

The Bulletin



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HIGH-SPEED BROADWAY LOCAL SERVICE BEGAN IN 1959

Fifty years ago, NYC Transit made the biggest change in Broadway-Seventh Avenue service since the subway opened in 1904. The 96th Street bottleneck was eliminated by revising the schedule. Effective February 6, 1959, trains no longer switched on the double crossover north of the station. All Broadway trains were locals while Lenox Avenue and Bronx trains operated on the express track.

This improved service could not be implemented until the platform extensions were completed and the new, faster cars were placed in service. The original platforms north of Times Square just barely accommodated the 6-car locals with one HV reg (manually operated doors) at each end or 5-car locals with only one HV reg car. At these stations, the end door of the HV reg car was opened, but the center door remained closed.

Platform extensions at the local stations were nearly completed in 1958, but there were problems at the express stations. At 72nd Street, the track layout was rearranged to make room for the extensions. The most difficult work was at the 96th Street station. The only way to extend and widen the platforms was to move the local tracks and the outside walls. A new mezzanine with stairways to the street was built between W. 93rd and W. 94th Streets. The 91st Street platforms were not extended and the station was closed on February 2, 1959.

When the new schedules went into effect on February 6, 1959, 8-car Broadway locals operating on a 2-minute headway furnished rush hour service. The R-21s and R-22s, which had higher acceleration and decelera-

tion than the Hi-Vs they replaced, were able to cut the running time so that it was practically the same as the express trains, as shown in the following table:

RUNNING TIME		
Station	Express Prior to February 6, 1959	Local Effective February 6, 1959
242 nd Street	0	0
96 th Street	27	25
Times Square	34	35½
Chambers Street	42	47

Local service between 96th Street and South Ferry was increased by 92 percent.

The operating officials finally eliminated the congestion at the crossovers north of 96th Street, a problem that had persisted since the subway was opened.

An article, "The Impact of the IRT on New York City," written by Clifton Hood and published in the *Historic American Engineering Record*, explains how the IRT was able to increase service by modifying the signal system. In 1908, the company began to install a new signal system designed to increase the number of express trains in service. When a train was in the station, the original signal system held the next train in the block beyond the station. The system proposed by an expert, Bion Arnold, consisted of several automatic speed control devices that enabled trains to enter the station block slowly rather than stop completely in the next block. These time signals auto-

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NEXT TRIP: GRAND CENTRAL TERMINAL TOUR, FEBRUARY 21

PCC CAR RESEARCH AND DEVELOPMENT

by Bernard Linder

The PCCs were different from the older cars. Because they were quiet, smooth, and speedy, they provided greater passenger comfort. A detailed description of the cars was published in the previous issue.

To compete with buses and automobiles, transit officials decided to modernize their trolley fleets. In 1929, a group of 25 leading presidents of large street railways discussed methods of building a modern street car. At the October, 1929 meeting of the Advisory Council, they agreed to develop a new type of car. Dr. C.F. Hirschfeld, Director of Research for the Detroit Edison Company, was named President. Dr. Thomas Conway, Jr., President of the Cincinnati & Lake Erie Railroad, was instructed to study and report to these senior executives. He was appointed Chairman at a meeting held in Chicago in December, 1929 at which the Presidents' Conference Committee was formed. (The name "PCC" was derived from the initials of the committee.) Interested railway companies and the manufacturers of cars and equipment were asked to subscribe \$500,000 in roughly equal proportions. Because of the large sums spent perfecting the design, the PCC was nicknamed the Million Dollar Trolley Car.

Research and development continued for several years. Because Brooklyn & Queens Transit favored trolley cars for heavily traveled lines, the company performed most of the work. The Ninth Avenue Depot became the research laboratory and field tests were conducted on Coney Island Avenue. Before ordering the cars, two prototypes were tested.

The Edward B. Watson/Arthur J. Lonto collection is our source for the following:

PCC MODEL A

Car 5200 was built by the Twin Coach Company, a bus manufacturer, in 1929. It was a Twin Coach bus demonstrator mounted on standard trolley trucks. This demonstrator was originally exhibited at the American Electric Railway Association Convention at Atlantic City in October, 1929. It arrived at DeKalb Shop on October 11, 1929, was exhibited at Borough Hall on November 12, 1929, and was placed in service on DeKalb Avenue on November 13, 1929. This car, which was equipped with a passimeter (turnstile), seated 52 passengers. It weighed 27,800 pounds and was 45 feet long and 8 feet wide. It was exhibited at the Cleveland Convention of the American Transit Association, together with 5300, from September 24-27, 1934, and operated on Cleveland Railway's lines. The car was returned to Brooklyn in October, 1934. PCC trucks together with different types of springs, motors, control equipment, gears, brakes, and wheels were installed under the car, which was operated mostly on Flatbush Avenue. Tests were discontinued in 1935 and the car was retired on Febru-

ary 7, 1939, after which it was scrapped in the Avenue J sand pit.

PCC MODEL B

The Committee ordered a prototype that was built by Pullman in 1934 in accordance with the specifications developed by the Presidents' Conference Committee. It was in service on the Chicago Railway lines from July to September, 1934. At the September 24-27, 1934 American Transit Association's Cleveland convention, 5200, 5300, Chicago's Brill 4001, and Pullman 7001 were exhibited. The Model B 5300 was shipped to Brooklyn by October 11, 1934, exhibited at Albee Square on October 18, 1934, and placed in service on Fulton Street the next day. Shortly afterwards, the car was transferred to the Flatbush Avenue Line. Subsequent tests revealed that the car's braking system was faulty. Many years ago, your Editor-in-Chief's supervisor informed him that the car lost its brakes, which were energized by 600 volts, when the pole derailed under the structure, probably at DeKalb Avenue and Broadway. The car performed just as poorly when its brakes were energized from the battery. Because of low battery voltage, the lack of braking power was unable to prevent it from colliding with a truck that cut it off at Fulton and Furman Streets in 1935. The badly damaged car was repaired, but it never ran again. It was stored at DeKalb Shop, dismantled there on June 16, 1938, and retired on November 4, 1938.

After studying the prototypes' performance B&QT ordered 100 PCC cars, which ran well. The first car, 1001, was delivered on June 1, 1936. At a tercentenary celebration parade, Progress of Surface Transportation, held in the evenings of June 5-6, 1936 on Surf Avenue, car 1001 was exhibited together with convertible 3713, a Broadway (Manhattan) stage coach, and a horse car.

On October 1, 1936, there was a ceremony at Park Row just before the cars began revenue service on the Smith-Coney Island Line. Mayor LaGuardia cut the ribbon in front of 1009, the first PCC to cross the Brooklyn Bridge to Brooklyn. On the same day, 1027 was exhibited at Albee Square. From October 1-4, PCCs were exhibited for two days at Albee Square and two more days at Williamsburg Bridge Plaza.

Cars were delivered gradually in 1936-7 and were placed in service on the following lines as soon as they were delivered:

- Smith-Coney Island — October 1, 1936
- McDonald-Vanderbilt — December 14, 1936
- Seventh Avenue — January 10, 1937
- Erie Basin—January 18, 1937
- Church Avenue — February 11, 1951

The PCCs increased ridership by 33 percent. Of the

(Continued on page 3)

PCC Car Research and Development*(Continued from page 2)*

100 cars ordered from St. Louis Car Company on June 24, 1935, one car was diverted to the Boston Elevated Railway, where it was numbered 3001. To replace this car, B&QT ordered one car from the Clark Equipment Company of Battle Creek, Michigan, the manufacturer of PCC trucks. This car, numbered 1000, had standee windows. Its appearance was different from the other PCCs.

The PCCs were always assigned to the Ninth Avenue Depot and most cars remained on the lines where they originally operated. On the Erie Basin Line, 4100s replaced the PCCs late in 1940. The entire line was discontinued on March 5, 1944 and additional Crosstown rush hour short line service was operated between Erie Basin and Navy Street.

In June, 1946, car 1003 was the first car painted green and silver.

Brooklyn Bridge trolley service was discontinued March 6, 1950. Vanderbilt Avenue car 1097 was the next-to-last car to cross the bridge on March 5, 1950. Seventh Avenue car 1074 was the last car, which crossed the bridge on March 6, 1950.

