

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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In This Issue:
Sixth Avenue Subway—Service Changes ...Page 2

ARCHER AVENUE SUBWAY OPENED 20 YEARS AGO

Revenue operation in the new Archer Avenue Subway began on Saturday, December 10, 1988 shortly before midnight. The first **J** train arrived at Parsons-Archer at 11:42 PM and departed at 11:53 PM. The first **E** train followed at midnight.

Archer Avenue was the first new subway extension to open in New York City in two decades. On the upper level, **E** trains provide service on the 1¼-mile extension from the Van Wyck Boulevard IND station while **J** and **Z** trains run on the 1½-mile lower level extension from the 121st Street BMT station.

When ground was broken at 151st Street and Archer Avenue on August 15, 1972, it was anticipated that IND trains would be routed through the new subway, ascend a ramp, and operate alongside the Long Island Rail Road's Atlantic Branch to Springfield Boulevard. At the present time, the tunnel dead-ends alongside the LIRR at 158th Street and South Road. There are no plans for extending this line.

OPENING DAY DEDICATION CEREMONIES

Ceremonies were held on December 10, 1988, the afternoon before revenue service began. An eight-car R-46 Special VIP Train departed from Chambers Street IND at 9:33 AM and stopped only at 42nd Street-Sixth Avenue, Queens Plaza, Roosevelt Avenue, and Union Turnpike. At each stop, invited guests were allowed to board through a designated door. The eight-car R-42 GOH Festivity Train departed from Chambers Street BMT at 9:31 AM and operated via the express track from Marcy Avenue to Eastern Parkway, stopping only at Essex Street, Myrtle Avenue, Eastern Parkway, Woodhaven

Boulevard, and 111th Street for invited guests. From noon until 1 PM, the VIP and a back-up train were single-tracked between Parsons-Archer and Jamaica-Van Wyck, after which the Festivity Trains both departed from Parsons-Archer, making the same stops as they did on their northbound trips.

From 1 to 3 PM, the new stations were opened to the public. Trains were single-tracked from Parsons-Archer to Jamaica-Van Wyck and Sutphin Boulevard lower level.

BMT JAMAICA LINE TRACK CHANGES

J trains originally ran on Jamaica Avenue as far east (railroad north) as 168th Street. When business declined in the Jamaica area, the merchants believed that business would improve if the Jamaica Avenue elevated structure were removed. On September 12, 1977, **J** trains terminated at Queens Boulevard, 1.07 miles west (railroad south) of 168th Street. Passengers were given free transfers to buses, which stopped at the discontinued elevated stations.

To connect the existing tracks to the new Archer Avenue Subway, at 129th Street near Van Wyck Boulevard, **J** trains no longer operated to Queens Boulevard. Service was curtailed again on April 13, 1985. After track and signal changes were made, trains terminated at 121st Street, 0.82 miles west (railroad south) of Queens Boulevard, on April 21, 1985.

When service was extended to Parsons-Archer on December 11, 1988, NYC Transit operated rush hour skip-stop **J/Z** trains that were as fast as the **E** trains, as shown in the following table:

(Continued on page 4)

SIXTH AVENUE SUBWAY SERVICE CHANGES

by Bernard Linder

When the Manhattan Bridge tracks were rearranged in November, 1967, West End B trains were rerouted via Sixth Avenue.

B SERVICE CHANGES

This is a complete record.

DATE	NORTH TERMINAL	EXPRESS OR LOCAL ON SIXTH AVENUE	SOUTH TERMINAL	TIME OPERATED
November 26, 1967	W. 4 th Street	—	Coney Island	Weekday midday and early evening; Saturday morning, afternoon, and early evening
	168 th Street	Express	Coney Island or Bay Parkway	Rush hours
June 30, 1968	57 th Street	Local	Coney Island	Non-rush hours
	168 th Street	Express	Coney Island or Bay Parkway	Rush hours
August 30, 1976	57 th Street	Local	34 th Street	Midnight every day
	57 th Street	Local	Coney Island	Non-rush hours except midnights
	57 th Street	Local	Coney Island, Second Avenue, W. 4 th Street, or Broadway-Lafayette Street	Rush hours
	168 th Street	Express	Coney Island or Bay Parkway	Rush hours
April 28, 1986	168 th Street	Local	34 th Street-Sixth Avenue	Rush hours
May 26, 1987	168 th Street	Local	34 th Street (K trains)	Rush hours
December 11, 1988	168 th Street	Express	Coney Island	Weekdays except midnights
	57 th Street	Express	Coney Island	Weekends except midnights
October 29, 1989	168 th Street	Express	Coney Island	Weekdays except midnights
	21 st Street- Queensbridge	Express	Coney Island	Weekends except midnights
September 30, 1990	168 th Street	Express	Coney Island	Rush hours, weekday midday
	21 st Street- Queensbridge	Express (A)	Coney Island	Weekday evenings, weekends except midnights
April 30, 1995	168 th Street	Express	Coney Island	Rush hours
	21 st Street- Queensbridge	Express	Coney Island	Weekday and Sunday evenings
	145 th Street	Express	Coney Island	7 trains laid up north of 145 th Street after AM rush and were put-in before PM rush
November 12, 1995	Same as September 30, 1990 schedule			
August 31, 1997	21 st Street- Queensbridge	Local	Second Avenue	Midnights every day
	168 th Street	Express	Coney Island	Weekday rush hours, midday
	21 st Street- Queensbridge	Express	Coney Island	Weekday evenings; weekends except midnights
March 1, 1998	Bedford Park Boulevard	Express	Coney Island	Rush hours
	145 th Street	Express	Coney Island	Weekday midday and early evening
	57 th Street	Express	Coney Island	Weekday late evening; weekends except midnight

(Continued on page 3)

NEW YORK DIVISION BULLETIN - DECEMBER, 2008

Sixth Avenue Subway Service Changes

(Continued from page 2)

DATE	NORTH TERMINAL	EXPRESS OR LOCAL ON SIXTH AVENUE	SOUTH TERMINAL	TIME OPERATED
July 22, 2001	Bedford Park Boulevard	Local	34 th Street-Sixth Avenue	Rush hours
	145 th Street	Local	34 th Street-Sixth Avenue	Weekday midday and evening
February 22, 2004	Bedford Park Boulevard	Express	Brighton Beach	Rush hours
	145 th Street	Express	Brighton Beach	Weekday midday and early evening

(A) Northbound trains ran local on Sixth Avenue late evenings every day. Several trains were turned at Second Avenue early morning and late evening

S SHUTTLES

When the northerly Manhattan Bridge tracks were out of service, shuttles were operated on Sixth Avenue:

DATE	NORTH TERMINAL	EXPRESS OR LOCAL ON SIXTH AVENUE	SOUTH TERMINAL	TIME OPERATED
April 27, 1986	57 th Street	Local	Grand Street	All times
May 24, 1987	W. 4 th Street	—	Grand Street	Midnight
	57 th Street	Local	Grand Street	Other times
December 11, 1988	Discontinued			
April 30, 1995	Broadway-Lafayette Street	—	Grand Street	Midday weekdays; all day Saturday; Sunday morning and afternoon
November 12, 1995	Discontinued			
July 22, 2001	21 st Street-Queensbridge	Local	Broadway-Lafayette Street	All times
	Broadway-Lafayette Street	—	Grand Street	All times
Probably December 16, 2001	W. 4 th Street	—	Grand Street	All times
February 22, 2004	Discontinued			

F SERVICE

When the subway was opened, F trains started running on the Sixth Avenue local tracks:

DATE	NORTH TERMINAL	SOUTH TERMINAL	TIME OPERATED
December 15, 1940	169 th Street or Parsons Boulevard	Church Avenue	All times
December 11, 1950	179 th Street or Parsons Boulevard	Church Avenue	All times
October 30, 1954	179 th Street	Broadway-Lafayette Street	All times
October 6, 1957	179 th Street	Second Avenue	Rush hours; weekday midday and early evening
	179 th Street	34 th Street-Sixth Avenue	Other times
November 10, 1958	179 th Street	Broadway-Lafayette Street or Second Avenue	Rush hours; weekday midday and early evening
	179 th Street	34 th Street-Sixth Avenue	Other times
November 26, 1967	179 th Street	Coney Island	All times
	179 th Street	Church Avenue	Rush hours
August 19, 1968	179 th Street	Coney Island (A) via Culver Line	All times
	179 th Street	Kings Highway	Rush hours

(Continued on page 4)

Sixth Avenue Subway Service Changes

(Continued from page 3)

DATE	NORTH TERMINAL	SOUTH TERMINAL	TIME OPERATED
December 11, 1988	57 th Street	Coney Island	Midnights
	179 th Street	Coney Island	Except midnights
	179 th Street	Kings Highway or Avenue X	Rush hours
October 29, 1989	21 st Street-Queensbridge	Coney Island	Midnights
	179 th Street	Coney Island	Except midnights
	179 th Street	Kings Highway or Avenue X	Rush hours
August 31, 1997	179 th Street	Coney Island	All times
	179 th Street	Kings Highway or Avenue X	Rush hours
December 16, 2001	Rerouted via 63 rd Street Tunnel		

(A) Starting August 30, 1976, there were several morning rush hour put-ins from Avenue X.

