

The Bulletin



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The Bulletin

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In This Issue:
 Sixth Avenue Subway—Track Plan
 ...Page 2

IND EXTENDED TO EUCLID AVENUE 60 YEARS AGO

On November 28, 1948, A service was extended from Broadway-East New York to Euclid Avenue. Test trains started running at 12:01 AM and revenue service began at 7 AM. Additional service was provided by 40 R-10 cars, which were just delivered.

OPENING CEREMONIES

Stores in the vicinity of the Euclid Avenue station were decorated with bunting and a small crowd that gathered near the subway entrance was waiting for the Mayor to arrive in his automobile. A newspaper photo shows Borough President Cashmore and Mayor O'Dwyer putting dimes in the turnstile slots at Euclid Avenue.

While about 250 representatives of civic and transportation groups were present, Mayor O'Dwyer officially opened the \$47 million extension. Accompanied by Borough President Cashmore and transit officials, the Mayor inspected the Pitkin Avenue Yard in a five-car train of the new R-10 cars, which cost \$70,000 each.

R-10 CARS

These new technology cars were illuminated by twenty-four 72-inch and two 48-inch cold cathode fluorescent lamps. Light intensity was 15 foot-candles at the reading plane, much higher than that of the older cars. Power for the lamps was supplied from the third rail through resistors. Because fluorescent lamps do not operate well on direct current, a timer reversed the polarity frequently.

When solid state equipment was perfected,

a simpler circuit was available. R-42s were the first cars equipped with a solid state inverter, which converted the direct current from the third rail to high frequency alternating current.

The old-type windmill fans were replaced by eight 12-inch bracket fans mounted two on a fixture. To maintain uniform car temperature, the car heaters were thermostatically controlled. Shock absorbers dampened vibration and side sway.

Following is a summary of delivery and in-service dates:

	DELIVERED		IN SERVICE	
	Date	Car(s)	Date	Car(s)
First	August 19, 1948	1803	November 19, 1948	1830-1838, 1843
Last	June 30, 1949	3340-3349	July 22, 1949	3346-3349

CARS IN SERVICE AT THE END OF THE MONTH

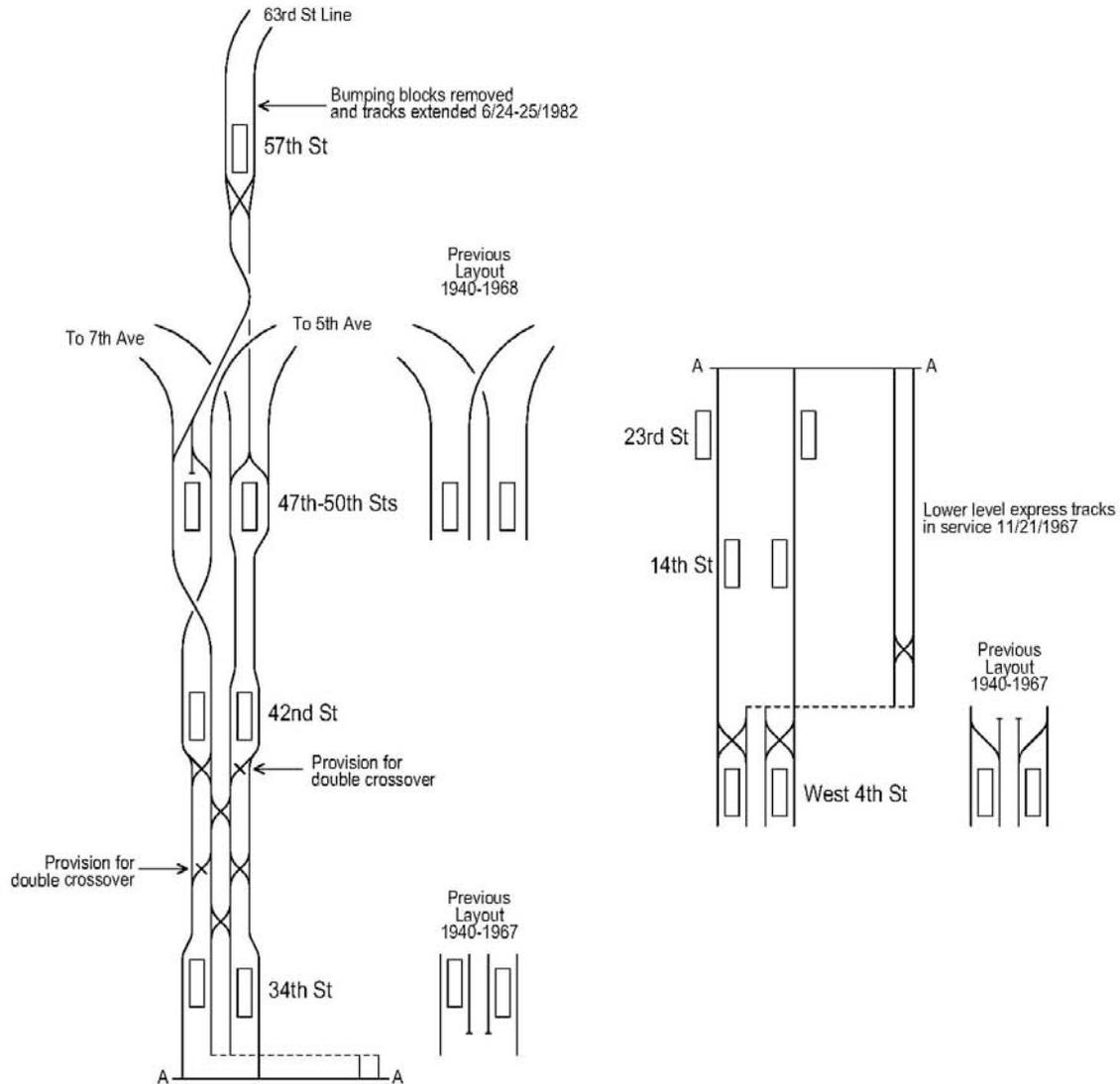
Date	Number of Cars	Date	Number of Cars
1948 November	66	April	269
December	102	May	296
1949 January	151	June	355
February	191	July	399
March	241	August	400

(Continued on page 4)

SIXTH AVENUE SUBWAY TRACK PLAN

Sixth Avenue Line

1940 - Present



Data: B. Linder
Drawing: J. Erlitz

IND Extended to Euclid Avenue 60 Years Ago



A train of R-10 cars in original paint scheme in 207th Street Yard.
Bernard Linder collection



R-10s in the mid-1960s paint scheme at Far Rockaway-Mott Avenue.
Bernard Linder collection

SIXTH AVENUE SUBWAY SERVICE CHANGES
by Bernard Linder

When the subway was opened, D trains started running in the new subway. This is a complete record of D service changes.

DATE	NORTH TERMINAL	SOUTH TERMINAL
October 30, 1940	205 th Street	Chambers Street
October 30, 1954	205 th Street	Coney Island via Culver Line Church Avenue
October 7, 1957	205 th Street	Coney Island via Culver Line Church Avenue Euclid Avenue—4 rush hour layups and put-ins
September 13, 1958 Saturdays	205 th Street	Coney Island via Culver Line Kings Highway—AM rush layups and afternoon put-ins
November 26, 1967	205 th Street	Coney Island via Brighton Line Brighton Beach
April 27, 1986	205 th Street	34 th Street-Sixth Avenue
December 11, 1988	205 th Street	Coney Island via Brighton Line
April 30, 1995	205 th Street	34 th Street-Sixth Avenue—10 AM to 3 PM weekdays and 4 PM Saturday to 10 PM Sunday Coney Island or Brighton Beach via Brighton Line—other times
November 12, 1995	205 th Street	Coney Island via Brighton Line Brighton Beach
July 22, 2001	205 th Street	34 th Street-Sixth Avenue
February 22, 2004	205 th Street	Coney Island via West End Line

Ⓥ SERVICE

On December 17, 2001, Ⓥ trains started operating from Continental Avenue via Sixth Avenue local tracks to Second Avenue during weekdays from early morning until late evening.

