

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 51, No. 9

September, 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:
**Concourse
Yard — Track
Plans
...Page 2**

RAPID TRANSIT ON THIRD AVENUE BEGAN 130 YEARS AGO

Construction started on Whitehall Street, Hanover Square, and Third Avenue to 42nd Street on November 1, 1877. A month later, the company started building the 42nd Street Branch.

A few test trains started operating on August 12, 1878, and revenue service between South Ferry and Grand Central began on August 26, 1878. Trains ran from 5:30 AM to 8:00 PM and were composed of one engine and two coaches. On the first day, 20,000 passengers rode on the entire line and 3,000 entered at Grand Central. Trains continued running from South Ferry to Grand Central for about a year, after which shuttles operated on 42nd Street between Third Avenue and Grand Central until December 6, 1923. The line was extended to 67th Street on September 16, 1878 and 129th Street on December 30, 1878.

The original line was a two-track line. When riding increased, the company was able to provide rush hour express service by installing a third track on portions of the line. Several years later, the company was able to increase service again by making the third track continuous from Canal Street to Fordham Road and building express stations at busy intersections. To carry the new express track across the Harlem River, it was necessary to replace the old single-deck double-track drawbridge with a new double-deck bridge supporting four tracks.

The original Harlem River bridge was designed by J.J.R. Croes, Chief Engineer of the Suburban Rapid Transit Company, as a center-bearing single-deck drawbridge, and was built 1883-86 by the New Jersey Steel and

Iron Company. When work began on October 24, 1883, a pier was built on private property on the north shore of the Harlem River. Other piers were built partly on the Suburban's pier in Manhattan. Work was completed on November 29, 1886. When the wrought iron bridge was built, it was described as, "one of the handsomest, if indeed, not the handsomest in the vicinity of New York City." The drawspan was rim-bearing and was hydro-pneumatically operated. Instead of turning the span by gears, the old span was turned by cables fastened to a circular channel, which held the turning wheels in place and passed over large diameter sheaves to four hydraulic rams. The old bridge was opened and closed faster than the newer bridges.

The new bridge was center-bearing and was operated by four 35-horsepower motors. The span could be swung through 90 degrees in about 60 seconds.

This Manhattan Elevated Improvement, third-tracking the Second, Third, and Ninth Avenue elevateds, was accomplished with hardly any delays to service. But Third Avenue elevated service between Manhattan and the Bronx was suspended for several hours when the Harlem River bridge was replaced.

The tide was utilized in floating the new spans from the falsework on which they were erected, in floating the old spans off their piers, and in aiding the lower the new spans into place. To forecast the height the tide would rise on the days the spans were placed, a study of the tide in the Harlem River was made over a period of months.

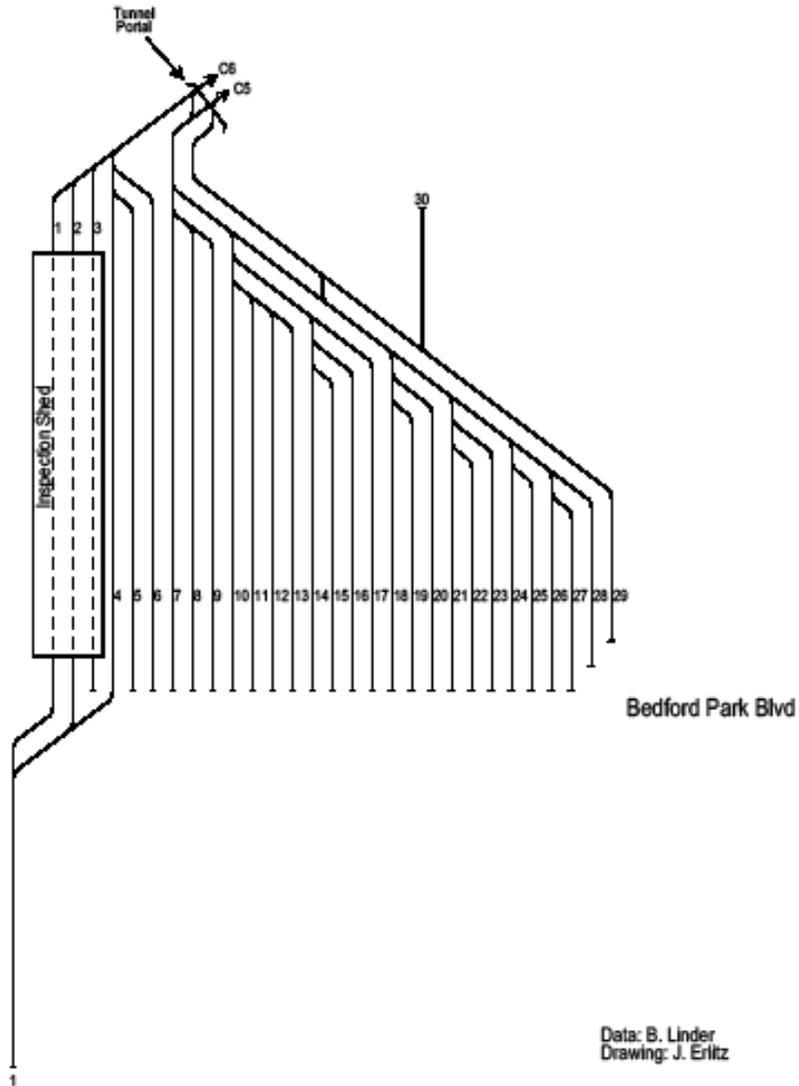
(Continued on page 6)

NEXT TRIP — CONEY ISLAND SHOP TOUR, SEPTEMBER 13

CONCOURSE YARD TRACK PLANS

Concourse Yard

1931 - 1939



Data: B. Linder
Drawing: J. Eritz

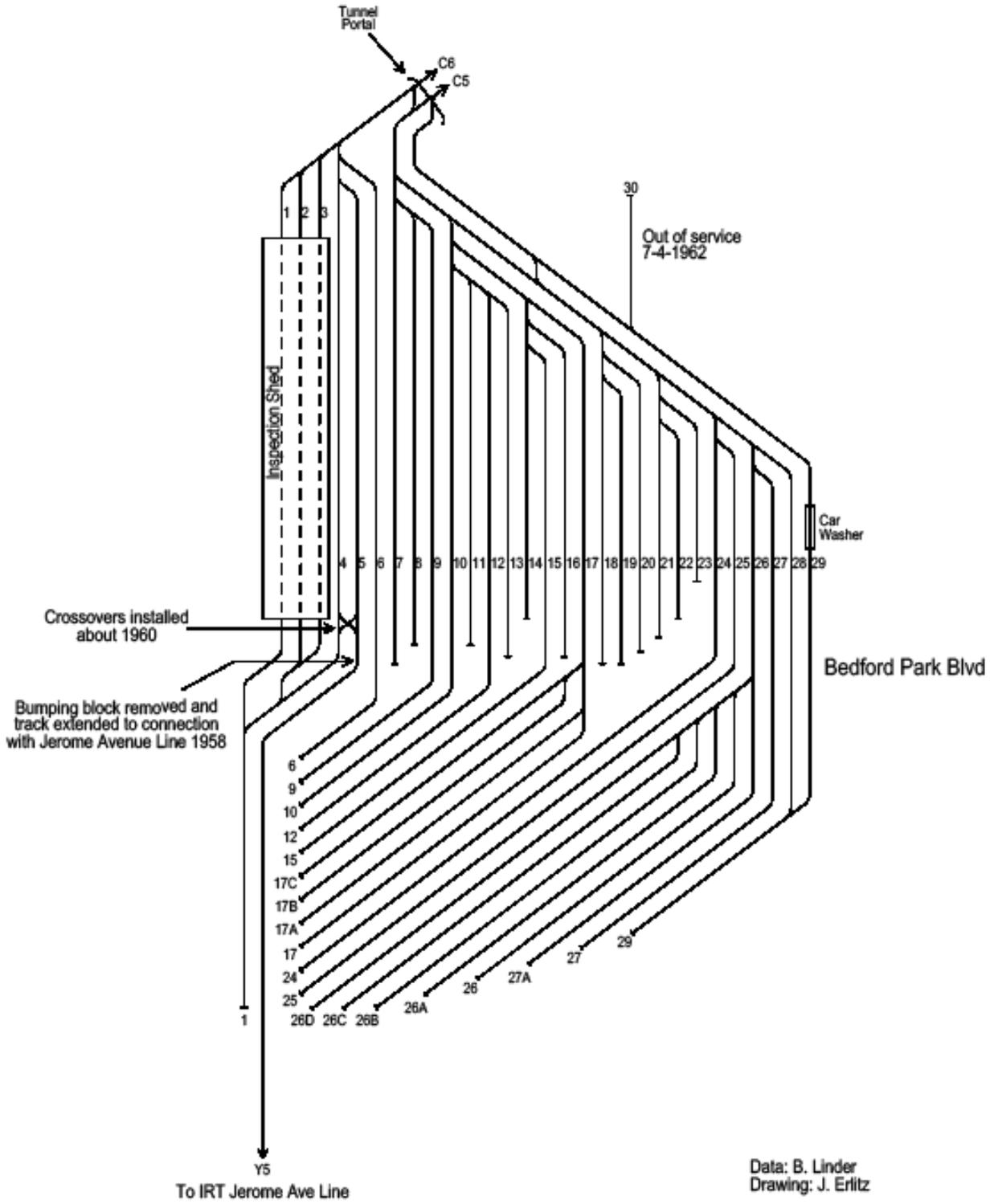
(Continued on page 3)

Concourse Yard Track Plans

(Continued from page 2)

Concourse Yard

1939 - Present



Rapid Transit on Third Avenue Began 130 Years Ago

(Continued from page 1)

