

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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155TH STREET SHUTTLE QUIT 50 YEARS AGO

There are so many August anniversaries that we could not publish them all in the same issue because of the lack of space.

In this issue, we will publish a summary of the service and equipment operated on the 155th Street Shuttle that ceased operating on August 31, 1958.

This line was an extension of the Ninth Avenue Elevated. In January, 1918, shuttles started operating between 155th Street and Sedgwick Avenue. In March, 1918, Sixth and Ninth Avenue expresses provided rush hour service between the above stations. Effective July 1, 1918, Sixth and Ninth Avenue trains started operating between Manhattan and stations on Jerome Avenue.

This branch was well patronized because it

furnished a one-seat ride between the boroughs. In the 1930s, Sixth and Ninth Avenue expresses ran on a combined two-minute headway for 36 minutes in the evening rush. But riding declined after the Concourse IND opened in 1933 and the Sixth Avenue Elevated was discontinued in December, 1938. When Ninth Avenue Elevated service was discontinued at Unification, June 12, 1940, shuttles were operated between 155th Street and Burnside Avenue. Of course, riding fell off sharply. In June, 1940, we observed five three-car Composite trains operating on a six-minute headway in the evening rush. On February 27, 1941, train lengths were reduced to two cars. Service was cut back to 167th Street on June 1, 1941.

HEADWAYS WEEKDAYS

Date	Midnight	AM Rush	Midday	PM Rush	Evening
February 25, 1942	12	5	8	5	10
December 15, 1950	20	5	12	8	20
June 27, 1952	30	10	30	10	30
March 19, 1954	30	15	30	15	30

SATURDAY				SUNDAY			
Date	Morning	Afternoon	Evening	Date	Morning	Afternoon	Evening
February 25, 1942	Same as Weekday			February 1, 1942	8	8	10
December 16, 1950	12	12	20	December 17, 1950	15	15	20
June 28, 1952	30	15	30	June 29, 1952	30	30	30

MAXIMUM TRAINS

DAY	DATE	NUMBER
Weekday	December 15, 1950	3
Saturday	December 16, 1950	2

(Continued on page 4)

NEXT TRIP — STATEN ISLAND RAILWAY EXCURSION, OCTOBER 25

SIXTH AVENUE SUBWAY HISTORY by Bernard Linder

Bob Olmstead's article in the January, 1961 *Bulletin* describes the construction of the Sixth Avenue Subway. It was first proposed in 1923 as a replacement for the two-track Sixth Avenue Elevated. Several routes were proposed and plans were made, but no action was taken because it was most difficult to build.

The two-track Hudson & Manhattan Railroad (PATH's predecessor) was an obstacle; it occupied the center of the street. To build the subway, it would be necessary to underpin the Elevated's columns and support the street car tracks. When it became apparent that New York Railways was planning to replace all of its street cars with buses, the city decided to build the subway. Bids were opened on October 4, 1935, ground was broken in March, 1936, and buses replaced the street cars on March 12, 1936.

The following table is a subway construction progress report:

LOCAL TRACKS

SUBWAY CONSTRUCTION		STATIONS	
Section	Contract Awarded	Section/Component	Contract Awarded
9 th -18 th Streets	July 6, 1937	14 th Street, 23 rd Street	November 1, 1939
18 th -27 th Streets	March 3, 1937	34 th Street	December 12, 1939
27 th -33 rd Streets	November 4, 1936	34 th Street escalator	August 22, 1939
33 rd -40 th Streets	December 20, 1936	42 nd Street	September 14, 1939
40 th -47 th Streets	February 7, 1936	47 th -50 th Street	October 26, 1939
47 th -53 rd Streets	December 30, 1936	Tracks	April 26, 1939
		Signals	February 2, 1940

We do not have a complete work progress report. All the above work was completed on or before August 31, 1940.

The November, 1961 *Bulletin* reported that construction of the lower level express tracks started in April, 1961. A \$9.7 million contract was awarded for the portion between W. 9th and W. 19th Streets. The November issue also reported that work had not begun on the \$8 million contract for the second section. W. 19th to W. 31st Streets.

Before construction began, all 670 Sixth Avenue Elevated columns were supported by a temporary concrete and steel pier. When construction was completed, the columns were supported by the roof of the new subway.

During the 2½ years of subway construction, it cost more than \$5 million to maintain the elevated line.

Because there are so many subway lines in Manhattan, the engineers had to find space for the new subway. W. 4th Street is an unusual station. The upper level, Eighth Avenue Line, opened on September 10, 1932, is above the H&M and is close to the surface. The mezzanine, which is between the upper and lower levels, is on the same level as the H&M. The lower level station was built at the same time as the upper level station, but was not placed in service until the Sixth Avenue Subway was opened. After crossing under the H&M, one Sixth Avenue local track is on the east side of the street and the other is on the opposite side. Because the 23rd Street station cut off access to the H&M, a passageway was built under the station.

To allow the new subway to pass over the Pennsylvania Railroad (Amtrak's predecessor) and the Long Island Rail Road, the 33rd Street H&M station was demolished and rebuilt at a higher level. This station was closed at 6 AM December 26, 1937 and H&M trains were turned at a temporary 28th Street station until the new 33rd Street station opened at 6 AM September 24, 1939.

The 34th Street and 42nd Street stations are not level. At W. 41st Street, the tracks pass over the Flushing Line, and then descend sharply to pass under the 42nd Street Shuttle. The roof of the Flushing Line and the floor of the shuttle were rebuilt without interrupting service.

OPENING CEREMONIES

At a cost of \$59 million, the Sixth Avenue local tracks between W. 9th and W. 53rd Streets were placed in service at 12:01 AM December 15, 1940. Mayor LaGuardia cut a red, white, and blue ribbon stretched above the turnstiles at the north end of the 34th Street station. Two trains with the Mayor and 2,000 guests, including your Editor-in-Chief, made the first run from 34th Street to 47th-50th Street. The midnight ceremonies were preceded by a supper party of the Sixth Avenue Association and its guests in Gimbel's restaurant.

Effective November 27, 1967, the lower level express tracks between the W. 4th Street and 34th Street stations were placed in service during rush hours only.

The new terminal station at 57th Street-Sixth Avenue was opened at 12:01 AM July 1, 1968. Several days earlier, the Avenue of the Americas Association sponsored a luncheon in the station for invited guests. Tables and chairs were placed on the platform and in two trains parked in the station, an R-40 and a 2000-series B-Type. Of course, most of the guests preferred the B-

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Sixth Avenue Subway History

(Continued from page 2)

Type.

