

The Bulletin



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QUEENSBOROUGH BRIDGE CENTENNIAL

Without any celebration, the bridge opened on March 30, 1909 for pedestrian and vehicular traffic.

Before the bridge opened, the Committee of 125, businessmen who invested in the project, planned a gala celebration. To acquaint people with the new bridge, they sent hundreds of letters and tickets to a convention, which was held at the Schuetzen Park Hall at Broadway and Steinway Street on October 15, 1908.

In April, 1909, dignitaries attended a luncheon at Bloomingdale's on E. 59th Street, a short distance from the bridge. Details of the gala eight-day celebration were revealed. On June 12, three enormous tents were erected, housing musical presentations, a circus, a carousel, and other amusements. The parade started from 34th Street at 12:30 PM. Participants marched on Fifth Avenue, E. 59th Street, and the Queensborough Bridge to Queens Plaza. Among the marchers were the National Guard, volunteer firemen, and thousands of schoolchildren riding on decorated wagons and floats. About 25,000 people participated in the parade, which took hours to pass the reviewing stand. At 8:00 PM, the speeches concluded and a two-hour fireworks show started. When the fireworks were over, several thousand people watched a comic opera at Queens Plaza. During the celebration, new entertainment was presented each day.

Queens residents were still unable to travel to Manhattan because trolley service was not extended across the bridge. At first, the New York & Queens County Railway was reluctant to pay the high price the city demanded for the right to operate the cars on the bridge. This dispute was settled and a clearance car

operated across the bridge on September 17, 1909. This steel car proceeded cautiously, making the round trip in 90 minutes. Shuttle service began on October 4, 1909, but through service from Steinway Street, Flushing, Corona, and College Point did not begin until February 5, 1910.

Third Avenue Railway started operating a branch of the 42nd Street Crosstown via Third Avenue, E. 59th Street, and the Queensborough Bridge to Queens Plaza on January 24, 1912. To avoid building a plow pit and switching to overhead trolley east of Second Avenue, a slot and underground conduit were installed on the bridge and on Queens Plaza. This slot was still visible when the trolley ceased operating in 1957.

The Manhattan & Queens Traction Company started operating the Queens Boulevard trolley across the bridge and terminating at 48th Street and Greenpoint Avenue on January 29, 1913.

Originally there were four trolley tracks on the bridge. The outer tracks, in service until 1957, were used by Third Avenue Railway and Manhattan & Queens Traction. The inner tracks, abandoned in 1919, were used by NY&Q. Service from 42nd Street to Queens was discontinued August 31, 1919.

The trolley had hardly any competition until the rapid transit lines were extended to northern Queens.

IRT trains operated from Grand Central via the Steinway Tunnel to Vernon-Jackson Avenues on June 22, 1915 and to Queensboro Plaza November 5, 1916. Service was extended to Ditmars Boulevard on February 1, 1917 and to Alburty Avenue (104th Street) on April 21, 1917. Second Avenue service was

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NEXT TRIP: LIRR HILLSIDE & MORRIS PARK SHOPS, MARCH 28

BROOKLYN'S 5000-SERIES TROLLEY CARS

by Bernard Linder

(Photographs from the author's collection)

The source material for this article brings back happy memories of the day I started to work for New York City's Board of Transportation, NYC Transit's predecessor. My supervisor, who was hired by the Coney Island & Brooklyn Railroad in 1912, told me to read and study a BRT report, ***Standardization of Rolling Stock 1904-1909***, which included construction details of the 5000-series cars and a BRT roster.

Shortly afterwards, my supervisor started to teach me how to install trolley wire, third rails, feeder cables, and circuit breakers. Eventually, I traveled to nearly every yard and depot, where I planned alterations to the electrical wiring. I enjoyed the work, which was a dream come true.

Following is a summary of this report.

About 1910, Brooklyn Rapid Transit began studying designs for a center entrance car that had greater seating capacity than the older drop-platform cars. Maximum length of the car was restricted by the clearances. The ordinary center entrance car was not satisfactory because it did not provide sufficient safety or rapid loading and unloading. To obtain a low single-step entrance, the floor was depressed at the center of the car. Space for the trucks and underbody apparatus was obtained by making the floor slope upward from the edge of the center well to the bolster line. Height was reduced eight inches by using smaller wheels.

The wide 6-foot 6-inch doors with a 34-inch entrance aisle and two 22-inch exits allowed fast loading. Congestion in the center of the car was reduced by using longitudinal seats and a 26¾-inch aisle between the cross seats.

During this two-year study, BRT designed and equipped a prototype center entrance low step car, 3557, which would be its future standard for new equipment. This car was built in BRT's shop with representatives from each department checking each feature. When the car was placed in service, a complete record was kept of its speed, passenger handling ability, fare collection, center door interlock, and the folding of cabs and seats when direction was changed.

The 100 cars that were built, 5000-5099, contained the same fundamental features as the prototype. The cars were built by the J.G. Brill Company and were equipped by BRT at its 39th Street Shops. Cars were 45 feet 6 inches long, 8 feet 5 inches wide, and 10 feet 2¼ inches high from the bottom of the sill to the top of the trolley board.

Cars had double-end, straight-sided bodies with low step passenger entrance and two exits located at the center of the car, where fares were collected from pas-

sengers entering the car. The car floor was 14 inches above the rails at the threshold with 2 inches of ramp to the center. Inside the car, there was a ramp of 6 inches in 8 feet 6 inches from the center platform to the bolsters. The ends of the body had swinging sashes and roller curtains to the form the Motorman's cab, which was folded back when it was not used and was replaced by seats. The car body was built of pressed steel, both welded and riveted.

For summertime passenger comfort, 16 side sashes raised and 8 end sashes and 4 outside door sashes dropped. The four inside door pocket sashes were hinged and replaced by screens in the summer.

Two center doors provided an opening 6 feet 6 inches wide and 6 feet 2 inches high. They were sheet steel, reinforced and welded and slid into pockets formed by hollow posts. The doors were pneumatically operated and electrically controlled by push button and pedal from the Conductor's pedestal located in the center of the well.

The center entrance and exits were divided by stanchions and railings that provided a 32^{11/16}-inch entrance in the center and two 21¾-inch exits on each side.

Incoming and exiting passengers were divided by a pivoted railing, which could be swung from one side of the car to the other at the terminal. A locked swing door, 21½ inches wide and 5 feet 5 inches high, was provided for the Motorman. This door was made of welded steel with one drop and one fixed sash.

The car seated 58 passengers with 16 reversible cross seats and a 26-inch aisle. There were longitudinal seats at the center doors and curved seats at the ends.

Cars were equipped with two motors rated at 40 HP at 500 volts and 50 HP at 600 volts. Maximum speed was 21 MPH with full field and 25 MPH with the field shunted.

A relay in the door signal circuit prevented the car from being started until the doors were closed. A counter relay in the motor circuit prevented the doors from being opened while the car was moving. A Conductor's valve in the fare pedestal applied the brakes in emergency.

Heat was furnished by eight cross seat heaters and four panel heaters, each consuming 450 watts at 550 volts.

The car was illuminated by five circuits of five 23-watt 115-volt tungsten-wire lamps. Twenty lamps, two rows of ten each, were inside the car. Two lamps were inside each end sign box and one was in the headlight.

Passengers could signal the Motorman from any one

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Brooklyn's 5000-Series Trolley Cars

(Continued from page 2)

of the 20 push buttons. Conductors signaled the Motorman from a push button on his pedestal. Cash and transfer registers were also operated from push buttons on the Conductor's pedestal.

The Edward B. Watson/Arthur J. Lonto collection is the source for most of the following roster data:

The prototype car, 3557, was placed in service on June 15, 1912 and the first 5000-series car followed on July 4, 1913.

In March, 1917, motors were removed from 5050 and it was coupled to 4100. This unit was in service operating from Flatbush Depot from 1917 to 1919. All 5000s were equipped with couplers for MU operation from 1920 to 1924.

In 1929, cars 5004 and 5005 were equipped for MU operation in DeKalb Shops. They were in service from January, 1930 until 1931.

Cars 5023, 5025, 5041, and 5068 were not rebuilt for one-man service and were scrapped in 1933. The remaining cars in the 5000-5079 series were rebuilt at the Brill plant in Philadelphia between 1931 and 1938. Cars were converted to single-end and doors were removed on the left side. The right side sliding center doors and route sign were removed and replaced by four-part folding doors. Cars 5080-5099 remained double-ended for Norton's Point service. Four-part folding doors were installed in the front at both ends. The sliding center doors and route signs were retained on 5080-5098, but the sliding center doors and route signs were replaced by four-part folding doors in 5099. Passimeters (turnstiles) were installed in 5099.

In the 1940s, the single-ended cars were in service on the busy Flushing Avenue Line, which transported thousands of workers to the Navy Yard. The big cars seated 58 passengers and had lots of standing room. Unfortunately, the 30-year-old cars were out of service frequently and the Motormen complained that the brakes were weak.

On December 19, 1943, 32 cars were required for rush hour service, 26 cars were in the shop, and the remaining 17 were apparently unavailable.

The following cars were listed on the December 19, 1943 car assignment:

| CAR NUMBERS | CAR NUMBERS | CAR NUMBERS |
|-------------|-------------|-------------|
| 5000 | 5026 | 5069-71 |
| 5002-12 | 5028-39 | 5073 |
| 5014 | 5042-3 | 5075 |
| 5016 | 5045-54 | 5076 |
| 5020 | 5057 | 5078 |
| 5022 | 5059-65 | 5079 |
| 5024 | 5067 | 5080-99 |

About a year later, several 5000- and 5100-series center entrance cars were involved in accidents at the Park Row loop. While waiting for a trolley car at the Park Row loop, I saw a car approaching at excessive speed. I ran downstairs into the subway and I never knew what happened to the trolley car. Member Karl Groh recalls that Sam Shifter told him he witnessed a derailment at the loop. Sam was the Motorman on a Seventh Avenue trolley car. His leader, Graham Avenue car 5107, derailed and overturned on the loop while Sam watched the Navy Yard workers climb through the windows. The newspapers printed the picture of the overturned car and reported that the Navy Yard workers were not injured because they were wearing heavy winter clothing in an overcrowded car. Another car was unable to stop on the loop. It did not derail, but went up the hill and stopped.