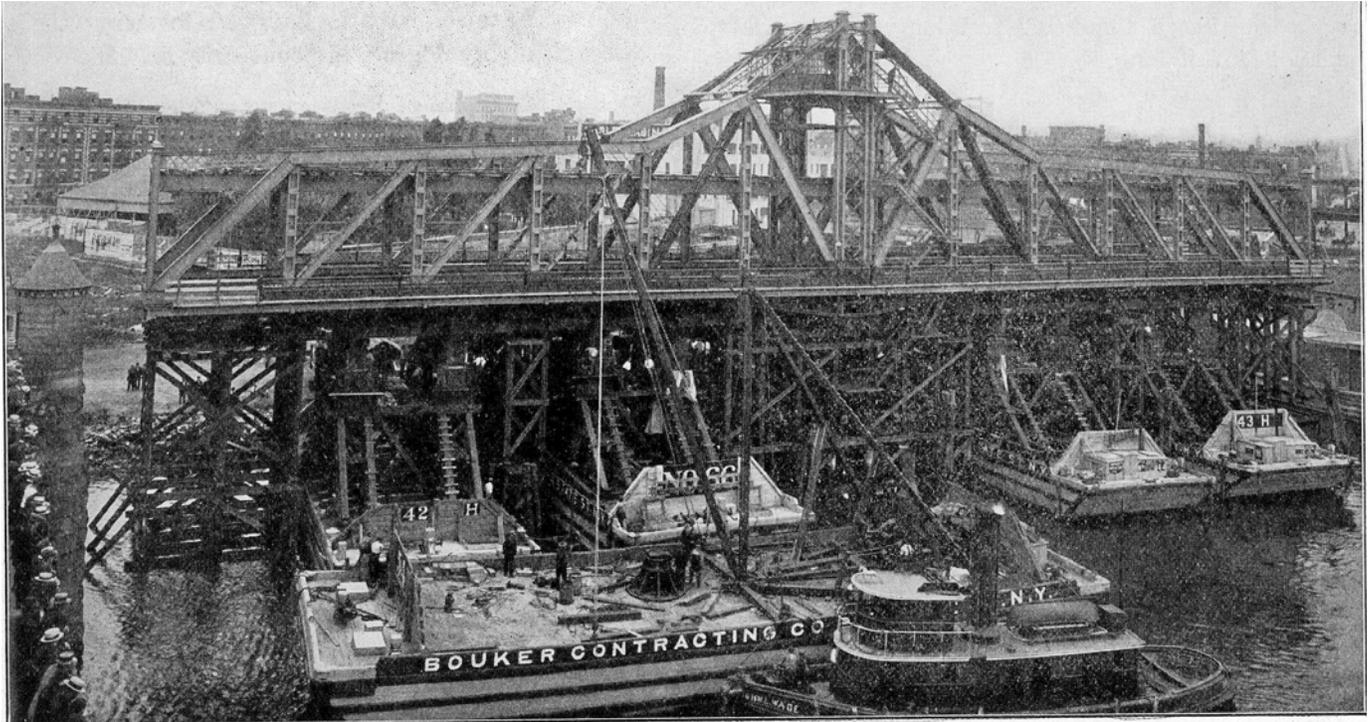
Work was performed when traffic was lightest, Sunday or holiday morning just after midnight. The south approach span was erected on February 22, 1915. The old span was floated clear at 3:00 AM, the new span was on its bearings at 6:15 AM, and the first train passed over it at 6:58 AM.

The north approach span was erected on March 6,

1915. The old span was towed away at 1:30 AM, the new span was set at 4:30 AM, and the first train passed at 6:00 AM.

The old bridge was towed away at 5:50 AM August 22, 1915 and the new bridge settled into place at about 10:05 AM. The first train, a light train, passed over the bridge at 12:42 PM and the first passenger train followed six minutes later.

Third Avenue, the last Manhattan elevated line, ceased operating on May 12, 1955.



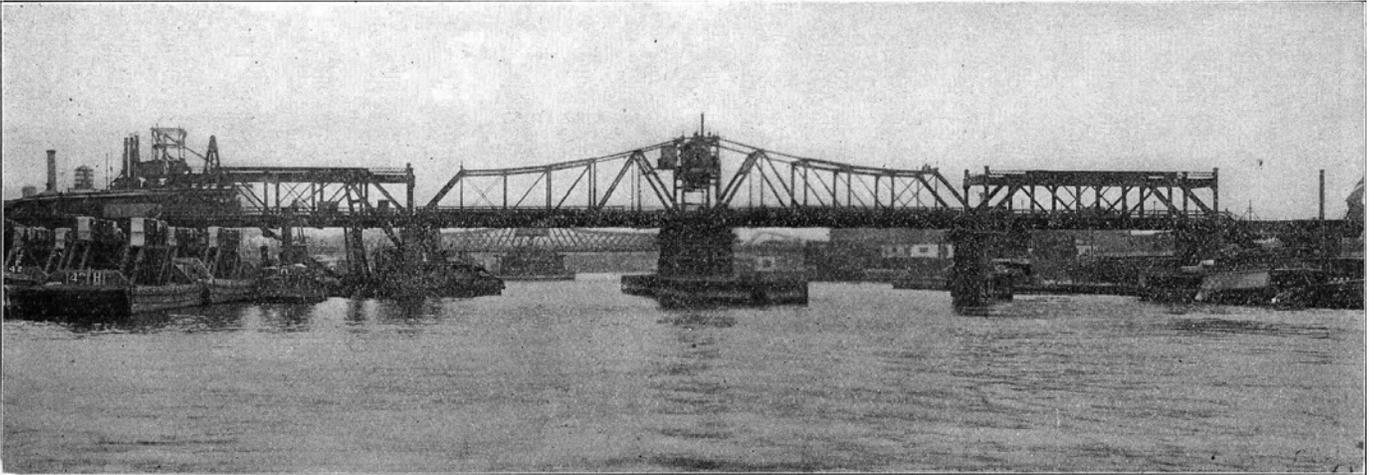
Falsework on which the new bridge was erected at the south end of the Willis Avenue Bridge.
Photograph from *Public Service Record*, published by the New York State Public Service Commission



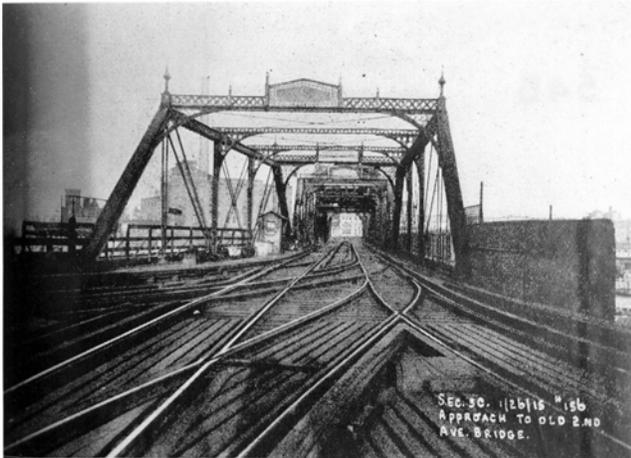
The new bridge.
Photograph from *Public Service Record*, published by the New York State Public Service Commission
(Continued on page 5)

Rapid Transit on Third Avenue Began 130 Years Ago

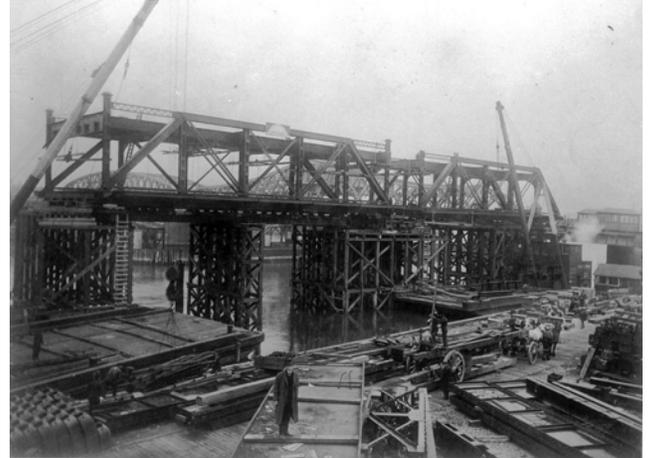
(Continued from page 4)



New double-deck approaches in place before the old bridge was replaced.
Photograph from *Public Service Record*, published by the New York State Public Service Commission



The old bridge, looking north, January 26, 1915.
Bernard Linder collection



The new bridge under construction.
Bernard Linder collection



99th Street Yard, Third Avenue Line, April 4, 1900.
Bernard Linder collection



Bridge over Harlem River, looking north, October 21, 1950.
Bernard Linder photograph
(Continued on page 17)

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

The pace of events has definitely accelerated in the world of New York City Subway equipment these past few weeks, and the most recent overall "snapshot" of how things stand is now ready for review. At last, the widespread incorporation of R-160s into the fleet has taken wing, and with it comes a new strategy and new focus as New York City Transit begins its latest operational period. The end result remains the same, though—new cars in, some others moved around, and some cars out, eventually destined for an off-shore reef in the Atlantic Ocean. It has now been a full year since the first comprehensive report was filed on the R-160 program, and even after all the misgivings, mishaps and unexpected twists in this tale, the overall process is right about at the halfway point (of the cars thus far on order) and about where it was originally projected to be. So with that in the bank so to speak, let us continue.

Subdivision "A" Events

Being air-conditioned, single-unit R-62As from Livonia (3/S) continue to proliferate refuse trains through the summer on the Subdivision "A" main lines, coupled to an R-127/134 Work Motor. On 7, four Corona-based R-62A singles have completely but temporarily supplanted the EPO-series cars, in turn being spelled by pairs of World's Fair R-33 single units when necessary (one set at each end of the associated flat cars).

One 10-car "Birthday Train" of single R-62As continues to be used on 3 when available, but not daily given their temporary side duty on refuse trains.

By July 14, World's Fair R-33 9317 and R-134 EPO17 were again separated on the Signal Dolly. In succeeding weeks various EPO Motors or World's Fair R-33s were at both ends of the consist, but not coupled together.

The Corona-based R-62A single unit with a pilot set of external speakers was misidentified last month and is 2056, not 2059. This car was spotted on the Corona refuse train on July 31.

R-62A single unit 2079 has been back in passenger service on 7 since late July and bears no hint of its "role" in the upcoming remake of "The Taking of Pelham 1-2-3." It was pointed out that during filming this car was pulled about by a 5-car set of R-142As from 4 or an unaccepted 4-car set of R-160A-1s that were temporarily provided to the movie company as needed.

Former Non-SMS R-33 8951 was being painted at Coney Island on July 29, becoming yellow to mark its transformation to Rider Car RD441. It was awaiting completion work in early August (markings and final installations) and should be on the road by the end of summer.

There were no changes in Subdivision "A" fleet com-

position with the new pick, effective July 27, 2008. The biggest change was the restoration of overnight 3 services as a turn from 148th Street to Times Square, using the siding between the 42nd and 34th Street stations to relay. The usual 10-car trains of R-62s (Kawasaki-built) are used for this operation.

