

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## The Bulletin

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## DOOMSDAY BUDGET AVERTED EXECUTIVE DIRECTOR ELLIOT SANDER RESIGNS

Late on May 4, it was announced that an agreement had been reached with two State Senators who had withheld their support for a "rescue package" or "bailout" for MTA. The remaining issue was to exempt school districts from the payroll tax, which will be 34 cents per \$100 for every employer's payroll, in all 12 counties in the MTA region. During the initial negotiations, for Dutchess, Orange, and Putnam Counties, the rate would have been 25 cents per \$100, but in the end it was felt that the rate had to be uniform. To resolve this, Governor David Paterson committed that the state would provide \$60 million to reimburse school districts and signed the bill on May 7, 2009. Many elected officials were especially unhappy that government and non-profit organizations would be required to pay this tax.

The New York State Assembly passed the bill on May 5 by a vote of 86-56, with 15 Democrats (some representing the suburbs) voting "no," joining with all of the Republicans. In the Senate, approval came on May 6, with all of the Republicans voting "no". The final vote was 32-29 with one Republican absent.

On May 7, MTA Executive Director Elliot Sander submitted his resignation because as part of the legislation, the positions of Chairman and Chief Executive Officer were to be combined.

**The Rockland Journal News** reported that Rockland County Executive C. Scott Vanderhoef said that the county should consider breaking away from MTA. This would be the fourth time in 20 years, and, in fact, on Tuesday, May 5, the Rockland County Legislature voted unanimously to condemn the new tax

and request the option to withdraw. In 1986, Rockland, Orange, Dutchess, and Putnam Counties were given this option, and only Rockland County voted to leave. However, a subsequent vote by the County Legislature reversed this decision after MTA agreed to provide funding for local transit projects. In 2005, an MTA study found that there is a "value gap" because Rockland County contributed \$88.2 million in taxes and fees, and received \$46.5 million worth of services. Of the 12 counties, only Rockland and Orange suffer this "value gap." In 1986, the gap was \$10 million, and the county received \$5 million. With the new taxes, this gap will increase. Some members of the Suffolk County Legislature would go one step further, and secede from the State of New York, creating their own 51<sup>st</sup> state.

Initially all fare/toll hikes were put on hold pending the results of a special meeting, which was held on Monday, May 11. At that time, 10% fare hikes were approved across the board. This table compares the existing fares with the subway/bus fares which go into effect on June 28, rather than May 31.

SUBWAY/SIR/BUS	CUR-RENT	NEW
Single ride	\$2.00	\$2.25
Unlimited MetroCard – 1 Day	\$7.50	\$8.25
Unlimited MetroCard – 7 Days	\$25.00	\$27.00
Unlimited MetroCard – 14 Days	\$47.00	\$51.50
Unlimited MetroCard – 30 Days	\$81.00	\$89.00

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**NEXT TRIP: METRO-NORTH PORT JERVIS EXCURSION, JUNE 13**

# HOUSTON STREET AND SMITH STREET SUBWAYS

## by Bernard Linder

### CONSTRUCTION HISTORY

LOCATION	CONTRACT AWARDED	CONSTRUCTION COMPLETED
<b>HOUSTON-ESSEX STREETS</b>		
<b>Subway Construction</b>		
Houston and Essex Streets—Sixth Avenue to Broome Street	May 2, 1929	February 28, 1933
Essex and Rutgers Streets—Broome Street to Madison Street	June 19, 1930	February 28, 1933
East River—Rutgers Street to Jay Street	July 9, 1930	February 28, 1933
<b>Station Finish</b>		
Houston Street Line	June 30, 1932	December 31, 1933
<b>Tracks</b>		
Eighth Avenue to Madison Street	June 30, 1932	February 29, 1936
<b>SMITH STREET-PROSPECT PARK</b>		
<b>Subway Construction</b>		
Jay and Smith Streets—Willoughby Street to Baltic Street	September 11, 1928	November 30, 1932
Smith Street—Baltic Street to Fourth Place	May 11, 1928	December 31, 1930
Ninth Street—Fourth Place to Fourth Avenue	March 28, 1930	August 31, 1932
Ninth Street—Fourth Avenue to Prospect Park West	May 12, 1928	August 31, 1930
Ninth Street and Prospect Park West to Windsor Place	January 25, 1929	April 30, 1931
Prospect Park—Prospect Park Southwest to Terrace Place	November 10, 1928	April 30, 1931
Prospect Avenue—Terrace Place to E. 3 <sup>rd</sup> Street	January 7, 1929	July 31, 1931
Caton and Gravesend Avenues—E. 3 <sup>rd</sup> Street to Avenue C	May 8, 1929	October 31, 1931
<b>Tracks</b>		
Fulton Street-Smith Street Line	June 12, 1931	February 28, 1933
<b>Signals</b>		
Hudson Terminal-Avenue C	June 26, 1931	October 31, 1933
<b>Station Finish</b>		
Jay Street, Bergen Street, Carroll Street	April 23, 1931	June 30, 1932
Smith-Ninth Street, Fourth Avenue	June 24, 1932	December 31, 1933
Seventh Avenue, 15 <sup>th</sup> Street, Church Avenue	September 3, 1931	January 31, 1933

### HOUSTON STREET AND SMITH STREET SUBWAY SERVICE CHANGES

This is an incomplete record. Unless otherwise noted, trains made local stops in Brooklyn.

#### C SERVICE

- |                                    |   |
|------------------------------------|---|
| July 3, 1933                       | Rush hour C trains from 205 <sup>th</sup> Street displayed Jay Street-Borough Hall signs, but were turned at Bergen Street. We do not know whether they carried passengers between these stations |
| July 1, 1937-<br>September 4, 1938 | Three trains were laid up at Bergen Street after the morning rush and put in service there for the evening rush   |

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**Houston Street and Smith Street Subways**

*(Continued from page 2)*

DATE	NORTH TERMINAL	SOUTH TERMINAL	TIME OPERATED
<b>A Service</b>			
October 7, 1933	207 <sup>th</sup> Street	Church Avenue	All times
<b>E Service</b>			
January 1, 1936	Roosevelt Avenue	East Broadway	All times
April 9, 1936	Roosevelt Avenue	Church Avenue	All times
December 31, 1936	Union Turnpike	Church Avenue	All times
April 24, 1937	169 <sup>th</sup> Street	Church Avenue	All times (A)

(A) July 1, 1937 schedule—AM rush—3 trains started from Continental Avenue  
 September 12, 1938 schedule—AM rush—4 trains started from Parsons Boulevard; several trains terminated at Jay Street  
 PM rush—4 trains started from Smith-Ninth Street

DATE	NORTH TERMINAL	SOUTH TERMINAL	TIME OPERATED
<b>F Service (this is a complete record)</b>			
December 15, 1940	Parsons Boulevard or 169 <sup>th</sup> Street	Church Avenue	All times
December 11, 1950	Parsons Boulevard or 179 <sup>th</sup> Street	Church Avenue	All times
October 8, 1951	179 <sup>th</sup> Street	Church Avenue	All times
<b>D Service</b>			
October 30, 1954	205 <sup>th</sup> Street	Coney Island	Non-rush (B)
November 1, 1954	205 <sup>th</sup> Street (A)	Coney Island or Church Avenue	Rush hours
May 13, 1957	205 <sup>th</sup> Street (A)	Coney Island or Church Avenue	Weekday midday and rush hours (C)
May 13, 1957	205 <sup>th</sup> Street	Coney Island	Other times (B)

(A) Several trains terminated at Bedford Park Boulevard after the morning rush  
 (B) On Saturday, several trains were laid up at Kings Highway after the morning rush and were put in service there late in the afternoon  
 (C) Several trains were laid up at Euclid Avenue after the AM rush and were put in service there for the PM rush. Two or three trains to Church Avenue were followed by one to Coney Island southbound in the AM rush and northbound in the PM rush

