

The Bulletin



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THIRD AVENUE RAILWAY CONVERTIBLE CENTENNIAL

For many years, street railways had been operating two fleets — open cars in the summer and closed cars during the rest of the year. To help them reduce expenses, the car builders produced a car that could be operated all year. It was a car whose windows were removed in the summer.

Brooklyn Rapid Transit ordered 500 cars in 1905-6 and Third Avenue followed in 1909, a hundred years ago, with its great fleet of 400 convertibles.

They were placed in service on the following Manhattan lines:

DATE	LINE
January 10, 1909	Third & Amsterdam Avenues
May 5, 1909	Broadway
May 17, 1909	125 th Street Crosstown
June 4, 1909	Broadway, Amsterdam Avenue & 125 th Street
September 12, 1909	Tenth Avenue
1909 (date N/A)	42 nd Street Crosstown

The cross seats in the convertibles were more comfortable than the longitudinal seats in the older cars. When screens replaced the windows in the summer, the convertibles were just as airy as the open cars.

When they were delivered, straight side cars 1-100 and curved side cars 851-1125 were all assigned to the Manhattan lines listed above. Most of the curved side convertibles remained in Manhattan until they were scrapped. But 884-93 and 967-94 were transferred to the Bronx, probably in the mid-1920s. They were operated on 149th Street Crosstown and Willis Avenue, which received

power from overhead trolley in the Bronx and underground conduit in Manhattan.

We do not know when the straight side convertibles were transferred from Manhattan to the Bronx or Yonkers, but we have a fairly complete record of the cars transferred to Steinway lines:

DATE	CAR NUMBERS
September 5, 1922	1-25
June 30, 1926	1-30
June 30, 1927	1-33
December 31, 1928	1-36
June 30, 1930	17-34
December 31, 1930	1-23 (A)
June 30, 1934	1-15
December 31, 1934	1-10

(A) Cars 1-23 transferred to Kingsbridge in the spring of 1931. Cars 11-23 remained there after December, 1934.

When Steinway Street was converted to bus in November, 1939, cars 1-8 and 12 were transferred to West Farms and were usually operated on 138th Street and St. Anns Avenue. Cars 9-1 and 13-23 were transferred to Kingsbridge.

CARS 25-57

We do not know when these cars were transferred to Yonkers, but we know that they were operated on lines #1, 2, 3, and 4 from 1931 until the 300-series cars replaced them in 1938. When they were converted to one-man in 1931, treadles were not installed and the rear door was not opened. However, we saw a Dispatcher insert a key outside and

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BROOKLYN'S MODERN TROLLEY CARS THE LAST WORD IN PASSENGER COMFORT

by Bernard Linder

In 1936, BMT issued a booklet describing the PCCs that were placed in service. In this article, we will publish excerpts from this booklet.

As part of its program of modernizing its street car lines, the Brooklyn & Queens Transit Corporation made an initial purchase of 100 PCCs. These cars were placed in operation on the Smith-Coney Island, McDonald-Vanderbilt, and Erie Basin trolley lines in 1936 and 1937. These cars were purchased because street cars — especially PCCs — had certain inherent advantages for transporting large numbers of people.

Purchase of new cars was only one phase of B&QT's modernization plan. Modern well-maintained track rails are necessary for comfortable, rapid operation. This type of roadway, with steel track rails embedded in concrete, which was installed along Prospect Park West between Union Street and 15th Street, illustrated the latest development in street railway construction.

Modern loading platforms, which were installed at Livingston and Bond Streets, promoted more efficient movement of heavy vehicular traffic. The platform, with the sidewalk cut-back adjacent to it, allowed uninterrupted flow of vehicles past the platform while a street car was stopped there. It provided a safety island for pedestrians and passengers boarding or alighting from cars.

STATISTICS

The PCCs were front-entrance, center-exit cars, equipped with passimeters for fare collection. They were 46 feet long, 8 feet 4 inches wide, and 10 feet high from rail to the top of the roof. Seating capacity was 59. Each car weighed 33,000 pounds. Four 55-horsepower motors and the control equipment were designed to provide acceleration as high as 4¾ miles per hour per second. The braking system was designed to provide an emergency braking rate of 8 to 9 miles per hour per second from a speed of 20 miles per hour and a normal or service braking rate of 4¾ miles per hour per second.

To determine the maximum comfortable rate of acceleration, the company conducted tests in the Ninth Avenue Depot. Your Editor-in-Chief's supervisor rode in a car, which was loaded with sandbags and was operated with different rates of acceleration. When the test was completed, he decided that 4 miles per hour per second was the maximum comfortable rate of acceleration.

PASSENGER COMFORT

The PCCs were the last word in passenger comfort. The body was mounted on rubber springs and the wheels had rubber cores, which insulated the axles against vibration. The car operated on the smoothest roadway engineering science had developed — the

steel rail. The car was equipped with newly developed types of electrical control and braking apparatus to insure a smooth but rapid rate of acceleration and deceleration. As a result of these features, the PCCs were quiet, smooth, and speedy. Tests proved that it was the smoothest riding vehicle on New York City's streets.

Several features provided greater passenger comfort. Form-fitted leather seats, with ample knee space between, were all arranged to face forward. Improved indirect lighting eliminated glare and shadows, but provided high intensity of light at the proper plane for reading. Ventilation and heating were controlled automatically. To conserve power, hot air from the resistors was used to heat the car. A new type of door — "blinker doors" — rotated to the side instead of springing back into the stepwell. Two low steps at the entrance and exit made it easier to board and alight. Wide windows with narrow sash provided maximum vision for the passengers. The modern design included satin-finished stainless steel for interior fittings — window frames, seat frames, and stanchions. For the convenience, comfort, and safety of passengers standing or walking in the car, a stanchion was attached to each seat on one side of the car.

THREE BRAKING SYSTEMS

The three braking systems blended into a smooth functioning unit automatically controlled by the single brake pedal. The first was a dynamic brake system in which the motors were used to retard the movement of the car. The second was the magnetic track brakes, which were connected to the battery, which insured their operation whether or not power was supplied to the motors. These brakes operated directly on the rail and provided a retarding drag in addition to that secured through the wheels of approximately 1½ times the weight of the car. The track brakes were located between each pair of wheels. Your Editor-in-Chief's supervisor told him that the track brakes were disconnected because they wore out the track rail at the trolley stops.

Air brakes, with brake shoes on the wheels of the car, were the third brake system. They were used to spot the car at the exact point the operator intended to stop the car. The pressure of the operator's foot on the brake pedal set the braking sequence in motion automatically to provide a smooth stop.

QUIET OPERATION

The PCCs were quiet because the impacts and shocks were eliminated by the generous use of rubber and by designing precision parts. There were no loose-fitting parts to clang against each other. The noise of the motor transmission was eliminated by using hypoid

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Brooklyn's Modern Trolley Cars

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gears, an advanced type of spiral bevel gear especially designed for the PCCs. Rubber was used in the springs that supported the base of the trolley pole on the car roof. It was also used in the window channels to prevent rattling of the frame against the casing. Over 400 pounds of pure rubber were used in each car.

The resilient wheel used on the PCCs represented the latest development of the use of rubber for mechanical purposes. This wheel consisted of a steel rim, the center of which fit between two inserts or sandwiches made of rubber vulcanized to metal by a radically new process. They were held by compression between two steel plates, which formed the outside of the center of the wheel.

SIMPLICITY OF OPERATION

Operation of the car was simple. Three pedals were provided for the operator. The left pedal was a "dead man," which had to be pressed down while the car was moving. If it were released while the car was running, the brakes would automatically be applied and the car

would stop. The other pedals supplied power or set the brakes. The operator varied the speed of the car or the rate of braking by the pressure applied to either pedal. The new control equipment had 100 notches between low and high, compared with 10 points on the older cars. Therefore, the speed of the car could be imperceptibly increased to maximum or decreased to a full stop.

Because the operator controlled the speed with his feet, his hands were free to make change and issue transfers. On a desk in front of the operator were switches that opened and closed doors, rang the gong, and turned on the lights.

The PCCs were always assigned to the Ninth Avenue Depot. During World War II, there was a steady procession of McDonald-Vanderbilt PCCs and 8500-series "speed cars" furnishing transportation for thousands of Navy Yard workers, including your Editor-in-Chief. The PCCs continued running until there were only two trolley lines — Church Avenue and McDonald Avenue. When they were taken out of service in 1956, they were only 20 years old.



PCC 1005 on the McDonald Avenue Line, approaching the W. 5th Street terminal.

Bernard Linder collection



PCC 1001, showing stanchions near each seat on the left side.