R-160 News and Observations; Add J/Z and Q To Their Resume

R-160A-1s 8601-16 were delivered by July 31, 2008, joined by 8617-24 through August 8. On July 17 brand new R-160A-1s 8561-4 and 8569-72 made up one of the trains used to reinstitute service with new cars on the rush hour Z fillers. They had been previously stationed there from June, 2007 through April 4, 2008 when assignments were shuffled and the R-160A-1s were concentrated on M. The next day (July 18), a third R-160A-1 set was also in use on a J run during both rush hours, a pattern repeated through the next two weeks in addition to those cars used on both L and M. By the end of July, 2008, R-160A-1s 8557-60 and 8593-8600 were also in service on all lines out of East New York (a few on J/Z, some on L, and all service on M). Then beginning after the PM rush hour of August 4 whatever usage restrictions there had been regarding the 4-car Alstom units were repealed, and for the first time the new cars were thrown into the general equipment pool used on J, 24 hours a day, 7 days a week. As of August 8, 2008 R-160A-1s 8573-6 and 8585-92 were also in passenger service, which brought the quantity of accepted cars at East New York up to 276, with 36 more in testing and just 28 more of this portion of the base order left to arrive.

As of August 8, 2008, Option R-160B cars 9033-42 had been delivered, while 8998-9002 and 9013-27 had entered passenger service. The first two trains of R-160Bs (including newcomers 9018-27) were placed in Q service on July 29, 2008, with about six or so appearing on a daily basis since that time. Other than a barely perceptible uptick in the use of R-68/R-68As on N, the distribution of equipment on all three lines seemed to be unchanged as a result, and the leading sentiment remains that the new equipment will gradually assume full-time service on N and Q, while the R-68/R-68As based at Coney Island will eventually fade into more of a weekday-only role and be divided among B, N, Q, and W. Note that this has not transpired yet though, as an R-68A train was observed on N at Queensboro Plaza during the midnight hours of August 7, and (incredibly) an R-40M train ran on N on July 14, while a lone set of slant R-40s appeared on N between

(Continued on page 7)

New York City Subway Car Update*(Continued from page 6)*

July 29 and July 31.

By August 8, 2008, deliveries totaled 312 R-160A-1s, 10 R-160A-2s, and 320 R-160Bs, for a combined quantity of 642. Of these, there were 276 R-160A-1s in service at East New York (**J/Z**, **L**, **M**), and 10 R-160A-2s at Coney Island along with 300 R-160Bs. Note that the lone Alstom R-160A-2 "test" train (8653-62) is only used on **N**, and has been for some time (often on the same put-in), while all Kawasaki R-160Bs wander among the other three Coney Island-based routes (**N**, **Q**, **W**).

60-Foot SMEE News

Immediately after the previous Update was compiled, rumor became fact and NYCT's Subdivision "B" equipment deployment plan was altered drastically. No longer would East New York send a set of Morrison-Knudsen-overhauled R-42s to Pitkin for each new R-160A-1 placed in service, in turn losing Phase I R-32s for Jamaica to replace Phase IIs. Rather, the existing fleet surplus of 60-footers at Coney Island (**B**), created by entrance of the R-160B Option cars, would be used to advantage and half of the entire R-40M group sent to join the R-42s at Pitkin on **A**. This would enable the remaining Phase I R-32s to go from Pitkin and 207th Street (**A**, **C**) to Jamaica (**E**, **F**, **R**) and enable an acceleration of retirement for the Phase II R-32s. To further abet the push to remove the Phase II R-32s from operation, those Morrison-Knudsen-overhauled R-42s becoming surplus to the operational needs at East New York (**J/Z**) would be transferred to Jamaica directly. Finally, if only in the short term, the R-38s were granted a reprieve of sorts and will remain in use as 8-car trains on **C** until such time as they also can be replaced.

By July 14, some 18 R-40Ms had joined the large group of slant R-40s that were stored at Coney Island early in the month, both in response to continued R-160B arrivals. On July 19, two of these (4548/9) and 18 other cars including 4532-47 and R-40M/R-42 mismatch 4460/4665 were shifted to Pitkin and placed immediately in operation on **A**. They were used as two separate trains that first day, but starting on July 20 and continuing through the present, the R-40Ms and Morrison-Knudsen-overhauled R-42s have been predominantly used in mixed consists, as has been a tradition going back now more than three decades. For historical reference, there is no record of R-40Ms being regularly assigned to **A** prior to July 19, 2008.

Also on July 19, Phase I R-32s 3698/9, 3714/5, 3718/9, 3728/9, and 3732/3 went from Pitkin to Jamaica and another 10-car set of Phase IIs was then removed from service. On the following Monday (July 21), it was observed that several of the slant R-40s that had entered storage but two weeks previous were back in ser-

vice on **B** (all of them by July 24), as were those R-40Ms that had also briefly been sidelined. This freed up additional R-40M cars for movement to Pitkin, and starting on August 1, cars 4502-31 were in operation on **A** mixed in consists as R-40M/R-42s. At this stage, all 28 remaining Phase I R-32s from Pitkin (3650/3767, 3796/7, 3804/5, 3810/1, 3818-23, 3828/9, 3834-7, 3856/7, 3864/5, 3868/9, and 3872/3) were forwarded to Jamaica, which resulted in yet another burst of Phase II withdrawals, with many more to come. In actuality, the pace of incoming Phase I R-32 replacements has gotten ahead of that of Phase II R-32 retirements as of August 8, 2008, and the standing fleet at Jamaica is temporarily inflated.

Likewise, with no further movement of Morrison-Knudsen-overhauled R-42s from East New York to Pitkin following that of 4628-37 on June 27, the equipment allocation for **J/Z**, **L**, and **M** was temporarily overstated as 88 R-160A-1s were added to the fleet. Finally, after the R-160A-1s went into full-time **J** operation on August 4, another group of 42 Morrison-Knudsen-overhauled R-42s (4638-63, 4666-79, and 4694/5) were gathered at Fresh Pond Yard and forwarded to Jamaica, where the first two 10-car trains were used on **E** starting on August 7.

Some Historical Perspective on Morrison-Knudsen-Overhauled R-32s

As things stand on August 8, 2008, there are just 12 R-32s used on **A** and **C** (3383/3890, 3894-7, 3912/3, 3928/9, and 3932/3, based at 207th Street), completely mixed in consists with R-38s. When these depart for Queens, as is expected to occur shortly, all remaining R-32s will continue to only be found on **E**, **F**, and **R**. This is projected to be the case until sometime in the 2010-2011 time frame, when new cars should be on hand at Jamaica. In retrospect, all 290 Phase I R-32s were originally delivered to Jamaica, where they were assigned to **R** starting on June 20, 1988, and **G** beginning on April 5, 1989. After the Phase IIs began to arrive at Jamaica in the second half of 1989, some of the Phase Is were relocated to Pitkin for **C** service commencing on October 8, 1989. This gradual process then continued for many months, with 28 Phase Is being so transferred by June, 1990, joined by 22 more that migrated during this time from Jamaica to Coney Island and then to Pitkin as additional Phase IIs were transferred from Jamaica to Coney Island to replace them. The use of Morrison-Knudsen-rebuilt R-32s on **A** wasn't commonplace until October, 1991, at which time they were blended with both GOH R-38s and the 10 General Electric-rebuilt R-32s (also known as Sigmas). Their number wasn't very great at Pitkin in the early going either, but finally expanded from 38 (as of February 1, 1991) to approximately 126 between February and July of 1992 as Phase Is were brought over to fill in for R-

(Continued on page 8)

New York City Subway Car Update

(Continued from page 7)

44s being overhauled, then kept on hand as replacements for the non-air-conditioned R-30s (which were retired from **C** in 1993). Additional transfers occurred through the next decade but the quantities were about the same until the R-143s began arriving in 2001. The Pitkin R-32 fleet ultimately remained at 130 cars or so before a series of movements was started to retire the Phase II cars at Jamaica in April, 2008.

For further clarification, there are several differences between Phase I and Phase II R-32s, though they are thoroughly compatible. The most essential of these include braking (WABCO on Phase I, New York Air Brake on Phase II); Controller type (General Electric on Phase I, Westinghouse on Phase II); Air-conditioning (Stone Safety on Phase I, Thermo King on Phase II); and Door Motors (Vapor on Phase I, Westcode on Phase II). To some degree since their delivery, and definitely since May, 1991, there has been some attempt at keeping the two types separated, with the Phase Is allocated to Pitkin and later 207th Street for **A** and **C** (1989-2008) and Phase IIs to Coney Island for **N**, later **W** and **E** (1989-2007). At Jamaica some early effort was expended at keeping Phase I and Phase II consists separated, but within a short time the two types were mixed (particularly following their general assignment to **E** and **F** in December, 1990). Aside from particular features unique to specific pairs (such as horn placement, for example) there is no readily identifiable way to externally differentiate between the two groups of Morrison-Knudsen-overhauled R-32s.

R-42s On **M** Through The Years

The first train of R-42s is shown in M service on January 27, 1970, and with only brief interruptions they remained there until about February of 1985, when the R-42s were almost entirely concentrated at Concourse (D) and Coney Island (AA/B, RR) with a handful left on the J and LL routes out of East New York. Through those years (starting in January, 1973) the M shared its assignments with the rush hour-only QB service and used Coney Island equipment with lay-ups at Fresh Pond Yard. Again this was a brief hiatus as they returned in May, 1985, then were gone again with the implementation of Brighton "skip-stop" service in April, 1986, at which time **M** was transferred to East New York. Their next return came as part of NYCTA's graffiti-fighting efforts on December 15, 1986 when so-called "CAP" (Car Appearance Program) as-built R-42s were placed on **M**, where they remained in advance of their General Overhaul, being joined by GOHd Coney Island-overhauled R-42s starting on March 31, 1988. Again

there was a period of interruption from April to June as the Williamsburg Bridge was closed, after which three kinds of R-42s appeared on **M** (Morrison-Knudsen-overhauled, Coney Island-overhauled, and non-overhauled but graffiti-free). The last unrebuilt R-42s departed **M** on May 13, 1989; the Coney Island-overhauled R-42s lasted until March 31, 2008, and (finally) the Morrison-Knudsen-overhauled R-42s departed on June 30, 2008.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through August 8, 2008:

July, 2008: R-32 (Phase II) 3350/1, 3462/3, 3502/3905, 3508/9, 3554/5, 3580/1, 3596/7, 3604/5, 3648/9, 3700/1, 3744/5, 3762/3, 3842/3, 3914/5, 3942/3 withdrawn from Jamaica (**E**, **F**, **R**); R-40M 4456/7, 4474-7, 4480/1, 4484/5, 4494/5, 4498/9, 4516/7, 4548/9 withdrawn from Coney Island (**B**); R-40 4152/3, 4174-9, 4186/7, 4212/3, 4216-9, 4226/7, 4240-3, 4248-51, 4254-7, 4264/5, 4288/9, 4346/7, 4358-61, 4366/7, 4370/1, 4436/7 restored to service at Coney Island (**B**); R-40M 4456/7, 4474-7, 4480/1, 4484/5, 4494/5, 4498/9, 4516/7 were restored to service at Coney Island (**B**)

August, 2008: R-32 (Phase II) 3352/3, 3362/3, 3617/3776, 3684/5, 3722/3, 3814/5, 3816/7, 3874/5, 3884/5 withdrawn from Jamaica (**E**, **F**, **R**)

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

The biggest news in this department is the ongoing resurgence in the use of R-46 trains on **E**. Since August 1 there have been 3-5 trains of them typically appearing on any given day (sometimes even more on weekends). What has made this occurrence all the more interesting is the coincidental addition of former Pitkin Phase I R-32s and the R-42s, which is suddenly making **E** (where there has been virtually nothing but Morrison-Knudsen-overhauled R-32s for almost 20 years) a bastion of unexpected variety. In point of fact, one would have to go all the way back to the early 1980s (when there were R-10s, R-32s, R-44s, and R-46s) to recall the last time **E** drew such regard.