Q SERVICE

Q trains were rerouted via Sixth Avenue when the southerly Manhattan Bridge tracks were out of service:

DATE	NORTH TERMINAL	EXPRESS OR LOCAL ON SIXTH AVENUE	SOUTH TERMINAL	TIME OPERATED
December 12, 1988	57 th Street-Sixth Avenue	Express	Brighton Beach	Weekday rush hours, midday, and early evening
October 30, 1989	21 st Street-Queensbridge	Express	Brighton Beach	Weekday rush hours, midday, and early evening
	21 st Street-Queensbridge	Local	Second Avenue	Early morning and late evening
April 30, 1995	Rerouted via Broadway Subway			
November 12, 1995	Same as October 30, 1989 schedule			
July 22, 2001	Rerouted via Broadway Subway			

JFK EXPRESS SERVICE

On September 23, 1978, extra fare express trains started operating from 57th Street-Sixth Avenue to Howard Beach where passengers were allowed to make a free transfer to the JFK bus. Trains operated on Sixth Avenue local tracks, Fulton Street express tracks, Liberty Avenue local tracks, and the express track at Aque-

duct. The three-car R-46 trains (later four-car R-44 trains) stopped at 47th-50th Street, 42nd Street, 34th Street, W. 4th Street, Chambers Street, Broadway-Nassau Street, Jay Street, and Howard Beach. Running time varied from 41 to 49 minutes. Service was extended to 21st Street-Queensbridge on October 29, 1989 and was discontinued on April 14, 1990.

Archer Avenue Subway Opened 20 Years Ago

(Continued from page 1)

E—Parsons-Archer to World Trade Center — 54 minutes

J/Z — Parsons-Archer to Broad Street — local 54½ minutes, skip-stop 49½ minutes

This skip-stop service apparently did not divert many riders from the overcrowded **E** trains. Rush hour **J/Z** headways were unchanged for many years.

(Continued on page 5)

SIXTH AVENUE ELEVATED QUIT 70 YEARS AGO

The last train, which carried officials and regular passengers, departed from Rector Street at 10:50 PM December 4, 1938 and stopped only at 42nd Street. All stations were officially closed at 10:30 PM and were guarded by two patrolmen.

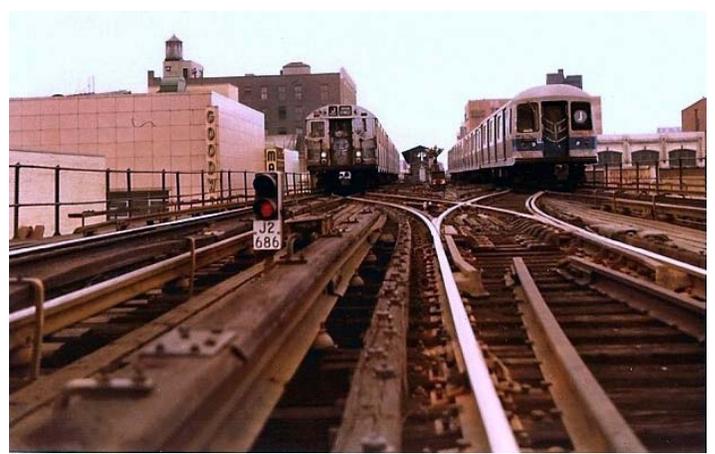
Passengers on the last southbound train, which arrived at South Ferry at 11:06 PM, cut straps and removed signs and advertisements. During the day, souvenir hunters stole hundreds of light bulbs. The newspapers called it a carnival occasion.

Archer Avenue Subway Opened 20 Years Ago

(Continued from page 4)



168th Street station looking east, March 22, 1969.
Larry Linder photograph



Looking east toward 168th Street, September 5, 1977.
Bernard Linder collection



Sutphin Boulevard station looking east, March 22, 1969.
Larry Linder photograph



Sutphin Boulevard station, looking west.
Bernard Linder collection



Queens Boulevard station looking west.
Bernard Linder collection



168th Street Tower, September 5, 1977.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

As the holiday season approaches, a number of unexpected twists are occurring with NYCT's ever-changing equipment picture, like so many side-trips on a long journey. Progress has remained solid and has even accelerated in bringing the R-160s on board, while the slant R-40s have received yet another reprieve. More R-42s have been removed from their long-time home at East New York, though several trains' worth remain, and the stage is now definitely set for the R-38s' final run, straight into a retirement that should take place by early 2009. Finally, the second option to the R-160 contract has been finalized just in time for this update to be compiled, bringing the present level of commitment to a quantity of 1,662 cars. This is up from the previous 1,574 and there may be even more to come in the future.

Subdivision "A" Events

A number of R-62s on **3** and R-62As on **7** continued to receive unique "waistband" external advertising for The History Channel through the balance of October, but it appeared that a lot of it was already removed by mid-November. On October 27, 2008 R-142As 7716-20 were discovered back in service on **4**, with B-car 7718 exhibiting a little bit of remedial body work. By November 3, Corona-based R-62A single unit 2077 had finally received purple striping beneath its number boards to complete the "labeling" of this fleet several years past its reassignment.

R-160 Progress

R-160A-2s 8688-8702 were on hand by October 24, 2008, with the final 10 cars of the group (8703-12) arriving on NYCT property as of October 30. This completed delivery of all 660 cars in the original contract as approved in July, 2002, and was trailed immediately by the first 10 Option I R-160A-2s, which were shunted from 207th Street to Pitkin to commence testing on November 6. Numbered 9233-42, these were followed by unit 9243-7 on November 14, and all will eventually operate in passenger service out of Jamaica. In that vein crews from **E** and **F**, as well as Division of Car Equipment personnel based at Jamaica Shop, were training on various R-160 trains throughout October and November. In fact, Kawasaki-built, Alstom-equipped R-160B set 8773-7 was farmed out to Jamaica from Coney Island on October 17 strictly for this purpose, being joined by R-160A-1 set 8605-8 from East New York by November 7. Of late there is indication that the R-160s assigned to Jamaica will find their way to both routes, and for the first time serious consideration is being given to the future allocation of some R-160s to **A** (and perhaps **C**).

The first new 10-car train of R-160A-2s (8663-72)

went into service at Coney Island (on **N**) starting October 24, with two more trains (8673-92) following one week later. Through November 17, 2008 R-160A-2s 8683-8702 had also been activated on **N**, **C**, and **W**, leaving just one more 10-car set (8703-12) to be accepted. As of November 7, it was noted that at least three Coney Island-based R-160 consists were spread around **N** and **C** composed of five Alstom-built R-160A-2s and five Kawasaki-built R-160Bs (all possessing Alstom Onix propulsion equipment). This may be a preview of future operations both there and at Jamaica.

As of October 30, 2008 Option I R-160Bs 9088-9102 were delivered, followed by 9003-7 in the first week of November and 9008-12 by November 14. These represented the last cars of this group to be equipped with Siemens propulsion, and had been "missing" since June when they encountered inspection problems and deliveries were continued without them. As of November 17, 2008 Option I R-160Bs 9103-7, which revert to the Alstom Onix propulsion package, were also on hand. When accepted this group of 130 cars will be divided for service between Coney Island and Jamaica, though their assignments could be changed when Option II equipment is delivered later on. Through November 17, 2008 Option I R-160Bs 9053-7 and 9068-9102 were newly-accepted for revenue service on **N**, **C**, and **W**. As forecasted in the last update, this opened the door for withdrawal of the remaining 144 slant R-40s from Coney Island starting on October 29, but for reassignment elsewhere and not outright retirement.

By November 17, 2008, deliveries totaled 340 R-160A-1s, 75 R-160A-2s, and 395 R-160Bs for a combined quantity of 810. Of these, there were 340 R-160A-1s in service at East New York (**J/Z**, **L**, **M**) and 50 R-160A-2s plus 380 R-160Bs running at Coney Island (**N**, **C**, **W**).

On November 10, 2008 MTA awarded a contract for 382 more R-160s to Alstom under Option 2, which increases the ongoing tally to 1,662 cars. This represents an addition of 90 to the commitment reached in July, 2007, and creates the possibility of an Option 3 for another 238 cars in the future, which would finalize the R-160 acquisition at a grand total of 1,900 cars. This is 200 more than the original maximum total of 1,700 that was forecast in 2002. As previous, production of the 382 Option II R-160s will be divided between Kawasaki (which is due to provide 140 more R-160Bs, again half with Siemens and half with Alstom Onix propulsion) and the Alstom facility at Hornell, which will deliver 210 cars in 5-car sets, and a revised allotment of 32 CBTC-

(Continued on page 7)

New York City Subway Car Update

(Continued from page 6)

equipped cars in 4-car sets for East New York. Aside from the obvious addition of at least 8 more R-160A-1s in 4-car sets for East New York, the exact composition of Option 3, should it come to pass, is not as yet decided.

60-Foot SMEE News

Some items of unfinished business: The first train of Jamaica-assigned Morrison-Knudsen-overhauled R-42s was operated on **F** on September 10, 2008, with this equipment making irregular appearances through the next several weeks. Since October 28, there have most typically been between one and four trains of Morrison-Knudsen-overhauled R-42s on **F** each weekday, and even one witnessed by Bill Zucker on Sunday, November 2. There have also been intermittent, confirmed observations of Morrison-Knudsen-overhauled R-42s on **R** since mid-September. Secondly, Morrison-Knudsen-overhauled R-42s 4580-4605 were "reassigned" from Pitkin to 207th Street on September 19, 2008, though in reality they stayed in service on **A**. They were joined by 4550-9 in a similar fashion on October 20 to begin setting the stage for withdrawal of the R-38 fleet. This too was simply a "paper" transfer, with the actual cars remaining in service on **A**. Finally, the full consist of the train containing the last Phase II R-32s in passenger service (3421/3558), was N-3558/3421-3876/7-3551/0-3856/7-3454/5-S on **F** during the morning rush hour on October 13, 2008.