At that time, I was a civilian employee in the Navy Yard. I wrote to the *Shipworker*, the employees' newspaper, suggesting that the 5000s and the 5100s, whose brakes were weak, should be operated on level ground. In April, 1945, 6000s appeared on Flushing Avenue and 4100s were in service on Graham Avenue. The 5000s were transferred to Myrtle-Court and the 5100s to Sumner Avenue and possibly other lines.

Did my letter to the Navy Yard officials persuade the Board of Transportation to transfer the cars? This mystery will never be solved.

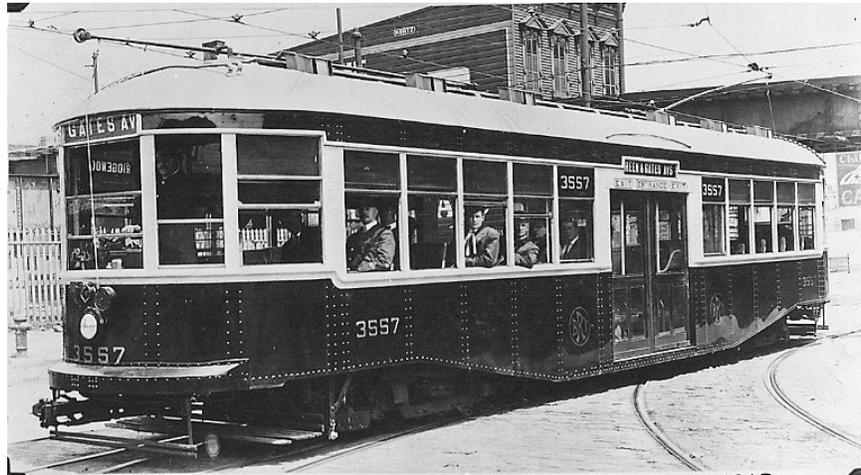
The 5000s and 5100s continued running until they were replaced by buses. The remaining 5000s, except 5099, were scrapped in 1946 and 1947. The odd car, 5099, was stored for a year and a half in the Ninth Avenue Depot waiting to be transferred to Branford. It was scrapped on October 28, 1949, after Branford was no longer interested.

When the original center door cars were finally scrapped, there were still hundreds of newer center door cars running on the streets of Brooklyn.

(Continued on page 4)

Brooklyn's 5000-Series Trolley Cars

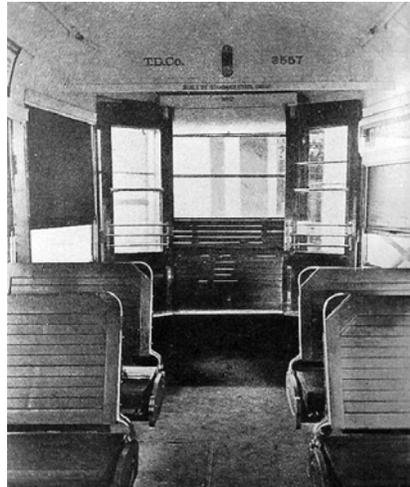
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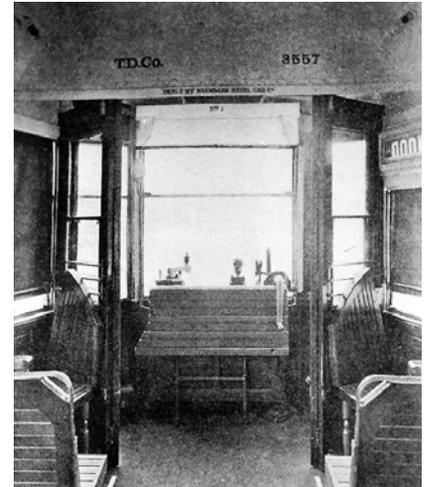
BRT street car 3557, prototype for the 5000-series cars, in 1912.



View of the center of car 3557, showing the Conductor's pedestal, heaters in the risers, etc.



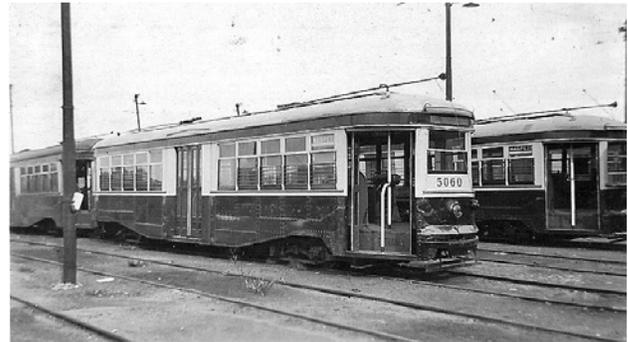
Interior of 3557, showing the end seating that was made available when the cab was not in use.



View of car 3557, showing the cab being prepared for use by folding up the end seats.



Car 5028, a single-end one-man car, on the Ralph-Rockaway Line on August 24, 1941.
Bernard Linder collection



Car 5060, another single-end one-man car.
Bernard Linder collection

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Queensborough Bridge Centennial

(Continued from page 1)

extended to Ditmars Boulevard on July 23, 1917 and to Alburty Avenue on January 17, 1918. BMT reached Queensboro Plaza on August 1, 1920.

The trolley could not compete with the subway and elevated trains operating parallel to it.

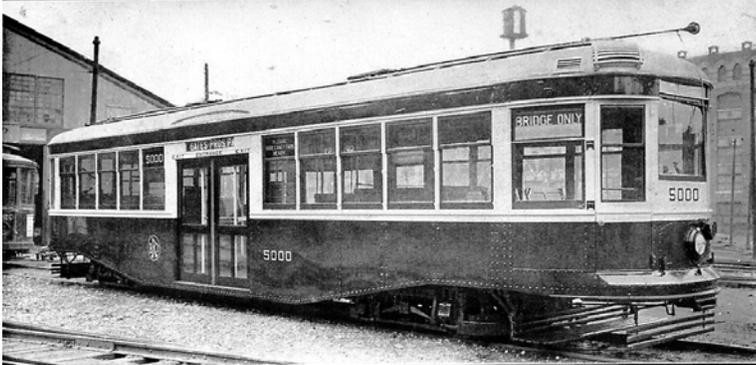
When New York & Queens became bankrupt in 1922, Steinway Railway Company was returned to its owners.

One of the receivers was Third Avenue Railway's President, S.W. Huff, who transferred the oldest and second-hand cars to Long Island City.

Buses replaced the Queens Boulevard trolley on April 17, 1937 and the Steinway Street trolley on November 1, 1939. But the Queensboro Bridge trolley, the only transit line serving Roosevelt Island, was retained until a bridge was built linking the island and 36th Avenue, Long Island City. When the trolley quit on April 7, 1957, it was the end of street car operation in New York City.

Brooklyn's 5000-Series Trolley Cars

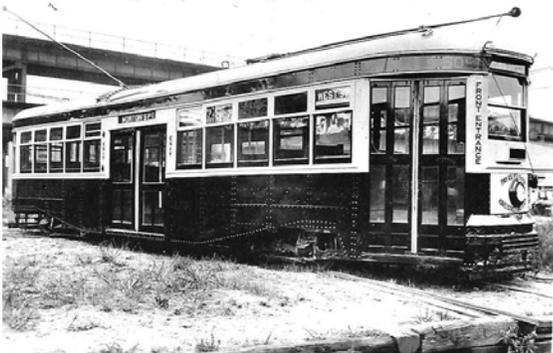
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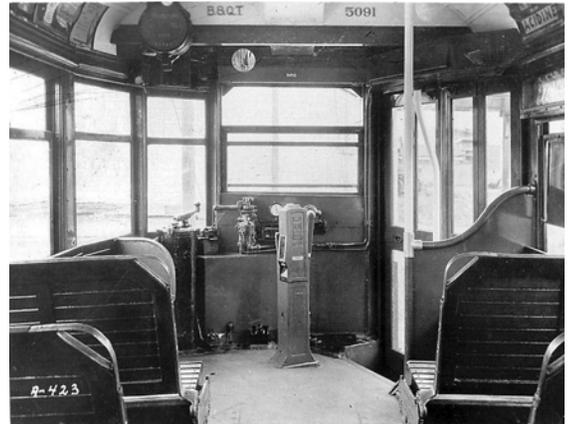
Double-ended two-man car 5000, part of the 5000-5079 series.



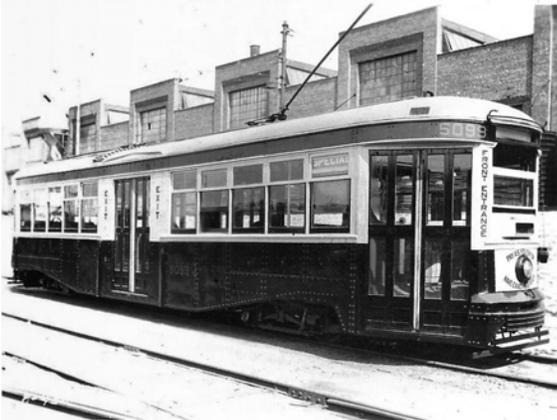
Interior of a double-ended car in the 5080-5098 series.



Double-ended car 5091 in Coney Island in 1930.



Interior of car 5091, showing the farebox.



Car 5099 had a four-part folding center door.



Interior of car 5099, showing the passimeter.

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

For the first time in almost three years, there have been some substantive changes made to the Subdivision "A" car assignment, owing mainly to the projected opening of the new South Ferry terminal on ① (though no firm date was as yet known). Beyond that, the dust was continuing to settle after the reassignment of Phase I R-32s to ① and ③ in early January, and it became evident in the first weeks of 2009 that both the changes on ③ and the ongoing introduction of R-160s to ⑤ were resulting (for the first time really) in the simultaneous retirement of 60-foot SMEE cars from a variety of classes. And so begins the overall homogenization of the Subdivision "B" fleet associated with the R-160s' introduction, a process which promises to be long in its duration. Finally, I am pleased to add a section dedicated to MTA's Staten Island Railway beginning with this Update.