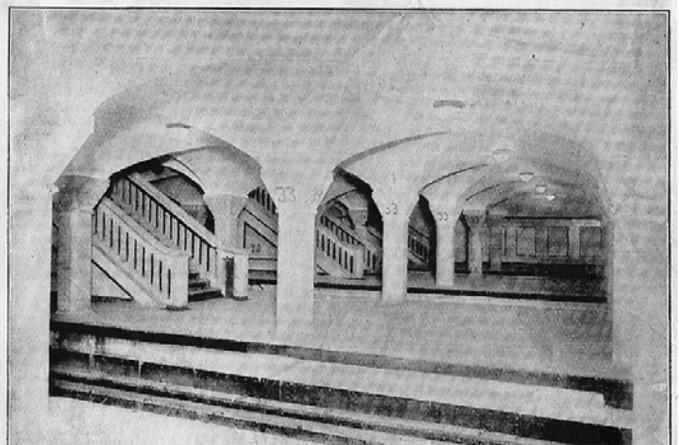
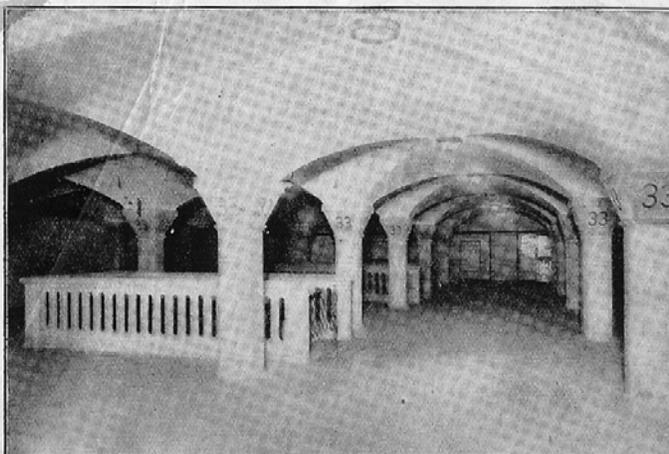
In 1989, service was extended from 57th Street via the 63rd Street Tunnel to 21st Street-Queensbridge. This 3.2-mile extension, which cost \$868 million, was under construction intermittently for 25 years.

On October 28, 1989, a VIP train departed from World Trade Center at 9:55 AM, stopped at 42nd Street and 57th Street, then discharged at Roosevelt Island. After listening to speeches by local, state, and federal officials, the guests were transported by NYC Transit buses to a luncheon at the Roosevelt Island Theater Club. Then the same buses transported the group back to the station. If they wanted to inspect the other stations, they could ride shuttle trains. One train was single-tracked on Track T1 between 21st Street and 57th Street-Sixth Avenue, while the other operated on Track T2 between 21st Street and Lexington Avenue. This tunnel, which was called "The Tunnel to Nowhere," ended 1,500 feet from the Queens Boulevard Line. Twelve years later, the tracks were finally connected to the

Queens Boulevard Line east of Queens Plaza. On December 16, 2001, **F** trains started operating from Jamaica via the 63rd Street Tunnel and Sixth Avenue.

**ROUTE AND SECTION NUMBERS
ROUTE 101**

LOCAL TRACKS	
Section	
6	Sixth Avenue—9 th to 18 th Streets
7	Sixth Avenue—18 th to 27 th Streets
8	Sixth Avenue—27 th to 33 rd Streets
9	Sixth Avenue—33 rd to 39 th Streets
10	Sixth Avenue—39 th to 47 th Streets
11	Sixth Avenue—47 th to 53 rd Streets
F	Sixth Avenue—52 nd to 58 th Streets
EXPRESS TRACKS	
12	Sixth Avenue—9 th to 19 th Streets
13	Sixth Avenue—19 th to 31 st Streets



Two views of the original Hudson & Manhattan Railroad 33rd Street terminal, which was replaced to facilitate construction of the Sixth Avenue Subway. The concourse is on the left and the platforms are on the right.

Bernard Linder collection



Two photographs of the 57th Street-Sixth Avenue station taken on October 26, 1968, less than four months after it opened. The mezzanine is on the left and the platform (with a B train of R-32 cars) is on the right.

Larry Linder photographs

155th Street Shuttle Quit 50 Years Ago

(Continued from page 1)

CAR ASSIGNMENT

After the June 11, 1940 evening rush, Composites were transferred to the 155th Street Shuttle in an unusual move, switching from the Third Avenue Line to the Ninth Avenue Line at South Ferry. Member Karl Groh described this unusual occurrence in the November, 1988 *Bulletin*. The 74,000-pound Composites and the 63,000-pound steel post cars (1634-1811) — which weighed 4,000 pounds more than the wood post cars — were never allowed to run on the weaker West Side elevated structures. After the Composites reached 155th Street, the structure appeared in good condition.

OCTOBER 6, 1942 ASSIGNMENT

2114	3132	3254
3057	3134	3262
3060	3219	3264
3066	3239	3281

By March, 1950, the Composites were worn out. But steel subway cars could not be placed in service until the shoe clearance problem was solved. The bench wall in the tunnel was so close to the third rail that it would only clear the elevated-type shoes. To operate steel cars in the tunnel, the paddle part of the shoes was cut

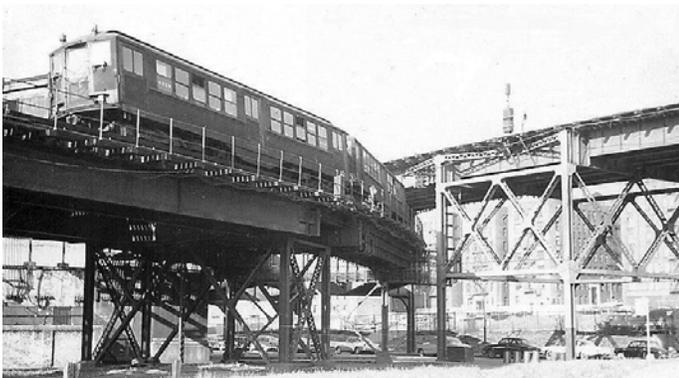
back sufficiently to clear the side board on the elevated-type third rail.

Hi-Vs replaced the Composites for a brief period, after which the Steinways ran there until the Hi-Vs returned.

We do not have a complete car assignment because we did not check the line regularly. However, we observed the following cars on the dates listed:

NOVEMBER, 1953- MAY, 1956	MAY-JUNE, 1956	SEPTEMBER, 1956- AUGUST 31, 1958
3704	3400	4215
3723	3402	4217
3731	3474	4218
3744	3503	4219
3746		
3753		

There were two traffic generators that kept the shuttle running: Polo Grounds, near the 155th Street station, and the New York Central's Putnam Division, at the Sedgwick Avenue station. The ballpark was closed after the Giants played their last game on September 29, 1957. Single-track operation on the northbound track began on March 31, 1958. After Putnam Division trains quit on May 29, 1958, NYC Transit decided to discontinue the shuttle, which ceased operating on August 31, 1958.



E. 162nd Street and Jerome Avenue, May 10, 1958.
Bernard Linder photograph



Jerome-Anderson Avenue station, May 10, 1958.
Bernard Linder photograph

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BRONX TROLLEY CARS DISCONTINUED 60 YEARS AGO

This anniversary was not published in the August issue because of the lack of space.

On August 22, 1948, buses replaced the trolley cars on the last four Bronx lines: Boston Road, Southern Boulevard, Tremont Avenue, and Williamsbridge.