DATE	SOUTH TERMINAL	TIME OPERATED	RUSH HOUR EXPRESS OR LOCAL IN BROOKLYN	
			AM—N/B, PM—S/B	AM—S/B, PM—N/B

<b>F Service to 179<sup>th</sup> Street (Several trains terminated at 71<sup>st</sup> Avenue after AM rush)</b>				
November 26, 1967	Church Avenue Coney Island	Rush hours All times	L L	L L
August 19, 1968	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	X-C-J X-KH-J L	X-J-C X-J-C L
June 16, 1969	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	L X-KH-J L	L X-J-C L
January 2, 1973	Same as August 19, 1968			
January 19, 1976	Kings Highway Coney Island Coney Island	Rush hours Rush hours Non-rush	L X-KH-D L	L X-J-C L
August 30, 1976	Kings Highway Coney Island Coney Island	Rush hours (A) Rush hours (B) Non-rush	L X-KH-D L	L L L

Key:  
 L—Local                      X—Express  
 KH—Kings Highway        C—Church Avenue        J—Jay Street        D—Ditmas Avenue

*(Continued on page 4)*

**Houston Street and Smith Street Subways**

*(Continued from page 3)*

- (A) Effective May 7, 1979, several morning rush hour trains were put in service at Avenue X
- (B) On the same date, several rush hour Coney Island trains made all local stops in Brooklyn

DATE	NORTH TERMINAL	SOUTH TERMINAL	TIME OPERATED
<b>F Service (continued)</b> All trains made local stops in Brooklyn			
May 26, 1987	57 <sup>th</sup> Street 179 <sup>th</sup> Street 179 <sup>th</sup> Street	Coney Island Coney Island/Kings Highway/Avenue X (AM rush) Coney Island	Midnights Rush hours Non-rush except midnights
October 29, 1989	21 <sup>st</sup> Street-Queensbridge 179 <sup>th</sup> Street 179 <sup>th</sup> Street	Coney Island Coney Island/Kings Highway (C)/Avenue X (AM rush) Coney Island	Midnights Rush hours Non-rush except midnights
August 31, 1997	179 <sup>th</sup> Street 179 <sup>th</sup> Street	Coney Island/Kings Highway/Avenue X (AM rush) Coney Island	Rush hours Other times
December 16, 2001	Rerouted via 63 <sup>rd</sup> Street Tunnel		
About 2002-2004	179 <sup>th</sup> Street 179 <sup>th</sup> Street	Avenue X or Kings Highway Avenue X	Rush hours Other times
November 14, 2004	179 <sup>th</sup> Street 179 <sup>th</sup> Street	Coney Island/Kings Highway/Avenue X (AM rush) Coney Island	Rush hours Other times

- (C) PM rush hour Kings Highway put-ins ran light from Kings Highway to Jay Street

We do not have the current and several previous schedules.

**BROOKLYN EXPRESS SERVICE**

The above tables present a summary of the rush hour express service operated in Brooklyn. Expresses started running on August 19, 1968 for the first time since the subway was opened in 1933. The passengers boarding at local stations north of Church Avenue were unhappy that they no longer had a one-seat ride to Manhattan. Less than a year later, June 16, 1969, alternate rush hour **F** trains made local stops in Brooklyn. Effective January 19, 1976, all trains in the direction of heavy traffic made local stops north of Church Avenue,

but trains in the opposite direction still operated on the express track. A few months later, August 30, 1976, all trains made local stops north of Church Avenue. Rush hour express service south of Ditmas Avenue continued until 1987.

Express running time was three minutes less than the local running time between Kings Highway and Church Avenue, and an additional three minutes between Church Avenue and Jay Street.

Because Park Slope riders prefer **F** locals, we do not expect to see express trains north of Church Avenue any time soon.

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**WILLIAM FAHEY DIES AT 71**

William Fahey, the New York Division's attorney for many years, passed away on Monday, April 27, at White Plains Hospital. The son of the late William and Mary, Bill was raised in Whippany, New Jersey. He earned a B.A. at St. Peter's College and a law degree at Cornell. After his schooling, he served in the U.S. Air Force dur-

ing the Vietnam War. Upon his return to the United States, he settled in Westchester County, New York, where he lived for over 40 years. He was an avid reader and had an affinity for trains. Bill was given the Division's Herman Rinke Award in 2002.

We will miss Bill.



**Houston Street and Smith Street Subways**

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**Ditmas Avenue on September 17, 1954, before the tracks were rearranged.**  
Bernard Linder photograph



**Car 2701 on the Culver Shuttle at Ditmas Avenue.**  
Larry Linder photograph



**Ditmas Avenue looking north toward the portal, October 14, 1968.**  
Larry Linder photograph



**Ditmas Avenue looking north toward the Culver Shuttle, April 23, 1975.**  
Bernard Linder photograph



**Avenue N looking north, October 14, 1968.**  
Larry Linder photograph



**Looking north from Neptune-Van Sicklen.**  
Bernard Linder collection

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

My apologies for the delay in getting the Update together this time around. For better or worse some "family matters" took priority through the Easter period so some parts were "assembled" at the very end of March and the rest in mid-April. Whenever done, development of the overall continuum went on without pause.

#### Subdivision "A" Happenings

As anticipated, the first ① trains operated into the new South Ferry terminal late on the morning of March 16, and the older loop facility removed from public access after almost 104 years of service. The new stub-end terminal is designed for exclusive use by Seventh Avenue Locals and can berth two full-length 10-car trains. It is physically located beneath the older station, and also directly connected to Whitehall Street on ② and ④. As related in the April *Bulletin*, the first train of R-62As departed the new station just after noon (12:03), immediately after the last train had been looped at the old terminal "upstairs." That leading train's consist was unit 2371-5 with 1886-90, and it contained a number of dignitaries, including Governor Paterson but not Mayor Bloomberg. Service into South Ferry was soon brought to a halt for external reasons, mainly owing to a water main break at Canal Street, which kept the new terminal vacant for much of the day.

By March 23, 2009 the use of ③-assigned R-62 trains on ④ in rush hours had generally abated, but was still a possibility.

All single unit R-62As assigned to ① had received red barn assignment stickers under their number boards by the end of March, while all single R-62As now assigned to Jerome (Mosholu Yard) for ⑤/42<sup>nd</sup> Street Shuttle have no colored markings at all.

A slight correction to the April Update: the final appearance of unitized R-62As on ③ involved 1841-50 from February to December, 2004, as they were gradually moved from ⑦ to ① via ③ upon arrival of the R-142S series. Thus, the last time that a unitized 5-car set operated with 5 single units on ③ was December 29, 2004 and not in October of 2003. The current use of such consists is a first time occurrence for ①.

#### R-160 Progress

As of March 31, Option I R-160A-2s 9383-97 had been delivered, joined by 9398-9422 through April 20. R-160A-2s operated on ⑥ in multiple (3-5 trains daily) beginning on March 24, thus commencing the overall use of four distinct equipment types in varying quantity: Phase I R-32s, R-40M/42s, R-46s, and R-160s. By March 31, Option I R-160A-2s 9353-72 had been placed in service on ⑤ and ⑥, followed by 9373-9402 through April 20. Through April 20, Kawasaki-built, Alstom-equipped Option I R-160Bs 9178-9202 were

delivered. On March 23 it became apparent that the R-160B assignment plan, as revised in December, 2008, had been "unrevised" as the first 10-car Kawasaki train, consisting of 9163-72, was assigned to Jamaica and in passenger service on ⑤. They also were spotted on ⑥ on March 28 and then joined by cars 9173-82 on April 10. Through April 20 these two trains remained separate from the Alstom-built, Alstom-equipped R-160A-2s in contrast to Coney Island, where the two types are commonly mixed on ②, ③, and ④.

By late March, R-160A-1 units 8313-6 and 8317-20 had received CBTC equipment and were in the first stages of testing on ① out of East New York. As built, all R-160s have an empty TOD screen (Train Operator's Display) that was intended for CBTC speed indication and ATO control (Automatic Train Operation), but the actual systems necessary to activate these features was not included. The system being developed using cars 8313-20 is projected to be a slightly more refined version of that already on the R-143s, and will pave the way for production of Alstom's small, final group of R-160A-1s (most recently estimated at 32 cars) that will replace the last group of Morrison-Knudsen-overhauled R-42s at East New York. Even so, once CBTC is ultimately installed on the R-160s, basic differences in control group between them and the R-143s are likely to preclude operational compatibility.