Subdivision "A" Events

As projected, all 409 R-62As assigned to Corona and ⑦ were retrofitted with LED side sign fixtures as of January 30, 2009. As things turn out, the incorporation of these devices has made it effectively impractical to transfer such equipment elsewhere on the system from this time forward. When it was determined that ① would require an additional train set to meet the adjusted schedules planned for the opening of the new South Ferry terminal, a three-way swap occurred on January 31, 2009 between ②, ③, ④, and ⑤ as follows:

- R-62s 1316-20, 1371-5, and 1541-5 (25) from ④ to ③
- R-142s 7061-70 (10) from ⑤ to ④
- R-142s 6681-5 (5) from ② to ⑤

In turn, the influx of R-62s to ③ freed up all of the 30 single units heretofore dedicated to ⑤/42nd Street Shuttle (with one overflow train sometimes on ③), and they were forwarded as follows:

- R-62As 1905, 1908, 1912, 1917-21, 1925, and 1926 from ③/⑤ (Livonia) to ① (240th Street)
- R-62As 1924, 1927, 1929-31, 1933, 1935-7, 1940, 1941, 1945, 1946, 1950-3, 1955, and 1956 from ③/⑤ (Livonia) to ⑤ (Jerome)

As such, maintenance responsibility for equipment on ⑤/42nd Street Shuttle was relocated to ④'s Jerome facility, the blue "Livonia" stickers at last removed from beneath the number boards of all but one (last survivor: 1946). Furthermore, at least one random train of R-62s (all of which are now assigned to ③) has been loaned to ④ each weekday since the transfer occurred. With 10 of the 20 relocated single units required at any one time on ⑤/42nd Street Shuttle, it is unlikely that an overflow train of R-62As will operate on ④ as it had on ③

since 2003. This also marks the first time that both the R-62s and R-62As have been completely released from their original assignments (R-62s to ④ since May, 1984 and R-62As to ③ since December, 1986).

Elsewhere, we are advised that the newest waistband ads on the R-62 and R-62A equipment refer to financial services company ING.

R-160 Progress

As of January 31, 2009, Option I R-160A-2s 9303-27 had been delivered, joined by 9328-42 as of February 14. The acceptance of this group continued at a brisk pace as well, with 9248-52 and 9268-9302 entering service at Jamaica. To date, all 70 have continued to be used exclusively on ⑤, from which the older equipment is disappearing (especially the Phase I R-32s). Through February 14, 2009, Kawasaki-built, Alstom-equipped Option I R-160Bs 9133-57 were delivered, with 9123-32 and 9143-52 entering service on ①, ③, and ④. Since approximately January 12, 2009 all service on ① has been provided by R-160A-2s and R-160Bs, but for weekend GOs.

As of February 14, 2009 deliveries totaled 340 R-160A-1s, 170 R-160A-2s and 445 R-160Bs for a combined quantity of 955. Of these, 340 R-160A-1s were in service at East New York (①/②, ③, ④); 60 R-160A-2s plus 430 R-160Bs at Coney Island (①, ③, ④), for 490 total; and 70 R-160A-2s at Jamaica (⑤).

60-Foot SMEE News

The daily use of Phase I R-32s was resumed on ⑤ (and sometimes ③) as of January 12, 2009, but through February 13 they remained a fixture only on ⑤. As additional R-160A-2s were accepted for ⑤, the overall number of remaining Phase Is at Jamaica declined noticeably, due to both additional transfers to 207th Street (for ① and ③) and to outright retirements. In this vein, the first eight Jamaica-assigned Phase I R-32s were out of service by late January, with four sent to Concourse Yard for storage and four to 207th Street for the reefing program. Likewise, the corresponding quantity of Morrison-Knudsen-overhauled R-42s on ⑤ has also been slightly reduced and yielded another small group of retirements, but those that do remain now tend to be fully intermixed with the 72 R-40Ms assigned to Jamaica (4460/4665 and 4480-4549). On February 13 there was at least one R-40M/42 train running on ⑤, followed by several (at least five consists) on Valentine's Day. This may be symptomatic of the reduction in available Phase I R-32s as noted above, but it was not yet known to be a permanent situation.

Phase I R-32s 3400/1, 3414/5, 3444/3777, 3460/1, 3496/7, 3698/9, 3706/7, and 3772/3 were sent from Ja-

(Continued on page 7)

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

maica (E, F, sometimes R) to 207th Street (A, C) as of January 30, 2009, being joined by 3360/1, 3388/9, 3574/5, and 3870-3 on February 6 and 3383/3890, 3416/7, 3728/9, 3732/3, and 3834/5 on February 13. Their arrival allowed the number of active R-38s to continue to plummet from 92 on January 11 to just 40 cars by February 14, 2009. The emerging trend toward an overall consolidation of the remaining 60-foot SMEE fleet is likely to continue, though it is just as evident that all 144 remaining slant R-40s will eventually be running on A until other equipment can be brought in to relieve them later on. The latest groups of slants being moved from Coney Island (E) to Pitkin (A) included 4256/7, 4262-7, and 4270/1 on January 26, and 4242/3, 4246-51, and 4254/5 on February 13. These have not only aided in the continued retirement of the R-38s but also reduced the necessity of using the 30 R-40Ms that were at Pitkin (4450-8 and 4462-81). In turn this permitted the first eight of these to be withdrawn, and one pair (4480/1) to be shifted to Jamaica on January 26.

60-Foot SMEE Retirements & Restorations

The following were taken out of service, or restored to operation through February 14, 2009:

January, 2009: R-38 4002/3 restored to service at 207th Street (A, C); R-32 (Phase I) 3374/5, 3434/5, 3634/5, and 3868/9 withdrawn from Jamaica (E, F, sometimes R); R-38 3950/1, 3972/3, 3980/1, 3986/7, 3988/9, 4002/3 (second time), 4008/9, 4012/3, 4020/1, 4032/3, 4050/1 4072/3, and 4090/1 withdrawn from 207th Street (A, C); R-40M 4458/9, 4470/1, 4472/3, and 4478/9 withdrawn from Pitkin (A)

February, 2009: R-32 (Phase I) 3464/5, 3504/5, and 3720/1 withdrawn from Jamaica (E, F, sometimes R); R-38 3974/5, 3978/9, 3994/5, 3998/9, 4018/9, 4024/5, 4026/7, 4030/1, 4040/1, 4042/3, 4046/7, 4082/3, 4128/9, and 4134/5 withdrawn from 207th Street (A, C).

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

As indicated above, the use of R-68s and R-68As has become an occasional event on N since about January 12. Since that time there have also been varying proportions of R-160A-2s, R-160Bs, and R-68/R-68As on Q, but seem to be most recently weighted in favor of the latter. R-160A-2s and R-160Bs are also prevalent on W, but as of February 13 at least one, perhaps two trains of R-68/R-68As were still being seen on a daily (weekday) basis.

The R-44s of MTA Staten Island Railway

Having passed their 36th year of operation, the 52 R-44s acquired by MTA for (what was then) the Staten Island Rapid Transit Operating Authority in 1973 remain entirely active as of January, 2009. This total includes 34 even-numbered, cab-equipped "A" cars from 400 to

466, and 18 odd-numbered, cabless "B" cars from 401 to 435, all having been rebuilt at Coney Island Shops in 1990 and 1991. Additionally, the 12 R-44s equipped with General Electric control (similar to that on SIRT's equipment) were imported from the (then) New York City Transit Authority after an overhaul of their own in 1991 and 1992. These include six "A" cars (388-398 even) and six "B" cars (389-399 odd), which can and do intermingle with the "native" 400's to create an overall fleet of 64 units total.

Unlike the R-44s assigned to Pitkin Shop for A, those of MTA Staten Island Railway remain technically as built—that is, completely functional single units with individual couplers and electrical heads, compressors, batteries, and static converters. They also have FRA-compliant air horns, stirrup steps, and grab irons beneath, along with truck-mounted "coils" on each operating end to receive in-cab signal codes. They are made up into sets of two (A-A) or three (A-B-A) cars each, which are in turn coupled into operating consists of 2 to 5 cars in length. Most often it seems, one will find two A-A sets coupled together on a typical 4-car revenue service train.

As related earlier, SIR A-cars 388, 389, 395, and 456 were recently re-overhauled at Coney Island Shops. In early February of 2009 ex-NYCTA cars 390, 391, and 393 were still scattered around that complex, being joined by A-cars 402, involved in the Tottenville derailment of December 26, 2008, and 450. Movement of the SIR R-44s between facilities is done via flatbed truck from Clifton Shops, crossing over the Verrazano-Narrows Bridge and unloading at Bush Terminal in Brooklyn. From there each car is towed via diesel (being hosted at the Ninth Avenue station) over the West End Line to Coney Island. When being sent back from Coney Island in Brooklyn to Clifton Shops on Staten Island, the process is reversed.

Reefing Renewed

Barge Number 13 departed 207th Street on January 17, 2009 with these 44 car bodies bound for the Maryland coast off of Ocean City on the Delmarva Peninsula: Phase II R-32s 3470, 3490, 3491, 3506, 3507, 3532, 3533, 3559, 3568, 3569, 3852, 3853, 3866, 3867, 3902, 3903, 3904, and 3919 (18); and R-38s 3960, 3961, 4010, 4011, 4016, 4017, 4034, 4035, 4036, 4037, 4038, 4039, 4064, 4065, 4094, 4095, 4104, 4105, 4112, 4113, 4122, 4123, 4130, 4131, 4148, and 4149 (26). The empty barge was back at 207th Street Shop by February 1 and reloaded several days later. Barge 14 then sailed for Redbird Reef (Delaware) on Valentine's Day with the following cars aboard: 40 Phase II R-32s (3458, 3459, 3486, 3487, 3521, 3534, 3535, 3542, 3543, 3544, 3545, 3546, 3547, 3562, 3563, 3622, 3623, 3652, 3653, 3666, 3667, 3692, 3693, 3734, 3735, 3764, 3765, 3802, 3803, 3848, 3849, 3862, 3882, 3883, 3948, and 3949) and 4 R-38s (4020, 4021, 4090, and 4091).

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WOMEN-ONLY SUBWAY CARS?

Member Lee Winson recently ran across this item from the New York Times of Feb 7, 1909.