But Third Avenue's familiar red and cream Westchester County trolley cars still operated in the north Bronx on the following streets:

- Broadway from W. 242nd to W. 262nd Streets
- Jerome Avenue from Woodlawn station to the city line
- White Plains Road from E. 229th to E. 243rd Streets

Buses replaced the trolley cars on Broadway and Jerome Avenue on November 2, 1952 and White Plains Road on December 17, 1950.

155th Street Shuttle Quit 50 Years Ago

(Continued from page 4)



Sedgwick Avenue station.
Bernard Linder collection



155th Street station, May 10, 1958.
Bernard Linder photograph



Putnam Bridge

In 1881 the New York City & Northern, now NYCT's Putnam Division, built an extension south from its High Bridge terminal to the 155th Street elevated station. This Putnam Bridge over Harlem River, biggest part of the project, built on the Westside & Ten

Putnam Division train on bridge built in 1881.
Bernard Linder collection



Putnam Division bridge, May 10, 1958.
Bernard Linder photograph



Putnam Division bridge, looking west, April 17, 1958.
Bernard Linder photograph



Ninth Avenue Elevated, looking north from 155th Street. This view was in place until 1940.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

As the last days of summer pass, times are very busy on the Subdivision "B" car equipment front and promise to get even busier and more interesting in the weeks ahead. Perhaps the seminal event this month was delivery of the last 4-car set of R-160A-1s, which occurred just in time for this report to be compiled, but there were also changes in the fleet compositions at Pitkin and Jamaica that have so far exclusively impacted **A** and **E**. There was also an unusual twist to the reefing operation due to a mechanical glitch, but even as current disposition efforts are focusing on removal of the retired Slant R-40s that have accumulated, the remaining 144 cars of this group remain in **B** service and are expected to soldier on for some time to come. So, another month is done, another step is taken and by the time we look again, a pathway into 2009 should be taking shape.

Subdivision "A" Events

On September 8, a refuse train was at Union Square with two World's Fair R-33s on the south end, the usual string of flat cars loaded with dumpsters, and a mix of 9329 and single R-62A 1912 at the north end.

As of September 11, R-62A single unit 1968 was in service on **7** with new purple Corona identification tags. This left just one car (2077) still wearing the blue stickers from its time on **3** when it was based at Livonia Shop.

R-142A set 7716-20 has been stored at 207th Street for several weeks, awaiting repair from an unknown incident that occurred at Mosholu Yard.

On August 28, two **7** layup trains experienced a minor collision near the Main Street station. The equipment involved sustained some coupler and drawbar damage, and was expected to be repaired quickly.

RD441 (ex-R-33 8951) sat complete at Coney Island Shops on September 12, fully painted and marked and awaiting transport to its new home and work duties. This is expected to be the last of the Redbirds to be converted to a Rider Car for the foreseeable future. Former mate RD440 (ex-R-33 8950) was spotted on a work train arriving at Westchester Yard on September 8.

R-160 News and Observations; On to the R-160A-2

R-160A-1s 8625-36 had been delivered by the end of August, 2008, with the remainder of the 340-car allotment (8637-48) following into September. The very last 4-car unit (8649-52) was at 207th Street on September 11 and due to join its sisters at Pitkin to commence testing on September 15. This marked completion of that part of the basic R-160 contract, with just the final 50 R-160A-2s (5-car sets destined for Coney Island) left to arrive. The first of these was slated to be trucked in mid-September and the rest to be on hand sometime be-

tween Halloween and Thanksgiving. From that point forward the Option I cars will begin turning up, and may be in passenger service on some routes out of Jamaica as soon as Christmas.

Through September 12, 2008 R-160A-1s 8565-8, 8577-84, and 8605-28 were placed in passenger service on **J/Z**, **L**, and **M**. Following their full-time assignment to **J** on August 4, most rush hour **Z** trips were again being covered by R-42s, but as those gradually migrated to Jamaica in great number, the R-160A-1s were again prominent on **Z** starting about September 9. Altogether there were 312 R-160A-1s operating out of East New York by September 12, 2008, with hopes high that the remainder will be operational by the end of the month. It is still anticipated that several trains of Morrison-Knudsen-overhauled R-42s will be retained on **J** and **Z** over the longer term as the routes' operational needs have increased since the original fleet of 552 New Technology cars (212 R-143 plus 340 R-160A-1) was conceived in 2002.

After a slight delay due to minor technical issues, Option R-160B deliveries did continue with cars 9043-67 arriving through September 12, 2008. In the same period, cars 9028-42 entered passenger service on **N**, **Q**, and **W**. Cars 9003-12 remain out of sequence as they were reportedly held back for some extensive modification work. There appears to be no particular operational pattern to the use of R-160Bs on their three routes, where they continue to be partnered with both R-68s and R-68As. Of interest, however, is that there was a mixed train of five Alstom R-160Bs (8773-7) and five R-160A-2s (8653-7) on **Q** on August 19. By September 12, 2008, deliveries totaled 340 R-160A-1s, 10 R-160A-2s, and 340 R-160Bs for a combined quantity of 690. Of these, there were 312 R-160A-1s in service at East New York (**J/Z**, **L**, **M**), and 10 R-160A-2s at Coney Island along with 320 R-160Bs.

60-Foot SMEE News

When we left off last time, the first 42 Morrison-Knudsen-overhauled R-42's had been relocated from East New York (where they were replaced by R-160A-1s) to Jamaica and placed in service on **E**. Through the ensuing month some 46 more Morrison-Knudsen-overhauled R-42s have followed in like fashion: 4690-3, 4696-9, 4702/3, 4706-11, and 4732/3 on August 15; 4682/3, 4684/4727, 4700/1, and 4718/9 on August 29; and 4704/5, 4716/7, 4720-5, 4728/9, and 4734-41 on September 3. Just as quickly they have gained a place of prominence on **E**, though most trips are still being

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

covered by the remaining trains of mixed Phase I and Phase II R-32s. On September 8, Jamaica's first 88 Morrison-Knudsen-overhauled R-42s were then supplemented by 20 more ushered in from Pitkin (4616-23 and 4626-37) and **A**, these being replaced by an identical number of R-40Ms (4482-4501) transferred over from Coney Island off **B**. At least in theory, this was made possible with the most recent influx of new R-160B Option cars.

As of September 12, 2008 there are 108 Morrison-Knudsen-overhauled R-42s at Jamaica (**E**), 66 Morrison-Knudsen-overhauled R-42s and 70 R-40Ms at Pitkin (**A**), and now (again, at least on paper) 98 Morrison-Knudsen-overhauled R-42s remaining at East New York (**J/Z**). All 194 R-38s are still being operated out of 207th Street, mostly on **C**, with a train or two perhaps on **A**. Coney Island's 144 Slant R-40s also continue to soldier on, exclusively in **B** service, and now accompanied by just 30 R-40Ms. On the flip side, the "12 apostles" (Phase I R-32s 3383/3890, 3894-7, 3912/3, 3928/9, and 3932/3) are still in use on **C** (and perhaps **A**) out of 207th Street, while the once-sizeable fleet of R-32s at Jamaica has been pared down considerably, from 462 (278 Phase I and 184 Phase II) to 364 (278 Phase I and 86 Phase II). Nevertheless, overall fleet deployment at Jamaica remains remarkably unchanged, though there do seem to be a touch fewer R-32s (in trade for more R-46s) on **F** and **R**.