On April 2, R-160A-2 units 9353-7, 9363-7, and 9368-72 were removed from service and reconfigured into a single 11-car test train. To accomplish this 9363/9364/9365 was linked to 9370/9371/9372 to form a 6-car set and coupled to unit 9353-7. The train was operated on an exploratory basis on all Queens IND lines and their adjunctive mains (Sixth Avenue, Eighth Avenue, Smith Street) to assess any issues related to the potential extension of consists (presumably on ⑤ and/or ⑥) to 11 cars. This exercise was slated to end on or about April 17 and the cars soon put back in service as they had been. Some might recall that the NYCTA ran 11-car trains of R-1 to R-9s on ⑤ and ⑥ approximately between 1953 and 1957. Platforms on affected portions of the IND system (Queens Boulevard, 53<sup>rd</sup> Street, Sixth and Eighth Avenues, Houston Street) were of sufficient length for 11-car 60-foot trains, but in more recent times this excess has sometimes been used for various other purposes. On the Culver portion of ⑥, platforms are not of sufficient length to support 11-car trains, with the possible exception of Ditmas Avenue.

Over the weekend of April 17-19, ongoing renovation work at Jay Street-Borough Hall forced ⑥ trains to be

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

rerouted as locals to Euclid Avenue, while **G** service was given full-length consists and extended from Smith-9<sup>th</sup> Streets to Stillwell Avenue-Coney Island via the Culver Line. As a result of this General Order, Jamaica-assigned R-160A-2s and R-160Bs were used on the Fulton Street Line for the first time, and one such train (consisting of R-160B Option Is 9163-72) also used on the extended **G** between Court Square and Coney Island via the Brooklyn-Queens Crosstown Line that Saturday evening. It is anticipated this arrangement may be in effect on weekends through late May.

As of April 20, deliveries totaled 340 R-160A-1s, 250 R-160A-2s, and 490 R-160Bs, for a combined quantity of 1,080. Of the overall total as of April 20, 332 R-160A-1s were in service at East New York on **J/Z**, **L**, and **M**; 60 R-160A-2s and 450 R-160Bs at Coney Island on **N**, **O**, and **W** (for 510 total); and 155 R-160A-2s and 20 R-160Bs at Jamaica on **E** and **F** for a combined total of 175.

**60-Foot SMEE News (For Real: End Of The R-38s, Slant R-40s Next?)**

As anticipated last time, the final surviving pair of R-38s was indeed 4098/9, at the north end of a mixed 8-car consist on **C** with 6 R-32s (4099/8-3778/9-3579/8-3587/6). This "historic" train made several trips over the course of three days the following week, until it was finally laid up after service on Wednesday, March 18. For the record, it departed 168<sup>th</sup> Street on the 18:03 **C** interval, relayed at Euclid Avenue for a 19:23 return, and began its final journey up to 207<sup>th</sup> Street upon arrival there at approximately 20:30. Little time was wasted, as both these last two cars and 4120/1, which had closed out the series' service career on **A** March 14, were in line for reefing preparation by March 20. Aside from the two pairs previously identified as being directly preserved (4028/9 and 4140/1), R-38s 3950/1 and 4044/5 have been retained as school cars. All other R-38s are expected to be reefed.

As the R-160A-2s have continued to inundate Jamaica, the movement of Phase I R-32s to 207<sup>th</sup> Street was indeed concluded with the previously noted transfer of March 7, but (as indicated below) scattered retirements of these, the R-40Ms, and Morrison-Knudsen-overhauled R-42s have not. As for the slant R-40s, in a manner similar to the R-38s through the winter, their number at Pitkin has fallen from a high of 130 to 88 as of April 20 as five-plus trains worth of R-46s arrived from Jamaica. It may be that the last reassignment of 60-foot Subdivision "B" equipment has already taken place.

In last month's summary of remaining Subdivision "B" 60-footers, we tripped over the R-32 quantity and the corrected passage reads as follows: "In sum, about

55% of the overall 60-foot SMEE fleet has been retired since the first trains of R-160s were placed in service two years ago, with the complete removal of the first of these classes (the R-38) looming. Remaining active as of March 15, 2009 were 270 R-32s, 6 R-38s, 128 slant R-40s, 82 R-40Ms, and 234 R-42s, for a total of 722 cars." By April 20, there were 264 R-32s, 88 R-40s, 78 R-40Ms, and 228 R-42s, for a remaining total of 658.

**60-Foot SMEE Retirements & Restorations**

The following were taken out of service, or restored to operation through April 20, 2009:

March, 2009: R-38 4120/1 withdrawn from 207<sup>th</sup> Street (**A**); R-38 4098/9, 4140/1 (second time) withdrawn from 207<sup>th</sup> Street (**C**) (ALL R-38's RETIRED); R-40 4266/7, 4270/1, 4278/9, 4284/5, 4288/9, 4302/3, 4314/5, 4316/7, 4332/3, 4338/9, 4358/9, 4382/3, 4388/9, 4438/9 withdrawn from Pitkin (**A**)

April, 2009: R-32 (Phase I) 3522/3, 3676/7 withdrawn from Jamaica (**E**, **F**, sometimes **R**); R-32 (Phase I) 3578/9 withdrawn from 207<sup>th</sup> Street (**A**, **C**); R-40 4176/7, 4226/7, 4240/1 restored to service at Pitkin (**A**); R-40 4186/7, 4226/7 (second time), 4274/5, 4304/5, 4310/1, 4330/1, 4364/5, 4418/9, 4448/9 withdrawn from Pitkin (**A**); R-40M 4514/5, 4522/3 withdrawn from Jamaica (**E**, **F**, weekday **R**); R-42 (Morrison-Knudsen-overhauled) 4584/5, 4598/9, 4702/3, 4756/7 withdrawn from Jamaica (**E**, **F**, weekday **R**).

**The 75-Footers of MTA New York City Transit (R-44, R-46, R-68, R-68A)**

R-46s 6146-9 and 6202-5 made their first revenue trip on **A** as the 07:43 interval from Mott Avenue (Far Rockaway) on March 17, 2009. They then were seen around **A** at all times for the next seven days before catching a break, then were back on line again as of March 26. A second set of R-46s arrived from Jamaica on March 27 (6154-7 with 6166-9) and on that Sunday the two sets began intermixing for the first time, fairly vanishing into the huge pool of 75-foot equipment stationed on **A**. By then, two corresponding trains of slant R-40s had entered storage and a brief hiatus ensued. Another train of slants was removed from service as of March 31, but several reinstated several days later (April 6) as Jamaica was not able to provide additional R-46s right away. The third set of R-46s (unit 6150-3, "open-end" couplet 6206/7, and "JFK" (ex-JFK Express) pair 6232/4) was transferred to Pitkin on April 12, with another train of Slants removed from **A** service the next day. To date, the most recent infusion of R-46s to **A** service included 4-car units 6130-3, 6158-1, 6162-5, and 6182-5, along with "JFK" pairs 6244/6 and 6256/8 on April 20. It still seems apparent that only 6100-series 4-car units and the 6200-series A-A paired cars

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## New York City Subway Car Update

(Continued from page 7)

(originally assigned in A-B-A configuration to the JFK Express) are being redeployed from Jamaica to Pitkin for **A**, reportedly in part to accommodate the 207<sup>th</sup> Street Inspection Shop, in which space is minimal. It should be noted that the R-44s and R-46s are not operationally compatible, but like any part of the overall fleet are capable of "iron to iron" movement without pneumatic or electrical coupling. Given their physical similarities it would appear to be a daunting task to keep the two types separated, but experienced eyes can tell them apart in various ways, even without consulting a number board. The most obvious difference is the R-44s' use of painted metal along the body sides (except for 5228 and 5229), while the R-46s incorporate their original stainless steel panels. Scanning the end bonnets, it was noted that the R-44s exhibit three grab irons and have a built-in receptacle for the door chains, while the R-46s (as rebuilt) have just two grab irons and the door chains are affixed to the outside of the door frame. The sole exception to this is R-46 car 5810, which retains its original end bonnet configuration and has a built-in door chain receptacle.

### The R-44s of MTA Staten Island Railway

The overhaul of the MTA Staten Island Railway's R-44 fleet continued unabated at Coney Island Shops through the early spring, with ex-NYCTA cars 392 and 399 still in process as of April 20 along with SIR A-car 454 and B-cars 401 and 417. To date a total of 15 SIR R-44s have either been completed or were being overhauled.