Bernard Linder collection

Third Avenue Railway Convertible Centennial

(Continued from page 1)

open one half of the door. Most cars were placed in storage in 1938, but a few were operated on New Rochelle local lines and the Harlem Shuttle. Treadles were installed and the cars were placed in service at West Farms in 1942, usually on 167th Street and Boston Road. Cars 32, 38, 40, 41, 46, and 47 were transferred to Mount Vernon line B in 1945.

CARS 58-70

These cars were transferred to Sound View Avenue in

1932 and were usually operated there. At that time, field shunts, which increased the maximum speed from 24 to 32 miles per hour, were installed in the cars. Brakes were adjusted to provide quicker response.

CARS 71-100

These cars, which could be operated on lines with overhead trolley or underground conduit, ran on 149th Street and Willis Avenue. They also operated with poles hooked down on Broadway, Amsterdam Avenue & 125th Street from 1933 to 1937. Cars 71-86 continued running on 149th Street and Broadway-145th Street from 1941 to

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Third Avenue Railway Convertible Centennial

(Continued from page 3)

1947 while 87-100 were in service on Bronx lines operating out of Kingsbridge.

The straight side convertibles performed well. Of the 100 cars, 88 were still in service in 1947.

WESTCHESTER COUNTY CONVERTIBLES

Soon after 25 curved side convertibles were assigned to the White Plains trolley lines, the company was sold to the New Haven Railroad, which reorganized it as the Westchester Street Railroad on December 1, 1909. Four cars were returned in 1909 to the Bronx and were renumbered to 393-5 in 1913, and again to 698-700 in 1917. Six cars were sold to the Holyoke Street Railway in 1920 and four were sold to Third Avenue in 1924.

Third Avenue bought the property in 1926, and renumbered the cars to 681-92. After the lines were converted to bus in 1926-9, the cars were trucked to the Kingsbridge car house.

Cars were transferred frequently as shown in the following table:

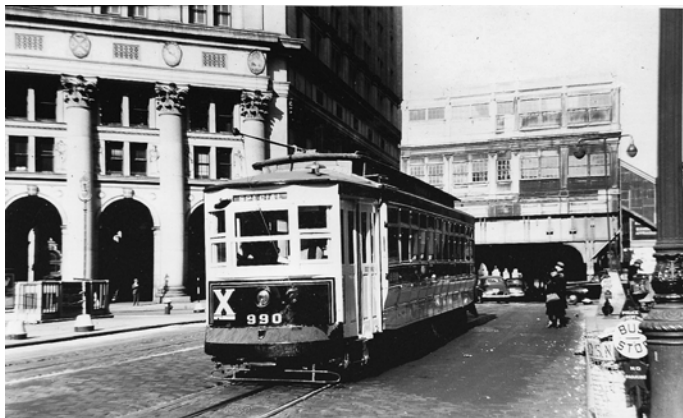
DATE	CAR NUMBERS	FROM CAR HOUSE	TO CAR HOUSE
January, 1935	681-90	Kingsbridge	Harlem (A)
September, 1936	689, 690	Harlem	Kingsbridge
Summer, 1939	Renumbered to 1126-45		
July, 1941	1134-45	Harlem	Kingsbridge
August, 1941	1127-32, 1134-41, 1143-45	Kingsbridge	storage
May, 1942	1127-32, 1134-41, 1143-5	storage	West Farms (B)

(A) Usually operated on 138th Street, Harlem Shuttle, Morris Avenue, St. Ann's Avenue

(B) Usually operated on Boston Road and Williamsbridge

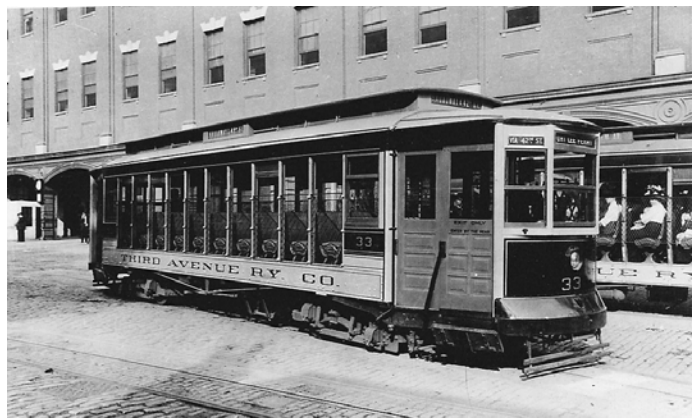
The 38-year-old cars were finally taken out of service in 1947.

Passengers sitting on the convertibles' soft rattan cross seats were able to enjoy the view. With cool breezes blowing through the screens of the cars, summer trips were delightful.



Curved side convertible 990 on a fan trip looking north on Park Row at the Municipal Building. The Park Row elevated station is in the background.

Bernard Linder collection



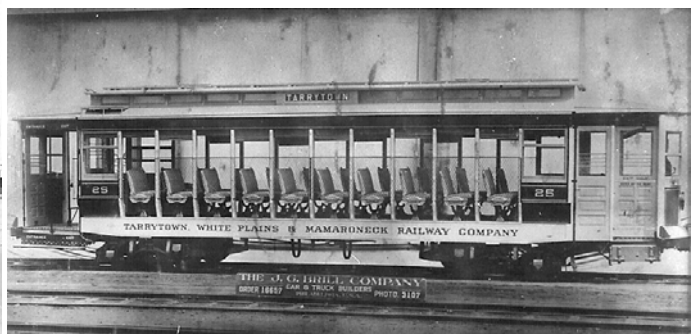
Two-man straight side convertible 33, shown with screens in place for summer. This car had a front sliding door as shown, later replaced by a four-part air-operated folding door.

Bernard Linder collection



Straight side convertible 32 at W. 1st Street and S. 5th Avenue, Mt. Vernon, May 31, 1946.

Bernard Linder photograph

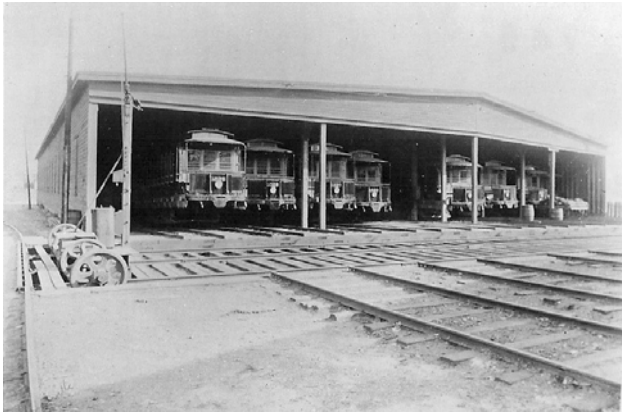


White Plains curved side convertible 25 with screens for summer.

Bernard Linder collection

BROOKLYN TROLLEY DEPOTS (One in an occasional series)

This month, we look at some rather obscure facilities. Photographs are from the Bernard Linder collection.



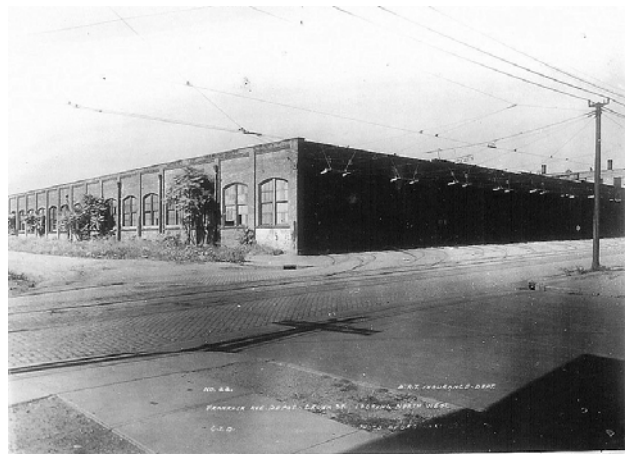
Ulmer Park Depot, also known as Unionville Depot.



Ulmer Park Depot was not an operating depot. Closed cars were stored there in the summer, and open cars were stored there the rest of the year.



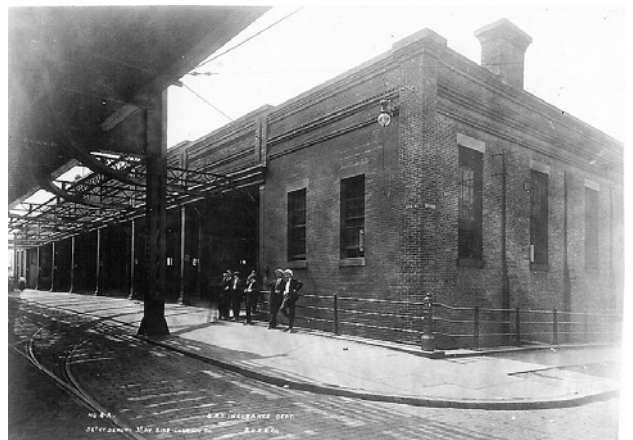
Ulmer Park Depot, November 9, 1915. The depot was on Cropsey Avenue between 26th Avenue and Bay 40th Street. The current bus depot of the same name is on Harway Avenue between 25th Avenue and Bay 38th Street.