As the latest round of Kawasaki-built Option I R-160Bs was activated at Coney Island, the first slant R-40's were transferred to 207th Street. These included the "last" 20 cars that remain (4404-7, 4410/1, 4414/5, 4418/9, 4422/3, 4432/3, 4436-9, and 4448/9) on October 29, 2008. The "next" 20 slants (4364-7, 4370/1, 4376/7, 4382/3, 4388-91, and 4398-4403) followed two days later, joined by 20 additional Morrison-Knudsen R-42s from East New York on November 1 (4764/5 and 4768-85). Slant R-40s 4332/3 and 4424/5 remain at Coney Island Yard for use with gel car 8429, a retired R-30. Together with the 36 Morrison-Knudsen-overhauled R-42s already at 207th Street and the 100 R-40Ms assigned to Pitkin (including R-40M/R-42 mismatch 4460/4665), all have been allocated for assignment to **C** in 8-car trains, as well as to **A** in 10-car trains, to enable the corresponding withdrawal of the R-38 fleet to begin. Unforeseen technical issues involving the 8-car R-42 Conductors' boards (which were installed at the appropriate **C** stations in October) have delayed the actual implementation of this plan until at least mid-November. Nevertheless, the first three trains of slant R-40s, as well as a solid consist of ex-East New York Morrison-Knudsen R-42s in the 4764-85 group were in **A** service on Friday, November 7, 2008 and

remained in daily operation there through November 17. Though the retirement of the 144 remaining slant R-40s is still anticipated at some point, it will likely be delayed until replacement equipment for **A** and **C** is deployed at Pitkin and 207th Street very late in the process, perhaps the last part of 2009 or sometime in 2010. On the other hand, removal of the R-38 fleet is imminent (as ultimately determined by the progress of R-160 activation at Coney Island, which will free up slant R-40s for redeployment), with the first six actually removed from service by October 31, 2008.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through November 17, 2008:

October, 2008: R-38 4014/5, 4022/3, and 4078/9 withdrawn from 207th Street (**A**, **C**)

November, 2008: R-38 4056/7 and 4086/7 withdrawn from 207th Street (**A**, **C**)

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

With transfer of the slant R-40s out of Coney Island, and a quickening of the pace in the acceptance of R-160A-2s and Option I R-160Bs, the R-68s and R-68As have taken a more dominant role than ever on **B**, now being in the clear majority. As well, R-68s have resumed regular appearances on **C** (on weekdays at least), where they team up with the usual R-68As to supplement the R-160Bs. In numbers varying from day to day (but in a definite minority), both R-68s and R-68As can also still be found on **N** and **W**, and this is expected to remain the case for the long term.

General Electric-equipped R-44s 388-399, which were reassigned from **A** to Staten Island when overhauled in the early 1990s, are incrementally returning to Coney Island Shops for a re-overhaul process, particularly focused on treating carbody wear and tear. 395 and Staten Island "native" 456 were actually brought over during 2007 and had a thorough analysis performed on them before remedial work commenced. In the late summer of 2008 they were joined by 388 and 389, which were also working their way around the shop as of November 17. It is anticipated that all will return to Staten Island when this work is completed.

Reefering Renewed

The empty Weeks barge was back at 207th Street on October 25, and was reloaded through the next two days (October 27-28). Group #9 then departed for Redbird Reef (Delaware) on Saturday, November 1 with the following 44 car shells aboard:

Phase II R-32s 3348, 3392, 3393, 3508, 3509, 3549, 3554, 3555, 3580, 3581, 3604, 3605, 3626, 3627, 3640, 3641, 3696, 3697, 3744, 3745, 3826, 3827, 3838, 3839, 3874, 3875, 3884, 3885, 3914, 3915, 3916, 3917, 3930, 3931 (34); slant R-40s 4232, 4233, 4334, 4335, 4340, 4341 (6); and Coney Island R-42s 4840, 4841, 4842, 4843 (4)

(Continued on page 20)

Commuter and Transit Notes

No. 241
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On November 18, two days in advance of the monthly board meeting, it was revealed that due to the fall-off in revenues caused by the current economic climate, there could be “draconian” service cuts coupled with a major fare increase on all MTA-operated facilities. Most news reports focused on **W** and **Z**, which have been targeted for elimination, and **G** and **M**, which would be cut back to Court Square and Broad Street, respectively. Metro-North and the Long Island Rail Road could also see some service reductions. *The Journal News* reported that east-of-Hudson, Metro-North’s service cuts could include four off-peak New Haven, three off-peak Hudson, and one peak Harlem Line trains. West-of-Hudson, Metro-North would work with NJ Transit to eliminate one or two weekend round-trips on the Pascack Valley Line. That should not sit well with Rockland and Bergen County riders who only received weekend service on October, 2007.

And that’s not all; fares and tolls could rise 23% next June, and by an unspecified amount in 2011. There would be cuts in bus service and 2,700 employee layoffs. The only way that any of this could be reduced would be with funding from either the state or city, but Governor Paterson and Mayor Bloomberg have both spoken about their own fiscal problems. The MTA Board projects that it will have an estimated \$1.2 billion deficit for the next fiscal year and will likely approve this package at their December meeting.

MTA METRO-NORTH RAILROAD (EAST)

The timetables that went into effect on October 5 also include the additional pre-holiday weekend trains that Metro-North operates every year. On Saturdays beginning November 22, two Upper Hudson and 19 outer New Haven Line trains were added, and on Sundays beginning November 23, service was increased by three Harlem, 16 inner New Haven, and five outer New Haven trains.

Metro-North reported in the October edition of *Mileposts* that the reconfiguration of Shell Interlocking, which is south of the New Rochelle station, has been completed. By rearranging some tracks (moving them south) and switches, Amtrak trains now move through the area at higher speeds as they enter/exit the Hell Gate Line that leads to Penn Station. A new interlocking was also built to the west of Pelham. At New Rochelle, an existing track was moved to create a new center island platform and allow expresses to operate through the station at higher speeds. The main benefit is that Amtrak trains no longer cross all four tracks to reach the Hell Gate Line.

For the 2008 New York City Marathon, which took

place on November 2, Metro-North issued its special timetable in the same format as in previous years.

Metro-North, as usual, operated additional service during the Thanksgiving period and issued special timetables. On the cover: a turkey, and text that mentions extra holiday service and off-peak fares in effect Thursday through Sunday.

- Wednesday, November 26: There were 17 “early getaway” trains between 1 PM and 4:10 PM. Several trains were combined or cancelled due to decreased ridership later in the PM peak
- Thursday, November 27: A holiday schedule was in effect with extra service inbound in the morning and extra late morning/early afternoon service outbound. Between 9:30 AM and 2:30 PM, passengers boarding at Grand Central Terminal or Harlem-125th Street were required to have their tickets in hand
- Friday, November 28: A Saturday schedule with extra service during the AM and PM peaks and pre-PM peak was in effect

Steve Lofthouse provided some additional information regarding his report in last month’s *Bulletin* concerning Metro-North’s retired SPVs. At the end of October, SPVs 290 and 297 remained in Harrison, New Jersey.

MTA METRO-NORTH RAILROAD (WEST)

A Port Jervis/Pascack Valley Line timetable was issued on October 26, coinciding with the NJ Transit timetables.

MTA LONG ISLAND RAIL ROAD

Over the weekends of November 1-2 and 7-8, LIRR crews were completing the work to install a new interlocking to be called Wood Interlocking. Located just east of the East River Tunnels in Sunnyside, Queens, this is part of the East Side Access Project, which will route LIRR trains into Grand Central Terminal. During the first weekend, passengers destined to Kew Gardens, Forest Hills, and Woodside had to use temporary platforms to board and disembark from their trains. On the following weekend, most Port Washington Branch customers were advised to use **7** to complete their trips via a free transfer.

A construction project has begun to rehabilitate the 101-year-old Atlantic Avenue viaduct. Phase I is scheduled for completion in January, 2010 at a cost of \$93.4 million and involves the replacement of 81 spans between Ralph and Troy Avenues plus six spans between Kingston and Brooklyn Avenues. Work will progress east to west over approximately 36 weekends to minimize the impact on train travel and local street traffic. Normal train service will be maintained throughout the

(Continued on page 9)

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

project, although at times operating on a single track.

Special construction timetables were issued for the following branches:

- Montauk – November 1-2 to enable track work to be performed between Babylon and Speonk
- Port Washington – November 8-9 for additional work at the new Wood Interlocking related to the East Side Access Project

New timetables under General Order No. 103 were issued for the period November 10-December 14, with a turkey and Thanksgiving greetings on the covers. The Port Jefferson, Babylon, and Montauk Branches operated getaway service on November 26. On Thanksgiving Day, extra trains were operated on the Port Jefferson, Babylon, and Montauk Branches.

At about 7:30 AM November 19, Trains # 31 (6:42 AM Babylon) and #607 (5:59 AM Port Jefferson) “bumped” each other just west of Jamaica Station. Of the more than 1,000 passengers aboard, there were five reported injuries. Service was suspended for most of the morning and NYCT honored LIRR tickets. **Long Island Newsday** reported that four cars of the Babylon train and one car of the Port Jefferson train were damaged. This was the second train collision this year in the area of Jamaica. On March 27, there was a collision between two trains of M-7s. Less than a week later, LIRR President Helena Williams reported that the cause had been determined to be an “an electric anomaly in a test of a new switching system.” In the latest incident, in a statement, LIRR reported that one of the trains “possibly” went through a stop signal.