KK SERVICE CHANGES

On July 1, 1968, trains started running from 168th Street, Jamaica via Broadway, Brooklyn and Sixth Avenue local tracks to 57th Street in rush hours. This is a complete record of service changes.

(Continued on page 4)

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Fall is here, and so is the next group of 5-car R-160A-2s from Alstom. A total of 420 of them will be joining the Subdivision "B" fleet through sometime in 2010 at Coney Island and Jamaica, releasing another batch of older equipment (Phase I R-32s, Morrison-Knudsen-overhauled R-42s, and perhaps even some R-46s) in their wake for reassignment to other services or disposition. This is in addition to 125 more R-160Bs that will continue to arrive from Kawasaki as eventual replacements for the remaining slant R-40s. As for the rest, the Phase II R-32s are reaching the end of the line as this narrative is written, while the R-40Ms have all been gathered on **A**, perhaps as part of the groundwork for retirement of the 194 R-38s in daily service on **C** (and often **A**). And so, we move on to this month's reading:

Subdivision "A" Events

As summer drew to a close on the weekend of September 20-21, so did the use of single R-62As from the revenue fleet on refuse trains. As previous, they have been largely composed of single EP0-series R-127/R-134 work motors at either end, or World's Fair R-33 single units as an alternative (but not together). Through early October, one nightly work train devoted to the Lexington Avenue Line was also using R-33 cars 8888/9. Over the first weekend of October, various sets of R-62s began sporting custom external advertising for The History Channel, including all 25 assigned to **4** and 1506-1510, the first unit transferred to **3** back in 2003 (see **Around New York's Transit System** on the back page).

R-160 Progress

As anticipated, the first "five-pack" (R-160A-2 8663-7)

was delivered to 207th Street Shops by Friday, September 19 and transferred to Pitkin the next week for initial preparation and testing. A second set (8668-72) arrived the following week and yet another (8673-7) by September 30. Through October 13, 2008, R-160A-2s 8678-87 had also been delivered for a total of 25, or half of that total portion of the contract. As of October 13, none had as yet been accepted for passenger service but the first 15 were far along the break-in process, being based out of Coney Island. Of note is that their burn-in was being performed on **N** and **O** (as would be expected), and also on **F**, which is projected to receive 5-car Alstom units assigned to Jamaica at a future date. In addition, train crews who are working **F** during the present scheduling period are gradually being qualified in their operation.

Through September 30, 2008 R-160A-1s 8629-40 were accepted for passenger service on **J/Z**, **L**, and **M** for a total of 328 cars. On Sunday, October 12, R-160A-1s 8641-8 were placed in **J** service as a solid train, while the final 4-car set (8649-52) was also activated, using first-delivered R-160A-1 8313-6 as a partner. This completed the 340-car R-160A-1 portion of the original acquisition, which is supplemented by 208 R-143s and now just 70 Morrison-Knudsen-overhauled R-42s as of October 13. The R-42s at East New York were expected to remain on hand to provide equipment for **J** and **Z** on weekdays, as well as the "Special **J**" service operating most weekends between Essex Street and Prospect Park until a large track project inside Subdivision "A"'s Joralemon Street Tunnel (the underlying rea-

(Continued on page 7)

Sixth Avenue Subway Service Changes

(Continued from page 3)

DATE	NORTH TERMINAL	SOUTH TERMINAL
July 1, 1968	57 th Street	168 th Street-Jamaica — rush hours Eastern Parkway/Atlantic Avenue/Rockaway Parkway— before and after rush

K SERVICE CHANGES

DATE	NORTH TERMINAL	SOUTH TERMINAL
January 2, 1973	57 th Street	Eastern Parkway/Atlantic Avenue/Rockaway Parkway (3 rush hour trains)

The last train ran on August 27, 1976.

FIFTH AVENUE ELEVATED ANNIVERSARY

Fifth Avenue trains started running 120 years ago, November 5, 1888, from Atlantic Avenue via Hudson Avenue and York Street to Fulton Ferry. The next day, service was suspended because of an accident at the right angle crossing at Myrtle and Hudson Avenues.

After property was acquired and curves were installed from Hudson Avenue to Myrtle Avenue, service was resumed on June 21, 1889 via Hudson Avenue, Myrtle Avenue, and Adams Street to the High Street loop.

The line was extended in stages, finally reaching 65th Street on October 1, 1893. Steam engines provided motive power until BRT electrified the entire system. When the third rails were extended to 36th Street on June 28, 1899, partial electric service began. Steam locomotives returned intermittently due to a power shortage caused by increased trolley service and power house fires. Full electric service was probably begun after the Central

Power House was placed in service on March 1, 1903. Service from the southern part of Brooklyn via Fifth Avenue began on the following dates:

- Culver—July 10, 1899
- West End—December 18, 1900
- Sea Beach—1903

This line was very busy until the Fourth Avenue Subway started running from 86th Street to Chambers Street on January 15, 1916 and Sea Beach and West End trains were rerouted through the new subway. Ridership declined again when Culver subway trains started operating to Nassau Street on May 30, 1931. One-car shuttles with Conductors collecting fares were operated in non-rush hours between 36th Street and 65th Street. Service was finally discontinued on the entire line at Unification, May 31, 1940.

(All photographs Bernard Linder collection)



Train of 1000-series cars on Flatbush Avenue between Fulton Street and Fifth Avenue.



View from Third Street, looking north, showing hand-throw switches.



Car 1058 at the 15th Street station. May 30, 1940.



36th Street, September, 1939. The train on the left is a one-car shuttle, while the one on the right is a Culver train from Coney Island.

(Continued on page 6)

Fifth Avenue Elevated Anniversary

(Continued from page 5)



36th Street looking north, December 24, 1937.



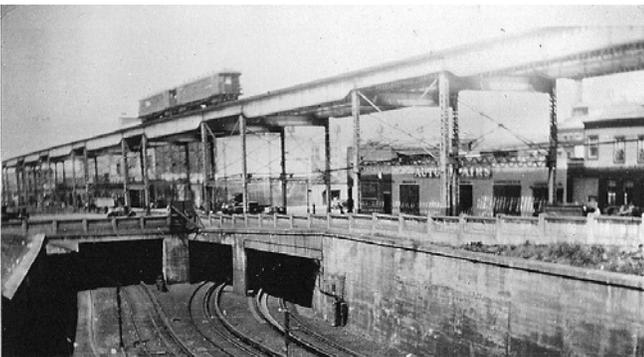
View south from 36th Street, with a single-car shuttle train coming from 65th Street, September, 1939.



38th Street and Third Avenue looking westbound.



38th Street and Third Avenue looking eastbound.



West End Line, showing the portal to the Fourth Avenue Line below and the Fifth Avenue Elevated above.



The 65th Street terminal on Third Avenue, May, 1940.

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

son for the **J** shuttle) is complete. Eventually, the final few R-42 trains at East New York will be supplanted by the 64 CBTC-ready R-160A-1s being acquired through contract Option II.

Through October 13, 2008 Option R-160Bs 9068-87 were delivered, while cars 9043-52 and 9058-67 were placed in service on **N**, **Q**, and **W**. These most recent arrivals paved the way for transfer of all remaining R-40Ms to Pitkin for **A** and will probably open the door for withdrawal of the remaining 144 slant R-40s to resume.