Reefing Renewed

Barge #6, with 44 R-32s, R40s, and Coney Island-overhauled R-42s for the South Carolina Department of Natural Resources, departed on Monday, July 21. The empty barge returned to 207th Street on August 2 and the loading of Barge #7 was set to commence as of August 8. The yard and shop areas of 207th Street have been filling with slant R-40 shells in the meantime and should comprise the bulk of this next shipment, which is reportedly bound for the Atlantic Coast off Savannah, Georgia.

Commuter and Transit Notes

No. 238
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

In spite of the fact that when MTA raised fares on March 1, 2008 it said it would hold fares for two years, on July 23 MTA announced that it would seek to raise fares by 8% in 2009. The details, according to MTA, are that due to increasing fuel costs and a fall-off in real estate taxes, there is a projected budget shortfall of \$900 million. If an increase is approved, it will be the first time since 1980-1 that there were increases in the subway fare in two consecutive years. Last year, MTA had proposed scheduling regular and modest fare increases every two years. That plan was to begin in 2010. Both Mayor Bloomberg and Governor Paterson have gone on the record as opposing any increase next year.

MTA METRO-NORTH RAILROAD (EAST)

Below is the re-numbering scheme for the 24 cars that formerly were operated in west-of-Hudson service. Not all cars have been returned from their overhaul.

EAST-OF-HUDSON NUMBER	WEST-OF-HUDSON NUMBER	WEST-OF-HUDSON NUMBER (2)	EAST-OF-HUDSON NUMBER
6113	5173		6113
6117	5174		6117
	5175		6125
	5176		6127
	5177		6129
	5178		6131
	6000	5980	6143
	6001	5981	6145
	6002	5982	6147
	6003	5983	6149
	5986		6134
	5987		6136
	5988		6138
	5989		6140
	5990		6142
	5991		6144
	5992		6146
	5993		6148
6173	6173		6173
6176	6176		6176
6178	6178		6178
6180	6180		6180
6182	6182		6182
6184	6184		6184

The annual Open House at Harmon Shop will be held Saturday, October 18.

MTA METRO-NORTH RAILROAD (WEST)

The July/August edition of *Mileposts West* reported about several construction projects that were underway on the Port Jervis Line. In the mile-long Otisville Tunnel, ties and ballast are being replaced, and to enable this work to be done, shuttle buses are operating between Middletown and Port Jervis. The following bridges are undergoing various types of rehabilitation: East Main Street Bridge, O&W (New York, Ontario & Western Railroad) Truss Bridge, Walkkill River Bridge, and the Moodna Viaduct. Finally, continuously welded rail (CWR) is being installed between Otisville and Middletown and also east of the Port Jervis Station.

The Rockland Journal News reported that since the institution of weekend service last October 28, ridership on the Pascack Valley Line has risen by 40%. Weekly ridership, at 11,634, is also the highest in the line's history. Ridership on the off-peak trains has also grown from an average of 35 last fall to 119 in the spring. On weekdays, ridership exceeds 2,100, and on weekends, Saturdays have seen a 75% increase and Sundays a 60% increase to about 800 trips.

MTA LONG ISLAND RAIL ROAD

Due to a broken rail on one track in the (Amtrak) East River Tunnels, nine evening trains were canceled departing from New York Penn Station on July 22.

In case you were interested, it was track and drainage work being performed between Great Neck and Port Washington during the weekends of August 2-3 and August 16-17.

Nearly one month in advance, construction timetables for the Queens Interlocking Signal Cutover (week of August 23-24) were available. There was a multi-color timetable (Blue/Purple/Black/White) for the Port Jefferson and Ronkonkoma Lines, as well as individual branch timetables for the Oyster Bay, Hempstead, Babylon, and Montauk Branches and the City Terminal Zone. A special brochure explaining the service diversions was published.

As is done annually, the special timetable was issued for the 2008 U.S. Open (August 19-September 7) at the U.S. Tennis Center in Flushing.

Member Joe Gagne forwarded an editorial from *Newsday* that discussed MTA's budget problems and its effect on LIRR's Third Track Project. The paper feared that the MTA Board would vote to defer this project from the current Capital Program to the 2010-2014 Capital Program. *Newsday* believes that while the East Side Access Project and improvements at Jamaica Station are important, it is the Third Track Project "that is truly on Long Island."

(Continued on page 10)

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

Joe also sent two articles from *The East Hampton Star* reporting that former Southampton Town Councilman Dennis Suskind has offered to restore the Water Mill Station and also add some retail and office space on this property. Water Mill was located between Southampton and Bridgehampton and closed in 1933. Joe told me that at one time the building was used as a restaurant. Mr. Suskind told *The East Hampton Star* that he had offered MTA the opportunity to purchase or lease back the station. He said: "I sent a package with the plans to...MTA and I've never seen an agency return something so fast. They wanted no part of it." There was also some community opposition to Mr. Suskind's proposal.

In another article we learn that LIRR has been earning some much-needed additional revenue from the sale of unneeded train and track parts. At the end of April, crews had removed 1,399 tons of scrap metal, 38,761 railroad ties, and 9,350 cubic feet of debris, which since 2006 has earned LIRR \$3 million!

NJ TRANSIT

With the completion of concrete tie replacement work on Track 4 between Jersey Avenue and Trenton, new timetables were issued for all lines, except for Atlantic City, effective August 3. On the Northeast Corridor Line, the next phase has moved the work to Track 1 between Trenton and Jersey Avenue. Two AM and one PM peak hour trains have been added to the schedule, which caused several trains to be re-timed. Below are some of the other changes which were made:

Main/Bergen: Adjustments to connection times at Secaucus. On weekends, service on the Bergen County Line was reduced with the elimination of three inbound and four outbound trains that terminated/originated in Waldwick

Montclair-Boonton Line: Minor time changes during AM and PM peak and off-peak. There is a new AM train, #213, which departs from Hoboken at 7:04 AM and runs express from Bay Street to Montclair Heights. The mid-day bus replacement service has ended. New train #6250 (4:34 PM MSU/NYP) replaced Train #250 (5:00 PM MSU/Hoboken), and Train #6201 (12:34 AM NY Penn) has been replaced by #201, which departs from Hoboken at the same time

Morris & Essex: Train #800, which departed from Lake Hopatcong at 4:07 AM, has been removed from the schedule

North Jersey Coast Line: Some Bay Head/Hoboken off-peak diesel trains were dropped from the schedule, and replaced by shuttle service to/from Long Branch, where passengers must change for electric trains for Newark and New York Penn Stations. On weekdays, the last train of the day is Train #7205. It departs from New York Penn at 12:37 AM, connecting with a shuttle

from Long Branch to Bay Head that departs at 2:17 AM. Under the previous schedules, there was Train #5347, a diesel train from Newark to Bay Head which departed at 2:10 AM. Thus, the table showing the last and first trains that was published in the February *Bulletin* no longer reflects the status quo.

Pascack Valley Line: Getaway service was added for August 29 and on weekends, there is a new limited stop train, #2124, which departs Spring Valley at 7:10 PM, skipping Montvale, Woodcliff Lake, Westwood, Emerson, and Teterboro. Under the previous schedules, Train #2124 had been a deadhead move to Hoboken. By rearranging the schedule, NJ Transit and Metro-North were able to add this train at virtually no cost. This is the first change to weekend service since it was launched on October 28, 2007

Raritan Valley Line: Sunday morning and holiday service is now every two hours. Displaced riders are being offered NJ Transit bus service (Routes 59, 113, and 114). On weekdays, Train #5706 has been extended to Hoboken and renumbered to #2706.

Also effective with the new timetables, the Trenton station is now referred to as the Trenton Transit Center. This was done to mark the winding down of a major renovation of this station.

On July 23, as I boarded my connecting train at New York Penn, I overheard PA announcements that there were delays on departing trains due to low voltage problems. At 5:02 PM, the announcement was made that service was suspended "indefinitely." I joined the hoards of homeward-bound commuters making the long trek over to PATH's 33rd Street station. Since my arrival was early in the process, it was only a few minutes until I was aboard a Hoboken-bound train. I arrived just in time to miss the express, and caught the following train, an all-stops local. One of my fellow commuters told me that because of major crowding at 33rd Street he walked to the 23rd Street station. Others opted to take a subway to World Trade Center. My daughter spent a few days with some friends at the Jersey Shore and called me from Hazlet, where her train was stopped. She later called to tell me that her train was stopped between Secaucus and New York Penn for about 15 minutes. Yes, she made it back to her apartment.

WCBS-880 reporter Peter Haskell reported from New York Penn at 5:51 PM that the first train had received a track assignment. Twenty minutes later he reported that no further trains were being assigned to tracks. One of my co-workers who rides to Metropark told me that his typical 35-minute trip required 1½ hours that evening. Train delays of up to 90 minutes were reported by NJ Transit, which in its customer notice reported that the low-voltage condition was reported to it by Amtrak at 4:35 PM, meaning that there was insufficient power in the catenary for trains to operate. This affected the Northeast Corridor from New York to Philadelphia and

(Continued on page 11)

Commuter and Transit Notes*(Continued from page 10)*

the North Jersey Coast Line to west of Matawan-Aberdeen. *Midtown Direct* trains were routed to Hoboken. The follow-up reports that I heard told that the problem originated in the Philadelphia area, and the matter was under investigation. At publication time, there was still no further news.