NJ TRANSIT

When I was preparing to leave for work on October 21, there were reports of delays of about an hour on all trains operating on the Northeast Corridor over the Portal Bridge. In its Customer Notice, NJ Transit reported that Amtrak notified it shortly after 3 AM that there was a problem on one of the two tracks on Portal Bridge. This bridge is located between Newark and Secaucus. Initially, only one track would be usable, but at 5:45 AM Amtrak gave authorization to use both tracks. In the meantime, arrangements had been made with PATH and area bus lines to honor rail tickets, and that remained in effect. Commuters from my train were fortunate, as due to Northeast Corridor delays we caught the train ahead of the one that we normally ride. One of my co-workers told me that his train sat at Portal Bridge for 40 minutes and a friend reported that his train was 45 minutes late into New York Penn Station.

Two days later, on October 23, Gladstone Branch riders awoke to learn that due to catenary damage at Peapack, there was no service on their branch. The alternatives were to use Lakeland Bus, or get to the Morris & Essex Morristown or Raritan Valley Somerville stations.

Later in the morning, rail service was resumed between Hoboken and Bernardsville, where a shuttle bus service was set up for the last 7.4 miles and three stops to Gladstone. Normal service was resumed at 4:30 AM, October 24, however for the evening commute, the following adjustments were made:

- Train #427 (4:32 PM Hoboken) was cancelled. Passengers for stations to Summit were asked to use train #879 (4:36 PM Hoboken), which added stops at Millburn and Short Hills. For stations west of Summit, the option was Train #429 (5:03 PM Hoboken)
- *Midtown Direct* train #6431 (5:18 PM NY Penn) was cancelled, and passengers were told to take train #6647 (5:21 PM New York Penn Station), which added stops at South Orange and Maplewood. Passengers for Gladstone Branch stations were told to transfer at Summit to Train #433
- *Midtown Direct* train #6435 (5:50 PM New York Penn Station) was cancelled. The options: Train #6651 departed New York Penn Station at 5:51 PM and made additional stops at Brick Church, South Orange, and Summit or Train #6653 (6:05 PM New York Penn Station), for connection to Train #437, which departed at 6:50 PM for the Gladstone Branch

Montclair-Boonton Line riders had their homeward bound commute disrupted on two consecutive days, October 28 and October 29, due to a combination of fallen trees, one of which caused a transformer explosion in Glen Ridge. DeCamp Bus Lines was cross-honoring rail tickets on both dates.

New schedules went into effect on all lines on October 26. Some of the lines include “Getaway” trains for the eve of Thanksgiving (November 26), Christmas Eve (December 24), and New Year’s Eve (December 31). Many trains were re-timed or re-numbered, and there were some service reductions. Here is a summary of the changes:

- ATLANTIC CITY: A note on the cover advises that the weekday and weekend schedules differ. New trains have been added which depart Atlantic City on weekdays at 2:45 AM and on Fridays, plus November 26, December 24, and 31, there are departures at 11:47 PM and 1:45 AM. To Atlantic City, there are two trains, which depart from Philadelphia-30th Street Station at 1:50 and 2:45 AM, and operate on Fridays and the aforementioned holiday eves
- MAIN/BERGEN: Weekday evenings, service between Suffern and Waldwick has been reduced to hourly. Under the August 3 timetables, the last inbound train, #1134, departed from Suffern at 11 PM. Now, the last train, #1234, departs from Waldwick at 11:31 PM
- MONTCLAIR-BOONTON: Great Notch remains open

(Continued on page 10)

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

and is still served by the same one eastbound AM and two westbound PM trains. Off-peak service has been revised to accommodate class schedules at Montclair State University. Several MSU/Hoboken trains have been removed from the schedules. The last departure of the day, which operated out of New York Penn Station until the August 3 timetable change, has been restored. At that time, it became Train #201 from Hoboken.

- MORRIS & ESSEX: Comparing the September 28 schedules, I found that a number of trains have disappeared from the schedules. The note regarding service changes advises that during weekday off-peak hours, Gladstone Branch passengers will make most connections to/from New York trains at Newark Broad Street rather than at Summit. Also, service between Hackettstown and Dover has been revised to provide improved connections at Dover
- NORTHEAST CORRIDOR: Each midday hour, in both directions, there are:
 - Trenton-NY local
 - Trenton-NY express between New Brunswick and Newark Airport
 - New Brunswick-Jersey Avenue local
- NORTH JERSEY COAST LINE: Train #3450 (6:18 AM Aberdeen-Matawan), a train that rarely, if ever, has operated on time, has been replaced by Train #3550, which departs from South Amboy at 6:26 AM. Trains #3210 (5:26 AM Long Branch) and #3500 (6:05 AM South Amboy) have been combined. Train #3210 now departs at 5:37 AM. Train #2300 now departs from Bay Head at 4:48 AM, which is 10 minutes earlier. The last departure of the day is from New York Penn Station at 1:18 AM, every day of the week
- PASCACK VALLEY: In the morning, the first post-peak train, #1620, which formerly departed from Spring Valley at 10:30 AM, now departs at 9:32 AM. It still operates express between Pearl River and North Hackensack, and was an ideal train for those traveling into New York for a matinee under its former schedule because of its connection with a train with an 11:38 AM arrival time at New York Penn Station. I rode that train several times. A new train has been added from Hoboken at 10:07 AM, which operates to North Hackensack and turns for a 10:53 AM departure back to Hoboken. A number of other trains were retimed. Two PM Peak trains (now #1633 and #1635), which have been on the timetables for years and made fewer stops, are now making all stops. Lest you think that this is not a big deal, I checked my timetable collection and found that there have always been

at least two similarly scheduled afternoon semi-expresses as far back as September 27, 1931, which is the oldest New Jersey & New York Railroad timetable that I own. Over the years, I have ridden those trains on numerous occasions.

- RARITAN VALLEY: Trains #5733 (4:45 PM Newark) and #5747 (7:15 PM Newark) now operate as expresses between Newark and Westfield. To cover the local stops, new trains #5903 and #5447 have been added with departures from Newark at 4:45 and 7:22 PM

Cinders reported that the long-delayed weekend Atlantic City Casino Express trains would begin operating on January 23, 2009. The train will be composed of multi-level cars sandwiched by an ALP-46 and an ex-Amtrak P-40.

Thanksgiving service operated as follows:

- Wednesday, November 26: Two extra "Getaway" trains, which departed from New York Penn Station at 1:32 and 3:25 PM, were operated on the Northeast Corridor Line. On the North Jersey Coast Line, "Getaway" Train #8301, which was shown in timetables as originating at Newark Penn Station, instead originated at Hoboken Terminal, where it departed at 3:15 PM. After departing Hoboken, this train operated on the schedule shown in timetables. On the Pascack Valley Line an earlier train, which departed from Hoboken at 2:51 PM, was operated; however, Train #1633 (5:55 PM Hoboken) was cancelled. Similarly, on the Port Jervis Line, an early train that departed from Hoboken at 2:43 PM caused the cancellation of Train #59 (6:08 Hoboken)
- Thanksgiving Day: On the Northeast Corridor, several "advance trains," which ran 5-10 minutes ahead of selected regularly scheduled trains, were operated to provide additional seating capacity. These trains operated on an as-needed basis. Westbound, between 9:03 AM and 1:35 PM, NJ Transit operated 8 extra trains with various stopping patterns to Trenton

In the October *Bulletin* I wrote about standing at Secaucus in the 5:24-5:36 PM time period and observing three trains of Comet Is. At the end of October, I was at Secaucus at that very same time period and there were no Comet Is. One Conductor I spoke with told me that there would be one on a train that arrived after my train had departed. No – I did not wait to see if this was true. However, during the weeks of November 10 and 17, I observed the same four-car train of Comet Is assigned to various Bergen County Line trains.

Member Bob Kingman reported that apparently at least four new NJT multi-levels spent most of the week of October 20 at Kenwood Yard. They were just out of range to spot numbers until Friday, when they were moved closer to the street. Unfortunately, then they

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

were blocked by other cars. He did manage to get two: 7279 and 7280. On November 9, after almost a month, the following cars were observed: 7031, 7281-2, and 7602-4, and on November 13, 7032 and 7605-7.

Effective December 1, Governor Corzine appointed deputy transportation commissioner Stephen Dilts as New Jersey's Transportation Commissioner. He replaced Kris Kolluri, who has served in that position since March, 2006. Mr. Kolluri is now the CEO of the Schools Development Authority.

For many years, NJ Transit has published a monthly seat drop entitled **FYI** in a multi-folded format. Starting in October, it appeared as a single page, double-sided and in color. NJ Transit explained that the information is being presented in a shorter, easy-to-read manner that reduces printing costs. Since I am a subscriber to NJ Transit web mail, I also received an electronic version.

Access to the Region's Core announced in November that the final environmental impact statement (FEIS) had been published for the T.H.E. Tunnel. The bad news is that the cost has jumped from just over \$7 billion to \$8.7 billion, and, given the current economic climate, it is unknown where the funds will come from. Also the project completion has slipped another year to 2017.

PORT AUTHORITY TRANS-HUDSON CORPORATION

The sale of *QuickCards*, which were introduced on June 1, 1990, will come to an end on December 30, in favor of the *SmartLink* Card. Work to phase them out began one month earlier. The Port Authority is working with MasterCard to institute a "tap and pay" smart card, similar to one that has been in use in selected NYC Transit Lexington Avenue Subway stations since July, 2006. What is not clear is how an occasional rider would pay for his or her ride, or if *MetroCards* would still be accepted.

With the ongoing construction at the World Trade Center site, another piece of history is no more. **The New York Times** reported that during October, the last of the cast-iron rings that supported one of the original tunnels that led to Hudson Terminal was removed. Since 2001, the tunnel had been visible, and while they did not look large, they were in fact, 15' 3" in diameter. The Port Authority did salvage 108 of the cast-iron segments that were 18-24" wide and 5-6' long, and 115 bolts which are being stored at JFK Airport's Hangar 17.