Mrs. Frederick Longfellow, of the Morrisania branch of the Woman's Municipal League, suggested to the Public Service Commission and IRT that the last car on each subway train be reserved exclusively for women travelling alone and unprotected.

Mrs. Longfellow said that "a great many women were compelled to ride the in the Subway at rush hour; that there was no way in which they could avoid it, and that under the prevailing conditions they needed the pro-

ess of athletes to hold their own, and were subjected to all sorts of inconveniences."

Mr. Hedley, General Manager of the IRT, urged that there were almost insurmountable difficulties in carrying out the plan. It would be impossible, in the confusion of the rush hour, he urged, to insist on men being kept out of the cars, and the altercations that would ensue would result in endless delays. Disorder and greater confusion than ever, he said, would result from any attempt to put the plan in operation.

Around New York's Transit System

(Continued from page 20)

ride. When a failure occurs, an on-board, computerized diagnostic system allows faster repair.

The airbag suspension and improved sound absorption materials provide a smoother, quieter ride. Passengers like the brighter interior and the advanced heating and cooling system.

Most Passengers Use MetroCards

A newspaper article reveals the following data regarding MetroCards:

| TYPE OF METROCARD | PERCENT OF TRIPS |
|-------------------|------------------|
| Unlimited Ride | 50 |
| 30-Day | 32 |
| 7-Day | 15.5 |

The remaining 2.5% of the passengers probably pay cash fares.

Sheepshead Bay Station Overpass

Starting December 8, 2008 and continuing for about a year, southbound platforms at Avenue U and Neck Road (Brighton Line) are closed for rehabilitation. Because southbound trains are bypassing these stations, passengers are transferring from southbound to northbound trains at Sheepshead Bay. To provide a convenient transfer, a temporary overhead bridge was built connecting the northbound and southbound platforms.

Fulton Street Station Rehabilitation

To make transferring between the three Fulton Street and the Broadway-Nassau Street stations less confusing, NYC Transit has been rehabilitating the area. A newspaper article reveals that the project began in 2005, but stalled when it ran over budget. If MTA receives \$497 million, it will build a new entrance with a glass dome on a fenced-in dirt lot at the corner of Broadway and Fulton Street. It will also build a bypass hallway near the Broadway-Nassau Street station and eliminate a maze of ramps.

New York City Subway Car Update

(Continued from page 7)

As of February 14, 2009 there were 183 retired 60-foot SMEEs stored around the system, composed of 14 Phase I R-32s, 34 Phase II R-32s, 98 R-38s, one (1) Slant R-40, 8 R-40Ms, and 28 Morrison-Knudsen-overhauled R-42s.

Conclusion

This month's somewhat surprising changes on Subdivision "A" go to prove that nothing should ever be as-

sumed when it comes to New York City subway equipment assignments. Its evolution is an ever-changing dynamic, and one taken very seriously in this quarter. The addition of MTA Staten Island Railway to our monthly Update will hopefully expand both the content and interest of this undertaking, and yield a bit of familial union with the subway's (actually BMT's) closest cousin. Speaking of families and familiarities, both existing and in the making, permit me to belatedly wish all of you the best this Valentine's Day, and, please, keep the "love notes" to this address flowing!

Commuter and Transit Notes

No. 244
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

I attended the MTA public hearing that was held in Rockland County on February 2, just to observe the proceedings, and, not surprisingly, virtually every speaker opposed the fare hikes. There were several handouts including one which detailed current and proposed fares for the LIRR and Metro-North. At this time, there is no proposal to increase New Haven Line fares, which have typically been higher to the eastern terminals. If approved, the most expensive monthly tickets to New York Penn Station or Grand Central Terminal would be:

| STATION (ZONE) | DISTANCE (MILES) FROM NEW YORK PENN/HOBOKEN/ GRAND CENTRAL | CURRENT | PROPOSED |
|----------------|--|---------|----------|
| Montauk (14) | 116 | \$356 | \$452 |
| Port Jervis | 95 | \$344 | \$426 |
| Wassaic (10) | 82 | \$372 | \$478 |

Other handouts detailed all of the station changes that are being proposed for NYCT subway stations and gave the rationalization for each subway and bus service change.

The Journal News reported that if subway/bus fares are increased, Westchester County Bee Line riders will also be affected because of the County's switchover to the *MetroCard* in April, 2007. Several days later *The Journal News* reported that one of the Ravitch Commission recommendations was to form a new subsidiary, MTA Regional Bus Authority, which would be responsible for bus service in the metropolitan region. Two components would be Bee Line Bus and the Metropolitan Suburban Bus Authority in Nassau County. Bee Line currently owns 360 buses and carried 32 million passengers last year.

MTA METRO-NORTH RAILROAD (EAST)

On January 16, I rode Metro-North to attend the Division's monthly meeting. I checked to see if the October 5, 2008 timetables had been replaced with a January edition as has been done every year since 2001. They had not; however, I did find them with a "Revised January 20, 2009" date, on February 6. There were double-sided copies (8½"x14") listing additional trains that would be operated on January 19 for Martin Luther King Jr. Day, when a Saturday schedule was in effect. Both LIRR and NJ Transit operated a weekday schedule. All the NJ Transit trains that I rode had few passengers.

Metro-North's overall on-time performance for 2008. at 97.5%, was excellent, however, the railroad just missed its goal of 97.6%. For comparison, OTP for 2007 was 97.7%. Not too shabby!

In 2008, Metro-North set another record for ridership by carrying 84.2 million passengers, breaking the record set the previous year. Comparing the 2007 (78.4 million) ridership to 2008, 4-6% more passengers were carried in every month except for December. That exception has been attributed to the economic downturn and increasing unemployment.

At the end of November, Yankee Stadium station construction was 70% complete and 11 of 12 Brookville locomotives had been delivered and accepted.

MTA METRO-NORTH RAILROAD (WEST)

Less than a month after the official start of winter, Metro-North's two connecting ferry services were suspended during the afternoon of January 14, due to icing conditions on the Hudson River. This affected the Haverstraw-Ossining and Newburgh-Beacon Lines. Bus shuttled passengers to the Metro-North Tarrytown and Beacon stations. Service was resumed on the Haverstraw-Ossining run for the morning of February 10, after several days of above normal temperatures. Newburgh-Beacon was still out at publication time (mid-February).

The overall west-of-Hudson OTP for the Port Jervis and Pascack Valley Lines last year came in at 96.0% against a goal of 95.0%. In comparison, in 2007, OTP was 94.7%. By line, the Port Jervis Line was 94.7% (2007=94.4%) and the Pascack Valley Line was 96.8% (2007=94.4%).

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued a new timetable effective January 17. There were a few minor time changes to the weekday service and a listing of trains that operated on January 19 (Martin Luther King Day) and February 16 (Presidents' Day).

MTA LONG ISLAND RAIL ROAD

If LIRR riders got off without delays in the morning of February 5 (please see NJ Transit below) they were in for trouble that evening due to a catenary problem in one of the tunnels. Thirty-minute delays were reported and, in addition, seven trains that were scheduled to depart from Penn Station between 4:12 and 5:20 PM were cancelled while some others were combined.

Below is the logo that was created to celebrate the 175th anniversary of LIRR. The original charter date was April 24, 1832.



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

The Federal Transit Administration issued its Record of Decision for the ARC Tunnel Project. What this means is the end of a five year environmental review process that included the Draft Environmental Impact Statement, Supplemental Draft Environmental Impact Statement, and Final Environmental Impact Statement. The ROD clears the way for NJ Transit to start final design and construction.

On January 24, NJ Transit ran a four-car ACES test train that was powered by 4800 (P40DC) and 4405 (ALP-44). This information was provided by member Bob Vogel (a/k/a Chuchubob) who posted digital images on the Internet. A "sneak preview" train was also operated on Friday, January 30.

Revenue service between New York Penn and Atlantic City began on February 6, and there is a link to the ACES web site via NJ Transit's home page. I happened to be at NY Penn that day, but was unable to talk my way onto the platform where this train was boarding. Besides invited guests, only ticket holders and members of the press were given access. Apparently, being the News Editor of this *Bulletin* did not qualify. I obtained part of the consist from the adjacent platform and was waiting for the train to depart to get the other car numbers until my plans were thwarted by the arrival of a pair of Amtrak Police Officers who were not receptive to my idea of observing that train. The first westbound train was composed of E-4405-7236-7233-7232-7229-4800-W. Thanks again to Bob Vogel for providing the missing car numbers.

Three types of accommodations are available: First Class, Coach, and Lounge. Ticketing is done by Amtrak. I did a quick check for that first day of service, and for the two westbound trains the lowest fare was \$44. An option to upgrade to First Class costs \$25. Trains are numbered in the 7100-series. Service to Atlantic City operates Fridays, Saturdays, and Sundays. Eight multi-level cars have been purchased by the casinos for this service. Those that have been identified so far are 7229 and 7231-7325. Trains consist of four multi-levels that feature leather seats, food and drink and other amenities. Departing from New York, the train is powered by an ALP-44 or ALP-46 to Shore Interlocking, where the train turns and the P-40 takes over for the trip over the Delair Bridge to Atlantic City. The logo below has been designed for this service.



The New Jersey Association of Railroad Passengers reported in its January 23 issue of *Observations* that

the Delaware Valley Regional Planning Commission (DVRPC) has endorsed a proposed train station in Pennsauken that would create a transfer point for the Atlantic City Line, and the *RiverLINE*. DVRPC is a bi-state metropolitan planning organization whose territory includes Burlington, Camden, Gloucester, and Mercer counties in New Jersey. In supporting the station, DVRPC said the new train station could help ease traffic and increase rail travel throughout southern New Jersey. NJ-ARP also reported that it has been working behind the scenes with transportation officials at all levels for more than ten years to find the funding for this project.

A Customer Notice was issued for the Pascack Valley Line for January 28 to explain the cause of 17 trains being delayed from 9-29 minutes. It turns out that due to melting snow and a build-up of road salt used by highway crews, there have been crossing gate malfunctions at several locations. The salt interferes with electrical conductivity and wiring in the signal system by sending a slight electrical current through the tracks. Until modifications are made, riders were warned that this problem may recur during winter storms or heavy rain.