A service notice was issued for Wednesday, August 6 for those attending a soccer match at Giants Stadium in the Meadowlands. According to the notice, there were operational limitations at the Port Authority Bus Terminal which affected Route 351. So, a special rail/shuttle service was operated between Secaucus Junction and the stadium. For \$10, passengers were sold a special three-part ticket, two for the train and one for the shuttle bus. For those who are interested, FC Barcelona defeated the New York/New Jersey Bulls.

There was a derailment of two of eight cars of a Norfolk Southern freight train at Waldwick on August 11. The incident, which took place at 1:40 PM, affected the rush hour for Bergen County, Main, and Port Jervis commuters. NJ Transit reported that there were 30-60-minute delays. WCBS-880 Traffic Reporter Tom Kaminski reported high above Waldwick at 5:28 PM that there were no trains moving. With two of the three tracks blocked, the remaining track was being used for westbound service. At Secaucus, while waiting for my train, a PA announcement was made that the (late) 5:02 PM train to Suffern would make all local stops and that the 5:12 PM local to Waldwick was canceled. Arrangements were made for cross-honoring of rail tickets on parallel bus lines. Buses were substituted for trains in the inbound direction only between the Allendale and Waldwick stations. (Inbound customers had to travel by train from Suffern to Allendale, by bus from Allendale to Waldwick, then by train from Waldwick to Secaucus/Hoboken.) As late as 10 PM, service had not yet been restored. The following day, I was unable to find any report of when service was restored, so presumably it occurred during the overnight because there were no reported delays for the AM commute.

NJ Transit and SEPTA announced in mid-August that they will sell each other's tickets to all stations. For SEPTA, this sales policy will be in effect only at the Trenton, Suburban and Market East Stations, as well as all NJ Transit vending machines. But NJ Transit passengers will be able to make ticket purchases at all stations and TVMs. Previously joint SEPTA/NJ Transit tickets were only available for travel to the three SEPTA regional rail stations in Center City. The two transit agencies will work to create more ticketing options.

Citing positive feedback from passengers, at its August 13 meeting, the Board exercised Options E and F of the multi-level car contract with Bombardier and an additional 50 cars; 10 cab cars and 40 trailers (7 with

restrooms) will be purchased at a cost of \$75.7 million. This will bring to 329 the number of multi-level cars that have been purchased. It breaks down into 52 cab cars and 277 trailers (99 with restrooms). As of mid-August, 143 were in service on all lines in the Newark Division plus the Morris & Essex and Montclair-Boonton Lines. An additional 27 were undergoing testing prior to being released for service. Deliveries, currently at 10 cars per month, will continue into 2010. One of my co-workers reported seeing for the first time a six-car train of multi-level cars on the Raritan Valley Line on August 4. The train was powered by a PL-42.

Member Bob Kingman reported these multi-level cars passed through Kenwood Yard: July 29 – 7026, 7267, and 7582-7584; August 5 – 7268, 7269, 7585 and August 10 – 7502, 7586-7588. Bob wrote that 7502 is the second 750x car in recent months to be spotted coming south and he doesn't know if some of the earlier ones are going back to Plattsburgh for retrofits or not?

The Board formally approved the sale of 8 Comet Is plus one out-of-service car (for parts) to SEPTA at the August 13 meeting.

Thanks to Bob Kingman, who found a roster on the Internet that listed the 14 coaches and 7 diesels that are being leased to AMT in Montreal. Bob also sent a link to a request for goods and service indicating that all of the coaches, which are Comet lbs (ex-Arrow Is) and the diesels will receive a mini-overhaul. Some of the work that will be done to the coaches includes an exterior and interior cleaning, seat repair, closing up of the toilets (cab cars only), removal of NJ Transit logos and replacement of same with AMT logos, and change of signaling equipment to AMT. The diesels will also be upgraded to AMT standards. This temporary lease will make for some interesting photography. Below is what is moving north of the border:

Cab cars: 5156 and 5157

Trailers: 5220-5222, 5225-5229, and 5231-5234

Locomotives: (F-40) 4117-4118 and (GP-40) 4135, 4137, 4140, and 4143-4144

Railway Age reported that the dual-mode (a.c. and diesel) locomotives that will be constructed by Bombardier will be referred to as ALP-46A. NJ Transit has ordered 26, and AMT (Montreal) will be getting 20, under a joint procurement. AMT plans to connect the non-electrified Blainville Line to the electrified Deux Montagnes Line and utilize the same 3-mile tunnel to reach Central Station. AMT will also construct a new non-electrified line to be known as the Repentigny-Mascouche Line. If all options are exercised by both transit agencies, there could be 80 or more such dual-mode units.

Another item that was approved at the August 13 NJ Transit board meeting was the leasing of the Waldwick station (built 1887) to a non-profit organization – The Waldwick Community Alliance, Incorporated. This organization will secure and maintain the building for \$1

(Continued on page 12)

Commuter and Transit Notes*(Continued from page 11)*

per year for 25 years, and relieve NJ Transit from this responsibility. The Waldwick station was replaced in 1983 by a more modern facility.

Member Jack May provided some additional information about the Newark Light Rail schedules that went into effect on June 28. These schedules reduce rush hour service so now there are only two cars on the Broad Street Branch all day long. Prior to that date there were 3 in rush hours with a 10-minute headway operated. Now the frequency is in the 15-minute range all day long.

Two RiverLINE cars, 3516 and 3520, have been modified to operate at 70 mph in tests north of Burlington. **Cinders** reported that the present maximum speed is 65 mph.

New RiverLINE timetables went into effect on August 2, replacing the May 17, 2008 editions. The first northbound train from the Burlington South station now departs at 5:56 AM instead of 6:01 AM. There were also a number of other minor re-timings.

AMTRAK

The Northern New England Passenger Rail Authority reported that due to the increased price of gas, *Downeaster* ridership experienced a 28% increase gain during FY2007, which ended June 30. On average, 947 more passengers rode the Portland-to-Boston train every day, and ticket revenue grew 33% for the year. NNERPA officials are exploring ways to increase service. On August 17, 2007, a fifth *Downeaster* was added to the schedule, and this past April, a fifth car was added to all train consists. The first train (#680) out of Portland (5:55 AM) is running at 90% of capacity, and the 5 PM train (#685) out of Boston is typically 95%. A \$6 million federal grant for operations will end soon, and Maine Governor John Baldacci has committed to including funding for the *Downeaster* in his state budget next year to make up for this loss. Thanks to member Todd Glickman for this report.

As of July 14, Amtrak re-branded its Northeast Corridor regional service, by renaming it *Northeast Regional*. Thanks to Bob Hansen for this report.

MISCELLANEOUS

For all of the positive news from around the country about increased use of public transportation, there is a down side – collections of motor fuel taxes and tolls are down. It is these revenues that help to maintain the highways and provide a source of funding for transit. In fact, Transportation Secretary Mary E. Peters has requested that to make up for a shortfall in the Highway Trust Fund's highway account, in the short term, money be "borrowed" from the fund's mass transit account.

MUSEUMS

The Shore Line Trolley Museum (Branford), in coordination with the East Haven Rotary Club, will commemo-

rate the 60th anniversary of the end of trolley service in West Haven on Saturday and Sunday, September 26 and 27, between 10 AM and 5 PM. There will be trolley rides, food, music, and entertainment. Costs are \$10 for adults and \$5 for children. Thanks to member Frank Pfuhler for sending a copy of the flyer.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

In FY2008, according to the Massachusetts Bay Transportation Authority, nearly 375 million people rode public transportation, which is 21 million more than in FY2007. This amounted to a 6% increase and was the highest ridership total in the "T"'s 44-year history. The previous record was set in 2001, when more than 354 million riders were carried.

There is finally a resolution to a series of MBTA projects the state agreed to accelerate in 2006. The settlement received approval on July 31 from the Environmental Protection Agency, which was expected, because EPA found the state's plan meets federally-required air quality standards. Many of the projects were promised in 1990 as part of a deal surrounding the Big Dig. In 2005, a settlement between the state and the Conservation Law Foundation — which argued delays were hampering the transit improvements — pledged to move the projects forward. These are the affected projects:

- Green Line extension to Somerville and Medford. To be determined is where the extension will end; at Route 16 or College Avenue
- Fairmount Line rail improvement project, which would add four new stations between Readville and South Station. Community meetings were held on the design of the stations: Four Corner, Talbot Avenue, Blue Hill Avenue, and Newmarket
- Connecting the Blue and Red lines between the Bowdoin and Charles/MGH stations. These are the only two MBTA lines that are not currently linked
- Addition of 1,000 total new parking spaces at various T stations

Other commitments included last year's completion of the Greenbush commuter rail line and upgrading multiple Blue Line stations and building new platforms (begun June 18, 2008).

MBTA General Manager Daniel A. Grabauskas told *The Boston Globe* that riders could expect a "hefty" raise in fares; however, he did not define what "hefty" means, nor did he say that a specific fare hike proposal is on the table. But he pointed out that the agency has raised fares every three years since 2001 and that the last increase - 27 percent - came in January, 2007, sending the subway fare to \$2 and the bus fare to \$1.50. The previous two increases, in 2001 and 2004, were 25% each. A 25% increase would mean it would cost \$2.50 to ride the subway and almost \$1.90 to catch

(Continued on page 13)

Commuter and Transit Notes*(Continued from page 12)*

a bus.

With repairs on the Red Line's Longfellow Bridge at 65%, MBTA, with the approval of state and federal officials, has raised the speed normal limit, which had been temporarily set at 10 mph. For the first few days after August 10, trains were operated at 25 mph while engineers monitored the new ties that have been installed, and thereafter, trains could run at between 25 and 40 mph. Thanks to Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

Progress is being made on the project to overhaul PATCO's fleet of 121 rapid transit cars. The Budd Company built 75 of the cars in 1968; Vickers Canada built an additional 46 cars under license from Budd in 1979. Though PATCO is still thought of as a "modern, new" line, this fleet is the oldest operating fleet in the nation as measured by average age.

In mid-June, PATCO/DRPA sent copies of the draft specification for the overhaul to potential carbuilders and invited them to participate in a meeting in early July to provide them an opportunity to discuss the project with DRPA/PATCO. The package of information sent to potential car builders included several questions to be answered that DRPA/PATCO hopes will help it refine the specification.