In the November **Bulletin** I reported that PATH plans to eliminate service to the World Trade Center for 40 weekends next year. Commenting on this item, which appeared in the newspapers, member Frank Miklos wrote in an email: "If I recall correctly, downtown PATH service was only suspended for one weekend when they replaced the old Hudson Terminal with the new World Trade Center terminal and that was only for the

weekend when they made the actual cutover of service from Hudson Terminal to the WTC."

Henry Deutch wrote, "I was the Project Administrator for the construction of the original PATH Terminal at the World Trade Center back in 1972. The support of the original tubes across the bathtub (the 8-acre excavation for the Twin Towers, Hotel, and Customs House) consisted for each tube of two continuous trusses on large diameter caissons set on bedrock, alongside of the tubes. Very heavy canvas and rubber composite straps were tunneled under the tubes and connected to the truss work. Trains moved across the suspended area at speeds of 5 MPH or less. There were no serious problems."

AMTRAK

The Fall, 2008/Winter, 2009 edition of Amtrak's System Timetable (Form T-1) was issued and will be in effect between October 27, 2008 and April, 2009. The cover shows a section of track in Kenyon, Rhode Island.

On November 14, Amtrak announced that its President and CEO, Alex Kummant, had resigned. He had served since September 12, 2006 and is being credited with overseeing the completion of labor agreements with all of the unions that represent Amtrak's employees. During his tenure, Amtrak experienced strong ridership and revenue growth. William Crosbie, Amtrak's Chief Operating Officer, has been appointed Acting President and CEO for an interim period.

Amtrak issued its annual Thanksgiving special timetable (Form T-5) for the period November 25-December 1. This is Amtrak's busiest time; last year it carried over 665,000 passengers. Thanks to Bob Hansen for these two reports.

MUSEUMS

In the October issue of the **Shore Line Tripper**, one of Branford's members wrote of his recollections on the 60th anniversary of the abandonment of trolley service in the Nutmeg State, which occurred on September 25, 1948. Initially, the buses that replaced the trolleys used the same timetable, but company officials soon learned that the buses could not keep to schedule, as they were delayed pulling up to and away from the curb.

METROPOLITAN AREA

The Journal News reported that the no-longer-used former Heathcote station of the New York, Westchester & Boston Railway has been purchased by a Scarsdale village resident who is managing director of the firm Engel & Völkers, a European real estate agency. Built in 1912, it was one of eight stations on the White Plains Branch and served passengers until the line was abandoned on December 31, 1937. The most recent use was by the Scarsdale Volunteer Ambulance Corps (35 years), which added a second floor, which would be removed, as well as the garage bay. Some village residents who favor the project would like to see the build-

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

ing restored as much as it can to its original appearance. I am sure that our late-member, the New York, Westchester & Boston Railway expert Roger Arcara, would approve.

ELECTION DAY 2008

Metro Magazine reported that voters approved more than \$75 billion in funding for 32 transportation projects in 16 states. Interest in public transportation has apparently been spurred by this past summer's record high price of gas. These are some of the transit initiatives which were passed:

- California: High-Speed Rail Project
- Los Angeles County: Measure R will provide additional funding for transit capital projects that enable them to be completed much sooner
- Seattle: Proposition 1, a \$17.9 billion measure to expand light rail, commuter, and bus service
- Honolulu: A city charter amendment supporting the 20-mile elevated steel-rail transit system from Kapolei to Ala Moana, estimated to cost \$5 billion

Railway Age reported that transit initiatives failed to win approval in St. Louis, where voters were asked to approve an increase the sales tax by half a cent, and for an \$815 million, 14-mile LRT line in Kansas City. It was believed that the latter failed due to some local confusion and debate over proposed service.

INDUSTRY

On October 1, President Bush signed the Rail Safety Investment and Improvement Act of 2008. Some of the provisions include \$13.1 billion in funding for Amtrak over the next five years. However, the centerpiece of this legislation is that positive train control must be installed on all main line tracks where inter-city, commuter, and toxic hazmat trains operate, by December 31, 2015. There are also provisions for Conductor certification and hours-of-service (at least 10 uninterrupted hours off duty following 12 hours on duty). The legislation contains a three-year exemption for passenger train employees, during which time the hours of service limitation will be studied by FRA. There is also a provision for locomotive cab safety which requires FRA to study the safety impact of using personal electronic devices except for company business and then only when there is more than one crewmember present in the cab.

2008 IN REVIEW

The table below shows latest available information about transit projects/expansions of service that are scheduled to come on-line this year.

DATE	OPERATOR	AREA	LINE	NOTES
January 12	NJ Transit	Wayne/Route 23	Boonton	Wayne/Route 23 station opens
January 21	NJ Transit	Mt. Arlington	Boonton	Mt. Arlington station opens
March 9	North County Transit District	Oceanside-Escondido	Sprinter LRT	Revenue service begins. 15 sta-
April 17	NJ Transit	New Jersey	Hudson-Bergen LRT	Contract awarded for construction of 8 th Street station
April 26	Utah Transit Authority Front-Runner	Salt Lake City	North Line	Revenue service begins between Ogden and SLC; 7 stations, 38 miles
April 26	Utah Transit Authority	Salt Lake City	TRAX	Four-block extension from Delta Center to FrontRunner station
September 29	Utah Transit Authority Front-Runner	Salt Lake City	North Line	Service extended one station to
October 15	NJ Transit	Bayonne	Hudson-Bergen LRT	Construction begins for 8 th Street station
December 27	Valley Metro Rail	Phoenix	Metro Light Rail	Service begins
December 27	New Mexico Rail Runner Express	Albuquerque	Phase II	Extension from Bernalillo to Santa Fe; 5 stations, 18 miles

Moved to 2009:

- Austin – Capitol Metrorail
- Chicago – Metra 35th Street/Cellular Field station
- Calgary – Northwest LRT Extension to Crowfoot
- Edmonton – South LRT Phase II
- New York/New Jersey - Start of T.H.E. (ARC) Tunnel construction
- Portland, Oregon – West Side Express

These projects were reported in the January, 2008 **Bulletin** as taking place this year, but I have been unable to obtain any updated information:

- Los Angeles – Metrolink 91 Line Extension from Riverside to Perris
- NJ Transit:
 - Opening of 31st Street entrance at New York Penn Station
 - New Raritan Valley Connection at Newark station

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

- Weekend service on Montclair-Boonton Line
- San Francisco – Caltrain Extension from 4th/Townsend to Transbay Terminal
- Washington, DC – Anacostia Streetcar

Updates will be provided in future editions of the **Bulletin**.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

On October 27, new schedules went into effect on the Framingham/Worcester, Franklin, Greenbush, Needham, Kingston/Plymouth, and Providence/Stoughton Lines. The changes only affect weekday trains, and were made to ease congestion at South Station as well as to accommodate Amtrak schedule changes.

Turned down by Amtrak and the distributor, MBTA has turned to eBay to sell its obsolete Solari train departure board, which formerly hung at South Station. This sign was replaced by a digital version in June, and for a minimum bid of \$500, the high bidder will be responsible for removing it. MBTA is just interested in covering the costs of removing and disposing of it.

The Boston Globe, in an article titled “*T Betting on Untried Firm to Build Fleet; Korean Outfit Has Scant U.S. Presence*,” cited the transit agency’s past experience — long delays — in purchasing new rolling stock, e.g., Breda Green Line LRVs and Siemens Blue Line cars. Rotem officials and “T” employees who evaluated the contract proposals say the company made the best offer - both technically and financially - and that it has a strong worldwide reputation and the cars will arrive on schedule. Four pilot cars are coaches due in October, 2010 with deliveries of the rest of the fleet the following August. To win the contract, Rotem’s bid was \$30 million lower than Kawasaki, its only competitor. MBTA staff rated Rotem slightly higher than Kawasaki in technical quality, despite Kawasaki’s American track record, according to bidding documents obtained by the **Globe**. A Kawasaki official told the **Globe** that his company complained to MBTA about the rating process, but did not file a formal protest because Kawasaki wanted to preserve its relationship with the “T.” Still, he confirmed that his firm could not match Rotem’s low price.

October 31 marked the first anniversary of the start-up of service on the Greenbush Line. **The Scituate Mariner** reported that on September 24, MBTA counted 2,118 passengers going to Boston between 5:40 and 9 AM. In July, that number was 1,817. Last November it was 1,379, which translates into a 53.6% increase in a little less than a year.

At about 8:45 AM on November 14, two Green Line cars collided at the Boylston Street station. Seven of the approximately 500 passengers were taken to local hospitals for treatment of neck and back pains. Buses re-

placed the trolleys until shortly before 10:30 AM. Member Todd Glickman wrote that it was called a “hard coupling” by MBTA. Several days later, the “T” reported that two crewmembers who were involved in separate Green Line accidents over the past week tested positive for drugs or alcohol, raising questions about the level of substance abuse among the employees. These individuals were drug-tested after the incident, which is required by federal law, and have been suspended.

MBTA has been rebuffed by the Federal Transit Administration in its request for matching funds to purchase two locomotives from Vossloh Espana S.A., a Spanish subsidiary of a German firm. FTA, which would provide 80% of the cost, refused to waive the “Buy America” requirements. The two locomotives were to be part of a 28-unit order due for 2011 that MBTA projects will cost \$186 million. If awarded the contract, the balance of the order would be assembled in Kentucky. MotivePower, Incorporated, was the only other bidder. Thanks to Todd Glickman for these reports.