Buses replaced the PCCs on the following lines:

- Vanderbilt Avenue — August 19, 1950
- Smith Street — February 11, 1951
- Seventh Avenue — February 11, 1951
- Coney Island Avenue — November 30, 1955 (last car: 1045)
- McDonald Avenue — October 31, 1956 (last car: 1042)
- Church Avenue — October 31, 1956 (last car: 1039)

The following cars were renumbered in 1955 and 1956:

OLD NUMBER	NEW NUMBER	OLD NUMBER	NEW NUMBER	OLD NUMBER	NEW NUMBER
1004	1070	1063	1065	1087	1083
1007	1097	1065	1063	1089	1046
1030	1094	1070	1004	1097	1007
1052	1064	1083	1087, then 1089		

Most of the cars were scrapped, but the following cars were retained:

- Car bodies 1011, 1029, 1035, 1036, 1044, and 1054 were sold to the Brooklyn Day Camp in Rockaway (Queens). They were converted to play houses and were painted bright colors. Bodies were transported April 18-19, 1957
- Car bodies 1009, 1012, 1014, 1016, 1026, 1028, 1031, 1037, 1040, 1045, and 1056 were retained as storage sheds at the Sarnelli yards starting February, 1957. Car body 1056 was transferred and used as a construction shed at E. 68th Street and Avenue U in September, 1959
- Car 1000 was sold for \$250 on September 26, 1956 to Everett A. White, Curator of the Trolley Museum of New York. It was transferred to Coney Island Yard on October 31, 1956 and stored there until it was moved to Gerosa's 138th Street Yard on July 31, 1961 and to St. George, Staten Island the next day. The car was transferred to Tannsboro, New Jersey in 1967
- Car 1001 was sold for \$250 on October 8, 1956 to Branford Electric Railway Association. It was transferred to Coney Island Yard on October 23, 1956 and was unloaded at East Haven on October 26, 1956

When the last PCCs operated on Church Avenue and McDonald Avenue on October 31, 1956, more than half a century ago, it marked the end of twenty years of comfortable and dependable trolley service for thousands of Brooklynites. Their replacements attempted to provide service which is not as comfortable and even slower than the PCCs.

ELECTRIC TRACK SWITCHES

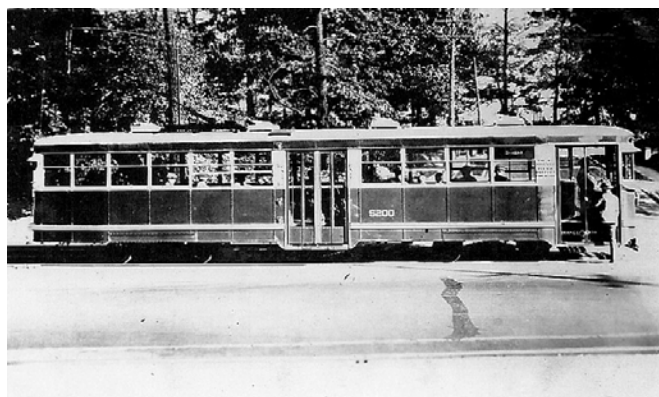
To avoid delaying service, electric track switches were installed at busy intersections. These switches were set by the Motorman while the car was in motion. The current in a contactor located on the trolley wire controlled the track switch. A car coasting under the contactor set the switch for the straight route. If the car's controller was set on the first point when it passed under the contactor, the switch was set for the diverging route. Because the PCCs had high acceleration, their high starting current would have burned up the contactor. To correct this condition, a switch and a resistor was installed on a separate circuit. Therefore, all PCCs coasted when they approached an electric track switch. For the diverging route, the Motorman actuated this special switch on his desk.

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Thanks to Andrew Grahl for the new masthead photo!

PCC Car Research and Development

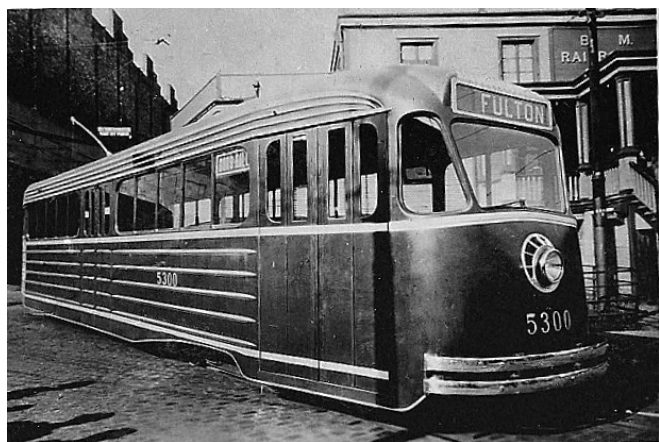
(Continued from page 3)



PCC Model A (car 5200).
Bernard Linder collection



#5300 CHICAGO, ILL. 1934
Frame of PCC Model B (car 5300) in Chicago in 1934.
Bernard Linder collection



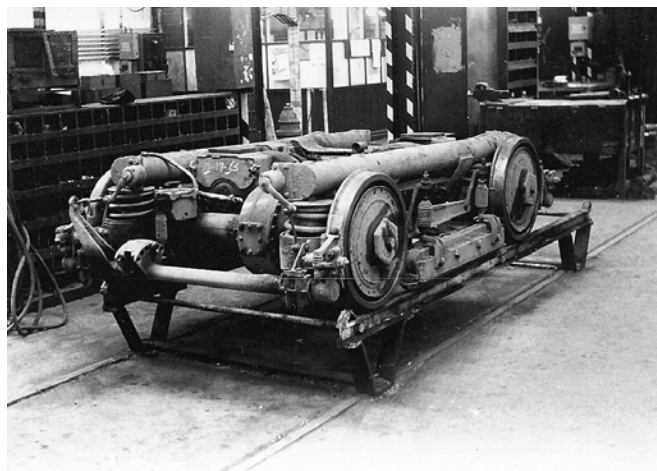
The completed PCC Model B at East New York Depot.
Bernard Linder collection



PCC Model B on display at Albee Square, October 18, 1934.
Bernard Linder collection



A front view of PCC Model B at Albee Square, October 18, 1934.
Bernard Linder collection



PCC truck in Ninth Avenue Depot, February 18, 1955 .
Bernard Linder photograph

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PCC Car Research and Development

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1000, the odd car of B&QT's 100 PCCs.
Bernard Linder collection



Interior of car 1000, taken in Ninth Avenue Depot on
February 18, 1955.
Bernard Linder photograph



1001, first of B&QT's St. Louis Car Company
PCCs.
Bernard Linder collection



Interior of car 1001, showing the Motorman's
seat and controls.
Bernard Linder collection



PCC 1066 on Route 68/Coney Island Avenue at Bartel-Pritchard Square.
Bernard Linder collection



PCC 1000 stored in Coney Island Yard, May 29, 1958.
Bernard Linder photograph

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello Everyone, and Happy New Year!

After just two weeks, NYC Transit decided to reverse course on its redeployment of 60-foot SMEE equipment to service **C**, owing to several overriding issues. The result was one of the biggest weekend equipment transfers in system history, a return to prior assignment, and a new lease on life for many of the Phase I R-32's. This also consolidated all of the Subdivision "B"-assigned Morrison-Knudsen-overhauled R-42s at Jamaica, accompanied by most of the R-40Ms, which had originally known the Queens Boulevard Line as their home between 1969 and 1977. Meanwhile, the final deliveries of Option I (Kawasaki-built) R-160Bs at Coney Island progressed into early 2009, while the arrival of Alstom-supplied Option I R-160A-2s at Jamaica settled into a rhythm of its own. There continued to be some splashes of news on Subdivision "A" as well, so without further delay let's crack open this new book entitled "2009."

Subdivision "A" Events

Through January 11, 2009, electronic LED side signs have been added to most of the **7**-assigned fleet of R-62As. Included since the last Update are 5-car units 1651-90, 1711-50, 1761-1800, 1806-25, and 1836-40, as well as single units 1901-4, 1906, 1907, 1910, 1914-6, 1923, 1932, 1942-4, 1947, 1949, 1954, 1958-62, 1964-76, 1978, 1979, 1982, 1984, 1986-8, 1995, 1996, 1998, 1999, 2001, 2002, 2004, 2006, 2007, 2009-15, 2018-24, 2026, 2028, 2029, 2034, 2035, 2037-41, 2044-6, 2050-8, 2060-74, 2076-9, 2081, 2082, 2086, 2087, 2089-2103, 2105, 2119, 2121, 2127, 2130, 2133, 2135, 2136, 2139, 2141, 2142, 2144, 2145, and 2147-9. The balance (94 cars of 409) was expected to be complete by late January. Operation of these signs is controlled in the five-car units by a dedicated toggle switch in operating cabs, and in the single units by cycling the air comfort for Local (green circle) and main lighting for Express (red diamond). As for the installation of external speakers on R-62As assigned to **7**, said project has been indefinitely mothballed.

On December 26, 2008, the NYC Transit Museum's repainted Redbirds (which had moved from Unionport Yard to Coney Island and then to Corona during the fall) were back at E. 180th Street. These included World's Fair R-36s 9582/3 and 9586/7 along with WH R-29s 8678/9. It is possible they may be available for utility duties in the future as a means of retaining their functionality. Also moving about the E. 180th Street/Unionport complex for the first time in several years were the Transit Museum's R-26 and R-28 pairs (7774/5 and 7924/5 respectively), along with World's Fair R-36s 9584/5. On the date above, R-28 7925 was observed with its lights on in Unionport Yard, heading all

six cars to provide motive power for Gel Car (ex-Mainline R-33) 8885. As seen up close, the R-28s didn't look any the worse for their years in storage, though they have not been repainted as some museum Redbirds were. In the first week of 2009, single unit World's Fair R-33s and R-127 EPO-series Work Motors were again being observed in operational tandem, specifically EPO01 and 9316 in one instance among several. The differential in standing air pressures between the two classes made for some interesting air brake symphonics.