Franklin Avenue Depot, on Franklin Avenue between Crown and Carroll Streets, closed on September 25, 1931.



58th Street Depot, Second Avenue and 59th Street.



Seen on August 18, 1916, the depot closed on July 21, 1947. This view is of 58th Street and Third Avenue.

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

The much-anticipated equipment swap between **A** and **C** lines was finally executed this month, setting the stage for what promises to be a rapid withdrawal of the R-38 fleet. In addition the R-160 program has moved into its next phase, as new cars continue to accumulate for eventual use at both Coney Island and Jamaica. Finally, we have a little activity on the Subdivision "A" side as well moving forward, and with that let's see what's under the collective tree this 2008 Holiday Season as I write this in mid-December.

Department of Correction and Clarification, Update of December, 2008

One alert reader noticed that only 18 slant R-40s were included in the second group to be transferred from Coney Island to 207th Street on October 31, 2008. The proper listing is: 4364-7, 4370/1, 4376/7, 4382/3, 4388-91, and 4398-4403. In neither case were cars 4424/5 included because they were assigned to the "Gel Train" at Coney Island from mid-October to early December along with 4332/3.

In the last Update we mentioned the "paper transfers" which have been taking place between the 207th Street and Pitkin facilities to bring replacement equipment for the R-38s into position. This means that maintenance responsibility for cars involved is changed, but the equipment itself remains assigned to **A** in mixed consists. In other such recent exchanges, the first 40 slant R-40s that began **A** service on November 7 (4364-7, 4370/1, 4376/7, 4382/3, 4388-91, 4398-4407, 4410/1, 4414/5, 4418/9, 4422/3, 4432/3, 4436-9, and 4448/9) went from 207th Street to Pitkin on November 10, trading places with 30 R-40Ms (4520-49). On November 21, as the third group of slants arrived at Pitkin from Coney Island, 10 additional R-40Ms (4460/4665 and 4512-9) were shifted from Pitkin to 207th Street. As of that date all such equipment was still operating in mixed consists (207th Street and Pitkin together) on **A**.

Subdivision "A" Events

22 more **7**-assigned R-62As have had electronic LED side signs installed as of December 12: unitized 5-car sets 1801-5 and 1831-5 along with single units 1934, 1938, 1985, 2027, 2083, 2114, 2115, 2118, 2124, 2125, 2134, and 2137. These join the pilot set (1736-40 and 2150-5) and promise to usher in its fleet-wide application. All such equipment must be operated in separate train consists. In addition, single unit R-62A 2009 has been outfitted with a set of external speakers to join 2056. On November 28, retired R-36 pair 9400/1, which has become part of the NYC Transit Museum fleet, was observed at Times Square with **7**'s refuse train and appeared to be in good shape (more properly described as a "typical Redbird"). This is now the only surviving

pair of its type, and prior to this reappearance in miscellaneous duties had been stored inactive for almost five years.

Familiarization training is underway for the new South Ferry terminal (see back page). This is a 10-car-length, 2-track stub-end facility, actually located beneath the original terminal and loop and will be regularly used by **1** trains. The existing loop and station facilities will also remain for contingencies as well as turning Lexington Avenue service (mainly **5**) at Bowling Green. In a related item, weekday midday **5** service was extended to Flatbush Avenue between October 27 and November 21, 2008 on an experimental basis. Both the new terminal and the expansion of **5** service during the day could become reality in the first quarter of 2009.

R-160 Progress

As of November 26, R-160A-2s 8703-12 were activated at Coney Island (**N**, **C**, **W**), which completed acceptance of the primary group, and with it all 660 cars supplied by Alstom and Kawasaki under the base contract of 2002. Option I R-160A-2s 9248-77, all to be assigned to Jamaica, were delivered as of December 14, 2008. Training on both **E** and **F** is continuing, and now utilizes cars 9233-47 and 9253-62, which are stationed full-time at their future operational home but just shy of full acceptance. Unit 9248-52 sustained some minor anticlimber damage upon delivery and required repair before its acceptance regime could begin. Alstom-equipped R-160B unit 8773-7, which had been loaned to Jamaica for training, was observed back in service on **C** the day after Thanksgiving (November 28), but 4-car R-160A-1 unit 8605-8 (on loan from East New York) was still at Jamaica. The expectation is for R-160s to begin revenue service out of Jamaica sometime in December, possibly upon the acceptance of three full train sets as well as completion of crew qualification. This would enable them to be simultaneously introduced on **E** and **F** for the long term.

On the Kawasaki side, Alstom-equipped Option I R-160Bs 9108-22 were delivered through December 14, 2008, while the last remaining Siemens-equipped train of Option I R-160Bs (9003-12) was observed in **N** service on December 5, 2008. Cars 9103-12 (Alstom propulsion) had entered service just as this Update was completed on December 14, and represent the first in a sub-group of 60 overall (9103-62) that will round out the total R-160 allocation at Coney Island to 510 cars. The random intermixing of Alstom-built R-160A-2s (8653-8712) and Alstom-equipped, Kawasaki-built R-160Bs (8713-8842, 9103-12) has continued on **N**, **C**, and **W**, and appears to be permanent. This is eventually ex-

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

pected to also occur at Jamaica, where both Alstom-built 9233-9592-series R-160A-2s and Alstom-equipped R-160Bs 9163-9232 will be stationed.

By December 14, 2008, deliveries totaled 340 R-160A-1s, 105 R-160A-2s, and 410 R-160Bs for a combined quantity of 855. Of these, 340 R-160A-1s were in service at East New York (**J/Z**, **L**, **M**) and 60 R-160A-2s plus 400 R-160Bs at Coney Island (**N**, **Q**, **W**).

60-Foot SMEE News

After several weeks of delay, slant R-40, R-40M, and R-42 equipment began serving **C** on December 8, 2008, displacing all R-38s back to **A** on the same date. This was accomplished by replacing all 10-car stop signs with "S" all-stop signage and having the 8-car trains (which are zoned for 5 cars head end and 3 cars rear end both ways) pull ahead to existing 10-car Conductors' boards and monitors. As has been the case on **A**, the R-40M and R-42s are commonly, but not entirely, running in mixed consists on **C**, while both types (slant R-40 and mixed R-40M/42) can continue to be found on **A**, if reduced in quantity. As additional R-160Bs entered service at Coney Island, some 50 slant R-40s have been transferred from Coney Island (**B**) to Pitkin (**A**) since our last Update: 4318-21, 4330/1, 4338/9, 4342/3, 4346/7, and 4354-61 (20) on November 22; 4304/5, 4308-11, and 4314-7 (10) on November 28; and 4284-95, 4300-3, 4332/3, and 4424/5 (20) on December 13, 2008. In turn these pushed an equivalent number of R-40Ms from Pitkin to 207th Street, though the cars' actual assignments (**A**, then **C** starting December 8) did not change. Cars 4460/4665 and 4512-9 were so exchanged on November 21; 4502-11 on December 1; and 4482-4501 on December 13, 2008. Combined thus far, there are 90 slant R-40s, 100 R-40Ms, and 56 Morrison-Knudsen-overhauled R-42s serving **A** and **C** (246 cars total), supplemented by the 142 remaining R-38s that are only being used on **A** at this point. By comparison, on March 21, 2008 (before the car transfers began) there was a combined total of 326 60-foot SMEEs assigned to **A** and **C**: 12 Phase I R-32s plus 194 R-38s at 207th Street, and 120 Phase I R-32s at Pitkin.