The project is presently budgeted for at least \$180 million. The recent run-up of material prices, and now inflation in general, raises concerns as to the cost. Some of the project will be paid for by grants from FTA, but the majority will be covered by DRPA. After public hearings that were held last month, the DRPA Board approved a resolution to increase PATCO fares by 10% on September 14, and again by 10% in September, 2010, with cost-of-living increases every two years after that. This would bring the cost of a Lindenwold/Center City ticket from \$4.90 to \$5.40 this year. DRPA is also raising tolls on its four bridges by \$1 this year on September 14, and again by \$1 in September, 2010. This same every-two-year increase also applies to the bridges. By increasing the tolls, DRPA can obtain bonds to be used to fund this project as well as several other major capital projects, including the re-decking of the 50-year-old Walt Whitman bridge deck. Currently, daily ridership is 37,000, which is up 7% over last year.

To highlight the need for the overhaul, DRPA/PATCO gave the media a tour of the Lindenwold shop in late July. PATCO plans to commit 20 of its 121 cars at a time for the overhaul program. From the remaining 101, 78 are required for daily service, but that number is to change soon to 84 when service is increased after the summer vacation season. This story aired on WNJN, New Jersey's public television station, and one of our members, David Warner, was interviewed in the piece.

PHILADELPHIA, PENNSYLVANIA

From **Cinders**: SEPTAs \$1.095 billion FY2009 budget was adjusted by \$15 million to account for the increased price of diesel fuel. Each one-cent increase in a gallon of diesel fuel costs SEPTA \$162,000 annually. Fares are being held at the same levels. In April, a Kawasaki trolley derailed in the subway at the 36th Street curve while it was traveling at a speed of 31 mph. There is a 10-mph restriction at that location. Apparently, the operator fell asleep. **Cinders** opined that this accident probably would not have occurred had installation of the Communication-Based Train Control (CBTC) system been completed. This project was undertaken by Adtranz and Bombardier 11 years ago. CBTC enforces track speeds and will maintain separation of cars in the 2½-mile trolley tunnel when it is placed into service. This was to take place in July. SEPTA's system will allow a maximum of 72 cars per hour. Fifty years ago, without CBTC, PTC operated 115 cars in the peak hour on 30-second headways. At the end of May, SEPTA officials went to South Korea to view a prototype of a Silverliner V car.

There is yet another change in the plan for NJ Transit cars to operate in SEPTA service. Member David W. Safford reported that because SEPTA could not meet NJ Transit's requirements for insurance and liability indemnification, it will instead purchase the 8 Comet cars for \$670,000. Member Bob Wright wrote that the deal also includes one out-of-service car for parts and member Lee Winson added that SEPTA's website reported that the cars could be in service this month.

David also sent this report that SEPTA announced it is selling, for \$1.3 million, the rails from the former Reading Line from Lansdale to Bethlehem. The route will be converted to a hiking trail, but SEPTA retains the right (lots of luck) to reclaim it for future use. SEPTA had the part of the line north to Quakertown under active consideration for rail use a few years ago, but could not obtain funding.

With a longer deadline for submitting this issue, there is another report from David. From **The Suburban Advertiser**. Governor Rendell stopped in Downingtown on August 7, to formally announce a \$6 million subsidy for a downtown redevelopment project to center on a new Amtrak/SEPTA station. Total cost for the project, which includes 250,000 square feet of retail and office space and 40,000 square feet of residential apartments, is expected to be \$300 million, most of which will be privately funded. From **The Philadelphia Inquirer**: The 120 Silverliner V cars on order will not be on hand until 2010. The last major shutdowns associated with the Market Frankford El west end rebuild are in process as structure is being completely replaced between 63rd Street and Millbourne. Work is expected to continue into next year, but without the need for further shutdowns.

David observed that at the Wayne station (R5) plat-

(Continued on page 14)

Commuter and Transit Notes*(Continued from page 13)*

form canopies are being rebuilt, requiring rush hour trains to load and discharge from the front four cars only. Most of the other stations have either lost their canopies in fits of modernization or have been rebuilt. Unfortunately, this work appears to preclude the prospect of high-level platforms. Still, it does help the appearance of the line.

Here is more of Bob Wright's report. "According to local papers, the cars will be used to expand the current consists of the push-pull trains by one car each. There are 7 push-pull trains in service each weekday, usually with 5-6 cars, so they will expand to 6-7 car length. I took a short ride on a R2 from Wilmington with one of the consists and it was standing room only at 30th Street. There are 8 locos, so in theory an entire new train could be scheduled (since they only run in the peaks, service time, etc. would not be as significant a factor as if they ran in regular service). The locos have been very temperamental, however, and at least two have been sidelined for extended periods because of various problems (2308, the sole ALP-44 – the others are AEM-7s – has been particularly troublesome). Whether the new cab cars will be used as such is also open to debate - I've noticed some of the push-pulls with two cab cars, usually at the end of the train, which is something that was rare until just recently. On my own train (R6/Norristown), ridership continues to grow. Some riders are even kidding that the 3-seat benches, which normally serve two riders with lots of room between, are now actually regularly accommodating the three people that they can, leaving some who preferred the extra room to seek out the 2-seat benches. While it's nice that the trains are carrying larger crowds, it tends to slow them down as well, since it takes longer to load and unload. A full 3-seater is often a problem when the innermost rider has to get off before the other 2 riders do, which means they have to get up and block the aisle to let the exiting rider out (slowing things even more)." *(Editor's Note: The sale of the Comets was approved by the NJ Transit Board at its August 13 meeting.)*

"The first Silverliner V has left South Korea and arrived in Philadelphia on or about August 20. Allegedly, three will be here this month and they will be unveiled to the public, but not placed into service. The order can't come soon enough *(Editor's Note: Remember the old adage – "Be careful what you wish for")*, although the maintenance problems that have plagued the Silverliner IIs and Silverliner IIIs seem to have leveled off a bit. There are many small, pesky issues evident on the older cars (end doors that don't latch, don't automatically close, and slam shut seem to be common these days) but they continue in daily service."

New timetables were issued for the R7/Trenton and

R8/Chestnut Hill West regional rail lines on August 3. For the R7, weekday service has been retimed in order to maintain connections in Trenton with NJ Transit Northeast Corridor trains. For the R7 and R8, train service has been adjusted to reflect the completion of the "K" interlocking project on the outbound tracks. On the R5 Lansdale/Downingtown Line, Train #516 gains seven extra minutes of running time from Temple University to Doylestown, arriving there at 8:04 AM, rather than at 7:57 AM. Thanks to member Gregory Campolo for sending copies and also for copies of the special brochures that were published for the July 11-21 and August 8-25 Market El shut-downs.

Here is a report from Lee Winson: Route 100/Norristown Line will get 20-minute headways on Sundays, while Routes 101 and 102 will get 20-minute mid-day service on weekdays. The Regional Rail R5/Paoli-Malverne, R6/Norristown, and R7/Trenton will get later trains after midnight on Fridays and Saturdays. This could cost \$10 million.

Lee also sent some additional information on the joint SEPTA/NJ Transit ticketing that was reported in the September *Bulletin*. The cost of the NJ Transit ticket will depend upon boarding/destination station. The one-way advance ticket price for the SEPTA portion for travel to/from Trenton Transit Center for all Center City Philadelphia stations is \$8; stations beyond Center City are \$9; R7/Trenton Line stations except Levittown are \$3.50; and Levittown is \$3. Both agencies sell monthly commuter tickets however SEPTA's can only be purchased through its Pass Buy Mail program. Fares vary depending on originating and terminating station. As an example, Center City to Princeton Junction (\$269), Newark Penn Station (\$438), and New York Penn Station (\$515).

Member Allan Breen, during a visit to the Rand Transportation Center in Camden, came across a few copies of a map entitled **Greater Philadelphia Regional Transit Map**, and was kind enough to send me one. There is a bar code indicating that it is sold for \$4.95. Contact telephone numbers are provided for SEPTA, NJ Transit, PATCO, Pottstown Area Rapid Transit and DART First State. The map was published in 2008 partly using financing provided by a grant from the United States Federal Highway Administration through the Pennsylvania Department of Transportation and the Delaware Valley Regional Planning Commission.

Allan also enclosed one of the old magnetic PATCO fare cards, which recognized the 30th anniversary in 1999. He added that the entire changeover to the new paper or SMART card was completed this past March. Refunds of the old cards will end this month but requires purchasing a SMART card and loading it with \$20 before the refund can be processed. New paper

(Continued on page 15)

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

tickets expire in three days.

LANCASTER, PENNSYLVANIA

Thanks to Jack May who sent an update to last month's report about PCC cars operating in this city. Several years ago, the Baltimore Streetcar Museum acquired three PCCs from SEPTA, and these have now been sold to the Lancaster Streetcar Company. Already delivered are 2160 (converted by SEPTA to a Light Rail Operations utility car) and 2728 (in silver, blue, and cream livery). 2799 (in Red Arrow Lines maroon, cream, and black livery) should follow by year's end.

BALTIMORE, MARYLAND

The brother of our Editor-In-Chief Bernie Linder sent him an article from *The Baltimore Sun* reporting that MTA Maryland has apologized in an email to its riders for poor service. It seems that during the six weeks leading up to July 24, the on-time performance for the Penn Line was 81% and the Brunswick and Camden Lines were 63%. The delays were attributed to extra ridership, hot weather which caused slow speeds, storms that caused a tree to fall on the Brunswick Line, and an overturned fuel truck on I-95. MTA Administrator Paul J. Wiedefeld also cited the age of its diesel locomotives (40 years); 26 new ones are on order with deliveries of two per month to begin next year and several of its electric locomotives have been undergoing scheduled maintenance.

VIRGINIA BEACH, VIRGINIA

Virginia's Governor, Timothy M. Kaine, has signed a bill into law mandating that Virginia Beach begin a study to construct a light rail transit line, which would likely be an extension of neighboring Norfolk's 7.4-mile starter line, *The Tide*. The Virginia Beach proposal would add 10 miles to this line by running from Newtown Road at the Norfolk border to the Virginia Beach Convention Center. The bill, HB6028, was introduced last month and directs state and regional transportation officials to launch a study of the project by early 2009. Approximately \$15 million in state funds is available for purchasing right-of-way, but other costs have yet to be identified, let alone funded. Virginia Beach voters in 1999 rejected a proposed partnership with Norfolk for an LRT line. Thanks to *Railway Age* for this report.