The most recent estimate for the opening of the new South Ferry terminal on **1** was Monday, January 19, 2009. Finally, Bill Zucker noted that the use of waist-band advertising on R-62 and R-62A equipment has continued unabated since fall on **1**, **3**, **4**, **7** and **S**-42nd Street Shuttle. Some cars continue to display older ads for the History Channel, while most others are now brandishing blue descriptive regarding Monroe College.

R-160 Progress

On Monday, December 22, 2008 the first train of Jamaica-based Option I R-160A-2s (9233-42) was placed in passenger service on **E**. They were joined the following day by a second train composed of cars 9243-7 and 9253-7, then on New Year's Eve by a third set using 9258-67. As of January 11, 2009, Option I R-160A-2s 9278-9302 had been delivered with unit 9248-52 having been repaired and in the latter stages of acceptance testing (usually teamed with 9268-72). Though crews on both **E** and **F** are qualified on R-160s, the apparent strategy is to introduce new equipment strictly on **E** to allow rapid replacement of its aging base fleet of Phase I R-32s, Morrison-Knudsen-overhauled R-42s, and, most recently, R-40Ms. Nevertheless, operational practices on the Queens Boulevard Line can sometimes lead equipment to crossover between routes, so the new cars may yet appear on **F** sooner rather than later. Finally, R-160A-1 unit 8605-8 (borrowed by Jamaica Shop for training in November, 2008) was returned to East New York as of December 19. Through January 11, 2009, Kawasaki-built, Alstom-equipped Option I R-160Bs 9123-32 were delivered, with 9113-22 newly entered into service on **N**, **Q**, and **W**.

As of January 11, 2009 deliveries totaled 340 R-160A-1s, 130 R-160A-2s, and 420 R-160Bs, for a combined quantity of 890. Of these, 340 R-160A-1s were in service at East New York (**J**/**Z**, **L**, **M**); 60 R-160A-2s plus 410 R-160Bs at Coney Island (**N**, **Q**, **W**), for 470 total; and 30 R-160A-2s at Jamaica (**E**).

60-Foot SMEE News

With slant R-40s, R-40Ms, and Morrison-Knudsen-

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

overhauled R-42's running on **C** through most of December, the corresponding operation of R-38s on **A** was steady but declining. By year's end 54 more of them had been retired from service, and many of these were almost immediately prepared for reefing. Likewise, shortly after the first trains of R-160A-2s finally entered revenue service on **E**, the first two trains of Morrison-Knudsen-overhauled R-42s were withdrawn from the Queens Boulevard Line and placed in storage. Given that the Phase I R-32's were to be needed for further service on **C**, this set a pattern that should continue through at least the first half of 2009. Finally, in continuing response to the arrival of Option I R-160Bs at Coney Island, slant R-40s 4272-5 and 4280-3 were forwarded from **B** service to Pitkin for **A** (and by that time no longer **C**) on January 3, 2009.

Almost as abruptly as it had begun, the use of 8-car slant R-40s, R-40Ms, and Morrison-Knudsen-overhauled R-42s was curtailed on **C** after service on January 2, 2009. As explained in the last Update, all such trains pulled ahead to "S" all-stop signage that had replaced 10-car stops, thus aligning them with existing Train Operators' route request punches, Conductors' boards, and closed circuit monitors while zoned for five head end and three rear end cars both ways. While this made their assignment a technical possibility, the reberthing of all **C** trains engendered confusion and delays. Passenger complaints resulted, and action was necessary to remedy the situation by restoring both R-38s and Phase I R-32s to **C** service. Whereas the slant R-40s, R-40Ms, and R-42s are not equipped with Master Door Control panels inside their Train Operators' (#1 end) cabs, the older equipment is so outfitted at both ends. This enables them to utilize the original 8-car stops and their associated punch positions, Conductors' boards, and closed circuit monitors, while stopping at a less demanding distance from some station entrance points.

A plan to retrieve 126 Phase I R-32s from Jamaica for reassignment to 207th Street was developed for the weekend of December 20-21, but not implemented due to weather difficulties. It was revived following the Christmas and New Year's holidays, and executed between the end of service Friday, January 2 and the start for Monday, January 5. During this interim the **C** train was suspended for a variety of reasons (most ostensibly ongoing renovation work at Jay Street-Borough Hall) and the original 8- and 10-car markers uncovered. Because the 207th Street barn was isolated for the weekend due to another G.O., the following Phase I R-32s were transferred in nine 10-car and three 12-car trains from Jamaica to Pitkin, where they were reconfigured into 8-car sets, then placed on **C** as it resumed that

Monday morning: 3358/9, 3380/1, 3404-7, 3410/1, 3419/3740, 3430-3, 3442/3, 3446-9, 3452-5, 3484/5, 3488/9, 3494/5, 3512-5, 3518/9, 3548/3593, 3550-3, 3578/9, 3586/7, 3614/5, 3618/9, 3624/5, 3628/3669, 3630/1, 3642/3, 3646/7, 3654/5, 3660/1, 3664/5, 3670/1, 3688/9, 3694/5, 3714-7, 3730/1, 3736/7, 3778-81, 3786/7, 3792/3, 3798/9, 3806/7, 3810/1, 3818/9, 3822/3, 3828/9, 3836/7, 3840/1, 3856/7, 3864/5, 3878/9, 3886-9, 3894-7, 3900/1, 3924/5, and 3938/9. Going the other way, from 207th Street to Jamaica, were R-40M/R-42 mismatch 4460/4665 and R-40Ms 4482-4549, along with Morrison-Knudsen-overhauled R-42s 4550-9, 4582-4605, 4764/5, and 4768-85 for a reciprocal total of 124 cars. Missing were R-42s 4580/1, which experienced a mechanical failure at the end of 2008 and have been retired. Other cars leaving 207th Street were actually held by the shop for a day or two extra, but by the end of that week all had been accounted for and were operating on **E**. The R-40M were thus reintroduced to the Queens Boulevard Line for the first time since September, 1977 (after having originated there in March of 1969), as usual being largely found in mixed consists with the Morrison-Knudsen-overhauled R-42s. Initially they were combined only with those arriving from 207th Street, but within a day or two began blending as well with those that had been at Jamaica all along.

In the advent of this major fleet swap, Phase I R-32 pair 3444/3777 (which hadn't seen revenue service since the spring of 2008 and was already in retirement) was resurrected and observed on **F** December 27. In its wake there remained 164 Phase I R-32s at Jamaica, where they are most commonly seen on **F**, but now just occasionally on **E** and rarely on **R**. Morrison-Knudsen-overhauled R-42s have disappeared from **F** entirely since new schedules went into effect on December 21, but still show up in limited number on **R** most days, with at least one R-40M/R-42 mixed set already being observed on January 8. At 207th Street and Pitkin since the fleet swap of January 3-4, Phase I R-32s and R-38s have again been providing all service on **C** (sometimes mixed together as previous) and have also operated on **A**, while the slant R-40s are used strictly to supplement R-44s on **A**.

60-Foot SMEE Retirements & Restorations

The following were taken out of service, or restored to operation through January 11, 2009:

December, 2008: R-38 3954/5, 3956/7, 3960/1, 3962/3, 3964/5, 3968/9, 3992/3, 4002/3, 4016/7, 4036/7, 4038/9, 4052/3, 4060/1, 4068/9, 4074/5, 4084/5, 4092/3, 4094/5, 4104/5, 4108/9, 4112/3, 4124/5, 4126/7, 4132/3, 4138/9, 4144/5, and 4148/9 withdrawn from 207th Street (**A**); Morrison-Knudsen-overhauled R-42 4580/1 withdrawn from 207th Street (**A**, **C**); Morrison-Knudsen-overhauled R-42 4610/1,

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

4618/9, 4712/3, 4716/7, and 4736/7 withdrawn from Jamaica (E, sometimes R); R-32 (Phase I) 3444/3777 restored to service at Jamaica (E, F, R)

January, 2009: R-38 3976/7, 3982/3, and 3996/7 withdrawn from 207th Street (A, C); Morrison-Knudsen-overhauled R-42 4564/5, 4628/9, 4636/7, 4682/3, and 4694/5 withdrawn from Jamaica (E, sometimes R).

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

With all the comings and goings of 60-foot equipment regarding the A train, heretofore unnoticed is the mileage being racked up by the R-44s every day. NYC Transit's ongoing scheduled maintenance and the incremental rehabilitation/replacement of key components in recent years now appears to be paying off, as their most prominent measure of reliability (Mean Distance Between Failures, or MDBF) approximated 200,000 miles at the end of 2008, having risen from around 46,000 in 1999. For a fleet rapidly approaching its 40th year of service this is an all-time high.

Reefing Renewed

Barge Number 12, first shipment of the New Year, sailed from 207th Street on Saturday, January 3 laden with 40 Phase II R-32s and 4 R-38s. It was bound for

"Redbird Reef" off the Delaware coast with these shells aboard:

Phase II R-32s 3366, 3367, 3372, 3373, 3382, 3408, 3409, 3421, 3466, 3467, 3478, 3479, 3524, 3525, 3531, 3558, 3582, 3583, 3598, 3599, 3638, 3639, 3712, 3713, 3760, 3761, 3768, 3769, 3830, 3831, 3854, 3855, 3858, 3859, 3908, 3909, 3910, 3911, 3946, and 3947; and R-38s 3952, 3953, 3966, and 3967 (44 Total).