By October 13, 2008, deliveries totaled 340 R-160A-1s, 35 R-160A-2s, and 365 R-160Bs for a combined quantity of 740. Of these, there were 340 R-160A-1s in service at East New York (**J/Z**, **L**, **M**) and 10 R-160A-2s and 340 R-160Bs at Coney Island (**N**, **Q**, **W**).

60-Foot SMEE News (Morrison-Knudsen R-42 Transfers, End of the Phase II R-32s)

The final 12 Phase I R-32s were finally shifted from 207th Street (**C**, sometimes **A**) to Jamaica (**E**, **F**, **R**) after service on September 12, 2008. That evening Bill Zucker witnessed cars 3928/9 at the end of a **C** train at 59th Street-Columbus Circle on one of its final trips before being removed, though it remains to be seen if this shift is permanent. Since the last Update, 58 more Morrison-Knudsen-overhauled R-42s have made the move to Jamaica as follows: 4606-15 from Pitkin on September 19; 4686-9 and 4742-5 from East New York on September 26; 4712/3 and 4746-53 from East New York on October 2; 4560-79 from Pitkin on October 6; and 4754-63 from East New York on October 10. As of October 13, 2008 there were a total of 166 Morrison-Knudsen-overhauled R-42s in service out of Jamaica, enough to provide more than half of maximum rush hour service on **E**. On September 14, one consist was in a lay-up position at the Union Turnpike-Kew Gardens station with a complete set of **R** signs, but otherwise none had as yet been observed in service elsewhere. As R-160B (Option I) cars continued to dribble into service, the last 30 R-40Ms were relocated from Coney Island (**B**) to Pitkin (**A**) in two stages, 4472-81 on September 29 and finally 4450-9 and 4462-71 on October 3.

As the R-40Ms arrived on **A**, corresponding quantities of Morrison-Knudsen-overhauled R-42s were forwarded to Jamaica, where the wholesale replacement of Phase II R-32s progressed rapidly. By the end of September this portion of the Subdivision "B" fleet had fallen from 86 to 38, then to 28 by October 5, 18 as of October 6, 14 on October 8, and finally to 12 by the end of service on October 9. Of these, just 6 (3524/5 and 3946/7 on **E**, 3421/3558 on **F**) were running for the afternoon rush on Friday, October 10, with 3516/7 still

technically available as spares. The mismatch (leading 8 Phase Is in its consist) was laid up at Coney Island over the weekend and became the last surviving pair for the following Monday morning, October 13. All Phase IIs were sidelined later that day, which left the balance of 290 Phase I R-32s active at Jamaica. There they continue to be found on **E** at all times, but most recently just weekdays on **F** and **R**.

The R-38s continued to fill all equipment requirements for **C** as of October 13 (a maximum of 18 8-car trains), with whatever is left over being operated on **A** in up to three 10-car trains. The remaining 144 slant R-40s are square in the sights as new cars continue to arrive through the balance of 2008. Depending on the velocity of deliveries from Kawasaki, these may or may not survive to the start of 2009.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through October 13, 2008:

September 2008: R-32 (Phase II) 3348/9, 3386/7, 3392/3, 3402/3, 3420/3645, 3482/3, 3486/7, 3503/3600, 3530/3741, 3534/5, 3546/7, 3560/1, 3601/3918, 3626/7, 3640/1, 3652/3, 3696/7, 3752/3, 3812/3, 3826/7, 3838/9, 3860/1, 3916/7, 3930/1 withdrawn from Jamaica (**E**, **F**, **R**)

October 2008: R-32 (Phase II) 3372/3, 3408/9, 3421/3558, 3466/7, 3474/5, 3478/9, 3516/7, 3524/5, 3544/5, 3582/3, 3666/7, 3692/3, 3734/5, 3760/1, 3768/9, 3854/5, 3908/9, 3910/1, 3946/7 withdrawn from Jamaica (**E**, **F**, **R**). ALL PHASE II R-32's OUT OF SERVICE.

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

As R-160Bs continued to populate **Q** through August, September, and into October, they have shared service with R-68As at all times. It has become somewhat rare to find R-68s on **Q**, though, while **B** service continued to see increasing numbers of both R-68s and R-68As as the R-40Ms departed and retirement of the slant R-40s resumed. Likewise there is about an equal chance of finding either R-68s or R-68As at just about any time on **N** and **W**, mixed in among the growing legions of R-160Bs. There was a train of R-46s operating in **E** service on Monday, October 6.

Reefing Renewed

Barge #8 was loaded at 207th Street through the last week of September and first few days of October, departing for Redbird Reef (off the coast of Cape Henlopen, Delaware) on October 6 with these 44 slant R-40 shells aboard:

4172, 4173, 4188, 4189, 4194, 4195, 4202, 4203, 4206, 4207, 4208, 4209, 4210, 4211, 4220, 4221, 4224, 4225, 4252, 4253, 4268, 4269, 4276, 4296, 4297, 4298, 4299, 4312, 4313, 4348, 4349, 4352, 4353, 4374, 4375, 4378, 4379, 4416, 4417, 4429, 4434, 4435, 4444, 4445

As of October 13, 2008 there were still 7 retired slant

(Continued on page 16)

Commuter and Transit Notes

No. 240
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

New timetables were issued on October 5, and they will remain in effect through April 4, 2009. On the Hudson and New Haven Lines, due to completion of tie replacement between Cold Spring and New Hamburg and Milford and New Haven, off-peak schedules have returned to their pre-April 6 times. There were no Harlem Line changes, but below is what is new on the New Haven Line:

- Train #1462 (5:48 PM Grand Central Terminal/Bridgeport) is now #1562 and has been extended to New Haven
- Train #1256 (5:30 PM Grand Central Terminal/Old Greenwich) has been renumbered #1358 and extended to Stamford, where it connects with Train #1562

DANBURY BRANCH: One midday roundtrip has been added, causing most trains to be renumbered and re-timed. New train #1818 departs from South Norwalk at 11:11 AM, arrives at Danbury at 11:58 AM, and departs at 12:42 PM as #1863, arriving at South Norwalk at 1:29 PM to connect with westbound Train #1563 at 1:39 PM

WATERBURY BRANCH: Weekend service has been improved with the addition of one round trip, for a new total of five. This required the retiming of the existing service by as much as 87 minutes. Service now operates over a 13-hour period inbound vs. 12 hours previously. The 14-hour period for outbound service remains unchanged

It was Yogi Berra who said, "It's like déjà vu all over again," and at the Green Road grade crossing in Bedford Hills, it certainly was. At about 7:45 PM September 29, there was another incident where an automobile driver claimed that his GPS had instructed him to make a turn that landed his car onto the Harlem Line tracks. It was on January 2 that a 32-year-old computer technician was involved in a similar collision (February *Bulletin*). According to *The Journal News*, this incident occurred at 7:30 PM, and instead of calling 911 or the MTA emergency number that was posted at the crossing right away, he waited a full ten minutes before calling 911. He told police that he and his two nephews who were with him tried to dislodge the vehicle from the tracks. By the time the information was transmitted to Metro-North, it was too late to notify the engineer of Train #675 (6:52 PM Grand Central Terminal/Southeast), and the train struck his car. Passengers aboard this train and three others, were delayed approximately an hour and a half. One comment that appeared in the Lohud.com October 1 *Journal News* column was: "Hold him accountable for every penny it costs in repairs, overtime and emergency services. It's

too bad he can't be made to compensate all of the people on board all of the trains he delayed."