Additional R-38s were slowly pushed to the sidelines as more slant R-40s arrived on **A** through November, with a total of 36 eliminated before they were removed from service on **C**. This rate is expected to increase rapidly after the **A** and **C** fleet swap went into effect, with all R-38s being targeted for retirement by early 2009. Slant R-40s 4212/3 and 4254/5 have been recently employed in refuse train duties at Coney Island, though all are still revenue active. After awaiting possible repair for some time, Jamaica mismatch 3444/3777 became the first pair of Phase I R-32s to be retired dur-

ing November, 2008. A number of inherent issues with these cars suggests that their withdrawal will commence soon after the R-160s gain a presence on the Queens IND, but such has not yet hardened to fact.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through December 14, 2008:

November 2008: R-32 (Phase I) 3444/3777 withdrawn from Jamaica (**E**, **F**, **R**); R-38 3952/3, 3966/7, 3970/1, 4010/1, 4054/5, 4064/5, 4066/7, 4080/1, 4110/1, 4116/7, 4122/3, and 4130/1 withdrawn from 207th Street (**C**, occasional **A**)

December, 2008: R-38 3984/5, 4004/5, 4006/7, and 4034/5 withdrawn from 207th Street (**C**, occasional **A**)

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

Several sets of R-46s were observed on **E** over the December 13-14 weekend, their first appearance in multiple since mid-August. Work on the Staten Island (ex-NYCT) R-44s continues at Coney Island Overhaul Shop. Car 391 was brought to Coney Island in November, 2008 for re-overhaul, while 393 was brought to Brooklyn when 395 was completed as of December 10 and promptly shipped to Clifton Shops (via truck over the Verrazano Narrows Bridge). As of December 14 car (Staten Island original) 456 was also near completion and expected to return across the bay in the near future. As part of the effort to renew the Staten Island R-44s, certain undercar components can be rebuilt with parts supplied from retired R-38s.

Reefing Renewed

A Correction: Barge Number 9 (which departed 207th Street on November 1, 2008 with 6 R-40s, 34 Phase II R-32s, and the last 4 Coney Island-overhauled R-42s) was not destined to "Redbird Reef" in Delaware, but rather went to a location off the coast of Brunswick, Georgia. HLHA Reef is named after retired DNR biologist and artificial reef project coordinator Henry Ansley. It has become a repository for many retired marine and military vehicles, as well as several temporary barges that were constructed to provide on-the-water parking for Super Bowl XXXIX when it was held at Jacksonville, Florida in 2005.

Barge Number 10 departed 207th Street on November 21, 2008 with 44 Phase II R-32 shells, bound for the Delmarva coast off Ocean City, Maryland: 3362, 3363, 3368, 3369, 3386, 3387, 3390, 3391, 3398, 3399, 3462, 3463, 3502, 3530, 3560, 3561, 3564, 3565, 3601, 3617, 3636, 3637, 3678, 3679, 3684, 3685, 3722, 3723, 3741, 3776, 3808, 3809, 3814, 3815, 3816, 3817, 3842, 3843, 3905, 3918, 3940, 3941, 3942, and 3943. The empty vessel was back on hand by December 1 and reloaded rapidly, some of its content having been converted from active subway cars to "reefbait" in a matter of days. Barge Number 11 left New York on Sunday, December 7, 2008, this time definitely destined to "Redbird Reef,"

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New York City Subway Car Update*(Continued from page 7)*

off Cape Henlopen, Delaware with the following aboard: Phase II R-32s 3498, 3499, 3526, 3527, 3566, 3567, 3596, 3597, 3648, 3649, 3680, 3681, 3700, 3701, 3724, 3725, 3754, 3755, 3762, 3763, 3860, 3861, 3926, and 3927 (24); along with R-38s 4014, 4015, 4022, 4023, 4054, 4055, 4056, 4057, 4066, 4067, 4078, 4079, 4080, 4081, 4086, 4087, 4110, 4111, 4116, and 4117 (20).

The Mary and the Mike (A History Of The M Train)

The "M" train gets its name from its namesake trunk route, the Myrtle Avenue El, or more accurately what's left of it. The Myrtle is one of Brooklyn's oldest surviving rapid transit routes, with beginnings as far back as April 10, 1888, when miniature steam engines of the Brooklyn Elevated Railroad Company pulled the first such trains above the streets of Downtown Brooklyn. The line first reached outward to Wyckoff Avenue, on the Brooklyn side of Ridgewood, in 1889, then was extended via streetcar trackage on a private right-of-way (originally the short-lived Bushwick Railroad) to Metropolitan Avenue in 1906. This was one of several BRT el lines whose trains used both third rail and trolley overhead to complete their trip.

Come the Dual Contracts, the Myrtle Avenue El was physically connected to the line on Broadway (Brooklyn) in 1914 using a short, off-street viaduct that continues in service to this day. At its outer end, the line was raised onto a 2-track structure that was mostly above the original private right-of-way in 1915, while the balance of the 1889 el between Broadway and Wyckoff Avenue was reconstructed into a heavyweight 3-track steel elevated. "Myrtle-Chambers" through service was offered in rush hours over the Williamsburg Bridge to Manhattan, while the usual el trains from Metropolitan Ave. to Park Row, Manhattan (via Downtown Brooklyn and the Brooklyn Bridge) served the line full-time.

After four years of wooden el cars on the Myrtle-Chambers Line, the pieces came together in 1918 and BRT Standard "steels" were introduced. This solidified its status as a "dual service" route (both el and subway to different destinations), a situation that then lasted another 50 years until the original Myrtle Avenue El (which was gradually truncated from Park Row, Manhattan to Bridge-Jay Streets in Downtown Brooklyn, at the present site of the Metrotech complex) was discontinued. As things evolved this was the last portion of the once-extensive Brooklyn Elevated system to survive, granting life to open-vestibuled "BU" gate cars until 1958, then to their Q-car replacements until abandonment on October 4, 1969.

Throughout this time, weekday service continued on the Myrtle-Chambers subway route, with BRT's steel cars supplemented by "woodies" into 1927. From that point "B-Types" (Standards) were used exclusively until the first batch of R-16 SMEEs was delivered for the

BMT lines and assigned to the "10" Myrtle-Chambers route in June, 1955. These were joined by lightweight "Multi-Section" equipment, that had formerly been used on the unrebuilt Fulton Street El, in November, 1956. As the R-27/30s were delivered on the old BMT Southern Division starting in late 1960, the B-Types they freed up gradually enabled the "Multis" to be withdrawn through September, 1961. B-Types and R-16s then continued to share the Myrtle-Chambers Line until September, 1966, when the SMEEs were largely shifted to the IND (GG). Some R-16s returned early the following year, but when "Subdivision 'B'" was created with the opening of the Chrystie Street Connection on November 26, 1967 the "M" (as identified on public maps but not equipment) was again exclusively served by B-Types, which were 45-50 years old by this time and had been rebuilt in the late 1950s. At the same time, the traditional "Myrtle-Chambers" Line that originated in 1914 was extended to the Broad Street station on the Nassau Street Loop, still (as always) on weekdays only.

With the opening of Chrystie Street Phase 2 (through KK service from the Broadway-Brooklyn Line to the Sixth Avenue Subway) in July, 1968, former IND R-9 type cars (specifically R-7s, 7As, and 9s) started running on the M every so often. As new R-40 cars were delivered to Queens, the R-9s (which were the first cars to actually carry M signs) gradually increased in number and finally enabled the retirement of the B-Types, from M, on August 4, 1969.

The first post-war SMEEs to be assigned to M in the post-Chrystie Street era were brand new R-42s in January, 1970. Upon delivery, these were spread around Subdivision "B" starting in May, 1969 to distribute their built-in air conditioning throughout the system. This generally remained the case (R-9s and R-42s) through the early 1970s, until MTA budget woes brought about a round of service changes on January 1, 1973. The M train was then extended through the Montague Street Tunnel to the former Southern Division for the first time, as the Brighton Local to Coney Island. At this point the East New York-based R-9s disappeared (to avoid their use on the Brighton Line), to be replaced by R-27/30s, occasionally R-32s, and R-42s from both Coney Island and East New York. Things remained basically the same through the late 1970s, though fleet swaps that occurred as the R-46s arrived in Queens did bring some temporary use of both R-16s and R-38s to M as late as 1978, when some of the latter (by this time based at Coney Island) became a fixture.

This was pretty much how I found the M train during my first stay in New York over the summer of 1979, though I recall a definite predominance of R-27/30s and R-42s as stated above. Also if I remember right, both types were assigned out of both barns (East New York and Coney Island), though the off-peak shuttle from

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New York City Subway Car Update

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Myrtle to Metropolitan was covered by short trains (4 cars) from the former. Of course, maximum train length on **M**, then as now, was 8 60-foot cars. A year later, with the R-46s' Rockwell HPT-2 trucks in crisis, the few trains of R-38s that had been roaming **M** were gone, being replaced through most of 1981 by a handful of mixed R-40M/R-42 trains that wandered over from **D**. These didn't last very long either, with Coney Island R-32s returning that October, sometimes mixed in trains with R-38s. In March of 1982 the R-38s were generally relocated to **A** and the R-32s concentrated on other Coney Island routes (AA/**B**, **D**, **N**, and RR). Once again, this left just the R-27/30s and R-42s to carry on all **M** service. The odd R-32 train was back again that August, becoming quite regular by March of 1983 as some were brought over to East New York to allow retirement of all General Electric-equipped R-16s.