NASHVILLE, TENNESSEE

It seems that Nashville's Music City Star is one of the few commuter rail lines that is not benefiting from increased ridership. *Railway Age* reported that the Tennessee Department of Transportation is providing \$1 million to allow the trains to keep running. There is a string that comes attached to these funds, and that is a requirement that MTA Nashville assume management and oversight of this service. Service began operating between Nashville and Lebanon on September 18, 2006 and is one of the newest commuter rail operations

in the country.

TAMPA, FLORIDA

A meeting was scheduled for July 29 to get input on a proposal to raise fares this fall on the TECO Line. If approved, cash fares would go from \$2 to \$2.50, while a one-day unlimited pass would rise by 75 cents to \$4.75. Thanks to member Dennis Zaccardi for this report.

CHICAGO, ILLINOIS

On July 17, the Chicago Transit Authority announced that it plans to remove all the seats on some cars of rush-hour trains to carry more riders who otherwise would be left standing on station platforms. The Brown Line was suggested as the first line where this would be attempted, and it could be in effect by the time that you read this. At the present time, each CTA car can accommodate about 90 passengers (seated and standing). Cars without seats could hold about 25 additional riders. CTA said that these cars would only operate during rush hours. Thanks to Bob Hansen for this report.

CHESTERTON, INDIANA

I received this report about the new schedules which went into effect on July 15, which seems to be working very well. The new operating strategy for westbound trains at Kensington is paying dividends - many AM peak trains now pass through Kensington Interlocking slightly ahead of schedule. The elimination of some of the more egregious conflicts and the movement of meets to more solidly double-track segments has also helped a lot. In the eastbound direction, there are still some tweaks to be made, but all in all, it has been beneficial. The next round of timetable reviews to look at those tweaks has begun, and the weekend schedule is also being reviewed.

MADISON, WISCONSIN

Member John Raha, who wrote about a commuter rail proposal in the, July 2007 *Bulletin*, has written this follow-up. "Wisconsin, Dane County and Madison officials, and...Wisconsin DOT submitted an application with the FTA New Starts program for Engineering Design of a 16-mile east-west commuter rail line in an existing freight corridor between the City of Middleton and just southwest of the City of Sun Prairie, directly through the Isthmus of the City of Madison. Extensions of this system to serve many communities in Dane County are anticipated over time. When service begins (potentially by 2015), trains would run every 20 minutes in each direction during peak travel periods, with an overlapping central segment in Madison providing double the service (i.e., 10-minute headway). Seventeen stations are planned for the new rail service, with park-and-ride at four outlying stations. New regional bus service to numerous communities would be added to coordinate with the rail service. DMUs or new hybrid technology vehicles would be utilized. The capital investment is estimated at \$255 million (2007 dollars), with an annual operating cost of \$10 million.

(Continued on page 16)

Commuter and Transit Notes

(Continued from page 15)

"When the local funding question came up last year, Dane County and Madison passed resolutions supporting a Regional Transportation Authority (RTA) that could apply a half-cent sales tax to fund the rail line, bus service, and other transportation projects. Other communities opposed an RTA. Representatives from around the county are meeting to agree on how a local RTA should operate and be financed."

NEW ORLEANS, LOUISIANA

The New Orleans Regional Transit Authority has awarded Veolia Transportation a three-year contract, estimated to be worth \$3 million, under which Veolia will operate the streetcars and buses. There is a two-year extension option if RTA is satisfied with Veolia's performance. Veolia beat out two other bidders: First Transit, Incorporated of Cincinnati and RTAs in-house administrators, who brought back an operation which was left in ruins by Hurricane Katrina three years ago. Thanks to member John Pappas for this report from

The Times-Picayune.

MINNEAPOLIS, MINNESOTA

At the end of August, there were several traffic shifts downtown in preparation for construction of the Hiawatha Light Rail Transit (LRT) extension.

KANSAS CITY, KANSAS

This Election Day, besides choosing a President, voters in Kansas City will get an eighth opportunity to approve an LRT plan. This came about on August 7, following a unanimous 12-0 vote by the City Council. The new proposal calls for a ½-cent increase in the sales tax for 25 years. Revenues would be used to help build a 14-mile line from Northland to 63rd Street and Bruce R. Watkins Drive. According to the article in ***The Kansas City Star***, kindly sent by member Jim J. Kreuzberger, this version is smaller than all previous ones. The largest one was 32 miles in length. Seven years ago last month, I was in Kansas City and found a tarped St. Louis Metro LRV that was ready to be shipped back to St. Louis. It had been on display in Kansas City in an effort to drum up support for the LRT proposal, which ultimately was voted down. For details, please refer to the September 2001 ***Bulletin***.

ALBUQUERQUE, NEW MEXICO

RailRunner held a ceremony on June 26 to celebrate the carrying of its one-millionth rider. A 28-year-old University of New Mexico training support analyst was the lucky individual. She received several gifts, including a free one-year pass and an official certificate, to commemorate this event.

SEATTLE, WASHINGTON

Everett to Seattle *Sounder* service is to be improved when a fourth round trip is added this month.

Following unanimous approval by the Sound Transit Board on August 1, there will be a proposal for a 15-

year mass transit package on the November ballot. If approved, there would be significant increases in commuter rail and express bus services, as well as a 53-mile regional light rail system.

PORTLAND, OREGON

In the August ***Bulletin***, due to an editing error, the news items for Portland were combined with Seattle.

LOS ANGELES, CALIFORNIA

Last November, the LACMTA Board voted to install fare gates at its Metro stations (January, 2008 ***Bulletin***). According to ***Railway Age***, Cubic Transportation Systems, Incorporated, was awarded contracts valued at \$68 million to add an advanced gating system and related services to Metro's automated Universal Fare System, which employs Cubic-designed TAP smart card technology. The first contract, for \$48 million, is a 10-year arrangement for Cubic to deliver more than 420 fare gates as well as upgrading ticket vending machines to distribute limited-use smart cards to all subway and selected light rail stations. There are two related contracts valued at \$22 million for associated civil engineering works and system maintenance.

John Pappas sent some digital images of Expo Line construction. He wrote that after almost two years the construction on Flower Street seems to be getting somewhere. On Flower Street it appears that all the utility work is finished and new curbs are going in. They are getting ready to build new southbound traffic lanes on the west side of Flower Street. Then they will dig up the east side of Flower Street and build the roadbed and rails for the Expo Line. Next you will see a temporary concrete roof over the tunnel that goes under Figueroa Street. The right-of-way has been dug up and channeled from Vermont to West of Farmdale. There is at least one new two-track rail crossing of Denker Avenue. In one of the views there was an old piece of track. When I asked John for an explanation, he wrote that this was from the original Santa Monica Air Line. It was formerly a single-track line for most of its distance. The new line will be double-tracked.

On January 26, 2005, Juan Alvarez abandoned his SUV on the Metrolink Valley Sub, resulting in a disastrous train crash (March, 2005 ***Bulletin***). 10 commuters and one conductor died, and over 200 passengers were injured. Mr. Alvarez told authorities that he had planned suicide, but had a change of mind. Now, 3½ years later, jurors have decided that Mr. Alvarez should get a life sentence without parole. Initially it was proposed that he be executed, but jurors thought otherwise. On August 20, he was sentenced to 11 consecutive life terms. The Associated Press reported that Judge William Pounders said that he would have imposed a life sentence of "forever" if that were possible.

TORONTO, ONTARIO, CANADA

On July 17, the Toronto Transportation Commission rejected the two bids that it received in response for its

(Continued on page 19)

TECH TALK

by Jeffrey Erlitz

The reconstruction and realignment of the Long Island Rail Road's interlocking at Queens Village on the Main Line has resumed this summer after a hiatus of four years. I described this project and included a pair of before and after drawings of the track layout in the August, 2004 *Bulletin*. I have since learned some additional items of interest and I redrew the diagrams to show more of its history.

The portion of Queens Interlocking known as "Bellerose" was installed in late 1960 in preparation for the Floral Park grade crossing elimination project. This had to be done since, as part of that project, Park Interlocking at Floral Park, governing the junction of the Hempstead Branch with the Main Line, was to be removed. They essentially moved that junction from east of Floral Park station to west of Bellerose station. The interlocking at Bellerose was placed in service on December 15, 1960. Also on that date, the grade crossing elimination project began with the Hempstead Branch "shoo-fly" tracks being placed in service south of the Main Line's original alignment. The track arrangement west of Bellerose remained the same until the winter of 1973-4. I believe that at this time the railroad realigned the interlocking and replaced the original #15 switches with #20 equilateral switches. One crossover, between the eastbound and westbound Hempstead Branch tracks, was removed sometime in or before 1993 as this

was a redundant pair of switches.

This track arrangement then remained in place until June of this year when, as part of the delayed Queens Interlocking project, all of the equilateral switches were removed. At this point, all crossover moves had to be made using the slower-speed (30 mph maximum) crossovers closer to Queens Tower.

Over several weekends in July, all four tracks were then straightened out between the Cross Island Parkway bridge and Bellerose station, returning the right-of-way to its original pre-1960 alignment.

The two high-speed crossovers west of the parkway bridge had mostly been installed back in 2004 before the work ground to a halt. The other two high-speed crossovers were installed this summer. As I mentioned in the 2004 column, these crossovers are #32.7 which, I believe, are good for 70 mph crossing over. It is my understanding that only these four crossovers are being placed in service this summer. This is the minimum needed to functionally replace the old set of crossovers at Bellerose. As stated in the railroad's promotional brochures for the project, passengers will definitely feel an improved ride quality through this area since all of the annoying "jogs" in the tracks are now gone.

I do not yet know the schedule for the installation of the remaining switches in this project.