When I stopped by the Station Master's Office in Grand Central Terminal on the day of the September Division Meeting, there were buttons (about 2 1/4" round) which read: "100% on August 24, 2008" (plus Metro-North's logo). I subsequently learned that this was only one of five times 100% on-time performance occurred in 2008. The others were: January 24, January 27, February 5, and March 13. A button was also issued for January 24.

This is the complete list of 32, not 30, M-1s that have been retained: 8212/3, 8218/9, 8234/5, 8236/7, 8242/3, 8248/9, 8254/5, 8262/3, 8282/3, 8302/3, 8304/5, 8328/9, 8336/7, 8348/9, 8362/3, and 8372/3. I subsequently received an email from member Bill Zucker, who reported seeing 8372/3 on October 10. Cars 8328/9 are not in service.

Here is an update on the status of Metro-North's rolling stock program as of mid-August:

M-2: There are two programs, a modified one for 88 cars and a full program for 146 cars.

- MODIFIED: Upgrades to cab and HGR systems, replacement of HVAC evaporators. Some work has been done, but the 24-month program will begin upon receipt of the CDOT Capital Action Form
- FULL: 48 cars have been completed and the final café and mates should be completed this Fall

M-3: An in-house program that began in February 2007 should be completed in 2010. Ten pairs have gone through the program, which includes work on mechanical systems such as cab signals and doors and the interior, seats, floors, etc.

M-4/M-6 CRITICAL SYSTEMS REPLACEMENT: An in-house program to replace inverters and other essential components

END-DOOR COACHES (104): Bombardier was selected to overhaul 64 Metro-North (including 24 former west-of-Hudson) and 40 CDOT Shoreliners. 24 have been accepted and are in service; however, the contract is 14 months behind schedule due to contractor delays, material availability, and contractor procurement issues. To help resolve this, Bombardier has moved the program to Kanona, New York in Steuben County

P-32AC-DM (31 DUAL-MODE LOCOMOTIVES): Also known as Genesis locomotives, eight have been overhauled and returned to service. The MDBF for these units is approximately 35,000 vs. the rest of the fleet, which is 25,000 miles. This program began in June, 2006 and is scheduled for completion in 2012

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

M-8: Kawasaki was awarded a contract to deliver 300 cars on August 21, 2006. Delivery is expected to begin next year with completion in 2012. There is an unexercised option for 80 cars

NEW DIESEL/SWITCHER (BL-20GH) LOCOMOTIVES (12): Brookville was awarded a contract in July, 2006 to produce locomotives that would replace the FL-9s. The first units arrived this past February, and five have been accepted for service

Metro-North BL-20GH 122 arrived at Croton-Harmon on September 30.

Steve Lofthouse spotted a string of 7 Metro-North SPVs in Harrison, New Jersey while riding PATH to lower Manhattan on October 1. They seemed to be in bad shape, with lots of graffiti. National ERA member Walter Zullig wrote: "They are part of the 10 SPVs that MTA purchased from Budd back around 1981. To make a very long story short, some years ago they were sold to CDOT, which later decided they didn't want them and appointed M-N as their agent to sell them. The NYS&WH&TS was the high bidder and got the cars. But there were numerous disputes and delays and they got them out only a few days ago."

On September 22, Metro-North launched its newest connecting service, *Ulster-Poughkeepsie LINK*. Free Park & Ride lots have been created in the Ulster County communities of Rosendale, New Paltz, and Highland. The service was free from September 23-30, and now the fare is \$1.25 from Highland, \$1.75 from New Paltz, and \$2 from Rosendale. For monthly customers who buy a combined bus/rail *Uniticket*, the bus fare is \$40, plus the monthly fare, which from Poughkeepsie to Grand Central Terminal is \$367.

With the May 22, 2009 opening of the new Yankee Stadium station, Metro-North held a public hearing on November 17 to solicit feedback from the public on its proposed fare structure. The plan calls for the station to be included in the same zone as the other Bronx Hudson Line stations. However, for those using the Harlem and New Haven Lines, there would be an additional charge of \$1.00 during peak hours and \$.75 in the off-peak, and would be levied on weekly and monthly tickets. It is also planned to operate some trains from the Harlem and New Haven Lines to Yankee Stadium Station via the Mott Haven Wye during off-peak hours. At other times, a shuttle train would operate from Harlem-125th Street. The \$91 million station would be open year-round. Approval by the MTA Board is expected this month.

MTA METRO-NORTH RAILROAD (WEST)

West-of-Hudson, Metro-North is also making some rolling stock improvements.

GP-40 (7): This program began in 2005, and has been completed. The units, which were formerly numbered

4184-4190, are now 4900-4906

F-40 (6): Metro-North purchased four F-40s (believed to be 4114, 4116, 4125, and 4126) in 2007 from NJ Transit and will overhaul them along with 4191 and 4192, which were purchased from Amtrak in 2000 and overhauled before being placed into service. The specification should be issued this Fall

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued a new timetable on October 5, which had several minor time changes.

MTA LONG ISLAND RAIL ROAD

Special timetables were issued for the following branches and dates:

- October 4 – Port Washington for Sperry Rail Testing
- October 5 – Far Rockaway and West Hempstead for track and switch maintenance around Valley Stream
- October 18-19 – Oyster Bay for the annual Oyster Festival
- October 23-24 – Port Jefferson for Sperry Rail Testing
- October 25-26 – Montauk Branch for track work

NJ TRANSIT

The Morris & Essex Lines received a new timetable on September 28 that restored weekend Gladstone Branch service. There was also a re-timing of the eastbound service so that there is hourly service from 6 AM to midnight. Westbound, with the addition of Train #707 (1:29 AM Summit/Gladstone), there is hourly service from Summit between 7:07 AM and 12:07 AM and at 1:29 and 2:30 AM.

New timetables were issued effective October 26. However, details were not available at press time and will be published next month.

Bob Kingman reported these multi-level cars passed through Kenwood Yard: September 18 – 7029 and 7276; September 21 – 7589 and 7596; October 5 – 7277/8 and 7597/8.

At its October board meeting, NJ Transit's directors voted to spend \$124 million to complete the preliminary design and begin the final design of the T.H.E. Hudson River Tunnel, which has been renamed Access to the Region's Core Mass Transit Tunnel. The latest cost is now \$7.6 billion. These funds will cover the remaining preliminary engineering through the rest of 2008 and cover the beginning of the final design on the project in 2009. Still pending is a favorable record of decision from the Federal Transit Administration. That contract will cover more than half of the final design for the tunnel and related projects.

Beginning in October, NJ Transit changed the date that customers could purchase their next month's commuter tickets and parking at some facilities. Now, instead of the morning of the 20th day of the month, they will be available starting at 5 PM of the 19th day of the

(Continued on page 10)

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

month.

A groundbreaking ceremony was held on October 15 to signal the beginning of construction of the 8th Street Station. In April, George Harms Construction, Inc. was awarded a \$58.4 million contract to extend the light rail line one mile from its current southern terminus at 22nd Street. The project includes the design and construction of foundations, viaduct structure, track work, intersection improvements, a new station building, landscaping, lighting, and customer amenities. The alignment will continue south from the elevated 22nd Street Station, hugging the existing Conrail right-of-way along Avenue E. A viaduct will carry the LRVs over local streets to an elevated platform at the new station. Completion is scheduled for 2010.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

PA Executive Director Christopher O. Ward on October 2 announced a new Ground Zero construction timetable in an effort to restore confidence in the rebuilding effort that is far behind schedule. It is now hoped that all projects will be completed between 2012 and 2014. As far as transit is concerned, Mr. Ward spoke about suspending ① service between Chambers Street and South Ferry for six weeks in 2010, with shutdowns "as necessary" next year. There would be no PATH service to World Trade Center for 40 weekends each year starting next summer and extending out three years.