As of January 8, 2009 there were a total of 189 retired 60-foot SMEEs stored in various physical states around the system, composed of 88 Phase II R-32s, 78 R-38s, one (1) slant R-40, and 22 Morrison-Knudsen-overhauled R-42s. This quantity is sufficient to fill more than four additional barges through the first part of 2009.

Conclusion

And so resumes our tale, now in the context of a New Year (2009), with an emphasis on more R-160s in more places (now on E as well as J, L, M, N, Q, W, and Z) and the gradual disappearance of more 60-foot SMEEs (R-38s, Morrison-Knudsen-overhauled R-42s) into marine oblivion, where they will soldier on in a different way for decades to come. Hope for the future is a positive by-product of this process, and may it ever be so as the sands of change continually shift about at our feet. Stay Warm, Stay Safe, and Be Ready!

SUBDIVISION "A" CAR ASSIGNMENT

The following have changed since the assignment that appeared in the September, 2008 *Bulletin*:

CARS REQUIRED DECEMBER 21, 2008

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
3	240 R-62, 10 R-62A	230 R-62, 10 R-62A	7	252 R-62A	241 R-62A

SUBDIVISION "B" CAR ASSIGNMENT

CARS REQUIRED DECEMBER 21, 2008

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	20 R-38, 70 R-40, 30 R-40M, 208 R-44	20 R-38, 70 R-40, 30 R-40M, 208 R-44	M	136 R-160A	136 R-160A
B	40 R-40, 112 R-68, 56 R-68A	20 R-40, 112 R-68, 56 R-68A	N	230 R-160B	210 R-160B
C	112 R-32, 32 R-38	112 R-32, 24 R-38	Q	88 R-68A, 70 R-160B	88 R-68A, 70 R-160B
D	240 R-68	224 R-68	R	232 R-46	240 R-46
E	50 R-40M, 180 R-42, 30 R-160A	50 R-40M, 180 R-42, 30 R-160A	V	120 R-46	120 R-46
F	130 R-32, 256 R-46	120 R-32, 240 R-46	W	24 R-68A, 20 R-160A, 50 R-160B	24 R-68A, 20 R-160A, 50 R-160B
G	40 R-46	40 R-46	S (Rockaway)	12 R-44	12 R-44
J/Z	40 R-42, 112 R-160A	40 R-42, 112 R-160A	S (Franklin Avenue)	4 R-68	4 R-68
L	152 R-143, 40 R-160A	152 R-143, 24 R-160A			

Commuter and Transit Notes

No. 243
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

In December, 2008, MTA posted a copy of proposed fare increases on its web site. Seven meetings were held between January 14 and February 4 in the five boroughs, Rockland and Westchester Counties to hear comments from the public. This is what has been proposed:

LONG ISLAND RAIL ROAD AND METRO-NORTH

Increase prices from 0 to 29% for all ticket types, except as noted. Increase one-way, round-trip and ten-trip fares between Metro-North east-of-Hudson intermediate stations from 0 to 33%, subject to a cap no greater than 50 cents per ride if the increase is in excess of 29%. Increase all Metro-North west-of-Hudson fares from 0 to 33%, subject to a cap no greater than 50 cents per ride if the increase is in excess of 29% except that some fares for travel between west-of-Hudson stations and intermediate NJ Transit stations (i.e. NJ Transit stations other than Hoboken, Penn Station New York, and Secaucus Junction) may increase by as much as 75%. Increases for certain Metro-North New Haven Line stations may be implemented in two stages. (What this means is that fares would rise no higher than those charged for Greenwich, Connecticut until such time as Connecticut DOT raises fares. This is similar to what takes place for west-of-Hudson riders when NJ Transit increases fares.) On LIRR, weekend service on the West Hempstead branch would be eliminated. Under the present schedules, trains operate every two hours between 6:50 AM and 10:50 AM between West Hempstead and Valley Stream. The Port Washington branch would see a reduction in weekday off-peak and weekend service on the branch from half-hourly to hourly. Service to Belmont Race Track would also be eliminated except for the day of the Belmont Stakes.

MAIL & RIDE

Reduce the fare discount on joint monthly commutation/monthly Unlimited Ride MetroCard to no less than 4%. Increase CityTicket price (presently \$3.25) for one-way weekend travel within New York City by as much as 75 cents. Increase the connecting Hudson Rail Link, Haverstraw-Ossining Ferry, and Newburgh-Beacon Ferry one-way fares by as much as \$1. Increase the weekly *UniTicket* fare by as much as \$2.50 and monthly *UniTicket* fare by as much as \$8 for connecting local New York City bus service (including Hudson Rail Link). Increase the weekly *UniTicket* fare by as much as \$2.50 and monthly *UniTicket* fare by as much as \$10 for connecting Metro-North ferries. Increase the weekly *UniTicket* fare by as much as \$7.25 and monthly *UniTicket* fare by as much as \$26 for connecting Long Island Bus service.

BRIDGES & TUNNELS, BUS SERVICES

Bridge and tunnel tolls and bus fares would increase and bus service on some lines would be reduced or eliminated. Eliminate acceptance of Unlimited Ride *MetroCards* for travel on Long Island Bus or implement new NYC Transit Unlimited Ride *MetroCard* prices as proposed above. Implement the same NYCT bonus policies as proposed above. Implement a charge for transfers to Long Island Bus from another transit system in an amount up to the fare differential, if any. Align the age for senior discount with the standard age 65 eligibility used by New York City transit services. Other discount policies remain unchanged (e.g., student discounts).

SUBWAY

Terminate **G** service at Court Square at all times. Operate **N** trains via the Manhattan Bridge late nights. Eliminate **W**, service and extend **Q** trains to Astoria during the hours **W** operates, and operate **N** trains local in Manhattan north of Canal Street. Eliminate **M** service between Broad Street and Bay Parkway, eliminate **Z** service and **J/Z** skip-stop service, and operate **J** trains local between Jamaica Center and Myrtle Avenue. Proposed subway station changes under consideration would eliminate or reduce the hours of 42 subway station booths. Four stations and certain entrances at three other stations would be closed during late nights in association with the rerouting of late night **N** service. Station Customer Assistants would be discontinued at 158 locations.

An article in *The Journal News* (January 12) reported some additional Metro-North east-of-Hudson service reductions to what was reported in the December, 2008 *Bulletin*. There would be nine fewer trains, rather than eight. Cleaning of stations and cars would be done less often, along with closing ticket windows at Crestwood, Harrison, and New Canaan. In addition, the toll-free number for customer service would be eliminated and those desiring information would have to make a regular toll call. Four phone representative positions would also be cut.

MTA METRO-NORTH RAILROAD (EAST)

In early October, 2008, the new computer-controlled car washer at Highbridge Yard went into service. It is capable of washing at least 100 additional cars each day, as well as every type of car and locomotive in the fleet. Trains travel through the 300-foot-long facility at 3 mph, and a six-car train requires from 5-7 minutes to be washed and dried. Recycled water is used to spray each car before the suds are applied and the car is

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scrubbed by a series of rotating brushes and high-pressure sprayers. Clean water is used for the final rinse. Metro-North also operates car washers at Croton-Harmon and Stamford.

There is inter-agency cooperation. After the Long Island Rail Road experienced a major derailment on November 23, 2008 (January, 2009 **Bulletin**), it requested assistance. Metro-North dispatched its Wreck Crew, who arrived at the scene with their 150-ton crane. **On Track** for December, 2008 reported that with other equipment that they brought along, they assisted in re-railing the cars. At times, there were instances where inch-by-inch precision moves were involved. They were on scene about 12 hours. LIRR President Helena E. Williams wrote a note of thanks to the crew. In the past, Metro-North's Wreck Crew has assisted LIRR as well as NJ Transit and Amtrak.

The fare structure that was described in the November, 2008 **Bulletin** for Yankee Stadium was approved at the December 17, 2008 MTA board meeting. For monthly and weekly ticket holders, fares will be same as any other Bronx station. Harlem and New Haven Line riders coming from the suburbs will pay \$1 during peak hours and \$.75 off-peak on top of the regular ticket price.

On December 30, 2008, Metro-North announced that the Shoppers' Specials, which been scheduled to operate only until December 28, would be extended through January 4, 2009.

All train service was suspended for about three hours into and out of Grand Central Terminal starting at 10:55 AM Friday, January 9, due to a smoke condition near 52nd Street. Passengers were directed to use NYC Transit's Lexington Avenue Subway, which was honoring Metro-North tickets, between Grand Central and 125th Street. Service was normal for the evening commute.

Member Bob Kingman reported that on December 28, 2008 at Kenwood Yard, he observed Metro-North P32-AC-DM 214 and on January 10, 2009, he saw 227, both returning from their rebuilding at General Electric.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Plans to expand Shore Line East service to New London this spring have been put on hold for at least a year due to tie replacement work. Amtrak notified CDOT that it would need additional time to complete the replacement of 74,000 ties. This work would be performed between April and November. In its current budget, CDOT had allocated \$3.7 million to start 7-day-a-week service from New London, which has now been delayed until 2010. Thanks to member David A. Cohen for sending this report from **The New Haven Register**.