Commuters were delayed up to 1½ hours during their trip to work on February 5 due to a stalled train west of New York Penn Station. The problem was that a pantograph of a *Midtown Direct* train got tangled up in the catenary. I received several email alerts, which reported delays of 20-30 minutes, 30-45, and finally 45-60 minutes. NJ Transit spokesman Dan Stessel told WABC-TV Channel 7 that there had been work performed on the overhead wires during the overnight hours, but it was unclear if that had anything to do with this incident. He also said that a single-track operation had been in effect from 6 to 9:15 AM. Arrangements were for PATH to cross-honor tickets.

Due to a tie replacement project, four midday Atlantic City trains are being replaced by buses beginning March 1. For the first phase of work, the buses will operate between Atlantic City and Hammonton between 8:30 AM and 3:30 PM on weekdays. A new timetable was issued. A Sunday-only train, #4676, which departs from Atlantic City at 1:37 PM, has been added.

When you look at the timetables that are scheduled to go into effect during April, if you check the one for the Pascack Valley Line, you will see that the name of one of the stations will have been changed. North Hackensack will become New Bridge. Northjersey.com reported that a bill, which was sponsored by State Senators Loretta Weinberg, D-Teaneck, and Gerald Cardinale, R-Demarest, passed the Senate's Transportation Committee by a 5-0 vote. The name change is refers to the location where George Washington rushed troops across the Hackensack River while retreating from the British during the Revolutionary War. A visitor center and museum are in the works at a park commemorating the

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

river crossing a block away from the "North Hackensack Train Station." The station and a nearby post office were renamed North Hackensack in 1905 after the previous name of Cherry Hill, which was established by donors who paid for the train station in 1870, caused confusion with Cherryville, Hunterdon County. The area had been known as New Bridge in the 1700s.

On February 12, as I passed through New York Penn Station, I noticed that the area to the right of NJ Transit's Customer Service Office no longer was boarded up, and instead there was a tarp that had been moved to allow the W. 31st Street entrance to be seen. The escalators are installed, but not operating, and when I questioned some of the workers as to when the entrance would open, no one really knew, but one of them guessed that it could take place this summer.

As of January 21, Comet Is are still in service, and that afternoon, eleven cars were assigned to a pair of Bergen County Line trains: #1357 (5:02 PM Hoboken/Ridgewood, 5 cars) and #1167 (5:21 PM Hoboken/Suffern, 6 cars). Train #1202 (6:26 AM Waldwick/Hoboken) was composed of five Comet-Is on February 17.

Bob Kingman reported the following multi-levels passed through Kenwood Yard: January 29 — 7286 and 7509 (again) and on January 26 — 7002 (again), 7035, 7618, and 7619.

MUSEUMS

The Shore Line (Branford) Trolley Museum announced its Guest Operator/Rapid Transit Weekend schedule for 2009: May 2/3, June 6/7, July 4/5, August 1/2, and September 5/6. A new event has joined the calendar this year — there will be an Antique Auto Show on Saturday May 16. The popular "Pageant of the Trolleys" will take place on June 27.

METROPOLITAN AREA

The weather system that caused major damage and several deaths in the central United States arrived in the metropolitan area on February 12, and although we did not have tornadoes, there were winds in excess of 60 mph. Four people (one in New York and three in New Jersey) were killed. On LIRR, a crossing arm at the Broadway and Station Plaza grade crossing in Bethpage smashed into and shattered a window on a passing train, causing injury to five passengers. On the Oyster Bay Branch, a utility pole struck the cab car of a train east of Albertson, causing delays for several hours. On the New Haven Line strong winds at the New Rochelle station blew pieces of a pedestrian overpass onto the catenary. Service was suspended for about 45 minutes. In New Jersey, there were delays on the Montclair-Boonton Line due to catenary problems.

INAUGURATION

Pre-inaugural activities started on Saturday, January 17, in Philadelphia's 30th Street Station, as then President-elect Obama and Vice-President-elect Joseph Biden began an historic journey by train from Philadelphia to Washington. Rail travelers were warned that this would disrupt SEPTA and Amtrak schedules, specifically that all trains between 9 AM and noon would be subject to delays, and all trains on the R2 Line to Wilmington would be suspended past Marcus Hook until Obama's train left Wilmington. SEPTA Trains #4612 and #4213 were cancelled entirely. Outbound parking lots from Marcus Hook through Wilmington were closed until the special departed Wilmington. 30th Street Station was open but subject to spot closures and delays such that all riders were advised to use Suburban Station. Amtrak trains bypassed Wilmington between 10 AM and 2:45 PM. Thanks to member Dave Safford for this news.

Three news items from member Lee Winson: SEPTA warned riders that all trains traveling to/from 30th Street Station between 9 AM and 12 Noon would be subject to delays. At 30th Street Station, the ramp and main terminal stairways leading to the SEPTA platforms were closed during the President-elect's visit. Riders were advised to use Suburban Station as a travel alternate. The Wilmington station was closed on Saturday at 10 AM until after the whistle stop train left. Due to this closure, service was suspended at the Claymont and Wilmington stations. Service began and ended at Marcus Hook. All outbound SEPTA parking lots at R2/Marcus Hook/Wilmington Line stations were closed at 12 Midnight on Friday, January 16 and did not reopen until after the whistle stop train departed. At Wilmington, the inbound lots were open. Regular Saturday service on the R2/Marcus Hook/Wilmington Line resumed after the departure of this special train.

SEPTA's web page announced that 13 members of its police department had been asked to assist and support the Washington Metropolitan Area Transportation Authority Transit Police Department as it prepared to provide security for the 1.5 million visitors anticipated to travel to the nation's capital for the Presidential Inauguration. The officers were "deputized" by the United States Marshal Service. About 290 Philadelphia Police Officers also went to Washington to help out, also to be deputized as U.S. Marshals. *(Editor's Note: Channel 4 in New York reported that police officers from New Jersey were also sent to Washington, D.C.)*

The SEPTA web page announced that any SEPTA customers who wished to use MTA Maryland MARC train service to Washington, D.C. on Tuesday, January 20 for the Inauguration events should be advised there would be no regular MARC train service and there would be no service to/from Perryville, MD on the Penn Line. [I believe this is the first time SEPTA ever men-

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Commuter and Transit Notes

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tioned MARC as a connecting service, since SEPTA and MARC do not actually connect.]

Bob Vogel posted digital images on the Internet showing this train, which was preceded by a Track Inspection Train composed of a pair of P42s (54 and 100) leading Amfleet coaches (10020 and 10002). The special was also powered by a pair of P42s (44 and 120) followed by nine Amfleet coaches and open platform (privately-owned) "Georgia 300" (800111). Please see member Paul Gawkowski's article on page 18.

One of my co-workers told me that his wife and daughter went to the Inauguration using Amtrak; however, they rode in a train of NJ Transit multi-levels.

Virginia Railway Express reported that it had operated 26 trains to the Inauguration. A limited number of these special souvenir tickets were available individually at \$5 each or \$100 per set for all 26 trains via its web site.

From member Raymond Berger: Metro planned to operate trains for 22 consecutive hours (4 AM to 2 AM), and 17 straight hours of rush hour service (4 AM to 9 PM).

Member Phil Hom emailed that WMATA had counted 1,544,000 trips, which broke the all-time rail ridership record of 866,681 set the previous day. Because parking lots were filling up very early, and to prevent spill-over onto local streets, Metro allowed some motorists to park for free at the request of local law enforcement. Metro's top 10 ridership days are:

| | DATE | EVENT | RIDERSHIP |
|----|----------|---|-----------|
| 1 | 01.20.09 | Obama Inauguration | 1,544,000 |
| 2 | 01.19.09 | Pre-Inaugural Events | 866,681 |
| 3 | 07.11.08 | Baseball Game and Women of Faith Conference | 854,638 |
| 4 | 06.09.04 | Reagan State Funeral | 850,636 |
| 5 | 06.25.08 | Smithsonian Folklife Festival and Baseball Game | 846,388 |
| 6 | 07.10.08 | Baseball Game | 844,530 |
| 7 | 07.08.08 | Baseball and Basketball Games | 835,072 |
| 8 | 07.02.08 | Smithsonian Folklife Festival | 834,956 |
| 9 | 04.03.07 | Cherry Blossoms and Baseball Game | 831,508 |
| 10 | 06.24.08 | Baseball Game | 831,464 |

FEDERAL ECONOMIC STIMULUS PACKAGE

A multi-billion dollar proposal to rebuild the nation's infrastructure and create jobs has been in the news since before the Presidential election. On January 29, the House of Representatives passed its version of the bill worth \$819 billion, which included \$43 billion for transportation projects: \$12 billion for mass transit, including \$7.5 billion to purchase railcars or buses, and \$30 billion for highway and bridge construction and repairs. The Senate began taking up its version the fol-

lowing week, but there was so much added and removed that one needed a scorecard just to keep up with the daily changes. The Senate's version was passed by a vote of 61-37 on February 10. However, the two bills were different: \$819 billion for the House version and the \$838 billion for the Senate bill. The next step was for a joint committee to reconcile the differences. In the end, the package was approved at \$787 billion. These are some of the projects for which funding (stated in billions) was included: ARC Tunnel (\$8.75), California High-Speed Rail (\$45), Chicago Rail Network (\$2.5), Dulles Airport Train (\$5.2), and Second Avenue Subway (\$4.35). President Obama signed the bill on February 17 in Denver. According to media reports, H.R. 1 contains over 1,000 pages, and so details will continue to be made public.

Railway Age summarized how "rail" benefits from H.R. 1, the American Recovery and Reinvestment Act of 2009. "Passenger rail stands to benefit the most. In addition to the \$13 billion over five years authorized last October under H.R. 2095, Amtrak receives \$850 million for capital and \$450 million for security. High speed and intercity passenger rail programs get a massive combined infusion of \$8 billion. Guidelines will be developed over the next few months, but the U.S. DOT Secretary and the Federal Railroad Administration will be primarily responsible for distributing funds. Project applicants can be a state or group of states, an interstate compact, a public agency established by one or more states with responsibility for providing high speed or intercity passenger rail service, or Amtrak. Transit, including bus and rail, gets \$8.4 billion administered through the Federal Transit Administration, including \$750 million each for the Fixed Guideway Modernization and New Starts programs. The Department of Homeland Security will separately administer a \$150 million rail transit security fund."