60-Foot SMEE Retirements and Restorations

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

August, 2008: R-32 (Phase II) 3364/5, 3366/7, 3368/9, 3378/9, 3382/3831, 3390/1, 3398/9, 3450/1, 3470/3919, 3480/1, 3490/1, 3498/9, 3506/7, 3521/3862, 3526/7, 3531/3830, 3532/3, 3564/5, 3566/7, 3568/9, 3598/9, 3622/3, 3636/7, 3638/9, 3678/9, 3680/1, 3712/3, 3724/5, 3754/5, 3800/1, 3808/9, 3824/5, 3844/5, 3850/1, 3852/3, 3858/9, 3882/3, 3926/7, and 3940/1 withdrawn from Jamaica (**E**, **F**, **R**).

September, 2008: R-32 (Phase II) 3458/9, 3542/3, 3559/3904, 3562/3, 3764/5, 3802/3, 3848/9, 3866/7, 3902/3, and 3948/9 withdrawn from Jamaica (**E**, **F**, **R**).

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

In a reversal of last month's analysis, the quantity of R-46s operating on **E** appeared to plummet following the second influx of Morrison-Knudsen-overhauled R-

42s to Jamaica on August 15, from a daily tally of 3-5 trains to one or fewer. It is believed this spectacle had been largely a response to unreliability being experienced with the air-conditioning system on the Phase IIs as summer droned on, and as the number of R-42s grew (all equipped with working A/C), there was less of a need to divert similarly chilled R-46s to **E** from the other routes.

Reefing Renewed

Barge #7 departed 207th Street with the following 44 Slant R-40 shells on August 26, bound for the Atlantic coast off Cape May, New Jersey: 4156, 4157, 4160, 4161, 4166, 4167, 4198, 4199, 4204, 4205, 4214, 4215, 4222, 4223, 4238, 4239, 4244, 4245, 4306, 4307, 4322, 4323, 4326, 4327, 4328, 4329, 4344, 4345, 4350, 4351, 4362, 4363, 4368, 4369, 4372, 4373, 4380, 4381, 4396, 4397, 4408, 4409, 4412, and 4413. On August 28, the excavator used to push the car bodies into the ocean became disabled after 29 of the 44 shells had been unloaded, and the Weeks Barge returned to 207th Street to have it repaired, still holding 15 of the R-40 shells aboard. By September 2 all was well with the excavator again, and the following 29 replacement shells loaded aboard before the barge returned to Cape May: R-32 (Phase II) 3570 and 3571 (2) and Slant R-40 4150, 4151, 4168, 4169, 4180, 4181, 4190, 4191, 4192, 4193, 4196, 4197, 4236, 4237, 4336, 4337, 4384, 4385, 4394, 4395, 4426, 4430, 4431, 4440, 4441, 4446, and 4447 (27). It departed again on September 8 and was dubbed "Barge Number 7A." Its duties should have been complete by the middle of September, and the Weeks Barge is expected to be departing with its next load (for points uncertain) in early October. As of September 12, 2008 there were 51 retired Slant R-40s at 207th Street either waiting to be shipped out or undergoing reef preparation, with (as stated above) scores of Phase II R-32s waiting in the wings.

Conclusion

As autumn beckons, it looks like completion of the base R-160 contract granted back in 2002 is at hand, along with retirement of about half each of the R-32s and Slant R-40s plus all of the Coney Island-overhauled R-42s. While it seems a safe bet that the rest of the Phase IIs will be replaced by more Morrison-Knudsen-overhauled R-42s being positioned at Jamaica, at present fleet levels it is open to question from where and what type of equipment will be made available to start replacement of the R-38s. These and many other facets of this ongoing saga will continue to unfold in the (colder) months ahead, and we will hopefully continue to log all the changing colors for your reading pleasure.

Commuter and Transit Notes

No. 239
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

New timetables went into effect on October 5. Details next month.

Work continues on the Yankee Stadium station project. At the end of June, new Tracks 2, 4, and 6 were in service. Platforms, structural steel, stairs, pile driving, and installation of electrical vaults, mechanical rooms, and conduits are all ongoing. The station should be completed in time for the new Yankee Stadium's opening day, April 16, 2009.

Member Bill Zucker added 8302-3 to the list of 30 M-1s that have been retained; however, there still two more that have not been identified.

On August 27, too late for last month's *Bulletin*, I received news that the Open House had been moved up one week to October 11.

Member Bob Kingman drove by Kenwood Yard on September 12 and found Metro-North P-32-AC-DM 209 freshly back from a General Electric rebuilding.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The new Madison station, which is a short distance to the west of the old location, was opened on July 28, with a high-level platform on the south side of the tracks. There are also a shelter, increased handicapped accessibility, a commuter drop off area, bike racks, and enhanced lighting. There are 199 free paved parking spaces, an increase of 35 over the existing parking lot. Madison is the fourth of five Shore Line East stations to be completed. New stations were opened in 2005 at Branford, Guilford, and Clinton. Westbrook is currently under design. CDOT is spending \$25 million to improve operations and enhance safety on Shore Line East.

MTA LONG ISLAND RAIL ROAD

New timetables under General Order No. 102, which went into effect at 12:01 AM, were issued for the period of September 2-November 9 for all branches, Shea Stadium (September 5-28), and the Fall Meet at Belmont Park (September 5-October 26). The latter was in effect through September 28. Several covers have notes that special timetables will be issued on the dates specified below:

- Port Washington – Track work, November 8-9
- Oyster Bay – Crossing renewal work, November 8
- Babylon – Track work, October 18-19 and 25-26 and November 1-2
- Montauk – Track work, October 25-26 and November 1-2

Timetable Form 13 for the Hillside Facility is different from previous editions in that it now includes service to and from Bolands Landing, which is located just west of Jamaica on the Atlantic Branch.

NJ TRANSIT

During the final week of August, notices appeared in rail cars which could operate on the Montclair-Boonton Line that a public meeting would be held on Wednesday, September 3 to discuss the closure of the Great Notch station. NJ Transit reported that only 20 passengers use this station, which is located between Little Falls and Montclair State University. This should not come as a surprise because the August 3 schedules show only one eastbound and two westbound trains stopping there. The death knell began in earnest on September 29, 2002, when *Midtown Direct Service* from the nearby Montclair State University station began. The table below, in approximate five-year intervals (as my timetable collection allows), shows the reduction of service to Great Notch that has taken place over the past

DATE	EASTBOUND	WESTBOUND
August 3, 2008	1	2
September 6, 2003	6	12
October 25, 1998	8	14
October 31, 1993	7	12
September 18, 1988	6	10
October 30, 1983	6	8
October 29, 1978	6	8
February 11, 1973	4	7
October 27, 1968	4	3
October 27, 1963	8	12
October 25, 1959	15	16
April 25, 1948	20	25
September 26, 1943	20	25
July 2, 1939	22	25

70 years.