MTA LONG ISLAND RAIL ROAD

Following the recommendations concerning the problems with its 45 locomotives, which were detailed in

Consultant Donald N. Nelson's report (November, 2007 **Bulletin**), the Long Island Rail Road created a special task force headed by Senior Vice President Raymond P. Kenney. (Mr. Kenney was Acting LIRR President from September 1, 2006 until June 17, 2007, until Ms. Williams was appointed.) The dual-modes had a mean distance between failures (MDBF) averaging 12,425 miles, vs. the goal of 30,000 miles. At the end of 2008, there were 32% fewer repeat failures compared to 2007.

In the first full week of 2009, there was yet another derailment, although this time it involved a freight train, not a passenger train. At 9:10 AM Thursday, January 8, six cars of a New York & Atlantic Railway train derailed east of the Deer Park station on the Ronkonkoma Branch. Because this portion of the branch is double-tracked, service was only minimally affected until late in the evening. In order to give work crews total access, the last trains of the day (9:16 PM, 10:16 PM, 10:43 PM, 11:14 PM, 12:14 AM, and 1:11 AM out of New York Penn) were terminated at Farmingdale and passengers were provided with bus service to reach Wyandanch, Deer Park, Brentwood, Central Islip, and Ronkonkoma. Because the westbound service originated at Farmingdale for the 10:11 PM, 11:13 PM, 12:44 AM, and 1:46 AM from Ronkonkoma, there was bus service from the aforementioned stations.

It was anticipated that the Friday morning service would be normal; however, there were some modifications. Westbound trains operated on the eastbound tracks at Deer Park and Brentwood, and passengers were advised that they should board at the eastbound platform. Two eastbound trains, the 5:11 AM and 8:14 AM New York Penn, were terminated at Farmingdale, and bus service was provided to stations east.

Although LIRR reported that by mid-afternoon a special 600-ton crane had been used and four of the six freight cars had been re-railed and track repair work had been performed, passengers were told to expect delays. There was regular eastbound rush hour service, but westbound reverse peak trains were replaced by buses between Ronkonkoma and Wyandanch. Eastbound evening trains stopped on the south side platform at Deer Park and Brentwood, rather than the regular north side platform. Westbound reverse peak train service from Farmingdale West was normal. Late night/overnight trains were replaced with buses east of Hicksville.

For the year just ended, LIRR reported that its trains ran on-time 95% of the time. If you want to get very specific, its 245,933 trains had an on-time performance of 95.14%. It did this while operating an additional 1,368 trains. Last year, the OTP was 94.07%.

NJ TRANSIT

On December 31, 2008, it was reported that the Federal Transit Administration had approved the final environmental impact statement and signed off on a plan to

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replace the Portal Bridge, which connects Newark and Secaucus over the Hackensack River. Amtrak can now spend \$1.34 billion to construct a new three-track replacement just north of the existing bridge. The old bridge, which was built in 1910, will be demolished after the new Portal Bridge is in service, possibly by 2014. On a daily basis, 150,000 NJ Transit passengers ride over Portal Bridge on nearly 400 trains plus 103 Amtrak trains. The new bridge will be higher than the existing one and not subject to frequent openings for marine traffic. This is a key project for the ARC Tunnel project.

Another piece of history is gone. Shortly before 6 AM Saturday, January 10, a three-alarm fire broke out in the Anderson Street station on the Pascack Valley Line, destroying the station. Nearly a dozen fire departments, including those from Teaneck, Ridgewood Park, Bogota, and South Hackensack, responded and according to one Deputy Chief it was a "fully involved" fire, which caused the explosion of propane tanks inside the structure and two cars parked next to it. Service was suspended between Hoboken and Essex Street until 6 PM. According to traffic and transit reports, bus service was operated between the bypassed stations. The Anderson Street station, which is located in Hackensack, was opened on September 7, 1869 and placed on the National and State Registers of Historic Places in 1984. In 1998, NJ Transit completed a \$235,000 project to restore the station, bringing the exterior back to its original appearance. It was the second oldest in the NJ Transit system, with only Ramsey being older.

New timetables were issued for the Morris & Essex, Northeast Corridor, and North Jersey Coast Lines on January 18, which includes Presidents Day service.

MORRIS & ESSEX: Extra-Holiday service removed

NORTHEAST CORRIDOR: One Saturday and Sunday train, #7810, which departed from Trenton at 6:31 AM, has been eliminated, and the half-hourly service now begins at 7 AM

NORTH JERSEY COAST: Trains #2308 (7:08 AM Bay Head/Hoboken) and #2305 (4:20 PM Hoboken/Bay Head) have added a stop at Perth Amboy. Also, Train #3232 (9:15 AM Long Branch/NY Penn) stops at Avenel

Prior to the Obama Administration coming into office, there was much talk about a stimulus package for infrastructure improvements. As could be expected, communities across the nation expressed interest in having projects included in the legislation. Our metropolitan area was no exception, with Governors Corzine and Paterson joining Senators Schumer, Clinton, Menendez, and Lautenberg all coming out in support of including additional funding for the ARC Tunnel. So far, only \$5.7 billion of the present day \$8.7 billion cost has been identified. The House Transportation and Infra-

structure Committee Chairman, James L. Oberstar (D-MN), has proposed \$85 billion in infrastructure funding, of which \$15 billion would be for transit.

Many Bergen, Main, Pascack Valley, and Port Jervis Line commuters were delayed on their homeward commute on January 12, due to switch problems at Laurel Interlocking, which is west of Secaucus Junction. NJ Transit reported that the problem was caused by a malfunction in a battery back-up system that is designed to keep the switches active during power failures. Initial attempts to resolve the problem were unsuccessful, so the switches had to be moved manually in order to allow trains to move. The delays occurred between 5 and 9:30 PM. A friend told me that his Pascack Valley Line train was over an hour late when it arrived in Nanuet. In all, about 45 trains were delayed 30-90 minutes.

During January, I received an email providing some interesting ridership statistics that were contained in a letter to the editor of *The Bergen Record* by former Assemblywoman Rose Heck, who represented Hasbrouck Heights. Ms. Heck was an early proponent of HBLRT and for nine years, she led the Assembly Bipartisan Light Rail Panel. She is now chairwoman of the New Jersey Association of Rail Passengers' Light Rail Panel. The letter went on to advocate for continued expansion of the line into Bergen County. Please note that this was written last August.

"The Hudson-Bergen Light Rail line moved 65,000 passengers to the big summer concert in Liberty State Park. This one-day total shows the line's ability to move vast amounts of people safely and effectively. This one day even put light rail second only to the Northeast Corridor in NJ Transit rail ridership. Its daily ridership is around 45,000, beating heavy rail commuter lines' numbers, such as the New Jersey Coast Line's 30,550, Raritan Valley's 22,650, Montclair-Boonton's 15,700, Bergen/Main's 26,450, Pascack Valley's 6,950, and Atlantic City's 3,150. A great mode of transportation, light rail has proven itself over and over again, not just here in New Jersey, but nationwide. Its popularity and environmentally friendly operation add to the quality of life. If 65,000 people were moved to the Liberty State Park concert in one day, imagine what light rail can do to alleviate traffic in the most heavily populated county in New Jersey."

Effective January 12, HBLRT got a new timetable, replacing the one from February 24, 2007, which was revised June 1, 2007 to account for the fare increase. Some weekday service was eliminated to address budget deficit concerns. Peak headways on the Hoboken-Tonnelle service went from 10 to 13 minutes, while midday headways on all three services were increased from 15 to 20 minutes. Ten-minute service is still being provided along the common trunk portions (Liberty State Park to Pavonia-Newport and 2nd Street to Ton-

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nelle). The 20-minute night service now begins at 7:30 PM instead of 9:30 PM. Hoboken-Bayonne and West Side-Tonnelle Avenue have two-car trains throughout the day until about 6:30 PM (the latter had singles during the midday). Hoboken-Tonnelle Avenue continues to run single cars at all times.

Bob Kingman observed the following multi-levels at Kenwood Yard. January 3: 7231*, 7234*, 7235*, 7285, 7510, 7614 and 7615. 7510 was back for a second time. (* denotes cars branded for the Atlantic City Express Service.)

Newark Light Rail got a new timetable effective January 3, which replaced the one which had been in effect since June 28, 2008. There were minor changes to the weekday schedules.

Member Lee Winson reported that the NJT River Line had signal problems on December 22 and 23, 2008 and could only operate on half hour headway during the rush hours, per NJT's website.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

At its December 17, 2008 board meeting, these PATH-related projects were approved:

- \$6.5 million for the Pavonia/Newport station for the extension of station platforms to accommodate 8-car trains, waterproofing work, and other improvements
- \$8.7 million for the purchase and installation of new static and variable message signs at various PATH stations

The Board also approved a \$6.7 billion 2009 budget that provides for \$3.3 billion in investment in capital projects, but with no growth in operating expenses and staffing levels. PA acknowledged that it faces downward pressure on its long-term capital financial capacity, and will need to manage its long-term capital program in the context of the new economic and fiscal realities. Some of the rail-related capital projects are:

- Continuing work at the World Trade Center site
- Introduction of new PA-5 cars
- Investments in the ARC Project

AMTRAK

For the Inauguration of President Obama, Amtrak added trains and cars to maximize available space for service to and from Washington, D.C. on January 20, 2009 on the Northeast Corridor. The majority of the extra capacity was available southbound toward Washington in the morning and northbound from Washington in the afternoon and evening.