PHILADELPHIA, PENNSYLVANIA

Member Lee Winson wrote that when he sees Budd/St. Louis cars on the weekends, the crews tell him they are preferred over newer equipment. “How widespread that feeling is I don’t know. For what it’s worth, Budd/St. Louis cars have self-lapping air brake valves compared to straight brake valves on newer cars. The newer cars have PA systems, dynamic brakes, and power side doors.”

Lee also wrote that Route 66 is back as a trackless trolley line. “Last night (October 29), after the Phillies’ World Series victory, a large crowd gathered at Frankford & Cottman Avenues, blocking the street. Supposedly the new coaches have ‘off wire’ capability to detour around such blockages. I wonder if it was utilized last night, or if they just used diesel buses instead. Incidentally, the detour was listed on SEPTA’s web page and so apparently it was anticipated and planned for.

In another report sent by Lee, SEPTA provided customer service agents at the Trenton Transit Center to assist holiday passengers transferring between SEPTA and NJT and Amtrak. They were to be on duty Saturdays and Sundays from November 22 through January 4, Wednesday, November 26 (Thanksgiving eve), and Friday, November 28 (Black Friday). Employees from SEPTA and NJ TRANSIT attended training sessions to familiarize themselves with each other’s services.

SEPTA reported the Broad Street Subway carried record ridership for the Phillies and Eagles games over the weekend of October 24-25.

On Thursday October 30, a celebration was held in Philadelphia to celebrate the Phillies’ World Series victory over the Tampa Bay Rays. The Regional Rail lines carried 300,000, compared with a normal Friday load of 130,000. The Broad Street Subway carried 400,000

(Continued on page 14)

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

against a normal total of 150,000. Ridership also set a one-day record in the 39-year history of PATCO, which recorded 97,607 trips, which is 20,000 more riders than the last time the Phillies were World Series champs in 1980. Lines to buy PATCO tickets were backed up and packed trains sped past stations, causing midday commuters up to a two-hour delay. **The Courier-Post** reported PATCO hired cashiers to sell round-trip tickets at the station to supplement the ticket machines, but the demand was too great. Normal weekday ridership is now 38,000.

If you think that the current financial mess does not affect the transit industry, member Dave Safford wrote that the October 25 edition of **The Philadelphia Inquirer** noted that both SEPTA and NJ Transit may well be significantly impacted by the ongoing economic meltdown. Apparently AIG is the insurer for the new equipment loans in which the cars (for example) are in fact, owned by a financial institution and leased to a railroad. As AIG's credit, even with the bailout, has been downgraded, under the loan terms the institution holding the leases may call them in, leaving the railroads with the options of finding another insurer or ponying up the cash on the barrelhead. There do not at the moment appear to be a lot of volunteers for option 1, and of course option 2 would destroy the railroads' finances. There is some, currently wishful, thought that the feds may act as the insurer, but half the country seems to be elbowing their way into that trough.

Dave also wrote that there was a lengthy article in the **Inquirer** about the new Silverliner Vs, and it basically confirmed and amplified his previous note (which appeared in the November **Bulletin**) concerning the Engineers' objections to the new cabs.

The Philadelphia Inquirer (November 19) reported "Your government at work." The feds and the state have just put \$2.9 million into renewing the track and overhead of 3,000 feet of the Route 23 car line, incidental to the reconstruction of a portion of Germantown Avenue. The downside? The route has not seen a car since 1992 (except for a short time "tourist" trolley in Germantown itself). Moreover, SEPTA has reiterated its view that buses are more appropriate and that it has no intention whatsoever of restoring streetcars to the route. As, in theory, the line has not been "abandoned," but is merely in a temporary hiatus, the tracks and wire are intact over the entire line, once the longest in the city at 12.5 miles. So why? Apparently the neighbors have the onions to have the rebuild funded, but insufficient clout to move SEPTA. Oh well, there's always the Trolley Car Diner, which has old 2134 in service as an adjunct ice cream shop.

SEPTA issued new timetables effective October 26, and the press release appeared on SEPTA's web site

on October 23. Dave, who kindly sent copies, wrote that the short notice caught many commuters off guard. They first appeared in bins on Friday, and those who had not had a chance to pick up copies like Dave, who did not use the train on that day, went to catch their usual trains on Monday and learned that trains had been rescheduled for a few minutes earlier.

Member Bob Wright sent these comments: "Rumor has it that the ex-NJT push-pull set will go into service with the October 26 schedule change - it has been out in testing on the Airport Line in the week prior. At first, the thought was that the cars would be added to existing push-pull consists to expand them, but now we're hearing that the Comets will run together as an additional train. With the track records of SEPTA's locos, this will be interesting - there continues to be roughly one failure a week with the locos. Another rumor: the destination signs on the Kawasaki LRVs will be replaced. The cars have the old-style curtains and allegedly will be fitted with electronic signs. Will keep an eye on this."

From **Cinders**: SEPTA will reportedly renumber the 8 Comets that it purchased from NJ Transit 2450-2451 (cab cars) and 2601-2606 (coaches). Plans called for their introduction into service on Monday, October 27. Seven of the cars would be run in a solid train. The cars are receiving refurbishing of seats, floors, and interiors, and grounding devices for operation behind electric locomotives. The cars in the train of Bombardier coaches that is being replaced will be dispersed to the other push/pull trains: R2/Wilmington-Newark (1), R3/West Trenton (1), R3/Media-Elwyn (1), R5/Paoli-Thorndale (3), and R7/Trenton (1).

BALTIMORE, MARYLAND

MARC issued a Brunswick timetable as of October 6, with some minor time changes. However, MTA MD reported that due to a shortfall in revenue that supports MARC train and commuter bus services since the start of the fiscal year on July 1, MTA must reduce its budget. There will be reductions in the administrative budget, but some MARC bus services are proposed for elimination on January 12, 2008. Public hearings are being held this month. One proposal would eliminate 10-trip tickets. There would also be service reductions such as elimination of service on Columbus Day, Veterans Day, and the day after Thanksgiving.

This year a Holiday schedule, rather than a full schedule, would operate on Christmas Eve and the week between Christmas and New Year's Day, including the day after New Year's Day. No service would operate on December 26, 2008, the day after Christmas.

After January 12, 2009, Penn Line Trains #445 and 447 (8:40 PM and 9:30 PM Baltimore), and 446 and 448 (10:05 PM and 11 PM), would be eliminated. MARCs suggested alternatives are to use earlier trains or Amtrak. On the Brunswick Line, there are two pro-

(Continued on page 15)

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

posed changes. Train #871 (1:45 PM Washington, D.C./Brunswick) would only operate on Fridays, rather than every day. Train #883 (7:15 PM Washington, D.C./Martinsburg, West Virginia) would be terminated at Brunswick. This would leave just two trains in each direction to Martinsburg. MARC's suggested alternative is to use earlier trains.

Since early November, MTA MD's LRVs have been affected by flat wheels caused by falling leaves. Member Steve Erlitz reported that on Friday, November 14, MTA announced that it was suspending service north of North Avenue and cancelling the Penn Station shuttle again indefinitely. Only single cars are running from North Avenue to points south with buses replacing the cars on the suspended lines. Service had been suspended for some days earlier that week. Late on Friday, November 20, MTA announced resumption of light rail service north of North Avenue effective November 23, though some trains would operate only with one car. The Penn Station shuttle remained closed.

WASHINGTON, D.C. AREA

In an effort to minimize the next fare increase VRE made some schedule changes. During the month of November, VRE did not operate any service on Veterans Day, Thanksgiving, or the day after Thanksgiving.

VRE announced that there would be a 7% mid-year fare increase on January 5, 2009. Because monthly tickets are sold in advance, they were on sale at the new fares beginning December 10.

There is a great deal of interest in attending the inauguration of President Barack Obama on January 20, 2009. VRE reported that it had not budgeted for this event and was working with the Inaugural Committee to determine how best its service can be used to help bring people in and out of the Washington, D.C. area.

Metro plans to eliminate paper transfers next month in a move designed to save the agency money and encourage riders to use SmarTrip®. Currently, bus riders can request a paper transfer that they can use to ride another Metrobus for free. Instead, only bus riders using SmarTrip® cards will be able to make that free bus-to-bus transfer and discounted rail-to-bus transfers.

CHICAGO, ILLINOIS

The October issue of *On The Bi-level* reported that during the first half of 2008, Metra carried 5.2% more riders than for the comparable period last year. These riders also created Metra's highest January thru June ridership total – 42.6 million trips. The highest gains were on the Union Pacific North Line (Kenosha) and North Central Line (Antioch), each +13.5%, and on the Milwaukee North (Fox Lake) Line, + 12.5%, although the increases were across the board. Carrying the anchor was the Heritage Corridor (Joliet), at 2.5%.

For the first time, Metra operated additional

(outbound) service on Halloween. The lines that scheduled this service were: BNSF, UP North, UP Northwest, UP West, and Metra Electric.

Because Illinois is the home state of (now) President-elect Barack Obama, his campaign held its Election Night gathering in Grant Park. In order to accommodate the estimated 240,000 who attended, Metra operated additional inbound service during the afternoon of November 4 on all lines except for the Heritage Corridor, SouthWest Service, and North Central Service lines, which operated their normal weekday schedules. NICTD added cars to some of its trains. Thanks to member Jim Beeler for these two reports.

To provide more capacity, pending approval by the Illinois legislature to fund additional rolling stock, Metra has repurchased 14 old cars that were sold in recent years.

Due to popular requests, Metra has begun to reissue the wallet-sized timetables.