Was it a dry run to see if such a service would work? In the September *Bulletin* I wrote that NJ Transit operated a New York Penn Station/Secaucus Junction/Meadowlands rail/bus shuttle service on August 6 for those attending a soccer game. On September 2, a notice was issued which stated that effective September 4, Bus Route 351, which had operated out of the Port Authority Bus Terminal, was being replaced by a new rail/bus shuttle at the same \$10 fare. Details of the operation can be found in last month's *Bulletin*. Then on September 15, NJ Transit announced that in order to give additional travel options to those attending Giants and Jets games, Route 351 would be reinstated and the rail/bus (Route 353) shuttle would also operate from

(Continued on page 9)

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

As it turned out, I rode from New York Penn to Secaucus on September 4, the afternoon of the Giants' opening day game. The six-car train was so jammed with hundreds of extra passengers that the train crew could not check tickets. One Giants fan was kind enough to show me the tickets, of which there are three (1 of 3, 2 of 3, and 3 of 3) – two for the train and one for the bus. Upon arrival at Secaucus there were plenty of customer service agents to direct the crowds to the bus loading location and to hand out notices that showed the weekday and weekend schedules of trains operating between Secaucus and New York Penn. There was no information being given out if you were headed westbound. From the platform on the lower level, where I waited for my train, there seemed to be an endless queue of shuttle buses.

Apparently, not all went well, because the following morning, several commuters complained that they had arrived at Secaucus later in the afternoon and found crowding conditions so great that the escalators were shut down. This was done because there was no room at the top level for people to safely stand while passengers who were unfamiliar with the routine inserted their tickets into the fare gates, and they missed their connecting trains.

The North Jersey Coast Line got a new timetable on September 13 that reduced the weekend service to/from Bay Head to every two hours instead of the hourly service that operates during the summer.

NJ Transit had scheduled signal work between the Emerson and Westwood stations for August 23, but that work was canceled on August 7 and then subsequently rescheduled for September 6. However, due to the anticipated effects of Tropical Storm Hanna, the work was rescheduled to September 13, which was also the date of the Division's Coney Island Yard trip. The following service adjustments were made: Train #2100 (6:07 AM Spring Valley) did not operate and passengers were directed to use the following train, #2102 (7:10 AM Spring Valley), which I rode. The train lost some time going through the work area but arrived at Secaucus only one minute late. Trains #2104 and #2108 departed Spring Valley earlier and made all stops to Westwood earlier. All trains departing Hoboken or Spring Valley after 12 noon operated per schedule.

On September 20 and 21, additional signal work was performed between Oradell and Spring Valley. Passengers who rode Trains #2114 and #2124 (2:16 PM and 8:19 PM Spring Valley) were advised to ride to Hoboken rather than transfer at Secaucus due to the later arrival time at Secaucus and their missed connections. For those two trains only, PATH honored NJ Transit tickets.

System maps in beige, with an August, 2008 date,

began appearing in NJ Transit's rail cars. They replaced the earlier edition, which was black.

It is not often that there is news about the Atlantic City Line, but member Alan Breen sent this report. Three extra trains were operated on August 20 to bring attendees to/from the Atlantic City Air Show. Train #4509 departed from Cherry Hill at 7:45 AM, arriving at Atlantic City at 8:52 AM; Train #4401 departed from Hammonton at 10 AM, arriving at Atlantic City at 10:34 AM; and Train #4518 departed from Atlantic City at 4:06 PM, arriving at Cherry Hill at 5:10 PM.

According to *Railway Age*, NJ Transit awarded Interfleet Technology, Incorporated a two-year, \$2 million contract to advise on the mid-life overhaul of 20 of NJT's 32 ALP-44s (4400-4419), which were built from 1990-95. This firm will provide engineering assistance to develop the concept and specification development, car builder procurement, design review, and manufacturing and testing oversight through to delivery of the overhauled locomotives. Between 1996-7, NJ Transit took delivery of an additional 12 ALP-44s (4420-4431).

Thanks to Bob Kingman, who found a posting on the Internet that SEPTA received the Comet Is that it had purchased from NJ Transit at Trenton on September 15. They are: cab cars 5121 and 5132 and trailers 5727, 5728, 5735, 5741, 5742, and 5747. Cab car 5118 is the ninth car, which will serve as the parts supply. It has damage to the stairs/traps and door frame area on the Engineer's side.

This is not the obituary notice for the Comet Is, but I have seen fewer of them, and those that I have seen have been observed during rush hours. At Secaucus on August 28, between 5:24 and 5:36 PM, three trains, two with six cars and one with four cars, made station stops.

While on the subject of older equipment, many of the now 40-year-old GP-40s still see daily service in the Hoboken Division. This group remains in the 4100-12 series but after rebuilding in 1991-2, the numbers were scrambled. Their original assignment was on CNJ lines.

When the Comet IIs were rebuilt a few years back, on the top of each seat a strip of vinyl the same color and material as the seats was installed for passengers to place their tickets. I recently noticed that in some of the cars, either due to wear and tear, or more likely due to vandalism, a number have been replaced by the hard vinyl type that has two metal clips. These clips are identical (except in color) to the ones which first appeared in the Comet Vs and now are in the multi-level cars.

Since August 14, multi-level cars are prohibited from operating on Tracks 1 and 14 at Hoboken.

I have been riding in the multi-level cars since they entered service in December, 2006 on the Northeast Corridor Line. With ongoing deliveries, they now operate on all lines in the Newark Division. On September 10, I got my first ride in one that was assigned to the Montclair-Boonton Line. When the cars were first intro-

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

duced (January, 2007 *Bulletin*), NJ Transit announced that it would name the cars for the communities in which the cars operate. As of September, I have not seen any.

Bob Kingman reported these multi-level cars passed through Kenwood Yard: August 24 – 7025, 7270, 7592, and 7593. On the same day at the Port of Albany, Bob and wife Alma counted 25 subway car shells. The following day they were starting to truck them out. During a visit one week earlier, Bob spotted about a dozen subway car shells that were covered by what appeared to be white cocoons which had lettering indicating that they came from Alstom Brazil. On September 8, the following were observed: 7028, 7273-7275, and 7594-7595.

A groundbreaking ceremony was held on August 15 for the construction of a new center-island high-level platform and waiting shelters with disabled access at the South Amboy station. When work is completed next year, 127 of NJ Transit's 224 rail and light rail stations will be accessible.

The new parking lot on the east side of the tracks at the North Hackensack station opened on August 13. Unlike the older lot, it has a gravel base rather than a paved one.