METROPOLITAN AREA

In January, digital images were circulated on the Internet of Staten Island Railway's four BL20G locomotives, 776-779. They are painted in the same color scheme as the ones which have been delivered to Metro-North. When they are accepted for service, Alcos 407 and 821

will be retired. These units powered the New York Division's October 25, 2008 trip.

MUSEUMS

According to the January edition of *Trolley Museum Happenings*, published by The Trolley Museum of New York, which is located in Kingston, the museum has begun the process of de-accessioning some of the cars in its yard. The hope is that other museums will find use for the cars, either for parts or as rebuilds. These cars have not moved in over 20 years and are collapsing around their trucks. If no interest is shown, they will be scrapped, and there is a deadline for March, 2009 as the start date for their removal. The cars that are living on borrowed time include H&M 510 and 513, MBTA PCCs 3212 and 3214, and Queensborough Bridge Railway 601. Are there any interested parties?

INDUSTRY

It was reported on its web site, that effective December 23, 2008 Colorado Railcar Manufacturing ceased operations due to "a major liquidity problem." The firm reported that its lenders have a secured position in the assets of the company, which is in the process of being liquidated. The company had no employees effective December 31, 2008. It is unknown how much of an effect this will have on contracted orders, notably Tri-Met's Westside Express, which is to open on February 2, or Tri-Rail with six, the known owners of these DMUs. (MassTransitmag.com reported that Orlando had signed a \$45 million contract for ten DMUs.) Larry Salci, the firm's most recent President, told *The Oregonian* that "they've got everything they need to operate." Colorado Railcar was kept alive during the past year with more than \$5 million in public money, which was provided by Tri-Met, and was unable to attract new financing. The required four cars were delivered. Thanks to member John Pappas for the additional details.

MISCELLANEOUS

President Obama has recommended seven-term Congressman Ray LaHood, a centrist Republican from Illinois, to become Secretary of Transportation. This will be an important job in an administration that plans to spend billions rebuilding the nation's infrastructure as part of an economic recovery program. He will replace Mary E. Peters, a President Bush appointee.

Former Senator Claiborne Pell, D-Rhode Island, passed away on January 2 at the age of 90. He was primarily known for his support of legislation which provided grants for education, and those (Pell) grants were named for him. An obituary I found on the Internet in *The International Herald Tribune* reported that "a life-long interest in railroads inspired him to draft a bill that became the High Speed Ground Transportation Act of 1965, intended to improve rail service in the 400-mile Northeast Corridor from Washington to Boston. Out of this emerged the Amtrak system and, in 1966, Pell's well-received book 'Megalopolis Unbound: The Super-

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city and the Transportation of Tomorrow.' In 1960, he ran for the Senate seat being vacated by 93-year old Theodore F. Green, and went on to serve until 1997, when he was stricken by Parkinson's disease and retired. Providence's airport is named for T.F. Green.

NEW YEAR'S EVE/DAY (ADDITIONAL TO WHAT WAS REPORTED IN JANUARY)

NJ TRANSIT

Special schedules were issued for the hours of 12:01 AM-7 AM for the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, and Port Jervis Lines.

MBTA

Commuter Rail Service on New Year's Eve operated on a weekday schedule with additional train service provided to accommodate Boston's First Night Celebration. All service was free after 8 PM. From South Station, there were two departures after midnight on the Providence and Franklin Lines, and one departure each to Greenbush, Middleboro, Needham, Kingston, and Worcester. From North Station, service was provided to Acton, Fitchburg, Reading, Lowell, Beverly, Newburyport, and Rockport. (Thanks to member Todd Glickman for this report.)

Blue, Orange, Green, and Red Line trains operated on a Saturday schedule with the following additions:

- Service was increased during the afternoon leading to rush-hour service levels from approximately 7 PM through the conclusion of First Night activities
- Evening trains provided rush-hour levels of service and ran until approximately 2 AM

SEPTA

On New Year's Eve, one train was added on all branches except Cynwyd leaving Center City at approximately 1:30 AM and three trains leaving Trenton, hourly, for Center City, to connect with late night NJ Transit trains from New York City. (Thanks to Lee Winson for this report.)

OTHER TRANSIT SYSTEMS***BOSTON, MASSACHUSETTS***

MBTA officials announced the introduction of free Wi-Fi service on the Worcester Line last January, when the first cars had the equipment installed to enable this service. Todd Glickman wrote that while MBTA keeps saying that this has been an experiment on the Worcester Line, in fact the originally outfitted cars have run on all lines on the South Side, and even at times on the North Side. The Worcester Line had no fewer, or more, Wi-Fi-enabled cars than any other South Side line. Citing the positive feedback that was received, on December 15, 2008 it was announced that the service would be expanded to all lines. Wi-Fi installation began December

1, 2008 on a schedule to retrofit 30 coaches each month until all 258 coaches are Wi-Fi enabled. A Wi-Fi logo is being posted on the exterior of a coach indicating Wi-Fi capability.

Todd updated his report that appeared in the January **Bulletin** about D/Riverside now allowing Type-8s, and that all two-car trains on the Green Line would be ADA compatible - with one Type-7 and one Type-8, or two Type-8s. On January 6, he wrote that "every now and then there's a deviation therefrom, and two-car trains of Type-7s have been sighted. I presume MBTA feels it's better to run a two-car Type-7 train than none at all, if no Type-8 is available for whatever reason. So my original submission needs to be qualified to say that *most* two-car trains are ADA-compatible, but there are occasional exceptions." In fact, less than an hour and a half later, he rode on such a consist.

NETransit now shows 52 #5 700-series cars active (42 yet to be delivered and/or accepted), with #4 600-series active cars reduced to 44. The #5s are in 6-car sets, and run mostly weekdays, supplemented by 4-car sets of #4s. Nights and weekends are mostly 4-car #4s.

Ridership on MBTA lines rose despite the fact that gasoline prices had fallen during the second half of 2008. **The Boston Globe** reported that overall, the number of riders on MBTA rose 4.5% in the first 11 months of 2008, as compared with the same period in 2007. In November, the increase was 2.3% compared with the same month in 2007. The biggest increase was on commuter rail, where ridership rose 5.5% in November of 2008 as compared with November 2007, even as gas prices dipped that month below \$2 a gallon. One rider was quoted as saying that "there was a lot of inertia to overcome for people to even try public transit; they probably found out it wasn't as bad as they thought it was."

LINDENWOLD, NEW JERSEY

PATCO reported that for the first time since 2001, they recorded 10 million trips in a year. Current ridership trends point toward one-million more trips on PATCO in 2008 than in 2007. PATCO General Manager, Bob Box, in a press release reported said that PATCO has been attracting additional riders because "our service is reliable with a 98 percent on time performance record. In addition, our new automated fare collection system makes traveling on PATCO easy and convenient." On February 15, PATCO will celebrate the 40th anniversary of service between Lindenwold and Philadelphia. Thanks to member David Warner for sending this report.

According to the 2009 40th PATCO anniversary calendar 112,000 passengers were carried on the day of the Phillies' World Series celebration. PATCO reevaluated the 97,000+ passengers that were carried to/from Philadelphia for the Phillies' World Series celebration since

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folks in the stations knew there were people who were just let through gates without processing their tickets to speed things up. The final tally was arrived at by counting the revenue for the day and dividing by a weighted average fare.

Member Joe Canfield sent an article from *The Philadelphia Inquirer* that despite lower gas prices, SEPTA is still gaining ridership. Comparing the ridership totals of November, 2008 with the same period in 2007, there was a gain of 2.1%, or about 18,000 additional riders. Suburban ridership was up 5.2%.

PATCO issued a new timetable effective December 6, 2008 with the return of one of its transit cars on the cover. Thanks to member Greg Campolo for sending copies.

PHILADELPHIA, PENNSYLVANIA

SEPTA announced a two-month pilot program that began on Monday, January 12, and is scheduled to end March 13, that it calls QuietRide, for selected weekday, AM/PM Peak Express trains on the R5/Lansdale/Doylestown Line. The first car on these trains shown below will be designated as the QuietRide car, and passengers sitting in these cars are asked to:

- Set cell phones on vibrate or mute and refrain from making or taking calls
- Use headsets with any electronic equipment or hand-held devices and ensure that the volume is turned down
- Keep conversations with other passengers short using their best "inside voice"
- Relax

Seating in this car will be on a first-come, first-served basis. SEPTA's Priority Seating for seniors and riders with disabilities will also be in effect in QuietRide cars. These are the trains to which these cars have been assigned: #505, #507, #509, #515, #4711, and #6595. They depart from Lansdale or Doylestown between 6:12 and 7:46 AM. In the afternoon, Trains #6572, #6576, #6598, and #6598 depart from Suburban Station between 4:15 and 5:34 PM. Lee Winson, who sent this report, commented that he wishes a 'quiet car' were offered on NJ Transit's NEC weekend trains, which get rather noisy these days with cell phone calls and loud conversations among groups, particularly children.