Manhattan Bridge closures wrought havoc with service on the Brighton Line beginning on September 26, 1983 when the Chrystie Street side was closed for the first time, albeit briefly. As a result the R-32s were taken away again (until some were restored with full service across the Bridge on November 14), but some shortened trains of R-40M/42s were back. In varying proportion, these assignments (R-27/30s, R-42s, sometimes R-32s and R-40M/42s) remained in effect until April 26, 1986 when the first prolonged outage on the north tracks of the Manhattan Bridge began. At that time **M** was "diverted" (then permanently rerouted) from the Brighton Line to the West End (then **B**, now **D**), and its runs covered just about entirely by R-27/30s (plus a handful of R-32 trains). At the same time, **M** began sharing service and equipment with the Fourth Avenue-Nassau **R** train variant, that was itself extended to form a rush hour through route between 95th Street-Bay Ridge and Metropolitan Avenue. R-42s completely left the **M** train at this point for the first time since 1970, but after trains of Westinghouse-equipped R-16s from **J** began making cameo appearances on **M** early in the year, they were transferred there full time in September, 1986. Also beginning to turn up were trains of slant R-40's, which were wandering over to East New York from Coney Island now and then.

By the end of 1986, NYCTA's concentrated efforts to remedy the plague of graffiti led to greater fleet segmentation on Subdivision "B". For **M** this resulted in R-16s and more R-27/30s (though the General Electric-equipped R-30s were gradually being rebuilt as "Redbirds" for **J** and **L**) and no R-32s or slant R-40s. R-42s were reintroduced onto **M** starting December 15, 1986 in graffiti-free form, then in ensuing months some "dirty" (graffitied) R-32s and R-42s followed suit. On March 29, 1987 the BMT's "Redbird" fleet of General

Electric-equipped R-30s was used on **M** for the first time, combining with the graffiti-free R-42s to push the R-32s and graffitied R-42s elsewhere, and permit the rest of the R-16's to be retired, an objective finally attained that July 3. By that time as well, rush hour **R** service to Metropolitan Avenue had been discontinued when that line was redirected to 71st-Continental Avenues-Forest Hills on May 24, 1987.

The rehabilitation and upgrading of NYCTA's existing rolling stock went on unabated through the late 1980s, and on March 31, 1988 the first train of R-42s rebuilt by the Authority's Coney Island Shops (so-called "Coney Island" R-42s) was placed in service on **M**. Its stay was short, though, as a temporary closure of the Williamsburg Bridge between April and June of that year resulted in the GOH R-42s being consolidated on **J**. Also arriving on **M** were sets of graffiti-free R-40Ms from **D**, which immediately resulted in mixed consists with the graffiti-free but unrebuilt R-42s. Trains of Coney Island-overhauled R-42s returned to **M** for good on July 25, followed by the first sets of R-42s remanufactured by Morrison-Knudsen on July 29, 1988. As the year continued these arrivals all combined to allow the gradual removal of both the remaining R-27s and Westinghouse-equipped R-30s from **M**, as well as support the continued flow of R-40Ms and R-42s into their respective GOH programs. As these groups diminished in number by the fall, some trains of slant R-40s that had been rebuilt by Sumitomo were temporarily assigned to East New York and operated on **M** from October 14 to early December.

By the end of 1988 GOH R-30 Redbirds and rebuilt R-42s of both types were carrying all base service on **M**. The last unrebuilt R-27/30s were squeezed out as of March 7, 1989, which completed the program to eradicate graffiti. The final unrebuilt R-42s were withdrawn on May 7 and the last of the unrebuilt R-40Ms on July 7. When the 63rd Street Tunnel was opened in October, 1989 the General Electric-equipped R-30 Redbirds began moving over to **C**, and correspondingly diminished in number on the Eastern Division (**M** included). The last of them departed on December 10, 1990, and though rebuilt R-42s went on to provide most **M** service thereafter, several trains of rebuilt slant R-40s, along with all of the rebuilt R-40M, were assigned to East New York and would show up on **M** occasionally. Starting in 1991, and permanently after July 13, 1992, the R-40Ms and R-42s were indiscriminately intermixed in train consists on all Eastern Division routes (**J/Z**, **L**, and **M**), and with few changes, this pretty much remained the case into the era of the New Technology Train.

The first R-143s were placed in service on February 18, 2002, with 208 of the 212 accepted by August 15, 2003. Though generally assigned to **L**, they were also

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Commuter and Transit Notes

No. 242
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On November 25, 2008, MTA launched its email and text messaging system to alert passengers of planned and unplanned service delays. Those who would like to avail themselves of this service can sign up at <http://www.mymtaalerts.com/loginC.aspx> and receive notifications about any combination of subway lines, bus routes, rail lines, bridges, or tunnels. There are options to receive them 24/7, or only during a particular time of day or week. The system uses an email transmission technology called Distributed Processing, giving it the capability of sending out up to a million messages every five minutes.

December 17, 2008 may be a date that goes down in transit history for the metropolitan area, because the MTA Board approved a FY2009 budget that calls for service cuts and a 23% fare increase, as was reported in the December, 2008 *Bulletin*. Media reports referred to the plan using words such as “doomsday” and “draconian.” MTA Executive Director Elliot Sander said that only additional financial assistance from the federal or state governments (which have their own financial woes) could help. Albany will be asked to approve a payroll tax and instituting tolls on the (free) East River bridges, an idea which has popped up from time to time. In an interview on WCBS880, he said that this was severe and is not good public policy. Stay tuned.

MTA METRO-NORTH RAILROAD (EAST)

As it has done every year, Metro-North issued a special timetable for the Christmas-New Year's period; however, they were not available when I visited Grand Central Terminal on December 17, 2008. Please see the details in the section below.

A pilot program for regional interoperable commuter rail service was approved by the MTA Board. Under this plan, Metro-North, NJ Transit, and Amtrak will work together to operate three round-trips between the New Haven Line and Secaucus Junction on selected Fall Sundays beginning in September, 2009 and ending in 2012. This service is designed to bring attendees to early afternoon NFL (New York Giants) games at the Meadowlands Sports Complex. NJ Transit locomotives and coaches that are capable of operating on the New Haven Line and the Hell Gate Line through New York Penn Station to Secaucus would be used. From there, passengers would board shuttle buses to the stadium. After qualifying, Metro-North crews would operate the trains from the New Haven Line into New York Penn, where NJ Transit crews would take over for the remaining 4 miles to Secaucus. A single ticket would be sold for the trip, and there would not be any discounted fares.

On my December 17, 2008 visit to Grand Central Terminal, the usual Christmas decorations were absent, no doubt due to MTA's fiscal crisis; however, there was a kaleidoscope and light show, sponsored by Sharp. The Grand Central Holiday Fair was well-attended in Vanderbilt Hall. The Transit Museum Store had its annual train layout, which included a four-car train of NYCT R-27s.

MTA METRO-NORTH RAILROAD (WEST)

Metro-North held two forums, one in the afternoon and one in the evening on December 8, 2008 in Newburgh to discuss improving access to Orange County and Stewart Airport. This is being done as part of the West-of-Hudson Regional Transit Access Alternatives Analysis Study. Some of the options include trains, ferries, and express buses. For rail, a 3-mile link from the Port Jervis Line is under consideration, but this is just one of 80 alternatives that are being proposed. Another is the double-tracking of the largely single-track Port Jervis Line.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

A consultant studying a proposed commuter line connecting Hartford with Springfield has come up with two proposals. The “start-up” plan would include 12 stations and 18 miles of new double track. Peak hour service would be half-hourly. Under a “full build” plan, there would be a 13th station and double track for 20 miles, completing the entire 62-mile line, with 15-minute peak hour headways. The start-up plan would cost \$300 million in a 2005 study, which would be higher now. The earliest date for either service to begin would be an optimistic 2015-2016. An article dated December 10, 2008 reported that a group of state legislators held a press conference the previous day to urge that the project be fast-tracked. Thanks to member David A. Cohen for sending these reports from *The New Haven Register*.

MTA LONG ISLAND RAIL ROAD

On November 24, 2008, LIRR President Helena Williams issued a statement about the three major service disruptions that took place this year at Jamaica, reporting that they were not related. Previously, there were derailments on March 27 and November 19 (May and December, 2008 *Bulletins*). In the latest incident, on November 23, the rear three cars of a train of M-7s derailed at approximately 12:20 PM as the eighth car passed over a switch. The train involved was #6652, which departed New York Penn at 11:52 AM, bound for Huntington. One car jackknifed over Tracks 5 through 7. Fortunately, there were no injuries. However, service was disrupted for the rest of the day. Crews worked throughout the night, but still on Monday morning, 15

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

trains had to be cancelled and for the afternoon rush and another 19 did not operate. Passengers were advised that there would be no cross-platform transfers and that they should avoid attempting to change trains at Jamaica because of the need to go down to street level to switch platforms.