Another provision of this bill is that commuters will now be able to use up to \$230 each month, the amount that car commuters can presently use in pre-tax money to pay for transportation to work. Previously, they were limited to \$115 per month.

"Freight rail stands to benefit as well, with access to as much as \$29 billion: \$1.5 billion in a new discretionary grants program for capital investments in surface transportation infrastructure that will have a 'significant impact on the nation, a metropolitan area, or a region,' and \$27.5 billion in highway formula spending that can be flexed to rail. Through the Federal Highway Administration, there is \$27.5 billion in highway infrastructure investment money for state DOTs and local MPOs (Metropolitan Planning Organizations) using formula grants (half via the STP formula and half via FY08 obligation limitation ratio distribution). At their discretion, states may flex any amount of this funding for passenger and freight rail transportation and port infrastructure

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Commuter and Transit Notes

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projects eligible for assistance under Subsection 601(a) (8) of Section 133 of Title 23, U.S.C. Projects may involve the combining of private and public sector funds, including investment of public funds in private sector facility improvements. States will have 120 days after apportionment, which must be made within 21 days of the H.R. 1's enactment, to obligate the first 50% of their highway apportionments and until one year after apportionment to obligate the remainder. The federal share of projects is up to 100%."

Also on January 29, the American Society of Civil Engineers released a report on the state of the nation's infrastructure and assigned it a cumulative grade of "D." ASCE noted a five-year investment need of \$2.2 trillion from all levels of government and the private sector. Since the last report was issued in 2005, U.S. surface transportation and aviation systems have declined, with aviation and transit dropping from D+ to D, and roads dropping from a D to a nearly failing "D." According to the Federal Transit Administration, the cost to improve to good conditions is more than twice the current annual federal capital outlay of \$9.8 billion. Additionally, rail received a grade of C-, showing no tangible improvement. Rail is facing a significant need for investment, more than \$200 billion through 2035.

Transit agencies worked to identify projects that were termed "shovel ready," meaning once funding and approvals were secured work could begin within 90 days. William W. Millar, president of the American Public Transportation Association, told the *AARP Bulletin* that his group has identified 736 rail and bus projects in 216 cities that met this requirement. "That's \$12.2 billion in investment right off the bat, which will create 340,000 jobs," Millar said.

Here are but a few of the transit plans that were being proposed as recipients of this funding:

- Pan Am Railways, successor to Guilford Rail System and its subsidiaries Boston & Maine, Springfield Terminal, and Maine Central Railroad, has made an offer with the state of Massachusetts to operate commuter service from Concord to Boston. Its CEO, David A. Fink, wants to start a short-term program to connect Concord, Manchester, and Nashua to Boston, and possibly Manchester to the Seacoast. A pilot program would gauge interest in long-term ridership. It is contingent, however, upon using some of the federal economic stimulus money New Hampshire expects to receive for mass transit projects. A DOT spokesman said that its wish list already includes \$300 million earmarked to connect Concord, Manchester, and Nashua to Lowell and the existing MBTA commuter rail

- According to *The New York Times*, MTA expected to receive from \$1.5 to \$2 billion, and would spend \$497 million toward completing the already over budget Fulton Street Transportation Center. FSTC is now expected to cost \$1.4 billion, nearly double the original estimate. This funding would permit the erection of a dramatic glass building atop the hub. Executive Director Elliot G. Sander would not commit that the final design would include the Calatrava-designed signature feature – a conelike skylight known as an oculus that would channel light into the lower areas of the station. That could add \$40 million to the cost
- Governor Paterson announced that there are 1,900 projects worth \$11.7 billion in New York State that are awaiting these funds. Two which have been identified for transportation include \$220 million for the purchase of buses for regional transportation authorities and \$230 million for deck replacement on the Tappan Zee Bridge
- One New Jersey project for which NJ Transit is seeking funding for the new Portal Bridge
- Dave Safford reported: "SEPTA has issued \$6.25 million in engineering contracts for a \$175 million list of projects, including reconstructing the Fox Chase station, upgrading stations on the Chestnut Hill West Line, relighting the Center City tunnel, sprucing up restrooms at 69th Street, and upgrades to substations and maintenance shops. Unless, however, federal dollars actually show up, these projects will remain a wish list. SEPTA also announced that the final completion of the renovations to the west end of the Market-Frankford El will one again require more money and time, this time an added \$1.2 million and 65 more days to September 23. The entire project cost has risen now from \$420 to \$710 million. One remembers wistfully the era when Louis Gambaccini brought the rebuilding of the entire main stem of the former Reading lines in on time and under budget."

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

We who have been transit advocates never tire of hearing news like this. MBTA reported that last year, the average number of weekday riders — 1.3 million per day — rose 4.3%, setting a new record. Now for the bad news: MBTA will have to increase fares by as much as 25%, severely cut back services, or lay off employees unless the agency can figure out how to pay down the agency's debt by June. Governor Deval Patrick will soon announce plans to reorganize MBTA and the Massachusetts Turnpike Authority, which have been described as "chronically cash-strapped agencies." The governor would like to raise the gas tax by 29 cents per gallon, which could reduce a proposed toll increase.

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

There is more bad news for MBTA following the denial of a waiver by the Federal Transit Administration for the transit agency to award Spain's Vossloh Espana S.A., a contract to build two prototype locomotives outside of the U.S. FTA said MBTA must comply with the Buy America Act because it would be using 80% federal matching funds. The contract would have been worth up to \$280 million for as many as 56 new locomotives (28, plus an option for 28). The other bidder was Wabtec Corporation subsidiary MotivePower.

New timetables were issued for the Fairmount Line on February 9. MBTA says that the new schedule was developed in consultation with Fairmount Line riders to address delays and cancellations due to significant bridge reconstruction projects along the line. There is a new inbound bus that stops at all stations, departing from Fairmount at 9:15 AM. Eight "lightly traveled" off-peak trains have been removed from the current schedule.

One week later, Haverhill, Lowell, and Newburyport/Rockport Line riders were advised that they too would be getting new timetables effective February 16. The Lowell Line schedule has had minimal changes made to compliment the changes that have been made to the Haverhill Line.

By the end of this Spring every MBTA commuter train will be equipped with an AED (automated external defibrillator). As of early February, 30 had already been installed. All Conductors and Assistant Conductors are to receive 4 hours of training in CPR and AED use for adults and children.

On February 11, the MBTA announced that 8 of 13 Blue Line trains that operate during peak commuting periods are now six-car trains and the number of four-car trains continues to shrink. 56 of 70 new Blue Line cars now on the property have been accepted for service following testing and inspection. There will be 94 cars once all have been accepted.

A new web site, <http://www.greenlineextension.org>, has details on extending Green Line service from the Lechmere station through the northwest Boston corridor communities of Cambridge, Somerville, and Medford, with an extension of the main line to Medford. There would also be a spur line to Union Square in Somerville. On February 3, state transportation officials approved building an extension into Somerville and Medford to end at Route 16, but federal funds have not been committed. When all of the paperwork and funding have been done, it is planned for construction to begin in 2012, with completion by the end of 2014. The project's cost is put at \$600 million. Thanks to member Todd Glickman for sending these reports.

WARWICK, RHODE ISLAND

Construction of the long-delayed train station at T.F.

Green Airport in Warwick is under way. The project is going up 17 years after it was first proposed. Inflation and project expansion have raised the cost from \$25 million to \$267 million. But state officials say the project is now on schedule and when it is completed in the fall of 2010, it will make T.F. Green one of the few airports in the country with direct access to commuter rail. The new train platform will be 1,570 feet from the terminal and passengers will be able reach it via a people-mover. Near the existing terminal, footings have been poured for a new stair tower that will link the terminal to a 1,400-foot skywalk that will connect the terminal to the train station. There will also be a six-story parking garage that will straddle the train tracks and provide spaces for 805 commuters' cars and 1,865 rental cars. Partially inside the garage will be an 850-foot platform to accommodate MBTA trains. Thanks to Todd for this report.

LINDENWOLD, NEW JERSEY

A PATCO train suffered a blown motor about 6:30 AM February 6, on the north side of the Ben Franklin Bridge. About 250 passengers were transferred to a rescue train about 7:15 AM, but the remaining service was single-tracked on the south side, causing monumental delays to the morning rush. The disabled train was hauled away and normal service restored by 8:14 AM. Thanks to Dave Safford for this report.

PHILADELPHIA, PENNSYLVANIA

Member Lee Winson sent this interesting report, which appeared on SEPTA's web site: "SEPTA constantly tracks ridership trends through high-tech and low-tech means to accumulate data in order to improve service. Based on these findings, it becomes necessary to adjust SEPTA service schedules regularly. Consequently, schedules were changed on Sunday, February 8, for a number of SEPTA City Transit and Frontier Division bus routes. SEPTA gathers information from 'traffic checkers' who travel the system compiling essential data as the train, bus or trolley travels from neighborhood to neighborhood analyzing regular passenger usage and flow; with this information, we can more accurately implement service increases. In addition, SEPTA regularly receives high-tech data from Automatic Vehicle Locators which allow us to adjust route schedules for better on-time performance. SEPTA schedule changes also reflect detailed analysis of demographic changes, areas of potential growth, community needs (including transportation to work, school, community centers, hospitals, etc.) from SEPTA personnel, community groups, and you."

Lee added: "Back when I was in college I worked as a student intern for SEPTA and analyzed the results of the above-mentioned traffic studies. It was no big deal for simple routes. But many routes had spurs, split ends, and alternate routings, and breaking ridership down for the splits was challenging. There was a major bus

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Commuter and Transit Notes

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route, 'Route A,' that evolved to be very complex; finally SEPTA broke it down into three separate routes. Much of transit planning is number-crunching."