### Reeving Renewed and Miscellaneous Disposition Notes

With departure of the most recent barge (Number 17), notification was received that all available, retired Phase II R-32s had been disposed of. As such there remained just four on NYCT property including 3352/3, which now belong to the Transit Museum, and 3350/1, for which preservation is earmarked. To our surprise four more Phase IIs were still unaccounted for, and upon further inquiry were found to have departed on Barge 14 for Delaware back on Valentine's Day. This meant we had listed just 40 cars instead of the usual 44, so the corrected listing is as follows: Phase II R-32s 3364, 3365, 3450, 3451, 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 (40); and R-38s 4020, 4021, 4090, and 4091 (4).

Subway car body shells were loaded at 207<sup>th</sup> Street on March 25 and 26 to make up Barge Number 16. This

departed on March 29 for Redbird Reef off Cape Henlopen, Delaware containing these 44 cars: Phase II R-32s 3378, 3379, 3402, 3403, 3420, 3480, 3481, 3482, 3483, 3645, 3752, 3753, 3800, 3801, 3824, 3825, 3844, and 3845 (18); Phase I R-32s 3434, 3435, 3634, and 3635 (4); and R-38s 3988, 3989, 4008, 4009, 4032, 4033, 4062, 4063, 4070, 4071, 4082, 4083, 4084, 4085, 4102, 4103, 4114, 4115, 4120, 4121, 4136, and 4137 (22). The empty barge was back at 207<sup>th</sup> Street once again as of April 6 and partially loaded by the end of that week while the marine contractor and NYCT struggled to identify the soonest available departure window. This was determined to be just a few days later and on April 16, 2009 Barge Number 17 was escorted down the Harlem and Hudson Rivers destined for the Commonwealth of Virginia with the following aboard: Phase I R-32s 3464, 3465, 3504, 3505, 3662, and 3663 (6); Phase II R-32s 3850 and 3851 (2); and R-38s 3962, 3963, 3970, 3971, 3976, 3977, 3984, 3985, 3994, 3995, 3996, 3997, 4004, 4005, 4006, 4007, 4048, 4049, 4058, 4059, 4068, 4069, 4072, 4073, 4076, 4077, 4098, 4099, 4106, 4107, 4118, 4119, 4132, and 4133 (34) for a total of 42 items.

As of April 20, there were 42 additional R-38s remaining that appeared likely to be reefed. In addition, lone slant R-40 4277 was still at 207<sup>th</sup> Street awaiting mates for departure. A separate vendor contract for "local" (critical spot) asbestos abatement was being finalized as of April 20 to permit the preparation of the remaining slants for reefing. Other contracts of a similar nature will be let for each of the R-40M and R-42 series, the latter possibly to include much of the end bonnet demolition work heretofore performed by 207<sup>th</sup> Street. The reefing of all retired 60-foot Subdivision "B" SMEEs should remain continuous from month to month and is projected by the end of October, 2010.

On April 14, 2009 retired Morrison-Knudsen-overhauled R-42s 4736 and 4737 were trucked to Transit Tech High School in East New York, where they will become a classroom of sorts for future mechanical trainees. There they replaced long-retired R-30 8337, which was deposited for a similar purpose in 1993 and faces an unknown future back on NYCT property. Retired, former school car R-26s 7770/1 were finally transferred from East New York to 207<sup>th</sup> Street over the weekend of March 21-22 and were expected to be turned over for reefing preparation as of April 20.

### Conclusion

Once again, let me offer my humble apologies for the slight tardiness of this report, but in the end it will hopefully mean a shortened wait for the next Update, by which time things could be even more interesting. Until then...

# Commuter and Transit Notes

No. 247  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

The breaking news at around 5 PM May 7 was that MTA Executive Director Elliot Sander had submitted his resignation to Governor Paterson, to become effective on May 22 (see front cover). Mr. Sander was appointed by former Governor Elliot Spitzer on January 1, 2007. It was ironic that this was announced on the day that the MTA rescue legislation was signed by the Governor. However, the legislation required that the positions of Chairman and Chief Executive Officer with responsibility for day-to-day operations be combined. In 2006, these positions were separated, but those who were opposed to this action felt that it weakened the Authority's leadership and made it more vulnerable to influence from the Governor's office. At publication time, no appointment had been made. The legislation also required that Chairman Dale Hemmerdinger leave his post by early June. No replacement for him had been named by publication time, either.

## MTA METRO-NORTH RAILROAD (EAST)

With the tie replacement project moving into the second phase, the next set of timetables, which will remain in effect through July 12, was issued effective May 3. The Hudson Line timetable, like the previous edition, has the wording "Track Maintenance Program" and now includes the Yankees-E.153<sup>rd</sup> Street station, which opened on May 23.

The covers of all three timetables have a balloon with this news: "Yankees-E. 153<sup>rd</sup> Street Opens May 23." Located in Fare Zone 2 (Morris Heights to Riverdale), this station will be served by all Bronx Locals, 365 days per year with 25 southbound and 27 northbound trains each weekday. On weekends, there are 20 in each direction. A separate brochure and timetable for Yankees game-day train service, including direct service from the Harlem and New Haven Lines for weekend and holiday games, and direct return service for weeknight games, plus shuttles to and from Manhattan, was issued. However, it was not available at publication time. Several other trains have had West Bronx stations added to their runs in order to provide improved service. A circle with a bull's eye (o) denotes that the train will regularly stop at this station after May 23. New letters have been added, "P" – weekend 1:05 PM games; "M" – weekday 1:05 PM games; "L" – 4:05 PM games; and "N" – 7:05 PM games. Some trains, because of their times, have two letters.

When I checked the web site in early May, there was this note: "Monthly and weekly ticket holders who normally travel to or from Manhattan (on any of the three lines) can travel to or from Yankees-E. 153<sup>rd</sup> Street station at no extra charge."

There is still more history to the Yankee Stadium station. In the May, 1988 *Bulletin*, I wrote that as part of an agreement to keep the New York Yankees in Yankee Stadium, a station and park/ride lot would be built near the stadium. Funding for this then \$90 million (now \$91 million) project was to come from the State and City of New York and Metro-North. The station would have been used at all times and was to be ready by Opening Day, 1991.

Getting back to the May 3 timetables, Train #805, the 6:41 AM from Grand Central Terminal, continues to Poughkeepsie instead of terminating at Peekskill and having its passengers bused the rest of the way. Please see May *Bulletin* for other changes. Metro-North has relaxed restrictions on bicycle transport by allowing bikes to be carried on most Reverse Peak trains and in the periods immediately around the evening peak period. So now, bikes will be allowed on most trains departing Grand Central Terminal between 3 and 3:59 PM and from 8:01 to 8:15 PM. Blanket prohibitions against bicycles during these periods were replaced with train-specific restrictions. This policy change does not affect folding bicycles, which are allowed on board Metro-North trains at all times.

In the January edition of *On Track*, it was reported that last of the FL-9s had been retired from passenger service in December, 2008. Their fate was sealed when sufficient numbers of Brookville BL-20GH locomotives were accepted and entered service. As it turned out, the units continued to fill in on the Waterbury and Wassaucott Branches in early 2009, but as of late April, the stacks of five CDOT FL-9Ms (2014, 2016, 2024, 2026, and 2027) were capped in preparation for their removal from Croton-Harmon, which is expected by summer. A sixth unit, 2011, was still being used for its HEP as of late April; however, on May 11, it joined the other five. In the meantime, a pair of FP-10s, 411 and 413, are being retained for historical purposes. Previously retired 410, 2008, and 2012 are pending removal. You can still see FL-9s, as several have been preserved at tourist railroads or museums.

Sixty FL-9s were built for the New Haven Railroad in two groups in 1957 and 1960. Those that were not scrapped went to Penn Central (1968), MTA (operated by Conrail), and Amtrak. At Metro-North's inception in 1983, it inherited 33 and CDOT got four (but they were operated by Metro-North). Two of the 33 were immediately retired. During their 25-year tenure, they wore numerous paint schemes. From 1991-1993, ten were upgraded by ASEA Brown Boveri, with three going to LIRR. Beginning in 1995, replacements in the form of

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**Commuter and Transit Notes**

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P32-AC-DM (Genesis) locomotives began arriving and now number 31 (4 are owned by CDOT and are in the New Haven "McGuinness" colors), which eventually relegated them to the Wassaic, Danbury, and Waterbury Branch shuttles.