In light of these events, LIRR hired a nationally known expert in derailment investigations, Rail Sciences, Incorporated of Scottdale, Georgia, to assist it. The damages: 600 feet of track that required replacement of more than 115 feet of running rail, 400 feet of third rail, 400 feet of third rail protection board, and repair to 6 switches and signal circuitry. The bill for repairs could be about \$1 million. On Tuesday morning, 12 west-bound trains were cancelled. Then, while all of this was going on, a person who should not have been on the tracks was struck, which caused trains to be terminated at Locust Valley (Oyster Bay Branch) for several hours. Then for the PM, LIRR reported that most service had been restored, but there were 6 cancelled trains. Full service was resumed on Wednesday morning, November 26.

The new timetables that went into effect on December 15, 2008 will remain in effect through March 1. All covers have a Season's Greetings motif.

NJ TRANSIT

The day before Thanksgiving is typically the busiest travel day of the year. I was in New York Penn Station shortly after 6 PM and the monitors and Solari Board displayed either "DELAYED" or "STAND BY." Entering from the Eighth Avenue side, I fought my way through crowds to finally locate an NJ Transit Customer Representative who told me that no arrangements had been made for PATH to cross-honor tickets. He also could not tell me when the next train to Secaucus would be departing, so I walked over to PATH's 33rd Street station and made a \$1.75 "contribution" so that I could ride to Hoboken. When I arrived home, there were several email alerts advising that due to signal problems near New York Penn, all Northeast Corridor, North Jersey Coast Line, and *Midtown Direct* trains in/out of New York Penn Station were subject to 20-30 minute delays. The first message was sent at 4:45 PM. When I checked NJ Transit's website at 9 PM, delays were still being reported.

The next day, my son Marc rode a "second section" of a late morning train to Princeton Junction, the closest station to where we spent Thanksgiving Day. Marc told me that on Track 9, Amtrak AEM-7 902 was on fire, but there were only minor delays.

Due to signal work between the Park Ridge and Pearl River stations, Pascack Valley Line trains operated on a special, reduced schedule on December 6 and 7, 2008. There were three fewer round-trips than on a normal

weekend day.

Railway Age reported that 17 New Jersey Republican state senators have called on New York Governor David Paterson to support the \$8.6 billion T.H.E. Tunnel project, as New York would be a major beneficiary. So far, \$6 billion has been allocated from the federal government and the Port Authority. For many months, Governor Paterson has been talking about New York's dire financial situation. One day later, Democratic Assemblyman John Wisniewski, who is the chairman of the New Jersey Assembly Transportation Committee, urged Governor Jon Corzine to explore a public/private venture, in which the private sector would finance and build the tunnel, then operate it for at least 30 years. NJ Transit used a design-build-operate-maintain (DBOM) concept for operation of HBLRT and the *RiverLine*.

FYI for December, 2008 reported that by the end of that month, the finishing touches were to have been completed at the Newark Broad Street Station. Three climate-controlled shelters were installed on the new center-island platform, and all three tracks are in service. The Delaware, Lackawanna & Western Railroad constructed this station between 1901 and 1903.

It was announced on December 16, 2008, that *Atlantic City Express Service* (ACES) is set to begin on February 6, 2009. The interiors are different from the standard multi-levels and contain first class and coach class seating, plus a private lounge. Further information may be found at <http://www.acestrain.com>.

At its December 10 meeting, the NJ Transit Board of Directors authorized the sale of 14 Comet I cars to the California DOT Rail Division (Caltrans) for an estimated \$1,050,000. Details of which cars went west will be published when known.

Comet Is are still in service. I saw a six-car train at Secaucus on December 17, 2008. The consist, 5107-5748-5711-5709-5723-5746-4102, was operating on a Main Line train.

Member Bob Kingman reported a number of previously delivered multi-levels that have been returned to Bombardier were observed heading back south: 7229 on November 20 and 7508 on November 24, 2008. On December 1, Bob saw 7229 again in Kenwood Yard. The side that he saw read "NJ Transit/ACES," ATLANTIC CITY EXPRESS SERVICE (underneath the NJT/ACES). "To the left of the NJ Transit is a multi-colored logo, sort of like a butterfly or Girl Scout cookie, but not quite. Between the doors is also a set of colored strips (from top; red, blue, light blue/separated by white stripes. On November 26, 7230 came into Albany headed back to New Jersey. Apparently, whatever they are doing, they are doing in order."

AMTRAK

On November 26, 2008, 12 days after the resignation of Alexander Kummant, Joseph Boardman became Amtrak's ninth President. Mr. Boardman was the adminis-

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

trator for the Federal Railroad Administration. Prior to that, he was New York State Transportation Commissioner. His appointment is supposed to be for just one year while the board conducts a search for a "permanent" CEO.

INDUSTRY

Despite falling gas prices, the American Public Transportation Association reported that ridership on public transit continues to set records. APTA reported more than 2.8 billion trips were taken on public transportation in the third quarter of 2008, up 6.5% from the third quarter of 2007 and the largest quarterly increase in public transportation ridership in 25 years.

Super Steel Products, Incorporated announced on December 1, 2008, that it would close its Super Steel Schenectady plant at Glenville, New York, by April 3, 2009, due to lack of business. Layoffs of around 170 workers will begin January 31. The company blamed the closure on "the dramatic slowdown in the global and national economies and steep decline in orders." Not affected is a Super Steel plant in Milwaukee that recently received a \$22 million contract to assemble 10 commuter railcars (operator not disclosed) for delivery in 2010. Thanks to ***Railway Age*** for this report.

CHRISTMAS AND NEW YEAR'S SERVICESMETRO-NORTH EAST-OF-HUDSON:

December 24 – There was additional outbound service between noon and 4 PM, a regular peak schedule with minor changes in the 4 PM hour, and a reduced schedule between 5 and 8 PM. Inbound service was unchanged.

December 26 and January 2 – Based on historical ridership statistics on these dates where they occurred on a Friday, Metro-North determined that it carried less than 35% of its normal AM Peak ridership, and so a Saturday schedule was operated with extra service in the AM and PM Peak periods. There was also extra late morning inbound and extra outbound service after noon.

December 31 – Additional afternoon and early evening service was operated. On December 31, the schedule provided expanded inbound afternoon service to Grand Central Terminal for those attending events in the city. There was post-midnight service on all three lines, which appears in the table below.

LINE	INBOUND	OUTBOUND
Hudson	1	12
Harlem	1	2
New Haven	2	17

Christmas and New Year's Day – A Sunday schedule was in effect.

METRO-NORTH WEST-OF-HUDSON:

Two "Early Morning" trains, #95 and #97, departed from Hoboken at 1:25 and 3 AM New Year's Day.

LONG ISLAND RAIL ROAD:

On December 24 and 31, thirteen extra trains departed from Penn Station between the hours of 12:55 and 3:48 PM on the Port Washington, Port Jefferson, Ronkonkoma, Far Rockaway, and Babylon Branches. A weekend/holiday schedule was operated on Christmas Day, and on December 26, a weekday schedule with off-peak fares was in effect.

On New Year's Eve, there was extra westbound service on the Port Washington, Port Jefferson, Ronkonkoma, Babylon, Hempstead, Long Beach, and Montauk Branches. After welcoming the New Year, riders on those branches also had additional eastbound service.

NJ TRANSIT – DECEMBER 24 AND DECEMBER 31:

Bergen/Main/Port Jervis: Train #99 operated as the 2:43 PM Hoboken/Port Jervis. This resulted in the cancellation of Train #59 (6:08 PM Hoboken/Port Jervis). Train #41 (12:05 AM Hoboken/Port Jervis) was cancelled.

Morris & Essex: There were two *Midtown Direct* trains, one to Dover (# 8935) and one to Mt. Arlington (#8939). There was also one from Hoboken to Summit, (#329).

Northeast Corridor: Train #8849 (2:26 PM New York Penn/Trenton)

North Jersey Coast: Trains #8247 and #8249 (1:41 and 2:30 PM New York Penn/Long Branch) and #8301 (3:47 PM Newark/Bay Head).

Pascack Valley: Train #9653 (2:51 PM Hoboken) replaced Train #1653, which was extended from North Hackensack to Spring Valley. Train #1633 (5:55 PM Hoboken/Spring Valley) was cancelled. An extra train departed from Hoboken at 3:25 AM.

Raritan Valley: Trains #8529 and 8545 departed from Newark at 3:34 and 6:30 PM for Raritan and High Bridge, respectively. Train #5743 (6:23 PM Newark/High Bridge) did not operate.

2008 LEFTOVERS

On December 3, it was announced that New Mexico's RailRunner Express service would be extended from Bernalillo to Santa Fe on December 17, not December 27, as was reported in the December, 2008 ***Bulletin***. An inaugural run was held on December 15.