CHESTERTON, INDIANA

NICTD issued new timetables effective November 11, copies of which were sent by Jim Beeler. The purpose was to make some minor running time and dwell time adjustments to reflect actual performance. Westbound, five trains depart from various stations between one and six minutes earlier and eastbound, Hegewisch and all eastward stations in Indiana were designated as "d" stops for eastbound rush hour trains. A "d" stop means eastbound rush hour trains will depart after discharging passengers and trains may depart up to 4 minutes earlier than the scheduled departure time. Two trains now depart from Millennium Station 5 and 15 minutes earlier.

MINNEAPOLIS, MINNESOTA

On October 29, the Counties Transit Improvement Board granted \$9.9 million, using funding from the new ¼% metro sales tax, to complete construction of a station for the city of Fridley. Fridley now joins Lake, Elk River, Anoka, Coon Rapids-Riverdale, and Downtown Minneapolis as Northstar Commuter Rail station sites. Opening day is set for late 2009.

ST. LOUIS, MISSOURI

In early November, Metro placed a new turn track into service at the Fairview Heights Station. This allows the extension of service, which formerly turned at Emerson Park, three stations further east into the state of Illinois. With this improvement, during peak hours, there is a 5-minute headway; off-peak, every 10 minutes. The lines have also been designated as the Red and Blue Lines. Lambert Airport to Shiloh-Scott is now the Red Line; Shrewsbury to Fairview Heights is the Blue Line. The signs on the trains have been changed to include this scheme.

SALT LAKE CITY, UTAH

Member Pete Donner visited Salt Lake City recently, and sent this report. "One of my goals was to hopefully ride former NJ Transit Comets in service. I was fortu-

(Continued on page 16)

Commuter and Transit Notes

(Continued from page 15)

nate as two train sets had a rehabbed Comet in their consist. The typical trainset for FrontRunner is a bi-level cab (a roster was published in the November **Bulletin**), two bi-level coaches and an MP36 PH-3S engine on the north end (the engines have a digital run number box mounted in the triangle formed by the engine headlights). The Comet cars have been numbered into the 300-series (please see roster below), and are usually positioned behind the locomotive. Observable modifications to the cars include painting of the coaches into the UTA paint scheme (white body with a blue cap and diagonal stripe on one end and a red cap and diagonal stripe on the other. After having seen these cars for almost 40 years, it was strange to see them painted). Passengers control the access/egress from the train cars, which necessitated installation of a push to open door button on the interior and exterior of the cars. Inside the cars, five rows of seats (a mix of 2 and 3-seaters) were removed and the next row 'reversed' to permit club style seating." *(Editor's Note: Pete sent a copy of the current timetable, which is dated July 14.)*

"During the week, 30-minute headways are operated during the day with a couple of extra peak period trains. 60-minute service is operated on Saturday; however, no service is provided on Sundays. One AM and PM train was recently extended from Ogden to Pleasant View. Because of the requirement to have a Union Pacific pilot onboard the UTA train while operating on UP tracks, (due to lack of wayside signaling), additional service to Pleasant View will not take place until a signal system is installed for the UTA trackage. In the Warm Springs yard complex were at least 20 former Metra Gallery cars. Unfortunately the cars have been severely vandalized and the acquisition of the Comets may have eliminated the need to refurbish those cars for service.

"TRAX Notes: Service is operated on two routes; North/South from Salt Lake City to Sandy and East/West from Salt Lake to the University of Utah complex. The East/West line is the more interesting of the two as the line climbs an 'S'-shaped hill en route to the University and then threads its way through the University. Siemens LRVs provide the majority of service in trains up to four cars in length. (A small yard exists just beyond the new multi-modal terminal enabling cars to be cut or added as needed without having to return to the yard. Former Valley Transit Authority (San Jose) UTDC LRVs provide some service on the East/West Line. An Operator mentioned that these cars will soon undergo a mid-life overhaul and will be painted in the UTA paint scheme previously described. Apparently one car has been repainted but I didn't see it during the time I spent there. A premium all-day pass, which is honored on all UTA services (including Front Runner), can be

obtained for \$14.50 from station TVMs, which fortunately accept credit cards." Pete kindly sent copies of the latest TRAX timetable, which is also dated July 13, 2008.

Thanks to member Andrew Grahl, who sent the roster, which shows the re-numbering of the Comet Is.

UTA NUMBER	NJT NUMBER
301	1704
302	1705
303	1706
304	1710
305	1711
306	1714
307	1715
308	1718
309	1723
310	1724
311	1727
312	1731
313	1732
314	1734
315	1735
316	1736
317	1750
318	1751
319	1753
320	1754
321	1755
322	1757
323	1758
324	1759
325	1760

PORTLAND, OREGON

Tri-Met announced on November 7 that civil construction on the future WES Commuter Rail line was now substantially complete. Test trains are operating between Wilsonville and the Beaverton Transit Center. Crews are also testing the signal system, which is leading up to a February 2 start-up of service.

SAN DIEGO, CALIFORNIA

While out in California, Pete Donner visited San Diego and sent recent schedules, as well as a color brochure issued by San Diego Vintage Trolley, Inc. The brochure also contains photos of San Diego's original PCCs. This is the group that owns three ex-San Francisco PCCs, which were the focus of a news item in the November **Bulletin**. Thanks to digital photography software, SF Muni PCC 1078 (in San Diego colors) appears in a photo next to an MTS LRV at the Gaslamp Quarter station. SDVTI is a 501(c)3 non-profit subsidiary of the Metropolitan Transit System, and is seeking funds for the restoration of these cars.

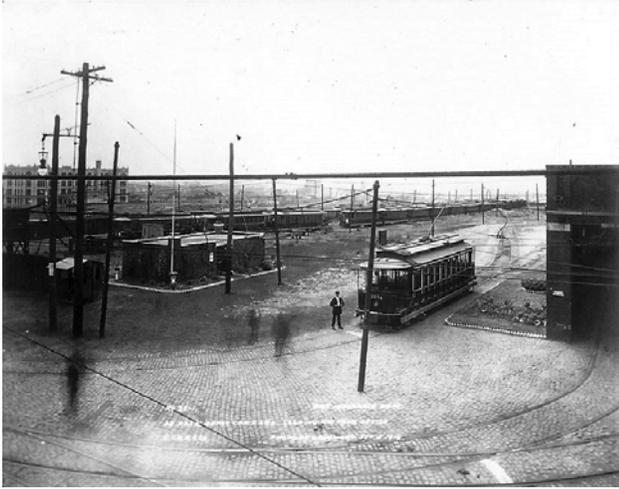
TORONTO, ONTARIO, CANADA

Would you believe it? The increased weight of Toronto's new (heavier) tokens, which were introduced to reduce fraud, is threatening to collapse the Toronto Transit Commission's counting office. Problems with the 22-year-old building where fares are separated and

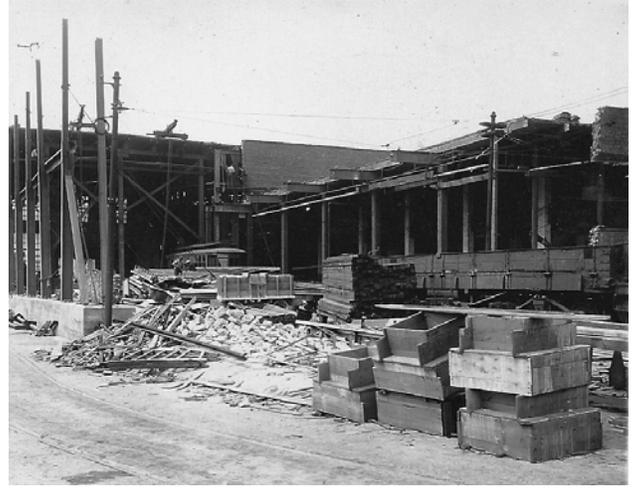
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BROOKLYN TROLLEY DEPOTS (One in an occasional series)

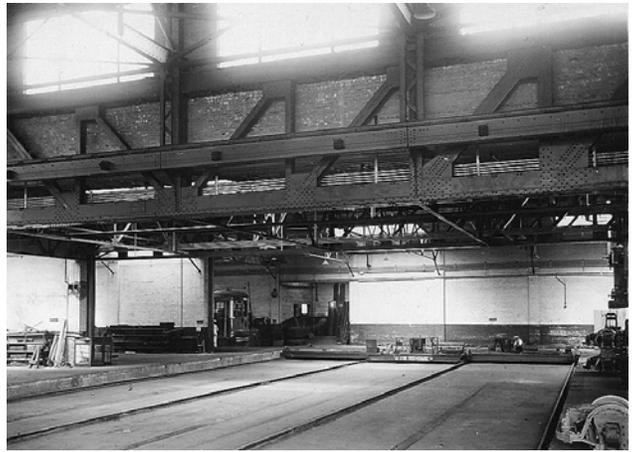
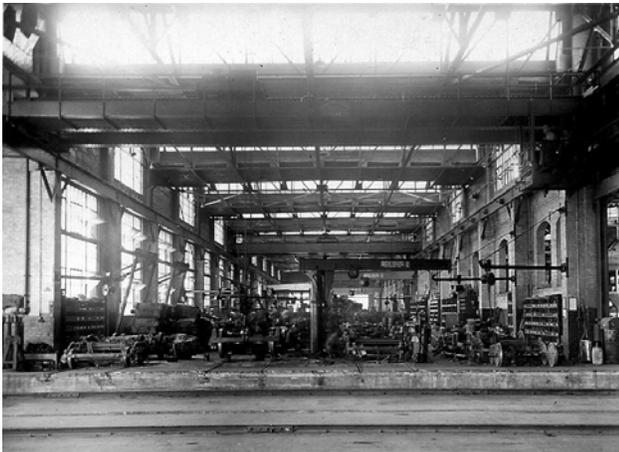
This month, we look at DeKalb Shops. All pictures are from Bernard Linder's collection except bottom right, which he took.