(Continued on page 18)

Rapid Transit on Third Avenue Began 130 Years Ago

(Continued from page 5)



Harlem River Bridge, Third Avenue Line, looking north, May 9, 1955.
Bernard Linder photograph

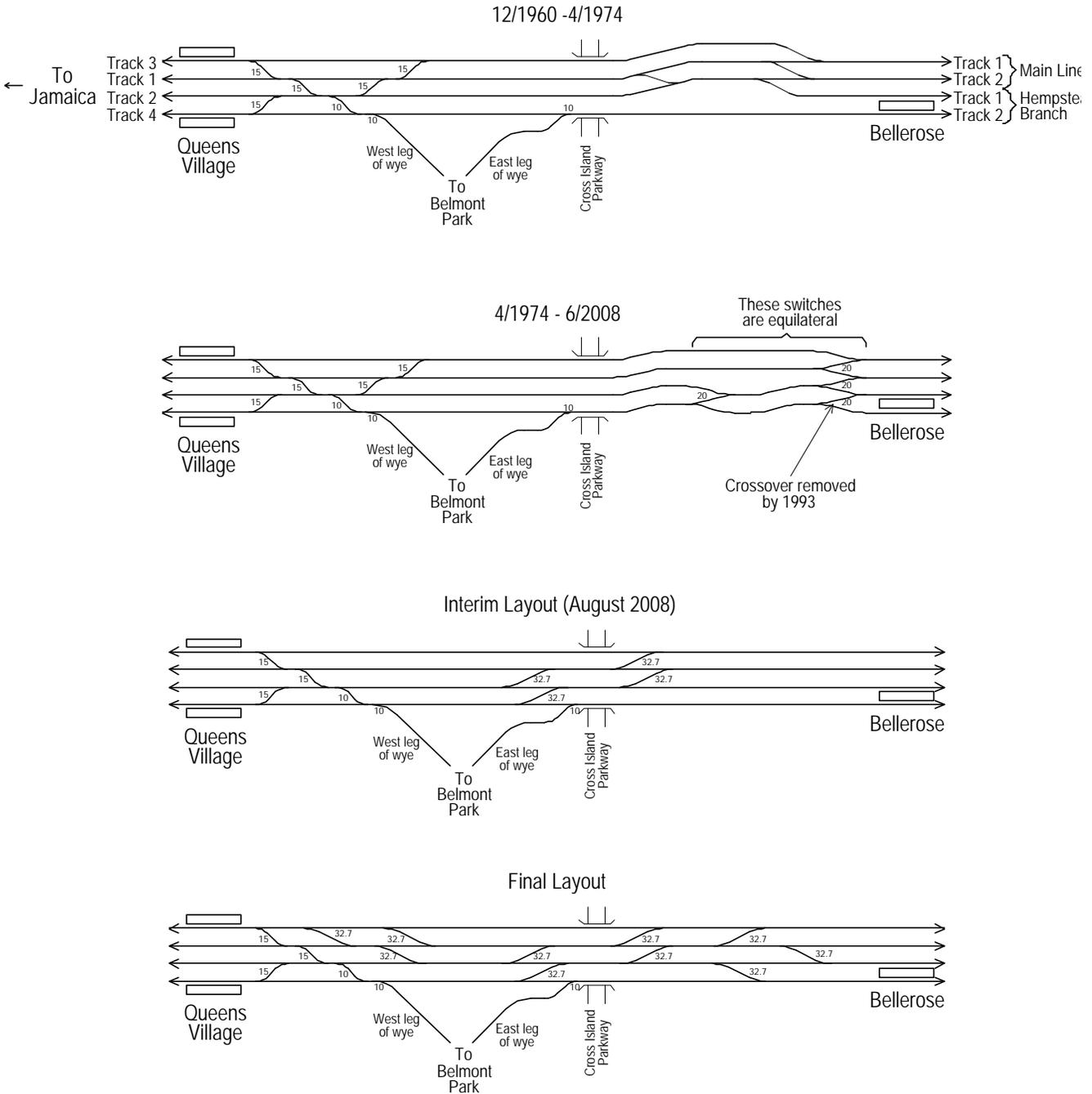


129th Street, Third Avenue Line, looking north, May 9, 1955.
Bernard Linder photograph

Tech Talk

(Continued from page 17)

Long Island Rail Road Main Line
Reconfiguration of Queens Interlocking



Commuter and Transit Notes

(Continued from page 16)

request for proposals to build 204 new streetcars (August **Bulletin**). There is also an option for up to 364 additional cars. In its press release, TTC said that the bids it received from TRAM Power, Limited and Bombardier Transportation were non-compliant. Upon review, TRAM Power failed to pass Step One of the bid review process as it was not commercially compliant. Bombardier Transportation failed on Step Two – a technical evaluation that required a pass/fail on key criteria related to negotiating the tight turning radii on TTC’s streetcar system. Under its procurement rules, TTC may contact any vendor, including those that responded to a Request for Expressions of Interest, a process undertaken before the RFP was issued, and begin discussions to determine what, if any, issues or concerns any of the companies may have with respect to the requirements of the RFP. TTC reported that it is confident that this process could be completed in about four weeks.

BEIJING, CHINA

On July 19, less than three weeks before the start of the 2008 Summer Olympics, three new subway lines totaling 124 miles were opened. By 2013, when an additional six lines with 208 miles are added, Beijing will have the world’s largest subway system.

FROM THE HISTORY FILES

80 Years ago: On September 1, 1928, in Boston, the Dorchester (today’s Red) Line was extended two stops from Fields Corner to Ashmont. Trolley service from Ashmont to Mattapan began on December 21, 1929.

70 Years ago: On September 23, 1938, the first PCC cars began operating in Toronto. According to **PCC Cars of North America**, at its peak, the Toronto Transportation Commission would have the largest fleet of these cars – 742. Numbers 2 and 3 were Pittsburgh (666) and Philadelphia (559). The last day for PCC service was December 8, 1995 (**Headlights** July-August, 1996).

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

HERMAN RINKE AWARD

At the June meeting, Chairman Bill Erland presented Herman Rinke Awards to Sid Keyles (#20) and Michael Glikin (#21). Prior to presenting Sid his plaque, Bill noted that it had been a while since anyone had been so honored, and he was correct, because the last honoree had been Jeff Hakner exactly six years ago.

Sid was recognized for being a very active assistant to the Board of Directors and for his persistence in following up on the very necessary details that have made all of the Division’s trips successful.

As Bill was about to present Michael his award, he remarked that he could not believe that Michael had not been recognized. When Bill joined the ERA in 1989, he said that Michael was the Treasurer, and that he had paid all of the bills on time, and if there was ever a question of a non-payment, it was because the Division

did not get a bill.

Over the years, as our organization gains new and younger members, many do not know who Herman Rinke was. Herman was a very active member and is probably known to older members as having been the National Secretary of the ERA for many years. He died on May 31, 1976.

Bill said that it is people like Sid and Michael who help keep the New York Division moving forward as an active organization. He also the praised those who consistently publish this **Bulletin** every month, on time!

Previous active recipients of this award (alphabetically) are: Raymond Berger, Jeffrey Erlitz, John Erlitz, Bill Fahey, Randy Glucksman, Jeff Hakner, Bernard Linder, Arthur Lonto, James Mattina, Eric Oszustowicz, David Ross, Glenn Smith, and Bill Zucker.

Around New York’s Transit System

(Continued from page 20)

\$2 billion a year by 2012.

The Authority is asking for \$300 million additional city and state aid. It expects to cut expenses by 6 percent in the next four years. It will cut next year’s budget by \$61 million, mostly for maintenance.

7 Schedule Changes

To accommodate increased riding, 7 schedules were revised, effective July 27, 2008. There were 14 additional trains on weekends and weekday expresses started departing from Main Street at 5:30 AM. At this terminal, expresses will always leave from the same track and locals will depart from the opposite track. If it

is available, a gap train will be stationed in the middle. All doors will be open. Because there are additional Willets Point Boulevard and 111th Street short-turns, there are switching problems and trains are being delayed.

Lenox Avenue Stations Open 24 Hours

The 145th Street-Lenox Avenue and 148th Street-Lenox Terminal stations have been closed during the midnight hours for several years. Buses have provided service to these stations. Effective July 27, 2008, midnight 3 trains provided service to these stations and terminated at Times Square.

“Wrapped” Train on 42nd Street Shuttle

In mid-July, R-62A set Grand Central-1921-1937-1925-Times Square was observed with the interior “wrapped” for the AMC TV series “Mad Men.”

Around New York's Transit System

MTA Will Seek Two Fare Increases

A newspaper article reveals that MTA announced it plans to raise fares and tolls in July, 2009 and again early in 2011. Until the final plan is approved, MTA cannot determine how much fares and tolls will rise. The Authority would like to increase revenues from these sources by 8 percent next July and 5 percent in early 2011.

Officials revealed this is the worst fiscal situation since the recession that followed the September 11 disaster.

When fares were increased in March, the Authority did not expect to raise fares again until January, 2010. Increases would occur every two years thereafter.

Although the fare and toll hikes are unpopular, they are necessary to offset rising fuel costs and declining real estate revenues. The Authority is having difficulty paying interest on debt accumulated since the 1980s, mostly for new cars. This debt service has increased rapidly from a few hundred million in 2000 to a projected

(Continued on page 19)

SUBDIVISION "A" CAR ASSIGNMENT

Effective July 27, 2008, morning rush hour **7** service was decreased by one train and afternoon rush hour **4** service was decreased by one train. The new assignment is as follows:

CARS REQUIRED JULY 27, 2008

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
1	330 R-62A	310 R-62A	5	330 R-142	330 R-142
2	330 R-142	320 R-142	6	400 R-142A	400 R-142A
3	230 R-62, 20 R-62A	230 R-62, 10 R-62A	7	341 R-62A	341 R-62A
4	10 R-62, 230 R-142, 120 R-142A	220 R-142, 120 R-142A	S (42 nd Street)	10 R-62A	10 R-62A

SUBDIVISION "B" CAR ASSIGNMENT

The Subdivision "B" car assignment that went into effect on July 27, 2008 supersedes the December 16, 2007 assignment.

Effective July 27, 2008, morning rush hour **W** service was increased by one train.

174 R-32s, 148 slant R-40s, and 130 R-42s have

been retired since the December 16, 2007 assignment, and 176 R-160A and 160 R-160B cars have been placed in service for a total of 250 R-160A and 270 R-160B cars.

The new assignment is as follows:

CARS REQUIRED JULY 27, 2008

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	30 R-38, 30 R-40M, 60 R-42, 208 R-44	30 R-38, 30 R-40M, 60 R-42, 208 R-44	M	136 R-160A	136 R-160A
B	110 R-40, 40 R-40M, 64 R-68, 16 R-68A	100 R-40, 30 R-40M, 64 R-68, 16 R-68A	N	230 R-160B	210 R-160B
C	144 R-38	136 R-38	O	144 R-68A	144 R-68A
D	240 R-68	224 R-68	R	232 R-46	240 R-46
E	240 R-32, 20 R-42	240 R-32, 20 R-42	V	120 R-46	120 R-46
F	130 R-32, 256 R-46	120 R-32, 240 R-46	W	48 R-68, 8 R-68A, 40 R-160B	40 R-68, 8 R-68A, 40 R-160B
G	40 R-46	36 R-46	S (Rockaway)	12 R-44	12 R-44
J/Z	96 R-42, 56 R-160A	96 R-42, 56 R-160A	S (Franklin Avenue)	4 R-68	4 R-68
L	144 R-143, 48 R-160A	136 R-143, 40 R-160A			