AMTRAK

On September 22, the Senate Transportation Appropriations Subcommittee and the United States Department of Transportation's Office of Inspector General issued a report entitled, **Root Causes of Amtrak Train Delays**. And not surprisingly, the report confirms that improper dispatching practices and poor operating discipline by freight railroads are among the key reasons why Amtrak trains suffer poor on-time performance on tracks operated by those host freight railroads. Over 70% of the miles traveled by Amtrak trains are operated over tracks owned by other railroads. Federal law requires that, except in emergencies or as otherwise ordered by the Secretary of Transportation, passenger trains must be given "preference over freight transportation in using a rail line, junction or crossing." This past April, Amtrak President and Chief Executive Officer Alex Kummant appeared before the House Transportation and Infrastructure Committee, telling them: "Poor on-time performance translates directly into greater operating costs and lost revenues for Amtrak." He added: "Freight train interference delays and slow orders are the two biggest components of all delay minutes to Amtrak trains in FY 2007." The cost is in excess of \$100 million annually. Thanks to Bob Hansen for this report.

Amtrak returns to Grand Central Terminal: Over the

weekends of October 18-19 and October 25-26, 2008, a total of 45 *Empire* and *Ethan Allen Express* trains between New York, Albany, and points to the north and west of Albany operated to/from Grand Central Terminal. This was done in order to enable Metro-North to perform switch work around Spuyten Duyvil. Shuttle buses operated between New York Penn and Grand Central Terminal; however, ticketing was not available at Grand Central Terminal. *Maple Leaf*, *Adirondack*, and *Lake Shore Limited* trains were not affected and continued to operate from New York Penn, although some departure times were changed. Weekday service was not affected. Amtrak abandoned Grand Central Terminal for New York Penn on April 6, 1991, but returned on two occasions, in March, 2002 and February, 2003, due to barges striking the Spuyten Duyvil Bridge. Thanks to member David Erlitz, who sent this report.

MUSEUMS

Member Frank Pfuhrer sent this report along with some digital photos about the first Olde Tyme Fun Days Weekend at the Shore Line (Branford) Trolley Museum, which was held on September 27-28. When Frank arrived, he rode the Shuttle car (CONNCO 1602) to the Car Barn area where CONNCO cars 865, 775, and 1911 were waiting. "CONNCO 865 was not in service, but was a great addition sporting its new paint job. A band was set up in the Quonset hut along with chairs and they played all day and were very good. Outside there were several tents set up by vendors who sold great heros, hamburgers, ribs, soda, and ice cream.

"Subway cars 6688, 1689, and 5466, which had tables set up for eating, (were) positioned at the Avenue L platform. The weather was overcast and all sat outside for their lunch. NOPSI 850 was a standby shuttle. CONNCO 775 and 1911 provided alternate service to Short Beach. My first trip was on 775, which only had a few people. After we returned to Farm River Road, 1911 was ready for the run to Short Beach. There was a good crowd on this trip. More people kept arriving and other trips had good participation."

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Two of the six cars of inbound Train #614 (12:55 PM Needham Heights) derailed at about 1:30 PM September 19, as the train was entering South Station. Fortunately, none of the 55 passengers who were aboard were injured. The incident did however cause delays as Tracks 1-6 were out of service for much of the afternoon and remained so through the evening. However, only three of the 150 late afternoon rush-hour trains were canceled, and they were on the Worcester, Stoughton, and Fairmount Lines.

Based on a \$100 million deal between CSX and the state of Massachusetts, the "T" will be able to expand service on the Framingham/Worcester Line. With the October 27 schedules, more trains are operating be-

(Continued on page 11)

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

tween Framingham and Worcester, 13 inbound (up from 10) and 12 outbound (also up from 10). There are also to be some state-funded infrastructure improvements, such as reconfiguring several rail bridges so CSX can stack freight containers higher. Perhaps sooner than 2012, the "T" will take over responsibility for dispatching, which would give passenger trains priority over freight. Next June, the state will buy the rights-of-way from CSX to build the Fall River-New Bedford Line. The state will also buy CSX land near the Port of Boston to allow for the port's expansion and to maintain rail access there.

In late September, MBTA announced that in order to deal with the perennial falling leaf problem, it has a new (second) high pressure rail washer, which sprays water at 15,000 pounds per square inch to clean the tops of the rails, which will improve traction. Other commuter agencies in the northeastern United States have similar equipment. The sprayer system and control cab were installed on an 89-foot flatcar that is part of a train consisting of a locomotive, the high pressure sprayer car, a tank car with a capacity of 22,000 gallons of water, and a caboose. Top speed is 15-25 mph.

As is done every Halloween, the "T" operated additional service on its Newburyport Line to Salem on October 31.

At its October 10 meeting, MBTA's Oversight Board voted to double the cost of parking at its commuter lots and garages. These revenues will be used to pay back wages that are owed to its employees. For many daily riders, the increase will have the same effect as a \$10-per-week fare increase, or about \$500/year. Rates vary, from \$1 per day at ferry terminals, to \$2 at commuter rail station lots, up to as much as \$5 at the four most expensive garages. Thanks to member Todd Glickman, who is one of those affected, for all of these reports.

LINDENWOLD, NEW JERSEY

PATCO issued a new timetable effective September 6 that takes into account the changes reported in the September **Bulletin**. Unlike the editions starting in 2001, this one does not have a photo on its cover, but rather a green cross with arrows containing statements about PATCO being good for the environment. Thanks to member Greg Campolo for sending copies.

If you still possess any old magnetic tickets, it is now too late to exchange them, because that program ended on September 30. Up until that date, special blue envelopes, which were to be placed in the drop box or mailed, were available at stations. The Finance Department read them and applied the value to your *Freedom* card.

PHILADELPHIA, PENNSYLVANIA

Member Dave Safford sent this report from **The Phila-**

delphia Inquirer: SEPTA is struggling to handle its new traffic. Ridership is up 12% since last year, causing it to resuscitate three cars from the RIP track and add eight used cars from NJ Transit. Inspections are being re-scheduled for weekends to free up more cars for the rush hours, and SEPTA is hunting for new Engineer hires. All of this almost pales when it comes to parking. For most commuters, if you can't park you can't ride, and even though 1,925 parking spaces have been added in the past five years, lines of illegally parked cars surround the stations. In the works are a parking garage at Jenkintown, a new lot at Exton, and a line extension from Elwyn to Wawa to another new lot, but for now it is all over in the lot by 7:30 AM or so.

While the Silverliner V mockup was on display on Track 0 at Suburban Station, Dave took the opportunity to inspect it. "As I suspected from the news photos, the interior is only mocked up halfway back. What I hadn't realized was that the cab end was also a mockup, tack welded in place. I was the only customer for the SEPTA employees showing the car, so had the full tour. They had grave doubts about the design. The cab, which is the answer to a railfan's prayer, being only on the right side, leaving a generous front end viewing window, also limits the Engineer's view to the left. The guides said that they believe there will be a union action to have the production models changed. The exiting is really flaky. There are no doors at the cab end, but a pair of doors on each side about 1/3 of the way back, in addition to the ordinary set at the rear end. The problem is that the open traps are unprotected, requiring the Conductors to open and close them at every station not equipped with high-level platforms or risk losing a rider down the hatch. The doors are sliding and full-height (with a sliding threshold for the trap - I wonder how much of a headache that will be!), so the fallen individual will at least not be actually dumped on the right-of-way. Further, there are only two steps up, so that each is fully 12" high. I can imagine the lineup as the overweight or elderly struggle up the climb. My guides muttered darkly about hiring extra Conductors, and indeed I can see the choice being between a person per car and significantly padded schedules. How anyone will get out at all from a packed car is not obvious, if the Conductor can't fight (his or her) way through to the traps."