SCHEDULED FOR 2009

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

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NEW YORK DIVISION BULLETIN - JANUARY, 2009

Commuter and Transit Notes

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DATE	OPERATOR	AREA	LINE	NOTES
February 2	Washington County Commuter Rail (Tri-Met)	Portland, Oregon	Westside Express Service	Begins service between Beaverton Transit Center and Wilsonville, 14.7 miles, 5 stations
February 6	NJ Transit	New York	Atlantic City Express Service (ACES)	New York Penn to Atlantic City
Early	Utah Transit Authority FrontRunner	Salt Lake City, Utah	North Line	Additional service - Pleasant View to Ogden
March	Capital Metrorail	Austin, Texas	Red Line Austin to Leander	Begins service, 32 miles, 9 stations
Spring	Metra	Chicago, Illinois	Rock Island District (LaSalle Street)	35 th Street Station at U.S. Cellular Field opens
April 26	Edmonton Transit System	Edmonton, Alberta	South LRT Phase II	Extension – Health Services Station to South Campus Station, 4.6 miles, 2 stations
May 22	Metro-North	Bronx, New York	Hudson Line	Yankee Stadium station opens
July	Sound Transit	Seattle, Washington	Central Link	Westlake to Tukwila International Boulevard, 13.9 miles, 12 stations
September	Tri-Met	Portland, Oregon	South Corridor I-205 LRT	Gateway to Clackamas, 6.5 miles, 8 stations
September	Dallas Area Rapid Transit	Dallas, Texas	Green Line Southeast Corridor	Extension from Pearl to Martin Luther King 2.7 miles, 4 stations Victory station opens full-time
November	Northstar Commuter Rail	Minneapolis, Minnesota	Northstar Commuter Rail	Service begins between Minneapolis and Big Lake, 40.1 miles, 7 stations
November	Metro Transit	Minneapolis, Minnesota	Hiawatha Line	4-block extension to Amtrak station, 0.4 miles
Late	Los Angeles Metropolitan Transportation Authority	Los Angeles, California	Expo Line - Phase I	Union Station to Atlantic Station, 6 miles, 8 stations
End	Sound Transit	Seattle, Washington	Central Link	Tukwila to SEA-TAC Airport, 1.7 miles
?	NJ Transit	New York	Penn Station	31 st Street Entrance opens
?	NJ Transit	New Jersey	Northeast Corridor	T.H.E. Tunnel construction begins
?	NJ Transit	New Jersey	Pascack Valley Line	Meadowlands station opens
?	BARTD	San Francisco, California	Dublin/Pleasanton	Fill-in station between Castro Valley and Dublin/Pleasanton
?	Trans-Link	Vancouver, British Columbia	Canada Line	Richmond, Vancouver International Airport, 11.8 miles, 16 stations

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

From member Todd Glickman: At the end of November, the "T" announced that it had removed all but four seats from two Red Line cars, which are designated for elderly/disabled. The modified cars, running in the middle of a single train during a rush-hour pilot program dubbed "Big Red", entered service on December 8. This allows 27 more riders, or an increase of 10 percent, in each modified car. The nearly seatless train cars have extra handrails and are marked as such.

A controversial construction project in Copley Square has caused significant damage to the 135-year-old, Old South Church, a national historic landmark with a distinctive Roxbury puddingstone façade and a richly ornate interior. MBTA has accepted responsibility and will pay for the repairs.

As a result of the heavy rain, many trees were knocked down and power was knocked out in parts of MBTA's commuter rail service area, particularly north of the city, on December 12. Todd received this advisory on his PDA: "All passengers traveling to and from North Station this evening should anticipate delays of 10 min-

utes. Passengers traveling past South Acton on the Fitchburg Line may experience delays of up to 30 minutes enroute. Train #359, the 4:20pm departure to Anderson will not operate this evening, nor will train #360, the 4:55 departure from Anderson to North Station."

Effective December 1, the D/Riverside branch now allows use of Type 8 trolleys. So, on all branches of the Green Line, all trains are mixed Type 7/Type 8 (or two Type 8s), making all trains ADA compliant.

PHILADELPHIA, PENNSYLVANIA

Recently, there has been a rash of incidents of violence involving school students on SEPTA property. The Philadelphia City Controller conducted a security performance audit and found that passes allowed truants to roam the system from 6 AM to 7 PM and that half the serious crime in the transit system was committed by youths. In an effort to put an end to this, he has recommended a return to school tokens and paper transfers to reduce violence in the subway as replacement for the *TransPass*, which allows unlimited riding. The latter was introduced when fares were raised last year. SEPTA's

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

General Manager responded that the agency had seen no evidence of significant misuse of student passes or any correlation of pass misuse with crime on the system. Member Lee Winson, who sent this report from **The Philadelphia Inquirer**, wrote that for many years SEPTA used old PTC tokens for this purpose.

Lee also found these statistics on SEPTA's web page for Fiscal Year 2008. Highlights: 1,336 buses, 185 light rail cars, 343 subway-elevated cars, and 349 regional (commuter) rail cars. In FY 2008 the subway-elevated carried 57,081,000 passengers (up from 56,259,000) and Regional Rail carried 35,451,000 (up from 31,712,000). The average trip distances are: City Transit Division, 3.1 miles; Victory (Red Arrow), 5.0; Frontier, 7.0; and Regional Rail, 14.6. The entire document, which contains various operating and financial data, may be viewed at: http://www.septa.org/inside/reports/Operating_facts.pdf.

Concerning some news items that appeared in the November, 2008 **Bulletin**, member Bob Wright wrote: "Mr. Safford has it right on the money with Regional Rail service and popularity. I use R6/Norristown daily and the parking situation at my station, Ivy Ridge, is just that - after the 7:20 Flyer and 7:24 local, the 200-plus-space lot is pretty much full. SEPTA recently improved the Wissahickon station lot and added about 30 spots, so there is some little-known capacity there, but how long it will remain that way is up to speculation. Ridership continues to grow even with gas prices going down. I think people are finding it a better way to travel compared to driving to and from Center City.

"I've been riding trains with Silverliner IIs/IIIs and while they are being kept in good condition, there are items that aren't getting all that much attention. Many of them have non-working end-door latches, so the door closes but does not latch. I was in 9015 last night and the A/C cover at one end was hanging loose, letting in a good deal of outside noise. The seats are not all bolted into place, and one will find some flipped over now and then. Most do ride smoothly and quietly, but 201 earlier this week had what sounded like a loose compressor that made a sound and vibration sufficient to cause a rider to ask the crew about what was going on under her feet. This car also had a major ceiling patch job at one end - not sure why - but it was very noticeable.

"The subway-surface CBTC was coming on-line anyway and wasn't sped up by the recent trolley collisions, as I've been told. There are many Operator complaints about how slow the subway trip is now with CBTC, and I've occasionally noticed bunching, etc. on my infrequent trips on the EI passing through the subway-surface shared portion. I intend to take a ride one of

these days to personally get an idea of what's what but that hasn't happened yet.

"SEPTA appears to be moving to the smart card for fare but it will not encompass Regional Rail other than being valid on it, so Conductors checking and selling fares is still in the mix. Surprisingly, to me at least, there still are many riders on the trains paying fares on board coming out of Center City, so they must not have time (or don't know) to buy tickets in advance and save the surcharge."

Member Dave Safford wrote this based on an article from **The Philadelphia Inquirer** (November 30, 2008) concerning the new signal system in the trolley subway. "Ain't technology wonderful? 40 years ago Green Line trolleys zipped through the Center City tunnel on 24-second headways. Today they are down to scheduled 50-second headways, and can't maintain them. The cars are stacking up at the 34th Street portal with 30-to-60-minute delays a routine rush hour feature. The cause is a new computer system designed to prevent rear end collisions. Originally designed by Bombardier for low-density airport shuttles it can't, despite five years of tweaking, cope with the density of cars in the tunnel. SEPTA maintains that they have to keep it in operation to debug it, but one wonders if, faced with this level of service, the patrons will solve the problem first by reducing traffic to levels the system can handle."

Bob Kingman found the re-numberings for the ex-NJ Transit Comets on the Internet.

2460	5121
2461	5132
2590	5727
2591	5728
2592	5735
2593	5741
2594	5742
2595	5747

BALTIMORE, MARYLAND

Member Steve Erlitz sent this report on the transit services that have been planned for the inauguration of President Obama. "Holiday service will operate on MARC for MLK Day (January 19) on all three lines and normal fares will apply. MARC also announced its schedule for Inauguration Day, January 20. There will be no regular service, but 'Specials' will operate into D.C. in the morning and outbound in the afternoon on all three lines. NO MARC TICKETS will be honored. Round-trip tickets will cost \$25 and must be bought in advance. There will no service north of Baltimore to/from Perryville and although there will be deadheads back, they will not carry passengers (commuters to Baltimore are on their own). Schedules are posted on mtamaryland.com."