AMTRAK

Amtrak reported that July ridership increased to 2,750,278, which represents nearly a 14% increase, marking the most passengers carried in any single month in Amtrak's 37-year history. The total ridership for FY08 to date (October 1, 2007-July 31, 2008) reached 23.7 million, topping the 21.3 million from the same period last year. Total ticket revenue for the fiscal year to date reached \$1.4 billion, a 14.1% increase over the same period in FY07. For the month of July, ticket revenue increased by 18.6% to \$168 million. Amtrak President Alex Kummant said, "increasing fuel prices, highway congestion, airline issues, and environmental awareness continue to make intercity passenger rail extremely relevant and popular." Thanks to Bob Hansen for the news.

MUSEUMS

Branford to the rescue! Member Frank Pfuhler reported that the Electric City Trolley Museum in Scranton notified Branford that Electric City's sole operating car, ex-Philadelphia Suburban Transit Company (Red Arrow) 76, had a motor failure on August 22, forcing a cancellation of operations. All efforts to make repairs were to no avail. ECTM, after speaking with Branford's officers, requested assistance, and the next day a truck arrived in East Haven to transport one of the motors from sister car 75. Work began to return 76 to service with the arrival of the borrowed truck. Test runs were made on August 29, and service resumed the next day.

According to the museum's website, there was to be regular Wednesday through Sunday operation in September and October.

My son Marc recently visited the Baltimore Streetcar Museum and brought back a copy of its publication, *The Live Wire*, which had an article about BSM's recently acquired PCC car, now numbered 7303. BSM is in the process of converting it into an exact replica of one of its St. Louis PCCs. Since the article did not specify the former car numbers, I emailed BSM and Mark Dawson, who is Vice President/Curator, kindly replied. Car 7303 started out life as car 503 in San Diego in 1936. When San Diego ended streetcar service in 1949, 503 was sold to El Paso and renumbered as 1503. When El Paso quit it was sold and became a real estate office in Cloudcroft, New Mexico, until BSM acquired it in 2002.

A friend asked me whether I had ever heard of the Myersville Trolley Festival. The answer was no, but he informed me that it will be held in Myersville, Maryland on October 18 and 19, 2008. Trolley car 150 operated for the Hagerstown and Frederick Railway, also known as the H & F, and was restored by Donald Easterday. It is displayed annually on his property in Myersville, Maryland. Car 150 was built by the Southern Car Company in 1918 and originally ran in Columbia, South Carolina. In 1923 it was sold to the Potomac Public Service Company, later called Potomac Edison Company, and was retired by Potomac Edison in 1938.

LABOR DAY (MONDAY, SEPTEMBER 1)**MTA LONG ISLAND RAIL ROAD**

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

MTA METRO-NORTH RAILROAD (EAST)

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.

MTA METRO-NORTH RAILROAD (WEST)

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

NJ TRANSIT

On Friday, August 29, early "Getaway" service operated on the Morris & Essex (1), Northeast Corridor (1), North Jersey Coast (3), Pascack Valley (1), and Raritan Valley (1) Lines.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

The MBTA is trying to add service as its budget allows to accommodate increasing ridership. In July, the "T" reported that the 34.7 million trips that were taken rep-

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

resent the busiest month in at least a decade, though all counts before 2007 are considered less reliable because they were estimated. July was also the seventh month in a row to record an increase in passengers over the same month last year. As of September 15, the first three six-car trains began operating on the Blue Line. All trains will be six cars when all 94 cars are in service. In mid-September, the Northeast Transit web site showed these 34 Siemens cars in service: 0702/0703, 0706/0707 through 0712/0713, 0716/0717 through 0736/0737, and 0740/0741.

Taking a wait-and-see attitude, the "T" would consider removing some seats from its subway cars (at a cost of \$40-60,000 per car) only if planned experiments in New York and Chicago show that it would effectively serve more commuters. *The Boston Globe* had reports from commuters who complained about crowded trains and parking lots.

The Park Street (Green Line) station, which is the "T"'s fourth-busiest, with an average of 19,350 customers on a typical weekday, will be closed for 39 days starting this January in order to make repairs to the headhouse. This project will cost \$1.4 million, and includes the demolition and replacement of the cast iron stairs and risers, which have become corroded and cracked. There will be one stairwell available for passengers during the construction.

The *Jamaica Plain Gazette* reported that plans to restore trolleys to the Arborway Line through Jamaica Plain officially died July 31, when the federal government quietly approved new state regulations that kill the idea. The last hope for trolley restoration is a still-pending lawsuit. Meanwhile, the state Executive Office of Transportation is reportedly still working on plans to improve the Route 39 bus service that replaced the trolleys on the Jamaica Plain end of the Green Line. That process is already nine months past a deadline required by another lawsuit. Until December, 1985, Green Line trolleys operated on South Huntington Avenue and Centre and South Streets between Heath Street and Forest Hills. The last tracks were paved over this year. A 1990 lawsuit by the Conservation Law Foundation (CLF) required restoration of the trolley service as part of air-quality mitigations for the Big Dig. Thanks to member Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

The September 4 *Inquirer* reported that PATCO has added a six-car train in the AM and PM peak periods so that there are 14 trainsets in operation. Each of those trains will make two round trips. This has been done to add capacity because ridership is now 36,000-40,000 per day, a significant increase when compared to last year's 32,000 per day. Even with these numbers, which could push ridership to 10.2 million for 2008, this would

not be a record year because in 1976, there were 11.5 million riders. Thanks to member David W. Safford for sending this report.

It was reported in the September *Bulletin* that a general fare and toll increase would be approved by parent Delaware River Port Authority, and on September 14 2008 PATCO raised its fares as follows:

- Lindenwold, Ashland & Woodcrest to Philadelphia \$2.70
- Haddonfield, Westmont & Collingswood to Philadelphia \$2.35
- Ferry Avenue (Camden) to Philadelphia \$2.05
- Between New Jersey stations (except between Broadway and City Hall) \$1.45
- Broadway and City Hall (Camden) to Philadelphia \$1.25
- Between any Philadelphia stations \$1.25

Thanks to member Lee Winson for this report.

PHILADELPHIA, PENNSYLVANIA

From *Cinders*, here are some details about the Silverliner-Vs. The \$274 million contract includes 38 single-level cars with 107 seats and 41 married pairs with a combined seating of 218. The first three pilot cars are being assembled in South Korea, and the balance assembled in a facility in South Philadelphia. There will be quarter-point doors instead of end doors. In addition to the Comet Is that were purchased from NJ Transit (please see NJ Transit news item above), SEPTA maintenance forces were expected to return seven out-of-service Silverliners (three from the dead line and four out of the shop) to service last month.

Lee Winson also reported that the Silverliner V mock-up that arrived on August 20 was displayed to a select group of SEPTA employees, public officials, and media at SEPTA's Wayne Junction Car Shop on September 10. The purpose of having this model is to help engineers in the design and manufacturing process of these cars, for which the final assembly will be performed in Philadelphia. Sometime this fall, it will be transported to Suburban Station for passengers to view. When displayed, it will include working electricity and lighting, signage, and design elements, as well as exhibits to show the origin of various parts manufactured in the region.