Member Lee Winson sent this Silverliner report based on a trip taken in late September. "The 1963 Budd Silverliners remain in service seven days a week. I took a quick joyride on one train between Yardley and West Trenton. (New SEPTA onboard cash fare of \$8 for the round trip). The cars seem to be in good condition; they rode smoothly and quietly. The Conductor said they had no problems with them. Exteriors, however, are dirty, particularly the car ends and rooflines, and could use an industrial strength wash. It's not attractive to new riders, but the interiors were clean. Seats which used to flip

(Continued on page 12)

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

over are now bolted in place, with half facing in each direction. I noticed the interiors still had the strips to hold car-cards (ads like those on a bus) above the seats. I think they stopped using them in the late 1970s and switched to poster ads at the car ends. Some of the old plaques were missing, such as the Budd builder's plate and the City of Philadelphia ownership plate. The air conditioner had a plate saying it was filled with environmentally safe refrigerant, and door had a plate saying to keep it closed to avoid wasting the a/c. In the end vestibule/cabs, I noticed a number of metal boxes added to the walls and ceiling. I presume these are for radios and the more advanced cab signal safety systems added over the years. The vestibules, lit by incandescent bulbs, were somewhat dark. (I noticed NJ Transit replaced (its) incandescent vestibule bulbs with brighter LED lamps). There was a large poster explaining how to pull out the fold-in Engineer's seat, and another large poster explaining for passengers how to open the doors in case of an emergency. (In the Budd Silverliners, the doors are hand opened, the GE Silverliner IVs have power doors and emergency action requires access into a special panel.)

"Ridership is up on off-peak trains. I see more young people at the stations in the evening, apparently headed to downtown entertainment or parties. Other older people are dressed in nice business attire. But some people need to be trained on how to properly ride the train. Several showed up long before departure time, apparently unaware there is a schedule. A few showed up after the train left, surprised that 'leaves 6:01' means 'at 6:01 it's gone,' and not 'show up at 6:03.' Some people sit in the car in the parking lot and only get out after the train arrives in the station; sometimes those people take too long getting their bag saying goodbye and don't make it to the platform in time to catch the train. When anyone in my family dropped me off at the station, they kicked me out of the car long before the train arrived to ensure I didn't miss it. What an interesting change of mindset between then and now. I hope these people don't get discouraged and start driving instead."

From **Cinders**: In July, the CBTC system was activated on an around-the-clock basis. The impetus to do this no doubt was the rear-end collision of two trolleys during July. SEPTA's proposed "smart card" is intended to be interchangeable with PATCO and NJ Transit. The number on the full-sized mock-up of the Silverliner V car is 701. Damaged Silverliner IIs 264 and 9017 and Silverliner III 224 are to be retired. SEPTA is seeking expressions of interest in purchasing the Silverliner IIs and Silverliner IIIs after the Silverliner Vs are delivered.

Dave also sent a final update on the Market-Frankford reconstruction. "These observations are as the result of a ride on Saturday September 20 which revealed that

the work is complete (except for a few minor punch list items) and the 63rd Street Station, which is now closed and about 40-50% complete. Interesting tidbit: When the old el was put underground through the University City area from the Schuylkill River to near 46th Street on November 6, 1955, a short stub of the demolished elevated structure remained to tell the story to the educated eye. With the complete rebuild of the track structure, this bit of history has now vanished."

Greg Campolo also sent some additional (to what was reported in the October **Bulletin**) SEPTA timetables:

- August 31 – Trackless Trolley Routes 59, 66, and 75, which all feature photos of the new 800-series vehicles
- September 7 – Regional Rail R5/Paoli/Thorndale

SEPTA also issued supplemental weekend schedules for the R7/Trenton and R8/Chestnut Hill/Fox Chase Lines for seven weekends between September 13-14 and November 15-16, to enable track renewal work.

WILMINGTON, DELAWARE

Railway Age reported that the Delaware Department of Transportation has purchased 4 Silverliner-V cars for use on SEPTA's R2 Line to Wilmington and Newark. These cars will cost \$7.5 million and will be built with the current SEPTA order for 38 single-level cars and 41 married pairs. For years, Del DOT has leased cars to provide this service.

WASHINGTON, D.C. AREA

Virginia Railway Express reported on October 2 that the Virginia Department of Rail and Public Transportation applied for and received \$3.8 million of funding to be used to fully match the \$15 million of state funding that had previously been received. VRE is now able to increase its initial purchase of locomotives from two to five. Furthermore, because of the larger initial purchase, more than \$1 million will be saved on the cost of the first two vehicles. These means that in about two years, there will be new locomotives for nearly half of the current train sets. The goal is secure funding to order 20 new locomotives.

At the conclusion of public hearings to increase fares, VRE reported that fare revenue is expected to exceed budget projections because of the increase in ridership. The original budget estimated an average daily ridership for the year at 14,700, and for the first three months of the current fiscal year (through September 30), the average daily ridership is over 15,500. As a result of these two items, public comments, and several other considerations, VRE will recommend that the mid-year fare increase be 7%, instead of the originally advertised 15%.

A celebration was held on October 4 and 5 to mark the 100th anniversary of Washington's Union Station. There were family activities, entertainment, memorabilia, and historic train displays. Thanks to member Dennis Zaccardi for sending digital images of this event.

(Continued on page 13)

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

A Streetcar Fest was held on October 11 to mark the sixth anniversary of the TECO Trolley. Some of the activities included five-cent fares all day (the fare in 1946), rides aboard historic 1922 Birney 163, car barn tours, and kids' activities outside of the Florida Aquarium. Thanks to member Dennis Zaccardi for this news.

CHESTERTON, INDIANA

The Chicago area and Northwest Indiana were pounded by almost a foot of rain from the remnants of Hurricane Ike over the weekend of September 13-14, in what authorities are calling a "100-year storm". NICTD's South Shore Line experienced moderate to severe flooding in several locations. At the height of Sunday's storm, NICTD suspended South Shore service for two hours while track inspectors checked for sinkholes and washouts along the line. None were found, and service was resumed after the inspectors finished their task. The South Shore Line handled an unusual movement in the early morning hours of Monday, September 15. Amtrak, due to the severity of the storms over the weekend, had many of its Michigan service trains "trapped," unable to move them over their normal route on the Norfolk Southern. A 35-car Amtrak train (made up of equipment from the trapped trains) was accommodated on the South Shore Line, traveling from Michigan City to Kensington Interlocking. Delays on the South Shore Line extended into the following week as high water persisted, forcing speed restrictions and shunting signals, causing "Stop" indications to be displayed between Miller and Gary. By Thursday, September 18, things had cleared up enough for trains to be mostly back on schedule.

CHICAGO, ILLINOIS

The Chicago Transit Authority has released a proposed 2009 operating budget that is \$1.324 billion, or \$115.0 million higher than 2008. CTA expects to generate \$601.1 million in fares and other revenue and anticipates \$723.3 million in public funding. The proposed budget also includes an across-the-board fare increase to begin in January 2009, which would generate an estimated \$42.1 million. Under this proposal, cash fares would be raised by 25 cents and pass fares would be raised. This is the first time that pass fares are to increase since 1998 and, adjusting for inflation, the price will still remain below 1998 levels. Reduced fares will remain unchanged. CTA is also requesting \$4.3 billion for expansion projects such as the Circle Line and the Red, Orange and Yellow Line extensions. Thanks to Bob Hansen for this report.