From the *Delaware Valley Rail Passenger*, published by the Delaware Valley Association of Rail Passengers: When the NJ Transit Comets entered service, this permitted SEPTA to expand all of its push/pull train sets to seven cars. This leaves just three coaches and one electric locomotive out of the everyday lineup, for a spare ratio of just 6% for the coaches and 13% for the locomotives. *Cinders* opined: "that's an admirable figure considering most of the fleet is now over 20 years old. Getting the cars in for scheduled and unscheduled

maintenance will be a challenge. Maintenance forces are already doing their part to get more cars out of the yard and in service during the rush hours — work schedules have been revised so more is being done at off-hours."

Delivery of the Silverliner-V pilot cars are four months behind schedule, and are now expected in April with production cars to begin arriving this November.

New Regional Rail timetables were issued on January 11, to re-time a number of trains in an attempt to ease standees on trains by shifting some riders over to trains that have more room. These lines were affected: R2/Wilmington, R3/Media/Elwyn, R5/Lansdale/Doylestown, R5/Paoli/Thorndale, R6/Norristown, R7/Trenton/Chestnut Hill East, R8/Fox Chase/Chestnut Hill West, and the Combined Timetables. Thanks to Lee Winson for sending this report.

SEPTA issued timetables for two of the former Red Arrow Lines as of November 3: Routes 100/Norristown and 102/Sharon Hill. The August 25, 2008 edition for 101/Media remained unchanged. Thanks again to Greg Campolo for sending copies.

BALTIMORE, MARYLAND

Member Steve Erlitz, who also sent copies of the new schedules, reported that most of the train and bus service reductions that had been proposed by MTA MD, and were reported in the December, 2008 *Bulletin*, went into effect on January 12. These were forced by what was described as "dramatic declines in revenue to the Maryland Transportation Trust Fund." Here is what took place on the rail side:

- MTA proposed eliminating the last two evening round trip trains on the Penn Line. Instead, only the last round trip, Trains #447/448, no longer operate. Mid-morning Trains #410/412 from Washington to Baltimore were combined as Train #410, now an 8:30 AM departure
- MTA has eliminated Train #871 to Brunswick on Mondays through Thursdays, with service remaining on Fridays
- MTA proposed terminating Train #883 at Brunswick rather than continuing on to Harpers Ferry, Duffields, and Martinsburg, West Virginia. MTA worked with representatives of the State of West Virginia to reach an agreement under which passengers traveling to and from stations in West Virginia pay a higher fare. Effective February 1, these passengers are paying an additional \$2 for a one-way ticket, \$20 more for a weekly ticket and \$80 more for a monthly ticket
- MTA has eliminated shuttle bus service between the Odenton and Laurel MARC stations
- MTA has eliminated the use of the ten-trip tickets on MARC. Riders could purchase ten-trip tickets until January 9, 2009; those tickets will remain valid until March 9, 2009

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WASHINGTON, D.C. AREA

Virginia Railway Express ran its regular schedule with the exception of two midday trains (#325 on the Manassas Line and #301 on the Fredericksburg Line) to better coordinate with Inauguration Day events. Those trains ran at 1:30 and 1:45 PM, respectively. Also, the regular reverse-flow Manassas trains did not accept passengers. Initially, VRE reported that only special tickets issued would be accepted, until it received some comments from regular riders. VRE wrote that "Initially, we figured that with so many public and private companies closing down that day that demand would be even less than on Inauguration Days in the past. As a result, we have modified our plans for monthly ticket holders only." A form was posted on VRE's website that monthly ticket holders who are required to work on January 20 could request tickets at no additional cost.

A week before the Inauguration, in an effort to help any procrastinators, VRE notified potential riders that to ensure that everyone receives their tickets in a timely manner, it would now allow walk-in purchases for the Inauguration Day tickets until January 16. Tickets could be purchased from VRE headquarters in Alexandria between 7 AM and 7 PM. Only check or credit card payments were accepted. VRE was also still accepting mail orders. However, anyone who requested tickets after January 12 had to include \$16 for express shipping. The last day that mail orders were accepted was January 15.

On December 18, WMATA's Board voted to charge rush hour fares "to meet an unprecedented demand for service," according to General Manager John Catoe. The peak hour fares were in effect from the 4 AM opening until 9 PM on January 20. Rush hour service was

operated between those hours. Metro's commemorative one-day pass with a special Inauguration design were being sold for \$10 online and \$7.80 at Metro sales offices and fare vending machines, and were available beginning December 24, 2008. The cost of the passes was \$10 at all sales locations on January 20. Metro charged \$4 for motorists to park in its lots. "The additional revenue will not cover the costs of providing extra service for the Inauguration, but it will help," Catoe said.

Railway Age reported that with \$900 million in federal funding, WMATA will be able to extend Metrorail to Tysons Corner, Dulles International Airport, and Loudoun County, Virginia. The project first moves to Congress for a 60-day comment period and then the approved funds will be released. The \$5.2 billion extension of the Silver Line will run 23 miles from Falls Church Metro stop to Tysons Corner, Virginia., then to Dulles.

SOUTH FLORIDA

The South Florida Regional Transportation Authority announced on January 5 that Tri-Rail carried more than four million passengers during 2008, marking the first time in the system's 20-year history that ridership has achieved that milestone in a calendar year. Preliminary figures show that Tri-Rail carried 4,303,509 passengers last year, representing a 22.9% increase over the 2007 total of 3,501,704 passengers.

To mark its 20th anniversary, Tri-Rail hosted what it called a "Rail Fun" day on January 10 at the Fort Lauderdale/Hollywood International Airport station at Dania Beach from 11 AM to 3 PM. This free event included magicians, face painting, and clowns, including an appearance by Billy the Marlin, performances by Hip Hop Kidz, food sampling, the introduction of Tri-Rail's first-ever mascot, costumed character Conductor George Green, plus other events.

CHESTERTON, INDIANA

NICTD began testing two of its new bi-level MUs, 301



NICTD photographs

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Commuter and Transit Notes

(Continued from page 15)



NICTD photographs

and 302, on January 13, with the temperature at 2 degrees and blinding lake effect snow falling. According to my source, everything went well. With regard to the balance of the order, 303-6 are on the property, and were to be entering acceptance testing later in January, while 307-14 will be delivered through the end of February.

CHICAGO, ILLINOIS

The 47th Street Red Line station on January 8 became the first to be equipped with digital advertising displays, which also will feature next train arrival and other service information. When installed on the entire network, it is expected to generate more than \$100 million in revenue over the next 10 years. During the next month, CTA tested the eight displays installed at the station for durability against graffiti, etching, and various weather conditions; ability for customers to clearly view information on display in various lighting conditions; optimum placement of the display and customer feedback before moving forward with installation at the remaining 143 rail stations.

ST. LOUIS, MISSOURI

On November 19, 2008, Amtrak trains began stopping at the Gateway Transportation Center, a new station that is also served by Greyhound, Metrolink, and Metro Bus. This facility replaced a "temporary" one that had been in use for many years. Gateway Transportation Center is located just south of the Scottrade Center (NHL Blues) and a short light rail ride or walk to Busch Stadium (MLB Cardinals), America's Center/Edward Jones Dome (Convention Center/NFL Rams), the Gateway Arch, and riverfront casinos.

In December, 2008, Metro announced that it had a \$36 million budget gap for FY 2009, so in order to close the gap, effective March 30, there are to be reductions in rail and bus services. MetroLink service would be

reduced by 32% during off-peak hours, with a shuttle operating between the Shrewsbury and Forest Park-DeBaliviere stations. **The St. Louis Post-Dispatch** reported that one St. Clair County official has offered a \$2.8 million loan over 18 months in order to help Metro fund off-peak service on this branch all the way to Fairview Heights. St. Clair County Board Chairman Mark Kern, who made the offer, criticized the State of Missouri for providing "virtually nothing" for mass transit service, and contrasted the State of Illinois, which provides about 65% of his county's transit operating costs. In addition, MetroLink service that has been offered for special events would be eliminated. Most of the cuts would affect the bus lines, where nearly all service outside of I-270 would be eliminated, with the exception of some limited services. Missouri would lose about 43% of its bus service and Missouri Call-A-Ride service for the disabled would be reduced by 15%. 600 Metro workers would be laid off.

My sister-in-law sent an article from **West News-magazine** reporting some details of Proposition M, which was narrowly defeated by a vote of 52-48% in last November's election (December, 2008 **Bulletin**). If approved, the sales tax in St. Louis County would have gone up by a half-cent, which would have helped to fund a Metrolink extension from Clayton to West Port and prevent the service cuts outlined above. Farebox revenues contribute only about 20% of the \$180 million cost. The balance comes from other sources.

NEW ORLEANS, LOUISIANA

On December 11, 2008, for the first time since December, 2004, snow fell in the Crescent City. According to a report in **The Times-Picayune**, which was sent by member Frank Pfuhrer, snow has fallen in New Orleans just 17 times since 1850.

