNCF and cuts it to 15,000 v.a.c. when running on Deutsche Bahn. It is not dual mode, but rather it is quadra-powered.

Dual-Voltage SNCF Locomotives

I understand there are dual voltage electrics on SNCF that run on both 3,000 v.d.c. and 25,000 v.a.c., but these, too, are not diesel electric/electrics.

New York City Transit R-77E

The R-77Es have a charger that charges batteries that allow the locomotive to move short distances where the third rail is de-energized or the locomotive stops between stretches of third rail. While this is not really dual mode, it is something that should be considered.

I am sure there are more examples, and hope this provides our members with a good edification of recent developments in dual-mode propulsion.

New York City Subway Car Update

(Continued from page 5)

the corner. Me, I'm heading back to Coney Island one more time to check out the breeze on the Boardwalk

(again) and an R-160B train or two while I'm at it. Then there's the R-160As at Canarsie and those nice, air-conditioned R-42s and maybe some R-40Ms racing to Far Rockaway...Only in the summertime...And only in New York!

90 Years of Through Service

(Continued from page 6)



Looking north toward 242nd Street and Broadway.
Bernard Linder collection



240th Street and Broadway, looking south.
Bernard Linder collection

Around New York's Transit System

Special Instructions for Conductors on ③ Trains

At the 145th Street-Lenox Avenue station, the doors of the rear five cars must remain closed because the platforms were never extended to accommodate full-length trains.

Conductors on ③ trains must make announcements to passengers whose destination is 145th Street. On northbound trains at 110th Street, 116th Street, 125th

Street, and 135th Street, Conductors will inform passengers who wish to exit at 145th Street that they must leave the train and walk along the platform to one of the first five cars of the train. Passengers must not walk through the cars of the train and the operating cabs.

Before leaving the 148th Street terminal, the Conductor will inform passengers who wish to exit at 145th Street that they must ride in one of the first five cars of the train.

EDDY CURRENT BRAKES

By Russell E. Jackson

When we were preparing our article about the multis for the July, 2008 issue, we checked Car Maintenance's roster. We were surprised to learn that the General Electric multis, 7014-7028, were equipped with eddy current brakes. Because we did not know how these brakes functioned, we asked our readers to help us. Member Russ Jackson send us an excellent explanation. Following are excerpts from the email he sent.

GE...sought a way of providing the benefits of electric braking while keeping the braking system relatively simple, standard, and light. The scheme chosen was eddy current braking.

It was long known that if a metal disc was rotated in a magnetic field there would be electric currents (Eddy Currents) generated in the disc. These electric currents would heat the disc, and if the disc had built-in fan blades, quite a large amount of rotational energy could be turned into hot air. By mounting the disc on a traction motor shaft the motion energy of the car could be converted into hot air, thus slowing the vehicle. (In both dynamic and eddy current cases force is required to turn the motor shaft, that force being provided by the motion of the car.) As with dynamic braking, at low speeds the eddy current braking effect dies off, and a friction brake is needed to complete the stop and hold the car stopped.

To achieve variations in the braking rate the force required to turn the motor shaft with its eddy current disc must also be variable, therefore the current being supplied to the electromagnets of the eddy current brake (the eddy brake fields) has to be made variable; high currents for a strong brake effort, lower currents for a weaker brake effort.

GE had to add some new components to their standard propulsion scheme to do this, plus adding the eddy brake disc and its electromagnets (eddy brake fields) to each motor. The proposal of GE to the New York Rapid Transit Corp. in April, 1936 tells how this worked.

"The transfer switch, when thrown to the braking position, connects the four (traction) motor armatures in se-

ries and in circuit with the eddy brake fields of the four motors. The exciting fields (the normal traction motor field windings) are also connected in series and draw current from the batteries through the eddy current brake regulator. The eddy brake regulator automatically governs the amount of excitation in the (traction) motor fields to cause them to generate the proper amount of current through the eddy brake fields. The amount of eddy brake field current generated is also automatically regulated in proportion to the straight air pipe pressure of the air brake system under control of the brake valve and retardation controller." (notes in parentheses added)

In simpler terms, the battery (kept charged by the motor-generator set) supplied power via the regulator to the fields of the traction motors whose armatures in turn supplied power to the eddy brake field electromagnets.

As for the two equipment types operating together, the NYRT Corp. Specification for Equipment of March 30, 1935, for Equipment "To be constructed by the Westinghouse Elec. and Mfg. Co." required in its Section 3, Control Equipment, item 47 that "There shall be furnished three sets of Westinghouse Elect. and Mfg. Co.'s A.B.S. accelerator control equipment for this five section car and provision shall be made for connecting up to three cars of five sections each and the trainline cable and operating equipment shall have ample capacity to permit proper functioning of equipment in this train operation, and provision shall be made for operating trains made up of cars equipped with Westinghouse Elec. and Mfg. Co.'s type A.B.S. accelerator control specified herein with dynamic brakes to interoperate with General Electric Co.'s type PCM control and Eddy current brakes as specified in N.Y.R.T. specification dated March 28, 1935 or in trains having all the same type of equipment."

To the best of this writer's knowledge, the GE MS cars represent the only car fleet ever produced which employed eddy current braking.