DeKalb Shops, DeKalb and Seneca Avenues, September 5, 1916.



The shops were reconstructed in 1931.



Two more views of the 1931 reconstruction of DeKalb Shops. The shop was built to do heavy repairs.



A mechanic stands near d.c. motors.



DeKalb Shop's yard on September 25, 1950.

STATEN ISLAND RAILWAY TRIP REPORT

by Marc Glucksman

(Photographs by the author)

On October 25, the New York Division visited the county of Richmond for a rare chance to ride subway cars pulled by diesel engines. The equipment for the trip included Alco diesels 821 (ex-U.S. Army) and 407 (ex-LIRR) and a pair of R-44S/MUE-2s (N-464-466-S). Car 466 is the highest numbered R-44S, which was from the last large order of passenger railcars that the St. Louis Car Company produced. The R-44S/MUE-2 (country cousin) differs from its more well-known urban cousin R-44 in several ways, including FRA-mandated grab handles. The original group of 52 was later supplemented by an additional 12 cars which were transferred from New York City Transit, bringing the total to 64. They are not subway cars, although similarities are striking....

The excursion covered every revenue mile that SIR serves, including the Ballpark station. There were several episodes of wrong-railing to allow in-service trains to pass. All told, we made more than a dozen stops, which allowed for many unusual views and

combination pictures. After a lunch break at Tottenville, we stopped at Atlantic, a station that may soon be closed.

At Clifton Shops, we were given time to view the facility and other pieces of work equipment. Except for the more substantial repairs that are performed at Coney Island, all of SIR's fleet is serviced here. Diesels 057 and 058 (borrowed from NYCT) and RD344 (ex-R-22 7441) are coupled to form a "Special Operations" train that performs maintenance on the line. These Alcos are to be retired and the borrowed diesels returned as soon as four new Brookville BL-20GHs are delivered. The Brookville engines are the same model as those presently being accepted by Metro-North and the Connecticut Department of Transportation. As noted in the November meeting notice, the New York Division is hoping to arrange a similar trip with this new equipment. Thanks again to a very friendly group of people who went to extraordinary lengths to make this an enjoyable day for all.



Ballpark, home of the Staten Island Yankees, receives service only when the team is playing.



One of the first stops was Dongan Hills, a typical side-platform SIR station.



Our hosts arranged many meets, including this one at Annadale.



After leaving Clifton Shops, we entrained two vintage cabooses (607 and 620) for the return trip to St. George.

PATH HARRISON SHOP TRIP REPORT by Marc Glucksman (Photographs by the author)

The Division's November 1 trip to the PATH Harrison maintenance facility was an exciting opportunity to view the new PA-5s and see older equipment before it is retired. The trip began with the unusual opportunity to wrong -rail out of Newark Penn Station to Harrison due to weekend construction work. From there, the group took a bus to the facility.

Our tour began with a walk through the shop area, where various PAs were awaiting repairs. A partially finished PA-5 mockup was visible in the distance (no number assigned). At the adjoining inspection area, our guide discussed standards the PATH must comply with as an FRA-regulated Class One Railroad. In the wheel truing shop, we saw where wheels are ground without having to disassemble the truck.

The new Kawasaki PA-5s were assembled into a 7-car train (S-5600-5602-5102-5100-5101-5103-5603-N). Car 5601 was also present.

The 5600s are A cars with cabs, and the 5100s are C cars no cabs. The guide identified an approximate A-220/C-120 split in the order. He also acknowledged the disappearance of the "railfan" seat in the new design, owing to new electric equipment. PATH plans to replace its entire fleet with this order, requiring this facility to be completely retooled to maintain the new cars. It was rumored that some of the retired cars are being sold to Lima, Peru, so get out your passports.

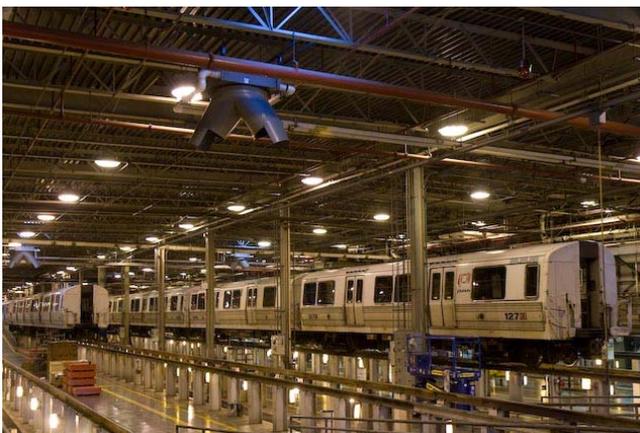
We extend our thanks to PATH, and hope that we can return when the PA-5s have been delivered to see the new cars.



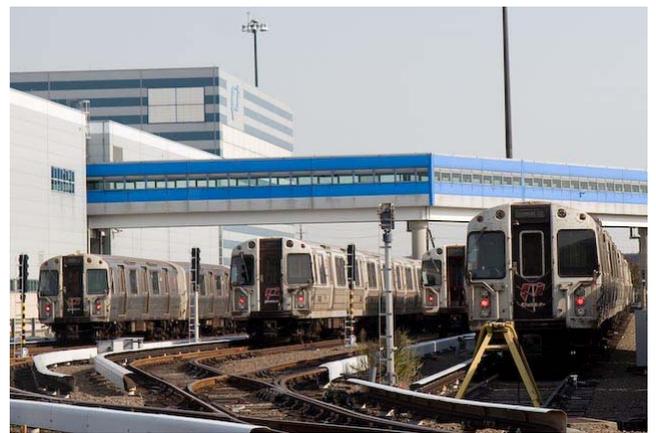
On the left is the "80% finished" mockup, without number. Contrast it with PA-1 151, built in 1964.



A 7-car train of PA-5s, car 5603 on the north end.



Mixed trains of PAs await inspection.



Trains rest on Sunday, awaiting the Monday morning rush.

Around New York's Transit System

Screen Will Display Location of **L** Trains

For more than a year, electronic signs and announcements have been telling passengers approximately how many minutes they will have to wait for the next **L** train. If a train is held in a station, this system can be wrong because it uses a computer program based on a set schedule.

After receiving several complains from passengers, the L line's General Manager consulted experts who said they could capture real-time locations from the **L**

line's computerized operating system. To display this information, the General Manager bought three 42-inch flat screen television sets on sale for \$999 each.

The system is being perfected and it is functioning in a room at NYC Transit's headquarters. Beginning in December, the TV sets will be installed at each end of the Myrtle Avenue station of the **L** line. Because the data will be updated every 15 seconds, passengers will be able to watch the trains move along the tracks.

New York City Subway Car Update

(Continued from page 7)

As of November 14, 2008 there was still one retired slant R-40 at 207th Street (4277), as well as 60 Phase II R-32 shells that were ready to be loaded on the next outbound barges in November and December.

Conclusion

So at last we have our answer as to how retirement of the "classic" R-38 fleet will be achieved, once a handful of short-term operational hurdles are overcome. In the

near term we should also see the concluding introduction of up to 510 R-160A-2s and R-160Bs at Coney Island, then witness the project as it moves on to Jamaica, where up to 780 of the R-160s (both Alstoms and Kawasakis) are projected to ultimately reside by the end of Option II. Needless to say the face of the Queens IND as we've known it for many years is in the advent of a significant change, so as historical observers please be governed accordingly.

I hope you had a happy Thanksgiving, and wish you all the best for the holiday season ahead.

Commuter and Transit Notes

(Continued from page 16)

counted have required engineers to shore up the basement and reinforce floors to deal with tons of additional weight. TTC reported that counterfeiters had a field day stamping out cheap aluminum tokens, which were accepted by the agency's turnstiles. Two years ago, all collected fares weighed about seven tons, but now, with the heavier tokens and increased coin cash fares, the floor load is about 70 tons, the report said. TTC spokesman Brad Ross told the newspaper the building is in no danger of collapse and ongoing work to shore it up should cost less than \$1 million. Thanks to member David Eritz for sending this report from **The Toronto Sun**.

BANGKOK, THAILAND

Todd Glickman was back in Bangkok on business for MIT. He reported that the Bangkok Office of Transport and Traffic Policy and Planning will move forward with a common ticketing scheme aimed at making Bangkok's mass transit systems seamless. Currently, the seven-year-old BTS SkyTrain uses paper tickets dispensed from vending machines; the four-year-old MRT subway uses RFID technology on plastic "tokens" and smart-cards. As the two systems were independently built and are still operated by separate private consortia, there are different fare schemes and no free transfers between the two. The office announced in mid-October

that an integrated ticket, by providing access to both the SkyTrain and MRT subway, would encourage more passengers to travel by rapid transit and help reduce rush-hour traffic jams. The common ticket system will not only offer more convenience to commuters, but will also give system operators travel information on their customers in order to support the government's future infrastructure development policy. Todd could not find out which fare media would dominate, or if both technologies would be accepted throughout.

The SkyTrain system now sees 400,000 trips on an average day, and the MRT subway 200,000 trips. Government officials expect that to grow to a combined 2.5 million trips per day when five new lines are opened between now and 2012. The government will designate the current SkyTrain as the "Green Line" and MRT subway as the "Blue Line." Under construction is the Airport metro (yet another non-compatible system) and three Green Line extensions. Other SkyTrain and MRT lines are in the planning process.

FROM THE HISTORY FILES

105 Years Ago: December 14, 1903 marked the debut of the New Haven Railroad's premier train, *The Merchants Limited*, which connected Boston with New York City.

50 Years Ago: On December 8, 1958, Los Angeles MTA ended service on the San Pedro Line.

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