MINNEAPOLIS, MINNESOTA

Member Pete Donner visited Minneapolis and sent this report: "A construction project will extend the Hiawatha Line a short (about 1/3-mile) distance westward to

a new intermodal terminal which will be adjacent to the new Twins baseball stadium. This new station will be multi-level with the LRT on street level and the Northstar commuter rail service on a lower level." Pete was also kind enough to send copies of a current Route 55/Hiawatha Line timetable dated September 6, 2008 and a September, 2008 transit system map.

Northstar Commuter Rail announced that on October 1, 501, the first of five MP36-PH-3C locomotives, was delivered. Service is set to start late next year.

AUSTIN, TEXAS

Railway Age reported that on October 1, Capital Metro and the Federal Railroad Administration had reached an agreement that will allow revenue service on the 32-mile line between Austin and Leander to begin next March. The terms call for Capital Metro to design and install a steel cage to surround the fuel tanks on its six Stadler DMUs and FRA has agreed to allow the line to open prior to having all cages put in place. Capital Metro still is working to complete two stations that have had delays in construction, as well as two passing sidings.

SALT LAKE CITY, UTAH

A celebration was held on Saturday, September 27 at the Pleasant View station in advance of the official September 29 opening. *FrontRunner* service will initially be limited to one morning train and one evening train; service will increase in early 2009 after the Union Pacific makes additional track and signal upgrades. Service on this, the North Line, began April 28, 2008.

The Utah Transit Authority issued a press release about its adding refurbished ex-NJ Transit Comets to its fleet. Each car adds 102 seats (current Bombardier bi-levels seat about 136). These cars will provide more space for the projection-surpassing 8,500 weekday riders. By purchasing refurbished passenger cars, UTA saved millions of dollars, as new passenger cars can cost nearly \$2.2 million each. Each refurbished car cost approximately \$400,000. UTA went on to describe the Comets as having a distinctly "retro look," due to their 1980s interiors that came complete with light brown seating and luggage racks. The vehicles' exteriors have been wrapped to match the *FrontRunner* trains' paint scheme. Initially Comet cars will be incorporated on some peak hour trains. As ridership levels continue to increase, UTA will add more Comet cars to the trains. Thanks to member John Pappas for sending this report.

Fares were increased on all UTA services on October 1.

Here's the *FrontRunner* roster, which for the present, is lacking the ex-NJ Transit Comets, courtesy of Andre Kristopans:

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

NUMBERS	TYPE	MANUFACTURER
1-11	MP36PH-3S	Motor Power Industries
101-112	Cab	Bombardier
201-210	Trailer	Bombardier

ALBUQUERQUE, NEW MEXICO

Here's the *RailRunner* roster, again courtesy of Andre Kristopans:

NUMBERS	TYPE	MANUFACTURER
101-105	MP36PH-3C	Motor Power Industries
1001-1004	Trailer	Bombardier
1101-1106	Cab	Bombardier

SEATTLE, WASHINGTON

Sound Transit added three *Sounder* trips as of September 22. There is one new peak-direction train and one new reverse-commute train running between Tacoma and Seattle, for a total of eight weekday round-trip trains in the South Corridor. In the North Corridor, trains depart from Everett half-hourly from 5:45 to 7:15 AM and from Seattle at 4:03, 4:33, 5:05, and 5:35 PM. There is also a pair of Amtrak trains in both directions that are available for monthly ticket holders to ride. Weekday ridership now tops 10,500, and during mid-September, *Sounder* carried the 10 millionth rider since service began on September 18, 2000.

PORTLAND, OREGON

On October 1, WES Commuter Rail announced that it would hold its opening ceremony on January 30, 2009 and begin revenue service on Monday, February 2. In the interim, work will be performed to insure safety certification of all WES cars as well as extensive signal system testing. In their press release, Tri-Met, the operator of WES, reported that Colorado Railcar had difficulty in delivering three DMUs and one trailer, due to financial reasons, and last January, Tri-Met provided financial and rail engineering expertise as well as on-site technical assistance in order to get the cars delivered. When the third DMU arrived in September, WES determined that it would not be ready for service in the fall, hence the January start-up date.

I received these comments from member Mark Kavanagh, a potential user of this service, who wrote the following: "In February, 2008, opening day was September. In June it suddenly moved to October. In August it was November. Now October, the opening day is January 30. The first train arrived in late June, and stations are yet to be completed. I hope the line is successful, as I am a transit advocate, but this does not bode well. I do intend to ride the line and even try a commute or two on WES."

Effective September 19, trains for the WES Commuter Rail line began making test runs between Beaverton and Wilsonville. The Colorado Railcar DMUs operate at speeds up to 60 mph, and drivers and pedestrians were advised to pay close attention when in the proximity of the rail line.

Bob Wright wrote that during August he spent nearly two weeks in Portland, visiting family. "The MAX Green Line in the I-205 corridor is progressing nicely and wire is in place from Gateway to the next stop, Adventist Hospital. Rails extend south a few more stations. The installation of rail on the transit mall (5th/6th Avenues) is pretty much done, with catenary in place on 5th Avenue. This and the Green Line are scheduled to be complete next fall. When the Green Line opens, the Yellow Line will join it on the transit mall trackage, leaving the current crosstown route to Red and Blue.

"MAX was operated in two sections from August 3-24 to allow new trackage to be connected to the Steel Bridge from the Transit Mall. Shuttle buses closed the gap across the Willamette River, and riders were being encouraged to walk across the Steel Bridge. The first workday of the shuttle service was a bit messy, but things seem to have settled in.

"MAX was to have 22 new Siemens S70s (Type 4) in operation beginning last month. The original fleet of Bombardier cars is Type 1; the 200-series Siemens low-floors, Type 2; and the 300-series Siemens low-floors, Type 3. The three current classes intermingle, but it remains to be seen if this will be done with the Type 4s. The Type 1s are being rehabbed again and appearing in the new paint scheme of blue/yellow/white when they return to service.

"I finally got the chance to ride the southern extension of the Portland Streetcar. It's a nice ride but s-l-o-w, especially the portions of single track in the area of the I-5 overpasses. We didn't get a chance to ride the aerial tram which connects the Streetcar to the U of O Health Science Center, as it shuts down at 5 PM on Sundays and we didn't want to risk getting stuck at the top of the hill (although there are bus routes which one can take to get back downtown). Surprisingly the Streetcar does not share trackage with the MAX transit mall branch, and where the two both operate on 5th and 6th Avenues, there are two tracks, one in each curb lane of each street."

SAN FRANCISCO, CALIFORNIA

According to *Railway Age*, Caltrain's plan to convert to an all-electric system has been well-received by federal regulators, but it will be expensive – \$1.5 billion. All of the environmental impact documents and about a third of the design have been completed. The cost breaks down as follows: building the electric infrastructure, with overhead wires and power system, \$785 million; purchasing 98 new vehicles, \$422 million; installing new signals and upgrading railroad crossings, \$231

(Continued on page 15)

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

million; and managing the project, \$100 million. Officials have not indicated how the project would be funded to enable construction to begin in 2011.

The Boards of Directors of the San Mateo County Transit District, San Mateo County Transportation Authority, and Peninsula Corridor Joint Powers Board, which operates Caltrain, each unanimously endorsed State Proposition 1A at their September meetings. Voters will have the opportunity to approve this proposition, which is titled the *Safe, Reliable High-speed Passenger Train Bond Act for the 21st Century*, which would finance the construction of a statewide High Speed Rail system, this month.