David Safford was also kind enough to send copies of SEPTA's latest timetables, which went into effect as follows:

August 25 – Routes 100, 101, and 102

August 31 – Subway/Surface Routes 10, 11, 13, 34, and 36, Girard Avenue Route 15, and the Broad Street and Market-Frankford Lines

September 7 – Regional Rail R2/Warminster, R5/Lansdale/Downingtown, R6/Norristown, and R7/Chestnut Hill East-Trenton, as well as the Combined Timetable.

There are notes on the covers of the Routes 100-102

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which mention either improved weekday or Sunday service, and route-specific information about revised times or late-night Friday-Saturday service for the Regional Rail Lines.

Member Bob Wright wrote that the Market Street EI work is substantially done, at least as far as the guideway goes. "The last piece of the old EI was removed during the August shutdown. SEPTA's website has video of it - it was a section near 49th Street. I've been on it a couple of times since the shutdown and work remains to be done, which will indeed require ongoing weekend shutdowns through next year. From my observations it appears that jointed rail is placed and then welded later. On my first ride the Tuesday after the shutdown ended (August 26), I noticed that the jointed rail was in place on the new guideway segments. On a follow-up ride a few days later, it was welded. There are still a few slow spots for various reasons.

"The two-week shutdown appeared to work well. I observed the shuttle bus transfer at 40th Street a couple of times and it was very busy but seemed to be organized. Riders leaving westbound trains were directed to the west stairway for the non-stop and the east stairway for the all-stop buses, and this created some slow going with only two stairways, but things worked out. I found a couple of odd things with the EI operation post-shutdown because all trains are stopping at Millbourne even though it's a 'B' stop, I suppose that this is because 63rd Street remains closed. The first morning I rode, I was on an 'A' train and the annunciator called out 63rd when we stopped at Millbourne. With the light usage at Millbourne, I hope the investment in the station is worth it."

LANCASTER, PENNSYLVANIA

There is a follow-up to the proposal to return streetcars to the streets of Lancaster (July and September *Bulletins*). The project has been delayed until at least 2010 due to the lack of funding. The Streetcar Company had requested \$14.2 million in grants from the U.S. Department of Transportation's "Very Small Starts" program, and for the second year in a row the feds opted not to fund the streetcar plan. There would have been a 2.6-mile loop between the Amtrak station at the northern edge of the city and Southern Market Center at South Queen and Vine Streets, near the Lancaster County Convention Center. Earlier this summer, it was reported that the Lancaster Streetcar Company had purchased three former SEPTA PCCs from the Baltimore Streetcar Museum for the proposed line. *LancasterOnline.com* reported that Lancaster Mayor Rick Gray, perhaps the most emphatic supporter of a streetcar system, remained optimistic: "Our position is there's going to be a new [presidential] administration next year and [Democratic candidate Barack] Obama has indicated

strong support" for rail and alternative transportation projects. Republican candidate John McCain, said Gray, "has been a strong opponent of Amtrak and, I would assume, against other forms of rail transportation." Thanks to Frank Pfuhrer for this update.

BALTIMORE, MARYLAND

MARC placed new Penn and Brunswick Line timetables into effect on September 8. There were numerous minor re-timings; however, the late evening service was changed. Where formerly the last two Penn Line departures from Washington Union Station were at 10:45 and 11:45 PM, they now depart at 10:05 and 11 PM. Southbound, there was a swap between MARC and Amtrak in the service from Baltimore. The last MARC train now departs at 9:30 PM, and the last Amtrak trip of the day is covered by #175 at 10:40 PM. Monthly/weekly MARC ticket holders may use this train. Thanks to member Steve Erlitz for sending copies.

The Delaware Valley Rail Passenger, which is published by the Delaware Valley Association of Rail Passengers, in the July, 2008 issue reported on MARC's plans for growth by the year 2035. Under the \$3.9 billion plan, seating capacity would nearly quadruple; there would be more service during peak and off-peak hours; additional equipment and track capacity; and expansion of parking. Here are some of the details: By 2035, with four tracks in service from New Carrollton to Perryville, Penn Line service would be extended from the present terminus at Perryville to Elkton, Maryland and Newark, Delaware, possibly by 2015. SEPTA operates several R2 trains to Newark. Other infrastructure improvements include a new bridge over the Susquehanna River and a new two-track tunnel in Baltimore. The Camden Line would also see some improvements, including three tracks for most of its distance. A new station building would be constructed in Baltimore and a new tunnel would be built so that service could be extended to Bayview with three new intermediate stops including Mt. Royal. A third track would be added to the Brunswick Line from Washington, D.C. to Point of Rocks. The two-track arrangement would remain from there to Martinsburg, West Virginia. The full report can be found on MARC's website at www.mta.maryland.com/services/marc/schedulesSystemmaps/marc20%plan20%full.pdf.

WASHINGTON, D.C. AREA

On August 20, VRE announced that it had been approached by Maryland's Transit Administration, operator of MARC, about purchasing VRE's 13 Kawasaki railcars. After considerable analysis, negotiations, and consultation with the VRE Operations Board, local jurisdictions, and the Federal Transit Administration, VRE agreed to sell the cars to MTA, which already owns 50 similar cars. In 1997, VRE paid \$23 million for these cars (trailers V601-V609 and cabs V701-V704) and MTAMD has agreed to pay VRE \$22 million for the

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same cars. An additional benefit to this sale is that VRE can standardize its fleet, which will reduce maintenance costs, streamline parts procurement, and increase fleet flexibility. VRE will be replacing the 13 Kawasaki cars with 10 new Sumitomo Gallery cars just like the ones recently introduced into service. The Kawasakis were removed from service by August 25 to prepare them for transfer to MTA.

VRE held public hearings between September 11 and September 30, 2008 at various locations to increase fares for FY 2009, effective January 4, 2009 and the FY 2010 fare increase, effective June 28, 2009. Riders last had their fares increased in June, 2008.

CLEVELAND, OHIO

Member Jim Beeler sent copies of Cleveland's most recent rail line schedules: Red Line (Route 66X – Airport-Windermere) is dated March 23, 2008, while the combined Blue Line (Route 67X – Van Aken) and Green Line (Route 67AX - Shaker) carries a June 15, 2008 date.

CHICAGO, ILLINOIS

The Chicago Transit Authority held a public hearing on August 19 to get input on a proposal to extend the Orange Line. As proposed, the extension complete the original Orange Line plan to provide improved access to downtown from the far southwest side and from the central city to the employment corridor along South Cicero Avenue. The meeting was a part of a federally required Alternatives Analysis study.

On September 10, the CTA Board approved an extension of the 180-day test period for service enhancements on the Yellow Line and several bus routes, which was approved last February. The Yellow Line recorded an average of 1,300 boardings on Saturdays and 1,000 Sundays in July, 2008, making Yellow Line ridership to date 14.7% over the same period last year. Yellow Line trains operate on 15-minute headways on weekends from 6:10 AM to 11:15 PM. Funding for the additional service is from a Congestion Mitigation and Air Quality Program grant. Yellow Line ridership on an average weekday is just over 2,700. Thanks to Bob Hansen for these reports.