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Commuter and Transit Notes*(Continued from page 16)***SALT LAKE, CITY, UTAH**

Due to the economic conditions facing its riders, the Utah Transit Authority has delayed implementation of a fare increase that was scheduled to go into effect on January 1 until April 1. Three fare increases were previously approved by the Board of Trustees in May, 2007. The first one went into effect July 1, 2007, the second on January 1, 2008, and the third fare increase was scheduled for January 1, 2009. These fare increases were approved as part of a longer-term strategy to support regular operations and keep pace with inflation. A fuel surcharge, which was approved in early 2008 and increased on October 1, 2008, will remain for the present, but will be revisited in April and may be lowered or removed if the price of diesel fuel remains at low levels.

ALBUQUERQUE, NEW MEXICO

Less than a month after extending service to Santa Fe, on January 10, RailRunner initiated regular Saturday service with five round-trips, with reduced fares. There are six zones, and a ride from Belen to Santa Fe costs \$5. An all-day pass is sold for \$7. On weekdays, those fares would be \$7 and \$9, respectively.

Another new station, the eleventh, is set to open this spring. The Santa Fe County/NM 599 station is located in the median of I-25. It will have over 200 parking spaces plus bus connections to Los Alamos and Espanola. Still to open are the Zia Road and Sandia Pueblo stations.

PHOENIX, ARIZONA

On December 27, 2008, trolleys returned to Phoenix for the first time since February 17, 1948. The new system dubbed *Valley Metro Rail*, was built at a cost of \$1.4 billion and operates with Kinki-Sharyo-built LRVs. Regular service began at 4:40 AM Monday, December 29, 2008. Planners project building 30 additional miles of light rail lines by 2025.

Member Raymond Berger was there for the opening, and sent this report. "On Saturday, December 27 and Sunday, December 28, there were two-three hour waits to board the trains at the terminal stations. Every train was packed. These rides were all free. The first northbound train from the downtown Third Avenue and Washington Street station, where the political speech-making ceremony was held, was a train with car 114 at the north end. At the beginning of the day, trains were evenly spaced on the entire line and at exactly 10 AM they went into passenger service when they arrived at the next station.

"On Monday, December 29, I thought there would only be regular riders because normal fares were collected, but still people who never rode light rail before continued to go for a test ride, even though it was a

regular workday for most. Waits at the staging areas at both ends of the line were again a bit long. You had to wait about 30 minutes both days and more on New Year's Eve.

"Remember, all passengers had to get off all trains at the terminal and go to the staging area to wait to re-board for the return trip. Trains were restricted to 35 MPH for safety, but it took 90 minutes vs. the scheduled 70 minutes to ride the 20-mile-long line, which connects Tempe and Mesa. Three-car trains ran only during the testing period. Once passengers were carried, the largest train was two cars. The trains were very crowded even at 11 PM. Extra trains ran on December 31 until 2 AM New Year's Day. I think the line is a success.

The Phoenix Trolley Museum is still located just north of the Central Avenue Bridge, perpendicular to the new light rail line, close to the McDowell/Central station. They have a small stretch of track and trolley wire in a city park. Preserved is one of the original Phoenix streetcars, which is still in operating condition."

Less than two weeks later, Todd Glickman was in Phoenix for the Annual Meeting of the American Meteorological Society and emailed this report: "I went for a ride on a beautiful sunny Sunday afternoon. Now here's a concept: One ride is \$1.25, and the fare for two rides is \$2.50. The fare for an ALL-DAY PASS is \$2.50! Tickets are sold from vending machines on the station platforms, and use mechanical buttons to make selections offered on the screen (as opposed to a touch-screen). The operation is straight-forward and fast. Cash, debit, and credit cards are permitted for all transactions.

"The cars are really, really quiet. This being a Sunday, nearly all of the passengers seemed to be either tourists or local families out for a day trip. Headways are 15 minutes on weekends, and the trains are full (all seats taken and substantial standees) in the downtown area. I noted the 'no food, no drink' rule that has an exception: you are permitted a drink if it's in an unbreakable, covered container (such as a water bottle with a screw top cap, or a metal coffee mug with sturdy cover). Specifically *not* allowed are paper or foam coffee cups, such as you get at Starbucks or McDonalds. But still, a lot of people had them. Someone on board told me he's seen the fare checkers give more fines for coffee cups than not having a fare card or receipt (proof of payment is used).

"I think what surprised me most was that there seems to be no traffic signal preemption, even outside of downtown where cross streets are far apart. The trolley stopped for red traffic signals more often than I thought necessary. A 'new build' system should have signal preemption from the start, in my opinion. The trolley is still a novelty, and people are still getting used to it.

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High-Speed Broadway Local Service Began in 1959*(Continued from page 1)*

matically stopped any train that approached an occupied station above predetermined rates of speed. By November, 1909, "closing in" time signals were installed on the express tracks at 96th Street, 72nd Street, Grand Central, 14th Street, and Brooklyn Bridge.

In 1908, IRT Chief Engineer William Barclay Parsons wrote, "this junction (north of 96th Street) is found in

practice to be the limiting condition of the whole railway." After the time signals were installed, the capacity of the track at the junction was increased by one-third.

In 1912, the IRT operated an average of 33 trains per hour compared to 29 trains per hour in 1907.

When your Editor-in-Chief rode through 96th Street regularly in the 1930s, trains always moved slowly in the rush hour. Riding through the area occasionally after the 1959 schedule changes, he observed that service was speeded up appreciably.

Commuter and Transit Notes*(Continued from page 17)*

"After I exited the trolley downtown, I witnessed an automobile fouling the right-of-way waiting to make a turn. The trolley pulled up and gave a huge BLAST! of the air horn and the driver of the auto first leered at the trolley as if it was some kind of monster, and then made an illegal turn against the red traffic signal to get out of the way. But all in all, it appears to be a great start. I hope the air conditioning can hold up against the desert heat during the summer!"

On January 9, Metro estimated it was on track to meet or beat its ridership projections for the year. Although the system was only in operation for almost two weeks, Metro, based on estimates, believes the daily ridership ranges from 20,000 to 30,000. Monthly totals will be based on automated counters in train doorways. Metro did a first-week estimate to give an early snapshot on ridership. It had projected an average 26,000 daily boardings per workday in the first year.

SEATTLE, WASHINGTON

Railway Age reported that the City Council, by a vote of 6-3, has endorsed a streetcar network for the city, just before the first anniversary of the 1.3-mile South Lake Union Streetcar Line. The dissenting trio on the council argued that bus services can meet Seattle's needs. An amendment to the approval requires the council to acquire more specific information before Seattle spends any money on a given line. A report envisions a four-line streetcar network costing \$685 million.

PORTLAND, OREGON

Effective November 24, 2008, Westside Express trains are being tested at 60 mph. With the upgrading of tracks that has recently taken place, Portland & Western (P&W) freight trains are also operating at higher speeds. Previously, P&W operated at up to 25 miles per hour in this corridor. Revenue service is scheduled to begin on February 2, using Colorado Railcar DMUs.

SAN FRANCISCO, CALIFORNIA

John Pappas forwarded a report from KTVU.com that over the Thanksgiving weekend, a new ridership record was set at SFO International Airport when approximately 62,600 BART passengers passed through the station during that period. That figure represents an in-

crease of 10% over 2007.

Caltrain implemented a 25-cent increase to its base fare, which was approved by its Board last October. Multi-ride tickets and passes were also adjusted accordingly, with the increased revenues being used to help offset volatile fuel prices and increasing costs.

STOCKTON, CALIFORNIA

Altamont Commuter Express had planned to increase fares on January 1. However, this was delayed until February 2 for a very unusual reason. The ticket stock for the new ticket prices, which was ordered in October, was not delivered due to the vendor having continual printing delays and problems with the ticket quality. The final ticket stock was scheduled to arrive on December 15, 2008, but was not delivered, hence the delay.

LOS ANGELES, CALIFORNIA

In the December, 2008/January, 2009 edition of **Metrolink Matters**, there is an article about the former NJ Transit Comets that have replaced the leased Sound Transit cars that had to be returned. Metrolink reported that it had leased the Comets to make sure it could accommodate passenger demand. Ten (also ex-NJ Transit) Comets were from the Utah Transit Authority and fourteen from NJ Transit to fill the gap. The UTA cars have a red and blue color scheme, while the New Jersey cars are gray. Metrolink reported that no more than one Comet car will be used in a train set. They will always be situated behind the locomotive and will only be accessible from the Metrolink passenger car immediately behind the Comet car. The Comet cars are not double-deckers or ADA-accessible, and do not have operating restrooms or luggage racks. Bob Kingman, who sent this report, added that cab cars 5116 and 5124 and coaches 5734 and 5760 were spotted at LA Union Station on December 31, 2008.

FROM THE HISTORY FILES

70 Years ago: On February 5, 1939, York Railways ended its trolley and interurban operations.

10 Years ago: During the month of February, new rail cars were delivered and/or entered service for the following transit operators: Amtrak – Superliner cars; Metro-North – Contract 38A Shoreliner Coaches, and NJ Transit – Comet-IVs.

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