This is the current status of the New Haven Line Catenary Replacement Project, last reported on in the May, 2008 *Bulletin*. In 1995, Metro-North completed the replacement of the catenary within New York. The project, divided into sections, is described below, along with the current status:

- **Catenary "A"**: 36 track miles of wire from the State Line to CP 235 (Stamford) including replacement of three undergrade bridges in Greenwich. Complete
- **Catenary "B"**: 30 track miles of wire from CP 235 (Stamford) to CP 241 (Norwalk) including replacement of three undergrade bridges in Darien and Norwalk. Due to problems with steel fabrication for the undergrade bridges, this project is approximately one year late, and is still scheduled for completion in the third quarter of 2010
- **Catenary "C"**: 75 track miles of wire between CP 241 (Norwalk) and CP 261 (Stratford). This project is being completed in three phases and includes undergrade bridge work and major rehabilitation of the WALK, SAGA, and Devon moveable bridges. Work is now scheduled for completion in 2015
- **Catenary "D"**: 24 track miles of wire from CP 261 (Stratford) to CP 271 (New Haven) including replacement of three undergrade bridges along the right-of-way. Complete

Another step toward energy and cost savings was completed on April 28, as Metro-North wiremen completed the replacement of the incandescent bulbs with compact fluorescent bulbs or CFLs in the 10 Beaux-Arts chandeliers at Grand Central Terminal. Although the initial cost of the bulbs is higher than the former bulbs, the savings will be in the hundreds of thousands of dollars as CFLs have a longer life. Energy-wise, they use less electricity. For example, a 40 watt CFL uses just 9 watts.

**MTA METRO-NORTH RAILROAD (WEST)**

Possible service reductions in connection with MTA's "Doomsday Budget" were reported in the May *Bulletin*, but this is not without controversy. Judy Rife, the transportation reporter for the (Middletown) *Times Herald-Record* wrote that this raised a lot of concern among Port Jervis riders who could see their trip times increased, e.g., Salisbury Mills/Cornwall to Hoboken, from 77 minutes to 105 minutes depending on which train they rode. The addition of stops in Jersey saves Metro-North money because Metro-North contracts with

NJ Transit to operate its trains, and NJ Transit pays a portion of the bill when Metro-North trains stop in New Jersey, resulting in lower operating costs. That said, there is good news for Port Jervis Line riders because Metro-North cannot add stops without negotiating an amendment to its \$22 million-a-year contract with NJ Transit, and that may not happen. The same goes for cuts on the Pascack Valley Line, where weekend service was added in October, 2007 and has been successful for both agencies.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

It is not only west-of-Hudson riders who are questioning MTA's service reduction plans. Connecticut's Commuter Rail Council President Jim Cameron, who was interviewed on WCBS-880 on Friday, April 24, asked, "Why has...MTA targeted service cuts on the New Haven Line that will only impact Connecticut riders?" All of the trains that were being considered for elimination begin or end their runs in New Haven. Mr. Cameron told reporter Fran Schneidau that New York is the state having a money problem, not Connecticut. Metro-North also wanted to cut back on car cleaning in New Haven and close the ticket office at New Canaan.

CDOT issued a new timetable for Shore Line East effective May 3. Gone from the weekend/holiday section are the additional trains that operated on January 19 (Martin Luther King Day) and February 16 (Presidents Day). Thanks to member David A. Cohen for sending copies.

David told me that land clearing had begun on the site of the future West Haven Metro-North rail station. So far, the State of Connecticut has allocated \$24.5 million of the estimated \$100 million cost of this station. And in Orange, a meeting was held on April 21, between Ed Crowley, Chief Executive Officer of Dichello Distributors, and state officials, and it appears that a rail station will be built in Orange. The majority of the \$50-60 million will come from his firm, according to an article which appeared in *The New Haven Register*. State legislators are working to get state funds to help with this project. More importantly, Mr. Crowley said that DOT officials pledged that if his company built the station, trains would stop there. He hopes that the station will be completed in two years.

**MTA LONG ISLAND RAIL ROAD**

Special ceremonies were held on Friday, April 24 to mark the 175<sup>th</sup> anniversary of the Long Island Rail Road at New York Penn Station and at Jamaica. The U.S. Postal Service provided personnel to affix a special postal cancellation to recognize this event.

Belmont's 64-day Spring/Summer Meet began on Wednesday, April 29 and for the first time, due to the budget crisis, LIRR did not issue a timetable or provide service to Belmont Park. *The New York Times* reported that "the *Belmont Special* had been running since May 4, 1905, when it carried throngs of thoroughbred lovers,

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gamblers, and people who just craved a festive day in the Belmont Park grandstand to the doorstep of one of the grand palaces of American horse racing.” Unfortunately, those “throngs” have largely disappeared in recent years, as the trains that shuttled between Jamaica and Belmont Park averaged 100 passengers a day. LIRR spokesman Joe Calderone admitted that this average would be considerably smaller if not for the 20,000 plus who took the train to attend the 2008 Belmont Stakes. Last year, on weekdays, 30-35 passengers were carried. This year, the bus shuttle has carried 7-9 passengers. The LIRR will save about \$112,000. Those who plan to attend the races were given these options:

- NYRA Shuttle Bus: The New York Racing Association’s free shuttle bus service between Belmont Park and the Queens Village station
- Alternate Bus Service at Queens Village: LIRR to the Queens Village station, then the Q27 bus and a transfer to the Q2
- Subway and Bus: **F** to 169<sup>th</sup> Street or 179<sup>th</sup> Street, N6 or Q2 to Belmont Park; or **E** to Jamaica Center and Q110
- Long Island Bus: Route N6

LIRR was to provide service on Saturday, May 30 and Belmont Stakes Day, Saturday, June 6, with 18 trains to Belmont, most direct from Penn Station beginning at 9:59 AM. There was also to be frequent westbound service to Jamaica and Penn Station starting at 4:06 PM and continuing until 10:11 PM.

WCBS-880 sponsored an event titled *New York Expo at Citi Field* on Saturday, May 2. All Port Washington Branch trains stopped at the Mets-Willets Point station between 8:30 AM and 6:30 PM. Customers from other branches could transfer at Woodside. Member Todd Glickman, who was one of the on-air personalities who were there, wrote that it was a great event and sent this photo showing himself, fellow meteorologist Craig Allen, and traffic reporter Tom Kaminski, or Traffic and Weather and Weather together!



New timetables were issued effective May 18. Details will be published in the next issue.

This year, the U.S. (Golf) Open will be held June 15-21 at Bethpage State Park and LIRR will operate additional service to Bethpage (Ronkonkoma Branch). Golf courses in New York have hosted this event several times, most recently in 2006 at Winged Foot in Mamaroneck. At that time, extra service was operated on the New Haven Line. In 1995 and again in 2004, LIRR was involved as the event took place at the Shinnecock Hills Golf Club in Southampton. Weekdays, the additional trains were numbered in the 5900-series and on the weekend, 5100-series. In the mornings, the extra service ran from New York Penn to Farmingdale and from Ronkonkoma to Farmingdale. In the afternoons, the extra service was reversed, Farmingdale to New York Penn and Farmingdale to Ronkonkoma. USGA, in cooperation with Long Island Bus, is providing free bus service directly to the U.S. Open from the Farmingdale station.

During the Division’s March 28 visit to the Morris Park facility, we saw a pair of 25-ton (switcher) locomotives numbered 397 and 398. 398 was built for LIRR by GE in 1958 and 397 was acquired second-hand in 1987. These out-of-service units will be given to the Oyster Bay Railroad Museum on what is called a “long-term loan” because by state law, LIRR is prohibited from making donations bigger than \$5,000. Before they depart from LIRR property, the railroad held a contest (which ended on April 15) to give them names. Member Joe Gagne, an LIRR retiree, wrote that during his time on the railroad, they were called “Mutt & Jeff.”



**NJ TRANSIT**

There is good news for NJ Transit’s riders – there will not be a fare increase this year. This announcement by Executive Director Richard Sarles only pertains to 2009; 2010 may be a different matter. The last fare increase took place two years ago, on June 1, 2007, but on May 6, he warned that NJ Transit could be forced to cut train and bus routes, but only as a “last resort” if the agency can’t offset a \$62 million shortfall in Gov. Jon S. Corzine’s proposed budget. The 17% decrease would only affect the operating budget, not the capital budget, which is nearly \$10 billion. In order to cut costs, 140 administrative jobs will be eliminated and some office

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space will be consolidated.