These are the Rail changes:

- Market-Frankford El – Weekday A/B train service extended to 9 AM
- Route 100 – A new round trip to Bryn Mawr has been added northbound at 8:17 AM and 8:33 AM southbound. A new limited trip has been scheduled departing Hughes Park en route to 69th Street at 5:04 PM to resolve overcrowding
- Route 101 – New weekday round-trip service to Springfield has been scheduled westbound at 7:52 AM and eastbound at 8:17 AM to resolve overcrowding. The current 7:44 AM trip from Media now departs at 7:48 AM
- Route 102 – Weekdays two new peak hour trips have been added from Aldan to 69th Street

WASHINGTON, D.C. AREA

On August 27, 2008, Sumitomo and Nippon Sharyo were awarded a \$22 million contract for 10 bi-levels, similar to the previous order of 61 (11 plus 50-car option). Delivery is set for February-March, 2010.

TAMPA, FLORIDA

Our visits to Florida have been few since both of my in-laws passed away, but we went to the Sunshine State in January, stopping first to visit friends in St. Petersburg. I visited TECO's car barn in Ybor City, and was given free access to photograph the streetcars. Both the supervisor and one of the operators that I met were former New Yorkers, one from Brooklyn, the other from Staten Island. While the newest acquisition, *The Breezer* (1976), was inside the car barn, restored Birney 163 was basking in the sunshine. The Gomaco-built cars are 428-436.

Member Dennis Zaccardi sent a report that the TECO Line is losing money because its main source of revenue, other than the fare box, is rapidly dwindling. When it opened in 2003, developers left a \$5 million endowment to help fund the system. This is in addition to revenue from fares, advertising and sponsorships. In the past year, the fund plummeted to \$1.4 million, partly due to its contribution to operating expenses, but mostly because the endowment was invested in securities that took a beating on Wall Street. The city said it would play a backup role in case the streetcar ran out of money because of an agreement that was made in 2003.

SOUTH FLORIDA

After a visit to my sister and brother-in-law, also on the west coast, we drove on I-75, aka "Alligator Alley," to Boca Raton, from where we visited relatives and friends. One of the friends I visited was our Division's senior member Joe Gagne, who, in our approximate two-hour visit, regaled me with stories about his experi-

ences working for the LIRR and General Electric. When he joined ERA in 1935, meetings were held in (founder) E. J. Quimby's apartment in Manhattan.

After leaving Joe, I went to Tri-Rail's Pompano Beach station. Upon arrival passengers were on both platforms, so I figured it would not be too long a wait for a train. When I checked the timetable, I discovered that both trains were late. After a while, PA announcements in English and Spanish were made that the southbound train was running between 39 and 45 minutes late due to signal problems. That announcement was later updated to 45-60 minutes. In the end, that train was 1½ hours late and the northbound arrived 70 minutes late. During that time, a number of passengers retreated to the parking lot and got into their cars and presumably drove to their destinations. One woman who left told me that although she does not have to be at work until 4 PM, she takes the scheduled 12:52 PM northbound train just to make sure she gets to work on time. Before these trains arrived, New York-bound Amtrak #92 (*Silver Star*) barreled through the station on southbound Track 1 and a light CSX engine, 4427, came through the station southbound on northbound Track 2. The passengers who were going north barely had time to get over to the other platform because there is a very long inter-track fence and they had to walk to the end of the platform to cross over.

The headquarters for the South Florida RTA, operator of Tri-Rail is across the street from the station and I went there to get information on their Colorado Railcars. As I was discussing the train delays, I was told that switch trouble was the problem. Tri-Rail will own six of these cars: two trailers, 7001 and 7002, and four power cars, 703-706. During my visit, 704 was having some work done somewhere in Alabama, but it arrived during the first week of February.

In the January issue of *Railway Age* there was an ad from Miami-Dade Transit soliciting proposals for the decommissioning and disposal of its fleet of 136 cars. Since I was not aware that any new cars were on order, I checked its web site to see if there was a press release that announced the award of a contract for replacement cars. There was none. Abandoning the system was clearly not an option, so I called the transit agency and the man I spoke with, pleasantly explained that an RFP was to go out at the end of February, and the cars would not be disposed of until their replacements were operating satisfactorily. It was the agency's plan that the manufacturer would also agree to dispose of the old cars.

CINCINNATI, OHIO

Railway Age reported that URS Washington Division; Herzog Contracting Corporation, Bombardier Transportation, and Veolia Transportation have submitted bids to build a streetcar system from the city's riverfront to its uptown neighborhoods. So far, \$67 million in local and

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Commuter and Transit Notes

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private funding of the estimated \$219 million cost has been identified.

CHESTERTON, INDIANA

NICTD has embarked on a catenary replacement program. Last Fall, the section from Kensington Interlocking to Gary was completed and this Spring work will be done between Gary and Michigan City.

10 of the 14 new bi-level EMUs were delivered facing the wrong way. NICTD traditionally faces its single-end cars with the even units facing west, so on February 18 they were assembled into a train and dragged to a place called Bailly where they were wye'd to turn them the "right" way. NICTD 1000 (GP-40) was the motive power because many had not passed acceptance testing and were not allowed to run under their own power.

CHICAGO, ILLINOIS

Bob Hansen found something interesting on METRA's Southwest Service Timetable dated May 19, 2008, but with a "1008" date on the map panel. There is a new section for Saturday service; however, there are three trains in each direction, but no train numbers or times at the station. I called Metra and the man I spoke with told me that startup is scheduled to occur on March 21, after final Board approval. The departure times from Manhattan are at 6:15 AM, 11 AM, and 3:15 PM and from Union Station at 1:30, 5:00 PM, and 10:30 PM. The inbound trains will be numbered 862/866, and outbound are 861/865. In addition, weekday midday train #815 will be extended from 179th Street to Manhattan so it can turn; #830 will originate there as well. With this change, it is now possible to make a round trip without having to stay over in Manhattan or make some other arrangement.

Metra is planning to add a third track to the UP West Line through Geneva by 2010 or 2011. Jack Bauer, Metra operations manager, told the Geneva City Council and a packed house of residents the transit agency hopes to get at least \$17 million in federal funding to add the third track from over the Fox River to Peck Road in Geneva. The track would be south of the current two tracks, and would take out parking south of the train station. City officials said they would hope to get the endorsement of Metra toward about \$3 million in federal funds. Thanks to ***Railway Age*** for this news.

On February 9, Metra rolled out its first "wrapped" car for the Illinois Bureau of Tourism. It features the likenesses of four U.S. presidents with Illinois roots: Abraham Lincoln, Ulysses S. Grant, Ronald Reagan, and Barack Obama, with the theme of "Follow their path. The presidential trails of Illinois." The car (number presently unknown, but I have put member Jim Beeler on the case) will operate over several lines to test the public's reaction and to determine how the vinyl stands up to the weather. If this four-week test is successful, Metra will look to placing ads on cars in order to raise

much needed revenue.

AUSTIN, TEXAS

Capital MetroRail service is expected to begin on the 32-mile-long Red Line between downtown Austin and Leander on Monday, March 30, using DMUs. Service will operate during morning and afternoon peak hours. A tentative schedule was posted on the Internet showing seven southbound trips and three northbound trips in the morning, and seven northbound trips and three southbound trips in the afternoon, each weekday on 30 minute headways. There was a note that the schedule was subject to change based on real-time testing along the entire line. Capital MetroRail DMUs were manufactured in Switzerland by Stadler Bussnang AG. Adult fares, good for 2 hours, will be \$1 for one zone and \$1.50 for all zones. The fares are half that amount for students and active/reserve military. A 31-day adult pass costs \$36, and \$18 for the reduced 31-day pass. Seniors and Disability Fare Card holders (with Capital Metro-issued ID), MetroAccess certified, UT students, faculty and staff, law enforcement, fire, and military personnel in uniform, and children under six ride free. There are to be nine stations, however, initially only seven will be served.

SALT LAKE, CITY, UTAH

The Utah Transit Authority supplemented *FrontRunner* service to the Pleasant View station by adding shuttle trains and buses between Ogden and Pleasant View on January 26. In the morning, shuttle trains meet the 5:07 and 6:07 AM departing trains from Ogden, and in the evening, shuttle buses meet the 4:24 and 5:24 PM arrivals at Ogden. The 6:54 PM arrival at Ogden is a train transfer. UTA shares the five miles of track from Ogden to Pleasant View with the Union Pacific Railroad. Limited service to Pleasant View began on Sept. 27, 2008 with one morning and one evening train. At that time, UTA committed to work with the UPRR to add more service to Pleasant View at the beginning of 2009.

On April 1, UTA will remove the fuel surcharges implemented last year when the cost of diesel escalated. Adult cash fares are going from \$2.25 to \$2; adult monthly passes will cost \$74.50, down from \$67; and the premium monthly pass will go from \$175 to \$162.

SEATTLE, WASHINGTON

During the last week of January, Todd Glickman was in Seattle and noticed that the Tukwila International Boulevard station (just outside of the airport boundary) is completed to the point that test trains can terminate there, and in fact he saw two trainsets stationed there. The wire ends just south (airport side) of this station, but the elevated structure is up all the way into the airport where the terminal station is now being constructed. Driving along the North Airport Expressway from I-5 inbound to the airport, one ascends a steep grade. The light rail structure's grade is steeper, as it gains altitude relative to the highway and appears to be some 30-40

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feet above the ground at its highest point. Sound Transit's web site still calls for completion and operation in "late 2009."

PORTLAND, OREGON

Opening ceremonies, along with free rides, for the Westside Express Service were held on January 30. Regular service on the 14.7-mile between the cities of Beaverton, Tigard, Tualatin and Wilsonville began on February 2.

Here is a first-hand Opening Day report from member Mark Kavanagh: "I was on the second departure from Wilsonville (5:49 AM). I meant to take the first train (5:19 AM), but operator error with my alarm made me late. I only missed it by 2 minutes. I drove to Wilsonville instead of taking the express bus from Salem. Anyway, I did see a KGW-TV reporter giving a live update while waiting for my train. The 5:49 AM train was the 2-car set (one power car, one trailer). It left on time and my car was about 20% full. It was closer to 60% by the time it arrived at Beaverton. I was able to get work done and check e-mail using the free Wi-Fi on board the train. I then hopped on MAX and then a short bus ride to my work, getting there at 7:00 AM.