After holding three community meetings and a public hearing, the Peninsula Corridor Joint Powers Board approved a 25-cent increase in the base Caltrain fare at its September board meeting that will go into effect January 1, 2009. Multi-ride tickets and passes will be adjusted accordingly. The increase is expected to generate approximately \$943,500 in additional revenues this fiscal year, and is necessary to help offset the high cost of diesel fuel. The last fare increase took place in April, 2007. The Board also approved replacing the 10-ride ticket with an 8-ride ticket. There have been problems with the cutting device on the ticket validating machines; the new 8-ride ticket would not need to be cut, only stamped. The approximate 15 percent discount offered with the 10-ride ticket would continue to be offered with the 8-ride ticket, as would the option to purchase a monthly parking permit with the purchase of two 8-ride tickets. The 8-ride ticket is anticipated to be introduced in March, 2009.

LOS ANGELES, CALIFORNIA

In the aftermath of the September 12 Metrolink collision, California's two United States Senators, Diane Feinstein and Barbara Boxer, introduced legislation that would mandate positive train control systems (PTC) by 2012 on what are termed "high-risk" rail routes that are shared by freight and passenger operators. Their bill calls for installation of PTC for all railroad operations by 2014. Failure to comply would be costly, as the bill would impose penalties, including \$100,000 fines. The investigation, which is being conducted by the National Transportation Safety Board, has found that existing rail safety measures at the Chatsworth site, including signals, appear to have functioned as expected.

On October 1, a spokesman for the National Transportation Safety Board said in a written statement that Engineer Robert M. Sanchez, who on the day of the crash worked a split shift, received 21 text messages and sent 24. During the second part of his shift, he sent five text messages and received seven, the final one at 4:22 PM, just 22 seconds before the crash into a Union Pacific freight train.

Congress is expected to pass a law that President Bush is expected to sign, which would require rail operators to install a form of automatic train control that would prevent collisions like the one mentioned above. In the New York metropolitan area, Metro-North has had this system in place on all three lines (400 miles) since the 1980s. NJ Transit reports that nearly 98% of its nearly 1,000 miles are equipped with systems to prevent collisions, and it will be upgrading the balance. Automatic Train Control is in place along Amtrak's Northeast Corridor.

Exactly one week after the aforementioned accident, there was a collision between a Blue Line LRV, which derailed, and a bus in Long Beach. The incident occurred as the LRV was leaving the San Pedro station. According to a preliminary report from the Los Angeles County Sheriff, the mechanic who was test-driving the bus ran a red signal. There were about 250 passengers aboard the six-car train, of whom 15 claimed injuries. Because of the earlier incident, LA Metro officials would investigate whether or not a cell phone played a role, but there was no reason to believe that it did. LA Metro drivers have been banned from using cell phones while operating trains and buses since February, 2007.

SAN DIEGO, CALIFORNIA

PCCs are making a comeback. John Pappas forwarded a report about the rebuilding of ex-SF Muni 1122, which will become San Diego 529. Ex-Muni PCCs 1122, 1123, and 1170 are currently undergoing restoration work so that they will eventually operate a line through downtown. Some of the work that has been completed includes complete restoration of all windows, installation of new body catchers built from scratch, and installation of a pantograph on 1122. These cars will be repainted in a look similar to SF Muni 1078.

TORONTO, ONTARIO, CANADA

GO Transit opened another new station as of September 2 – Lincolnville, which is north of Stouffville on the line of the same name. Train arrival and departure times along the line were adjusted. This is the ninth new station to open since 2001, the others being Maple (Branford North Line) – January 8, 2001; Mt. Joy (Stouffville Line) – December 3, 2002; East Gwillimbury (Georgetown Line) – November 1, 2004; Mt. Pleasant (Georgetown Line) – February 7, 2005; Kennedy (Stouffville Line) June 7, 2005; Milliken (Stouffville Line) – September 6, 2005; Lisgar (Milton Line) – September 4, 2007 and Barrie (Georgetown Line) – December 17, 2007.

MONTREAL, QUEBEC, CANADA

Thanks to Bob Kingman, who found digital images on the Internet that showed ex-NJ Transit F-40PH-2 4117 leading an AMT train. Included on this website was also a video of the train and the consist of Comets, which alternate with AMT's Bombardier 700-series end-door coaches: 4117-5157-734-5221-720-5226-724-5228-

(Continued on page 16)

Around New York's Transit System

Subway Flood Prevention

During heavy storms, several subway tunnels and stations are flooded regularly. The August, 2007 downpour was no exception; service was disrupted.

To keep water from entering the subway, NYC Transit decided to raise the gratings at locations subject to flooding. Benches, which will be built over the gratings, will prevent pedestrians from tripping and allow people to sit on them. This flood-mitigating furniture was installed at Sutphin Boulevard and Hillside Avenue. It will be installed at about 200 locations in Queens. Similar structures will be erected on West Broadway in Manhattan and on the Upper West Side.

Riders will be able to sign up for real-time alerts to problems in the subway. They will also be able to receive emails or text messages about service disruptions.

tions.

Flushing Line will be Extended

On October 24, 2007, the Metropolitan Transportation Authority approved a \$1.4 billion contract to extend 7 from Times Square to 34th Street and Eleventh Avenue.

Neighborhood residents hoped that a station would be built at Tenth Avenue. When the city and MTA recently let a deadline pass on a contract option for preliminary construction of the station, it was obvious that it would not be built.

Subway Car Exterior Advertisements

Member Ronald Yee reports that several R-62A cars on 7 have been seen sporting exterior advertisements (along the belly band) for the History Channel. We have also been told that the same advertisements appear on R-62 cars assigned to 3 and 4.

HOW SHOULD "ELEVATED" BE ABBREVIATED?

Recently, one of our members complained that we referred to the elevated railway as an "L." He believes that it should be referred to as an EI. At first, we wondered where we found this abbreviation that we were using as far back as we could remember.

We found the answer, 133RD STREET "L," on the Bronx trolley roll signs. This sign was displayed on Southern Boulevard cars which terminated at the 133rd Street station of the Third Avenue Elevated until Decem-

ber 27, 1937. Because we saw these trolley cars frequently, we believed that "L" was the correct designation.

When we checked the Brooklyn trolley roll signs, we found a destination, EL STATION, for Metropolitan Avenue short-turns.

Therefore, we concluded that Bronxites prefer to write about the Third Avenue "L" while Brooklynites and Queens residents write about the Myrtle Avenue EI.

New York City Subway Car Update

(Continued from page 7)

R-40s at 207th Street waiting for the next barge, along with the last four of the Coney Island-overhauled R-42s (4840-3) and the first couple of dozen Phase II R-32s out of 230 to be processed for disposition through the balance of 2008 and probably well into 2009.

Conclusion

As the R-160A-1 contract ends and the Phase II R-32s disappear, attention can re-focus on the introduc-

tion of Kawasaki R-160Bs at Coney Island and withdrawal of the remaining slant R-40s for the first time since spring was young. As this is written, it appeared the first of Alstom's newly-delivered R-160A-2s was about ready for service, the question being where (Coney Island or Jamaica?), which in turn might shed some light on where else equipment could be moved around to begin retirement of the R-38s. Hopefully by the next time we meet, this issue will be addressed and it will be clear how this chronicle of change proceeds into the New Year.

Commuter and Transit Notes

(Continued from page 15)

728-4143 (GP40-FH-2). The reason that the two car types are alternated is that the 700-series are configured for low platforms and 5000-series are configured for high platforms (only used at Central Station). AMT purchased 7 locomotives and 14 coaches in August.

FROM THE HISTORY FILES

125 Years Ago: On November 18, 1883, the railroads of the United States established the four time zones that

exist today in the continental United States. Prior to that date, there were 56.

40 Years Ago: On November 21, 1968, the Cleveland Rapid (today's Red Line Route 66X) was extended 4.2 miles from West Park to Hopkins Airport. The extension, which included the Puritas and Brookpark stations, made this the first "heavy rail" line in the United States to serve an airport.

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