On Saturday, April 25, a fire in a building east of the Newark Broad Street station caused significant damage to communication equipment used to control signals and switches on the Morris & Essex and Montclair-Boonton Lines. The immediate effect was that M&E Hoboken and Midtown Direct as well as Gladstone Branch riders were told to expect delays of 10-15 minutes during peak periods for the next several weeks, but that did not occur.

A brush fire on Tuesday, April 28 in the Meadowlands caused a temporary suspension of Northeast Corridor, North Jersey Coast, and *Midtown Direct* trains beginning at about 2 PM. Limited service was restored just before 3:30 PM, but with 60-minute delays. An email advisory sent at 4:17 PM still reported 15-20 minute delays.

Two days later, due to "wire problems" near Metuchen shortly before 3 PM, NJ Transit reported that trains were being delayed 20-30 minutes. At some point between then and 3:38 PM, westbound service was suspended and NJ Transit notified passengers that all *Midtown Direct* trains would stop at Secaucus Junction. Westbound North Jersey Coast Line service was restored at 3:58 PM and at 4:30 PM, Northeast Corridor service was reported as operating on or close to schedule, but the eastbound service was experiencing 20-30-minute delays, and at 4:46 PM, *Midtown Direct* trains that do not normally stop at Secaucus Junction resumed their regular stopping pattern. Delays continued through the peak hour until 7:30 PM.

The first email alert was sent at 3:58 PM on May 5, advising that Northeast Corridor, North Jersey Coast, and Raritan Valley Line services were subject to 10-15 minute delays due to an Amtrak signal problem near Newark Penn Station. By 6 PM, the delays were reported as 15-30 minutes and at 6:18 PM, increased once again to 30-45 minutes. At 6:20 PM, *Midtown Direct* trains were experiencing 15-20-minute delays due to switch problems. By 6:32 PM, all trains in/out of New York Penn Station were subject to 45-60-minute delays due to switch and signal problems. At 7:59 PM, all Northeast Corridor services were delayed 60-90 minutes. A co-worker sent me a text message that his usual 40-minute ride took 3 hours, and he had to stand for the entire ride. The final email message of the day, which warned of possible delays in the morning, was sent at 10:06 PM. Fortunately, at 4:47 AM the following morning, emails were sent out that service would be operating normally.

An unprecedented event took place on May 6, when Vice President/Rail Operations William B. Duggan sent out a letter that included a photograph to passengers apologizing on behalf of NJ Transit for the delays that

occurred in the previous week. Each of the aforementioned delays was covered and an explanation was provided for each. He closed with: "Please be assured that we will do everything possible to improve reliability, in spite of severe capacity constraints on the Northeast Corridor."

In 2006, it was LIRR that was in the news about "gap" issues, and now it is NJ Transit. According to a report that was published on NorthJersey.com, last year 58 passengers were injured in slips, trips, and other mishaps involving the gap between the train and the platform, per the transit agency's records. Gaps exist at high-level platforms, of which NJ Transit has 46. There are 162 stations system-wide and the average width of a gap at NJ Transit stations is 7 inches, the desired standard, but gaps range from 6 to 11 inches.

The official date for the name change of North Hackensack to New Bridge Landing was April 19; however, the new signs were installed over the previous weekend. On April 20, the announcements and monitors at Secaucus Junction did not have the new station name, but the automated announcement on board the train was correct. Eight days later, the monitor displayed the new station name, but the automated announcement had not been changed.

I noticed that a number of the fare gates at Secaucus Junction (*May Bulletin*) had been relocated to their new location during visits in April and May.

On May 7, President Barack Obama designated the ARC Tunnel to receive \$200 million in the administration's FY 2010 federal budget. This brings the total federal funding commitment to the project so far to nearly \$400 million.

At its May 13 board meeting, NJ Transit approved a non-binding memorandum of understanding with the New York, Susquehanna & Western Railway, which outlined certain business terms and conditions pertaining to the transit agency's proposal to construct and operate the Passaic-Bergen Rail Line over NYS&W trackage between Hawthorne and Hackensack. For details, please see the *May Bulletin*.

Also approved at this meeting was a project to rehabilitate the 1898-built Rutherford station on the Bergen County Line. This station is listed on both the State and National Registers of Historic Places.

Steve Lofthouse reported that the new high-level platform at South Amboy is pretty far along. Concrete has been poured and the shelter building on the platform is under construction. A ground-breaking ceremony was held on August 15, 2008 and the project was to be completed by the end of this year.

Over the weekend of May 30-31, the Pascack Valley Line from Spring Valley to Secaucus was shut down and replaced by bus service so that crews could activate the new signals and switches for the future rail service to the Meadowlands Sports Complex. This is to go into

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service later this year. In addition, the grade crossing at New Milford Avenue in Oradell was replaced. Buses made stops between Spring Valley and Secaucus Junction where passengers could board trains for Hoboken or New York Penn.

Comet IIIs have become scarce. I had only seen 5207 and 5510 on Bergen County Line trains during April and May. A friend reported that in Days Yard (Hoboken) he saw the following this trainset: 5000-5022-5029. There were 2 other trains in Days Yard that had Comet IIIs in their consists.

Bob Kingman observed the following multi-level cars in Kenwood Yard: 7290, 7632, 7633, 7634, and 7635 (April 15); 7505 (April 22); 7204, 7505, and 7513 (April 28); 7211 (again) and 7640 (May 5).

A Newark Light Rail timetable was issued as of April 11. The running time has been increased by one minute, from 2 to 3 minutes between Military Park and Newark Penn Station and Lake to Grove Street, seven days a week.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

One of my co-workers told me that he rode in a train of PA-5s on the Hoboken-33<sup>rd</sup> Street Line during early April.

A new timetable, map, and guide was issued with an effective date of April 26. What makes this different from previous editions is that new PA-5 5602 is pictured on the cover at the Exchange Place station. This edition replaced one that had been in effect since September 23, 2007, the longest period of time for one to remain in effect.

A friend reported that at the World Trade Center station on May 5, he observed that Track 1 was being removed and the platform was being demolished by jackhammers. He wrote that this track was mostly used as a lay-up track. In the old days, inbound trains would sometimes arrive on that platform to unload, but I never saw any trains leave from that track. *(Editor's Note: Steve is right. I boarded a "special" train, which departed from Track 1, that was taking invitees to the dedication ceremony for the Harrison Maintenance Facility in October, 1987.)*

**AMTRAK**

A System Timetable (Form T-1) with effective dates of May 11-October, 2009 was available at the end of April. What is unusual about this edition is a one-time arrangement that there are no Northeast trains listed. This is due to various maintenance projects and includes *Acela*, *Empire*, *Keystone*, and *Northeast Regional* services. Even without those trains, at 112 pages, it is only 16 pages less than the "Fall 2008/2009 Winter" edition. For the "Fall 2009/Winter 2010" edition, which is to be issued in October, all of these trains will be restored. Passengers are being told to refer to Amtrak's web site for the latest train information or the following stand-

alone timetables, which have an effective date of April 20.

- Form W-2 – Washington-Philadelphia-New York
- Form W-4 – Boston-New York-Virginia
- Form W-6 – Springfield-Hartford-New York-Washington
- Form W-8 – Empire Service
- Form W-10 – Keystone Service/Pennsylvanian

When I was at New York Penn Station at the end of April and again in May, there were only photocopies of the aforementioned timetables and the Amtrak service agent was stapling them together. At the Customer Service Office, the agent assured me that original schedules would be available after May 11.

**METROPOLITAN AREA**

The municipally operated bus systems in Rockland County all raised their fares effective May 1. This was the first increase since April, 2002. Affected are Transport of Rockland (TOR), Tappan ZEEexpress, Clarkstown Mini-Trans, Spring Valley Jitney, and TRIPS (the elderly and disabled service). Here are some examples of the cash fares: Tappan ZEEexpress, \$1.50 to \$2; TOR, TRIPS, and Spring Valley Jitney, which were \$1, are now \$1.50; Clarkstown Mini-Trans, \$.90 to \$1.50. Passengers can save money by purchasing Supersaver tickets, which are sold in strips of 20 for \$9, an increase of \$2. Transfers that cost 10 cents will cost 30 cents and those that were 40 cents are now 50 cents. Senior fares, which were 40 cents or 60 cents, remained unchanged. When MTA raised commuter rail fares on June 17, Metro-North's connecting services also went up by 25 cents as follows: NYC and LI Bus and Hudson Rail Link to \$2.25; Haverstraw-Ossining Ferry to \$3.25, and Newburg-Beacon Ferry to \$1.25.