"All trains meet at Tigard station with a center platform. The other meet is just north of Wilsonville. Travel time is about 27 minutes. Trains dwell for 10 minutes in Beaverton and about 25 minutes at Wilsonville. Since there are only 3 power units and one trailer, there are ZERO spares, which require 100% availability to maintain service. Trains are comfortable to ride and the trailer car is definitely quieter than the power cars, but overall, not bad. The Free Wi-Fi is a great feature! The trains run fast - 60 mph is the top speed. There is an engineer and a conductor, but the conductor does NOT provide fares, but is supposed to check valid tickets (which I never saw being done). The crews are from the Portland & Western RR and wear patches of the P&W as well as Tri-Met, who contracts with this railroad to operate the service.

"Ticket machines are on all platforms but only take credit cards. Tri-met was urging people to buy ticket books at area grocery stores. Another unique feature of this line is the use of gauntlet tracks at stations. Beaverton Transportation Center and Wilsonville do not have them as they are on dedicated WES tracks. Hall/Nimbus and Tualatin are single platforms with gauntlet tracks, Tigard is an island platform, but only the northbound track has the gauntlet track. This is because the WES cars require high platforms, they wanted to get the WES trains close to the platforms, but allow freights to clear. I believe WES has transponders to activate the switches. They also activate crossing gates near stations so the gates won't go down until the train is ready

to depart. I also heard ATC type beeps from the cab for speed control.

"Service operates 5:15-9:15 AM and 3:30-7:30 PM. There is talk of midday service, and who knows, maybe an extension to Salem. For commuters along I-5/217 corridor WES is a great option, and is often times faster than driving during the rush period. It is not really a great option to use WES to commute to Portland with a transfer to MAX, except for those really bad traffic days. Will I become a regular rider? No because it really makes a longer commute for me. However, if gas hits \$4/gallon, yes, then maybe I will use it a few days a week. I also plan to take it on known bad evening rush hour days, typically the Thur/Fri before a major holiday."

During January, the Federal Transit Administration awarded Tri-Met an \$813 million grant to build the 3.15 mile University Link light rail extension. This line will run in the twin-bored tunnels from Downtown Seattle north to the University of Washington. Stations will be constructed at Capitol Hill and on the University of Washington campus near Husky Stadium. This project is in the final design stage and construction will begin soon and will continue over the next seven years. Service is set to begin in 2016.

On February 3, to mark the anniversary of Rosa Parks' birth, the MAX Yellow Line Portland Boulevard station was renamed Rosa Parks Station. Tri-Met announced this at a ceremony held that day. Tri-Met General Manager Fred Hansen said, "Rosa Parks' actions started on a bus and helped change our nation; she called attention to the simple truth that a transit system paid for by all must benefit all."

FROM THE HISTORY FILES

70 Years ago: On March 20, 1939, service ended on LIRR's Wading River Branch. According to the LIRR History web site, after LIRR reached Port Jefferson in 1868, various proposals were made to continue eastward, possibly even connecting with the Main Line at Riverhead. However, there were no villages of any consequence along the north shore of Long Island this far out and nothing was done for many years. The first move was made in 1892, when the "Long Island Railroad, North Shore Branch" was incorporated. The extension was completed in 1895, with the first regularly scheduled passenger train on June 27. The stations that closed were Miller Place, Rocky Point, Shoreham and of course, Wading River.

30 Years ago: Keeping it an all-LIRR month, on March 8, 1979, the final steam-heated train was operated. The honor went to the 4:34 PM Huntington/Port Jefferson using equipment that was mostly composed of ex-Boston & Maine cars.

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

THE OBAMA EXPRESS by Paul Gawkowski (Photographs by the author)

On Saturday morning, January 18, my wife Denise and I drove to Wilmington, Delaware to intercept the *Obama Express*, which was actually Amtrak *Northeast Regional* #135. The train arrived in Wilmington at about 1 PM where it paused to allow both the then President-elect Obama and the future Vice President Joe Biden to address a cold but very enthusiastic crowd assembled in a park on the south side of the station. Then-Senator Biden, who as I think we all know by now, has traveled daily between Washington and Wilmington for many, many years, was introduced by his train's regular Conductor, who called the Senator Amtrak's Number 1 Commuter.

Both the President-elect and Senator Biden made short (they had to get #135 moving) but eloquent speeches and the crowd sang "Happy Birthday" to Mr. Obama's wife Michelle, who was celebrating her 45th birthday.

Following the speeches, we drove to Edgewood, Maryland, where the train was supposed to slow to 1 mph as it rolled through the MARC Edgewood station. It

actually came through at about 5 mph. The MARC station was packed with cheering people.

I took the attached pictures. In the first, Amtrak locomotive #44 (for the 44th president) leads train #135 through the Edgewood MARC station. The second locomotive was #120, for Inauguration Day, 1/20, followed by six regular Amfleet coaches. The last two cars of the train, an Amdinette and the private Pullman car Georgia (300), were chartered by the President's party.

In the second photo, a beaming President Obama waves to the cheering crowds lining the tracks at the Edgewood station. Both in Wilmington and Edgewood, the spirit and enthusiasm of the people in response to the President was positively uplifting.

Based on that Saturday's events, where the incoming President and Vice President reached out to the people and used a train as their vehicle of preference, there is every indication that there are better days ahead for the country in general and for transit and Amtrak in particular.



207TH STREET SHOP TOUR by Marc Glucksman Photographs by the author

The Division's trip to 207th Street Shop on Sunday January 25 was another successful outing. Attendees were treated to a full behind-the-scenes tour of one of NYCT Subway's overhaul shops.

The first tracks were occupied by sets of R-62s and R-142s in various states of going through the SMS Program. NYCT's SMS Program had been credited with keeping the fleet's mean distance between failures (MDBF) at the excellent level that it presently enjoys. The shop also maintains many individual components of the cars. While certain heavy motor work has to be sent to Coney Island, 207th Street repairs many other individual systems. One of these includes air conditioning, which occupies a significant amount of space. When

the IND first opened in 1932, air conditioning was still nearly 25 years away from experimentation in a New York City subway car.

Another feature of the facility is the area where outgoing cars are "stripped" for "reefing". Outside, barges leave loaded with mostly SMEE cars at irregular intervals for deposit on the ocean's floor. Inside, the workers remove all plastic parts from cars and glass from those which will be placed in diving areas. Also on display were two R-9s that are part of the museum collection.

Thanks again to trip coordinators Sid Keyles and Glenn Smith as well as those from NYCT who helped make this an interesting day for all.



R-62s 1310 and 1311, off their trucks and displaying new waistline advertising, sit in front of the New York Transit Museum's R-6-1 1300.



R-142 B car 6892 sits aloft, awaiting inspection and repair.



So long! R-32 3882 has most of its glass removed and is awaiting reefing.



Numerous trucks sit separated from their soon-to-be-served owners.

Around New York's Transit System

Snow Fighting Equipment

NYC Transit's *Weekly News* dated December 31, 2008-January 7, 2009 published the following list of snow fighting equipment:

- Four snow throwers — This precise directional snow throwing equipment includes a two-stage impeller and side-mounted rotating brushes to throw snow up to 200 feet. The snow thrower can remove 3,000 tons of snow an hour
- Five jet blowers — These blowers are equipped with a jet engine, which removes accumulated snow from the roadbed and deposits it far enough so that it cannot slide back. This equipment removes snow from the yards
- Six De-Icer Cars — These cars are equipped with shoes that scrape off ice and nozzles that spray deicing fluid to melt and/or prevent ice accumulation on the third rail
- Ballast regulator — The brushes and brooms sweep and push the snow up to an undercab conveyor, removing it away from the track
- Rider cars — These cars are also equipped with shoes that scrape the ice from the third rail. These heated and insulated cars transport crews and equipment to snow removal locations
- Locomotives — All diesel locomotives are

equipped with small snow plows at both ends to remove snow and ice from the roadbed. They are also equipped with shoes that scrape the ice from the third rail

R-160 Car Data

NYC Transit's *Weekly News* dated December 31, 2008-January 7, 2009 published technological and financial data about the R-160s.

These cars, built by Alstom and Kawasaki, were funded in MTA's 2005-9 Capital Program with money provided by the Federal Transit Administration. Delivery of the initial order of 660 cars, which cost \$952 million, was completed in October, 2008. Each car costs \$1.44 million.

The new technology cars, R-142, R-142A, R-143, and R-160, are extremely reliable. Their MDBF (Mean Distance Between Failures) is 290,000 miles.

The R-160s are equipped with fully automated announcement systems, digital information boards, and the FIND (Flexible Information Notice Display) system, which incorporates a video screen displaying station names as the train travels and a route map that can be changed if the train is rerouted. Trains are also equipped with computer-monitored throttles and speedometers, which provide better control and a smoother

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LINEAR INDUCTION MOTORS

After watching a JFK Airtrain video, we wondered how its motors functioned. Member Jeff Hakner furnished this explanation.

The JFK Airtrain uses a conventional third rail with 600 v.d.c. (nominal; the actual voltage, I think, is 750). The "rail" in the center is the reaction plate for the linear induction motor. The d.c. from the third rail is inverted to create polyphase a.c., which is applied to coils under the car. These create an alternating magnetic field

which couples to the reaction rail. The latter contains a series of short-circuited coils similar to the rotor in a conventional rotating induction motor. Current is induced in the reactor, which then reacts with the magnetic field to produce linear force that pulls the train forward. The inverters are conceptually the same as those which provide the three-phase drive for the traction motors in all new technology trains.

CORRECTION

Member Jeff Hakner informed us that the description of the PCC's General Electric controller published in the January, 2009 Bulletin was incorrect. He furnished the following correct description.

The information presented in the BMT Lines brochure, which references 100 accelerating notches, may have been prepared before the manufacturer of the motor control equipment for the PCC order was selected. 100 notches is fairly close to the Westinghouse equipment, which has 99 notches for accelerating and braking. The Brooklyn order was entirely equipped with

General Electric control, type 17KM3A1, in which the controller has 130 notches. The controller arm makes two passes during the accelerating cycle, for an effective 260 accelerating steps. During braking, the arm makes four passes for 520 steps. Despite the greater number of notches, the General Electric equipment does not perform any better than the Westinghouse equipment. Later General Electric designs reduced the number of passes, e.g. on all-electric General Electric PCCs there are 136 controller notches, used once in accelerating and twice in braking.