CHESTERTON, INDIANA

NICTD's new Sumitomo bi-level EMUS will be numbered 301-314. The first four cars arrived in the U.S. during June and are being completed and tested at Super Steel's plant in Milwaukee. Car 314 was assembled and passed its functional tests at the Toyokawa plant in Japan.

NEW ORLEANS, LOUISIANA

Three years after Hurricane Katrina devastated New Orleans, Hurricane Gustav struck the Crescent City on September 1. This time, the Federal Emergency Management Agency (FEMA) and state and local govern-

ments were there ahead of time and things generally went well. Those who did not have the means to evacuate the area on their own were directed to go to the Amtrak station, where they boarded buses and trains, which went to Memphis. One of our members sent a link to some train photos that were taken by a local railfan. P-42s powered the consists, which were identified as FEMA 1 and FEMA 2. What is interesting is that the trains were mostly comprised of *Superliners* but also contained CDOT SPVs including 1625, 1671, and 1673. One train had four and the other had six.

AUSTIN, TEXAS

A meeting was to be held in late September to determine whether or not the Capital Metrorail would open this Fall. **Railway Age** reported that any delay would be caused by the failure of two of the nine stations to open: Howard Lane and Kramer Lane. At Howard Lane, construction has just begun, following a breakdown in negotiations with a landowner of the preferred station site and objections by residents to a second site nearby. The Kramer Lane station location also was moved, and its construction has yet to start. Capital Metro officials are also negotiating with the Federal Railroad Administration to begin service, mostly because of its concerns over safety and its insistence on regulatory authority. FRA asserts that Austin's operation is "commuter rail" and not a "light railway," and has balked at a waiver sought by Capital Metro. The original start-up date was this past January and now the line may not open until next March.

SALT LAKE CITY, UTAH

You can add the Utah Transit Authority to the list of "fallen flags" as far as token use is concerned. Beginning September 1, due to a continuing high level of token fraud at its rail stations, UTA stopped accepting tokens as a form of payment at ticket vending machines on TRAX and FrontRunner. Token fraud at the ticket vending machines significantly increased in May, as individuals were using arcade and other non-UTA tokens to purchase fares and receive change in cash. In response, UTA stopped accepting tokens at the 9000 South and 9400 South TRAX stations, where the token fraud was centered, hoping that would address the fraud problem without any further inconvenience to riders. However, the offenders simply moved to other stations and the fraud continued to escalate and spread to both TRAX and FrontRunner.

Tokens are still accepted on buses, and can be purchased at UTA pass sales outlets. Bus riders will still receive a ticket to transfer to TRAX or FrontRunner. Passengers beginning their trips on TRAX or FrontRunner should either purchase an appropriate pass from a ticket vending machine or present a token to a UTA bus operator in exchange for a transfer ticket to board the train.

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Around New York's Transit System

Distance Between Stations

NYC Transit officials who answered a newspaper's request regarding the longest and the shortest distance between stations revealed the following: "We checked the mileage tables and added the following statistics:

"LONGEST DISTANCE BETWEEN STATIONS—Howard Beach to Broad Channel, Rockaway **A** line: 3.70 miles

"SHORTEST DISTANCE BETWEEN STATIONS — Beverley Road to Cortelyou Road, Brighton **Q** line: 0.20 miles; Wall Street to Fulton Street and Park Place to Chambers Street, Seventh Avenue **2** and **3** lines—0.21 miles; Bowling Green to Wall Street, Lexington Avenue **4** and **5** lines — 0.22 miles"

CORRECTION

There were two errors on page 4 of the July, 2008 issue.

The weight/linear foot of a D-Type, an extremely heavy car, should read 1,559 pounds (not 155).

The title, "EDDY CURRENT BRAKES," was misplaced. It belongs at the top of the second column, which describes these brakes.

Commuter and Transit Notes

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LOS ANGELES, CALIFORNIA

A head-on collision between a Metrolink commuter train and a Union Pacific freight train took place with tragic results at around 4:22 PM September 12 near Chatsworth, a residential area in the San Fernando Valley on the Ventura County Line. This was the same line where Juan Alvarez abandoned his SUV in an aborted suicide attempt on January 26, 2005 and caused the deaths of 10 commuters and one Conductor. He was sentenced to 11 consecutive life terms (September *Bulletin*). The consist of the train in the September 12 incident was (F-59-PH) 855-185-207-617. Car 185 was wrecked, and was scrapped on the spot.

Due to the force of the accident, it took many hours for rescue workers to remove all of the victims. In the end, there were 25 fatalities, including the Metrolink engineer, an employee of Veolia Transportation, the contract operator, plus 135 injured passengers. This has been labeled the deadliest in the U.S. in 15 years when the *Sunset Limited* derailed following a barge striking a bridge just before the train crossed it, an accident that killed 47. Video coverage from the scene showed one of the three cars being dismantled, while the Metrolink engine, which led the consist, was lying on its side. News reports told of survivors' horror stories. On Saturday, a Metrolink spokeswoman attributed the accident to the Engineer, who had failed to stop at a red signal, and also admitted that Metrolink was responsible. Her boss was not happy with her announcement, and a few days later she resigned. The National Transportation Safety Board was investigating, and a few days later it made the same pronouncement—the Engineer ran through a red signal.

Due to the extensive track repairs (1,000 feet was

damaged) on Monday, September 15, Metrolink train service operated only between Chatsworth and Los Angeles Union Station until 3 PM. Buses replaced train service to and from the Moorpark and Simi Valley stations and between Moorpark and Simi Valley stations and Chatsworth. Normal train service was resumed on Tuesday. According to KCBS-TV, a local teenager reported that the Engineer had sent him a text message about one minute before the crash. Less than one week later, the NTSB announced that the train's Engineer had been text-messaging on the job. Immediately, the California Public Utilities Commission temporarily banned the use of all cellular devices by on-duty train personnel. The PUC Chairman said in a statement that the prohibition was "necessary and reasonable."

FROM THE HISTORY FILES

110 Years Ago: On October 12, 1898, the Chicago & South Side "L" began electric operation using the system of multiple unit control developed by member Frank J. Sprague (ERA #1).

40 Years Ago: On October 29, 1968, the first Arrow stainless steel EMU cars entered service. Purchased by NJDOT, they were operated by Penn-Central. They were renamed Arrow I's when newer EMUs arrived (Arrow II's and Arrow III's) and were removed from service and stored. During 1987-88, 30 of the original 35 cars were overhauled by Morrison-Knudsen as locomotive-hauled cars, cabs, and trailers and reclassified as Comet I's. As was reported in the September *Bulletin*, 14 of these cars have now been leased to AMT (Montreal).

Correction: In last month's **FROM THE HISTORY FILES** it was reported that Pittsburgh was number 2 in the number of PCCs owned – but in fact, it was Chicago with 683. Thanks to member Dick Lukin for the report.

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