NYC Transportation Commissioner Janette Sadik-Khan traveled to Toronto recently to see first-hand the benefits of streetcars for New York City. She told Toronto transit officials: "We threw away our streetcars, and you kept them. I think it's a great economic development tool." Thanks to member John Pappas for this news.

**MUSEUMS**

In the April *Bulletin* I reported that the Kingston Trolley Museum was being considered as a demonstration site for the Kawasaki Swimo streetcar. In the April/May issue of *Mass Transit* magazine, there was a two-page ad for this car.

My son Marc found a posting on the Illinois Railway Museum web site, <http://www2.irm.org/blogs/>, which reported that over the weekend of May 9-10, former NYC Transit R-28 cars 7926-7 (now with poles) made a number of successful trips on the car line and main line. This is in preparation for their debut in the museum's July 4 trolley pageant, and entering service shortly after.

**INDUSTRY**

The Federal Transit Administration released the final

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report of its Rail Modernization Study. Contained in this 60-page report is the news is that \$50 billion is required to bring the rail systems in Chicago, Boston, New York, New Jersey, San Francisco, Philadelphia, and Washington, D.C., into a state of good repair. But that's not all; it will take another \$5.9 billion a year to maintain them. Collectively, these seven transit systems carry 80% of the nation's rail transit passengers.

**FEDERAL ECONOMIC STIMULUS PACKAGE**

As he promised, President Obama on April 16 spoke of his hopes for the development of high-speed passenger rail lines in at least 10 regions. The President expressed confidence in the future of train travel even as he acknowledged that the American rail network, compared to the rest of the world's, remains a caboose. "What we need, then, is a smart transportation system equal to the needs of the 21<sup>st</sup> century," he said, "a system that reduces travel times and increases mobility, a system that reduces congestion and boosts productivity, a system that reduces destructive emissions and creates jobs." And he added, "There's no reason why we can't do this." The \$8 billion that was included in the Federal Stimulus Package is to be spent within two years, and another \$1 billion per year is budgeted over the next five years.

The proposed high-speed corridors are:

- California Corridor – Bay Area, Sacramento, Los Angeles, San Diego
- Pacific Northwest Corridor – Eugene, Portland, Tacoma, Seattle, Vancouver, B.C. (Canada)
- South Central Corridor – Tulsa, Oklahoma City, Dallas/Fort Worth, Austin, San Antonio, Little Rock
- Gulf Coast Corridor – Houston, New Orleans, Mobile, Birmingham, Atlanta
- Chicago Hub Network – Chicago, Milwaukee, Twin Cities, St. Louis, Kansas City, Detroit, Toledo, Cleveland, Columbus, Cincinnati, Indianapolis, Louisville
- Florida Corridor – Orlando, Tampa, Miami
- Southeast Corridor – Washington, Richmond, Raleigh, Charlotte, Atlanta, Macon, Columbia, Savannah, Jacksonville
- Keystone Corridor – Philadelphia, Harrisburg, Pittsburgh
- Empire Corridor – New York City, Albany, Buffalo
- Northern New England Corridor – Boston, Montreal, Portland, Springfield, New Haven, Albany

On April 8, NJ Transit awarded its first stimulus project, a \$4.7 million contract that will add 500 parking spaces, more than doubling the existing 362 spaces at the Edison station. About 100 jobs will be created when the work begins this month. Completion is scheduled for early 2010.

The Chicago Transit Authority reported that on April

20, work began on the first major transit project to be paid for with stimulus funds: replacement of more than seven miles of track to eliminate slow zones in the Blue Line's Dearborn Street Subway. The \$87.8 million project, from Division on the O'Hare Branch to Clinton on the Forest Park Branch, is expected to be substantially completed by the end of the year. Over 400 local jobs will be created with this project. Thanks to Bob Hansen for this report.

Sound Transit announced that it too had benefited from stimulus funds with the award of a contract for track and signal improvements on the Tacoma/Lakewood Line. The \$4.6 million project will help bring commuter rail service to South Tacoma and Lakewood. Specifically, the track and signal project will upgrade seven miles of existing track and street crossings on the rail corridor from South M Street in Tacoma to Bridgeport Way Southwest near the Lakewood station. The federal grant and other project savings will be used to help close the funding gap for work between D Street and M Street in Tacoma that is also needed to expand Sounder service south by 2012.

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

On April 22, it was announced that due to MBTA's deepening financial troubles, 75 employees would be furloughed and a wage freeze would be imposed on nonunion workers. The layoffs, which will include Transit Police and call center employees, along with office staff and managers, will save \$4.5-\$6 million a year, but will probably not be enough to prevent a budget gap for the coming year from growing even larger than the previous projection of \$160 million. The cuts will not have a direct impact on bus, rail, or other commuter services. When the new fiscal year begins on July 1, revenues could fall further due to fewer passengers, decreases in advertising revenues, and increases in pension costs, which could add to the deficit. General Manager Daniel A. Grabauskas has said he will have to raise fares and cut service drastically unless the authority gets help from the State Legislature, far from a certainty given leading lawmakers' lack of support for a gas tax increase.

Another collision between two Green Line trolleys took place. The latest one occurred at 7:18 PM May 8, resulting in both cars sustaining significant damage and also a derailment. According to reports, the force was enough to push the first car, which was stopped, 100 feet into the tunnel. Service was knocked out between Haymarket and Park Street until the beginning of service, 6 AM Sunday, to enable the clean-up and mandatory investigations to take place. It was also revealed that the Train Operator had driven past a red signal. Forty-nine passengers were injured, plus the Operator, who immediately admitted that he had been texting with his girlfriend. MBTA policy prohibited use of cell phones while working. When notified about the circumstances,

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

General Manager Daniel A. Grabauskas said, "It's difficult for me to contain my outrage." Well, the next day, the policy was changed to ban on-the-job possession of cell phones by "T" Operators. Mr. Grabauskas said that he would fire anyone caught carrying a phone, pager, or similar device. Officials believe the ban is the first of its kind in the country. "Leave it at home. Leave it in your car. Leave it with a friend. Leave it in a locker. But you are not to get on board that bus or [train or trolley] and have a cell phone on your person or in the cab. Period — this is going to be a zero-tolerance policy."

On May 10, the National Transportation Safety Board reported that it had not been able to meet with the 24-year old Operator, who did not appear for a scheduled meeting with his supervisor and representatives of the federal agency. MBTA spokesman Joe Pesaturo said that the Operator called in advance of the meeting to say he was not feeling well and could not attend. The crash totaled three of the four trolley cars involved, causing \$9.6 million in damage. General Manager Grabauskas has said that the Operator will be fired and he may also face charges.

Last year, on May 28, a Train Operator on the D/Riverside Line died, allegedly while doing the very same thing. At the time, an Associated Press investigation found that at least 44 MBTA drivers or Operators had been suspended or punished during the previous 2½ years for using cell phones on the job, including one subway Operator who was fired. The number of Operators who were suspended for this infraction since 2000, when the policy was first implemented, was unknown. Since mid-May of last year, five train and trolley Operators and 13 bus drivers had been cited.

A new web site has renderings of the stations for the Green Line extension: <http://www.eot.state.ma.us/glx/>. Todd remarked that as you "mouse" over the stations and watch the videos, the Boeing LRVs are coming back, and in three-car trains no less!

MBTA reissued its South Station and Back Bay timetable on March 23 and on May 18; new timetables were issued for the Franklin, Middleborough/Lakeville, Framingham/Worcester, Needham, and Providence Lines. Thanks to Todd Glickman for sending copies and for these reports, many of which came from **The Boston Globe**.