WASHINGTON, D.C. AREA

Steve also sent this: "Metro has already announced

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that they will operate rush hour schedules from 4 AM until 7 PM, with off-peak fares in effect, and all parking lots are free. I have been told that buses from out of town will not be allowed into D.C. but they will stage at the MARC, VRE, and Metro stations. Since the Federal Government is closed on this day normally, I plan to stay in my nice warm house and watch."

WMATA issued a request for proposals for 64 new 7000-series cars. The selected bidder also would rehabilitate WMATA's 25-year-old 4000-series cars. The contract includes options for up to 620 rail cars. WMATA plans to use 128 of the cars for the Dulles line and the remainder to replace 1000-series cars and expand eight-car train operations. The base order of 64 cars will be funded through an agreement with the Metropolitan Washington Airports Authority. Funding for the remaining cars is subject to approval by the WMATA Board. The new cars will feature a stainless steel exterior and seats, and might include interactive linear maps and automated announcements. By consolidating the contracts into one, WMATA will save nearly \$500 million in design, procurement, development and engineering costs, the agency said. Thanks to member David Erlitz for this news.

TAMPA, FLORIDA

U.S. Representative John Mica (R-Winter Park) who described himself as a "right-wing conservative fiscal Republican," is adamant about public transportation." Mica is the minority leader of the House Transportation Committee, and would like to see a complete update of the 5-year transportation funding bill. Thanks to member Dennis Zaccardi for sending this article from *The Tampa Tribune*.

CHESTERTON, INDIANA

On Thanksgiving Day, NICTD suspended service from 3 AM until 5 PM due to 24 rail breaks that were caused by a freight car with faulty brake rigging and a possible seized bearing. Later, NICTD reported the cause – a 120-unit coal train was moving through eastern Porter County at roughly 1:40 AM. Mechanical failure of a wheel assembly on one of the coal cars caused 24 rail breaks over approximately 10 miles of track between the east entrance to Arcelor Mittal and the LaPorte/Porter county line.

New York City Subway Car Update

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deployed in toto on the weekend **M** shuttle from Myrtle-Broadway to Metropolitan Avenue, which was converted to OPTO starting on September 8, 2002. The Slant R-40s at East New York were all relocated to Coney Island by late June, 2002 (though they never did establish

CHICAGO, ILLINOIS

Construction was completed on the southbound track at Fullerton and service was resumed on November 22, 2008 at 5 AM for the first time since March 30. This marks the end of three-track operation during rush hours at Fullerton. Three-track operation remained at Belmont until the end of December. This affected Brown, Red, and Purple Express trains, which have been limited to one southbound track at Belmont and Fullerton while the platforms were being rebuilt and tracks reconfigured to allow room for the installation of elevators.

CTA announced that Purple Express trains in the Loop resumed operation traveling clockwise on Monday, December 29, 2008. In April, 2007, when three-track operation began at both the Belmont and Fullerton stations, CTA moved Purple Express trains to travel in the same direction as Brown Line trains (counter-clockwise around the Loop) to supplement Brown Line service and help ease congestion in the Loop during three-track operation. With fewer Brown Line trains in service as a result of three-track operation, Purple Express trains were rerouted in the Loop to mimic Brown Line service and help customers more quickly exit the downtown area. Thanks to Bob Hansen for these reports.

LOS ANGELES, CALIFORNIA

More follow-up on the September 12, 2008 Metrolink collision in Chatsworth: Investigators now believe that a red signal may not have been as clearly visible as the green and yellow displays and could have been a factor in the accident. Still unclear is how much of a factor such visibility contributed to the crash, which killed 25 and injured 135. Thanks to *Railway Age* for this report.

FROM THE HISTORY FILES

70 Years ago: On January 16, 1939, Key System trains began operating via the San Francisco-Oakland Bay Bridge into the Transbay Terminal. Service ended on April 20, 1958.

40 Years ago: On January 19, 1969, for one day only, Penn-Central 107, a Jersey Arrow, was tested on the Muskingham Electric Railroad. As *Headlights* (March, 1969) reported, the specifications under which these 35 cars were built called for them to be capable of operating under 25kV a.c. 60 cycles and capable of conversion to 11kV a.c. 25 cycles. The test was considered successful.

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

a solid presence on **M**), with the R-40Ms following suit between August 8, 2002 and January 19, 2004. With the full-time reopening of both sides of the Manhattan Bridge in effect the next month, some of the Coney Island-overhauled R-42s were shifted from East New York to Coney Island as well (where they

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Around New York's Transit System

Brighton Line Rehabilitation

A leaflet mailed to residents in the affected area informed them that service will be changed while the Avenue U and Neck Road stations are rebuilt.

This project was preceded by a weekend closure of all Brighton stations between Stillwell Avenue and Kings Highway from 9:30 PM December 5 to 5 AM December 8. Free shuttle buses stopped near each station.

Effective 5 AM December 8 and continuing for about a year, southbound **B** and **Q** trains will operate on the express track between Kings Highway and Brighton Beach while the southbound platforms at Avenue U and Neck Road are being rebuilt.

Weekday B3K buses operate on a 10-minute headway from 2:50 to 7:45 PM from the Kings Highway station to Avenue U and Gerritsen Avenue, making regular stops on Avenue U. Unfortunately, Neck Road riders were forgotten; there is no substitute bus service to this station.

Station rehabilitation includes the following:

- Redesign the area around the station booth so it is easier to reach the trains
- Install new canopies over the stairs and platforms
- Make major structural repairs to platforms, columns, and track area
- Rehabilitate stairs and railings between street and platform
- Install new mezzanine and platform floors
- Replace platform edges and ADA tactile warning strips
- Install new electrical work and vandal-resistant fluorescent lighting
- Repair walls and paint station and track area

- Install a new, high-quality public address system

New South Ferry Station Will Open Soon

The new \$530 million stub-end two-track terminal of the **1** trains will open soon. The new station, which is directly beneath the old one, has a straight platform that can accommodate ten-car trains. There are two elevators, seven escalators, and 96 security cameras.

The 105-year-old station is located on a sharp curve and accommodates only five cars of a ten-car train. When the 1 train reaches lower Manhattan, the Conductor reminds South Ferry passengers that the doors will open only in the first five cars. Because passengers are not allowed to walk between the cars, they must walk on the platform to the front section.

Increased Subway Service

In July, 2008, service was increased on several lines.

- **3** trains run 24 hours. During midnights, trains run between 148th Street and Times Square, making express stops south of 96th Street
- Weekday **B** trains run about 1 hour 20 minutes later than previously. The last trains are:
Leave Brighton Beach 9:56 PM
Arrive Brighton Beach 11:07 PM
- Weekday **M** trains continue running to Broad Street about 2½ hours later than previously. The last trains are:
Arrive Broad Street 11:00 PM
Leave Broad Street 11:12 PM
- Weekday **W** trains continue running about 1 hour 40 minutes longer than previously. The last trains are:
Arrive Whitehall Street 11:00 PM
Leave Whitehall Street 10:50 PM

Commuter and Transit Notes

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again were mixed with R-40Ms) between February, 2004 and May, 2005. This was the state of things as the R-160A-1s (4-car units built by Alstom) entered the scene starting in June, 2007.

Though ultimately destined for all three East New York lines, unanticipated problems delayed the new cars' arrival until well into 2008. They were at first concentrated on **L** with the R-143s and used on the rush hour **Z** service to Jamaica Center, then replaced the R-143s in **M** OPTO service beginning February 2. Finally, as an expedient in the face of continued delays they were assigned to full-time service on **M** as of April 7, 2008. As more of the 340 new cars were accepted they rapidly subsumed the R-42s in **M** service, with all of the Coney Island variety removed as of March 31, all but a

few rush hour put-ins converted by May 12, and the very last train of Morrison-Knudsen-overhauled R-42s on **M** replaced by R-160A-1s on June 30, 2008. Of the Morrison-Knudsen-overhauled R-42s, a handful remain at East New York for rush hour and special duties on **J** and **Z** at the end of 2008, while the rest have moved on to other endeavors (mostly **A** and **E**), or have been reefed.

So it is that the **M** train has become the pioneer in a new age of rapid transit for New York, almost exactly 120 years after the first perfunctory Myrtle Avenue elevated trains chugged above the congested streets of Brooklyn.

Conclusion

With that, may 2009 be blessed with another twelve months of rapid changes on New York's rapid transit, which constantly continue to stimulate our collective ability to catalogue it all for posterity!