*KINGSTON, RHODE ISLAND*

North Kingston will be getting a rail station on the Northeast Corridor. The CIOE Companies received unanimous approval from the Town of North Kingston's Planning Commission to revise its Projects' Master Plan. CIOE Companies and the Rhode Island Department of Transportation jointly presented the project and answered questions during the public meeting of the Planning Commission held in late April. CIOE Com-

panies and the State of Rhode Island are nearing an agreement to create a unique Public/Private Partnership that will enable the state to purchase a permanent easement on which to build an 1,077-car parking garage, enter and exit through the shopping center, and tie into the shopping center utilities to include its private sewerage treatment system. CIOE will be involved in the management of the project. Upon completion of agreements with MBTA and Amtrak, the agreement will be finalized. Once completed, Wickford Junction will provide commuter rail service via MBTA to the Warwick Intermodal Station at T.F. Green Airport, Providence, and Boston.

The first construction at T.F. Green Airport occurred on the overnight of May 11-12, when cranes lifted the steel superstructure in place that will connect the terminal with a skywalk. There is a lot more work to be done before the scheduled completion next year. Thanks to Todd for these reports from **The Warwick Beacon**.

*LINDENWOLD, NEW JERSEY*

For the seemingly endless saga of expanding PATCO, there may be some light at the end of the proverbial tunnel. The New Jersey Association of Railroad Passengers reported in its April **Newsletter** that twelve years after Gloucester County's leadership rejected passenger rail because a mode consensus could not be reached, the county may have passenger rail expansion within its grasp. The good news came on May 12, and was quickly endorsed by New Jersey Governor Jon Corzine, who announced a \$2 billion plan that calls for diesel plan that calls for light rail trains to run 18 miles alongside the existing Conrail freight line to serve Glassboro, Pitman, Mantua, Wenonah, Woodbury, Deptford, West Deptford, Westville, Bellmawr, Brooklawn, and Gloucester City. The line would connect to PATCO and RiverLINE trains at the Walter Rand Transportation Center in Camden, where passengers could transfer for Philadelphia or Trenton. DRPA also recommended that a study in partnership with NJ Transit be conducted to include express bus-type service utilizing Routes 42 and 55, with dedicated lanes and park-and-ride lots for service from southern New Jersey to Walter Rand Transportation Center and Downtown Philadelphia. Also announced was a \$500 million upgrade for the Atlantic City Line, including a new stop at PATCO's Woodcrest station.

Member Dave Safford wrote the following: "In the process of reconstructing my kitchen we discovered a neatly folded copy of the editorial section of the Sunday, January 3, 1965 (**Philadelphia Inquirer**) tucked away behind an old cabinet. The headline in the lead editorial was 'Jersey's Transportation Needs,' and the text, in part, hammers on the need for new and additional 'high-speed rail service' to expand the fledgling PATCO line into 'Moorestown and Woodbury.' Truly, there is nothing new under the sun."

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**Commuter and Transit Notes***(Continued from page 15)***PHILADELPHIA, PENNSYLVANIA**

From **Cinders**: SEPTA is considering a suggestion from the City of Philadelphia to transfer some surplus M-4 cars from the Market-Frankford Line to the Broad Street Subway. At 218 cars, the Adtranz-built fleet is larger than is required, and transfer of sufficient cars to provide service on the Broad-Ridge Spur would free up all 125 B4 Broad Street cars for Fern Rock-Pattison mainline service. Before these cars are placed into service their trucks would have to be converted from broad to standard gauge, plus other modifications would also have to be made. Should this come to pass, it would make for some interesting photography.

During the summer of 1990, Budd "Almond Joy" cars 601, 602, 605, 609, and 619 were transferred for service on the Norristown Line. Their trucks were replaced by trucks that were acquired from reefed PATH "K" cars. I looked at my slides from that time and also noticed that "extenders" were added beneath each of the side doors. Another visit later that year, with members Gary and Andrew Grahl, my son Marc, and Steve Lofthouse found a single car on one of the tracks in the 69<sup>th</sup> Street station. After watching a number of cars departing and that one Budd remaining unused, we asked the Operators when it would be going out. He replied that they did not like the cars and would not be taking it out. At that point we paid a visit to the Superintendent's Office and explained that we had made a special trip to ride and photograph those cars. (Mentioning that I worked for NYCTA may have also helped.) The Superintendent could not have been nicer and immediately picked up the phone and ordered the car put into service. We got to ride and photograph the car.

Here are several additional reports from Dave Safford: "On April 22, **The Philadelphia Inquirer** reported delivery of the first Silverliner V test cars, scheduled for later this month, has been delayed again, this time to an unspecified future date. SEPTA's Assistant General Manager, Luther Diggs, traveled to Hyundai Rotem in South Korea to receive the bad news in person. The cause is cited as 'production issues.' The \$270 million contract is for 120 cars, with final completion due by late 2010." (*Editor's Note: Since 2006, besides SEPTA, Rotem has amassed orders from the Southern California Regional Rail Authority (Metrolink) and MBTA. Not one production car has been delivered.*)

Two days later, **The Philadelphia Inquirer** reported that the latest due date for the Silverliner Vs is now projected as February or March, 2011. This will be about 3½ months behind schedule, entitling SEPTA to penalties of \$200 per car per day's delay. SEPTA has announced that it wants the cash or parts, and will not accept other "in-kind" offers. The first three test cars are now due this December. Exacerbating the delay is an

ongoing dispute with the Engineers' union over cab design (full-width vs. half-width cabs). Both designs will be incorporated in the test cars for evaluation.

"Some good news is that SEPTA is moving ahead with building a new 600-space parking garage at Jenkintown which is served by R1/Airport, R2/Warminster, R3/West Trenton and R5/Lansdale/Doylestown trains. The project will include high-level platforms, elevators, and a pedestrian overpass. The existing 1932 Tudor-style station would be replaced by a 'ticketing booth' to be nearer the garage, which is to be built on the existing parking lot. The bad news – the NIMBYs are out in force, demanding that any new station parking be at someone else's station, any station, anywhere - maybe Chicago or Nome? They (seriously) want SEPTA to redo its schedules to provide more stops further out, and fewer at Jenkintown. To reinforce their case they have developed what appears to be an exciting new tactic: delay the project as long as possible, and then claim that the studies buttressing the plans are out of date. To quote the distinguished Lawrence Peter Berra, 'deja vu all over again.'

SEPTA issued new schedules effective April 19 for: R1/Airport, R2/Warminster, R5/Paoli/Thorndale, R6/Norristown, and R7/Chestnut Hill West/Trenton. All feature a banner on the cover promoting the new Quiet-Ride cars, which are available on all weekday AM peak hour trains to Center City and PM peak hour trains from Center City. Specifically, it is the first car on trains with three or more cars. Thanks to Dave for sending copies.

Member Lee Winson also sent the above report but added that he lives near a SEPTA train station and a parking lot expansion produced no noticeable adverse traffic increase. It did result in more train service, which makes it more convenient. Lee sent a report that at a SEPTA hearing to discuss the proposed capital budget, riders asked for the return of trackless trolleys to the South Philadelphia routes. New coaches were placed in service on routes serving Northeast Philadelphia, but the South Philadelphia lines were converted to buses over the city's objection. A report forwarded by John Pappas brought news that SEPTA crews, after performing an inspection of the trackless trolley wires in South Philadelphia, found that for the most part, Route 79/Snyder Avenue is in fair to good condition.

Effective April 24, SEPTA began the sale of two new passes: a One Day Independence Pass and a Family Independence Pass. This former, which costs \$10 per person, allows riders unlimited one-day travel on all SEPTA trains (with the exception of Regional Rail trains arriving at Center City before 9:30 AM on weekdays), trolleys, and buses. In addition, the passes can also be used for an unlimited number of trips on the Phlash trolleys. The "Family Independence Pass" costs \$25 and provides unlimited travel for one family of up to five people, traveling together on any one day, on all regularly

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**Commuter and Transit Notes***(Continued from page 16)*

scheduled SEPTA services. At least one person, but no more than two, must be 18 years of age or older. These passes can be purchased in advance and are not activated until the month and date are punched by a SEPTA Operator, Cashier, or Conductor. Lee, who sent this report, wrote that "earlier, there were hints there would be restrictions for usage at Trenton, but nothing is said in this announcement. The ability to buy it in advance is a nice feature." In a subsequent email, Lee wrote that he picked up a brochure and there, in micro-fine print it says: "There will be an additional charge of \$5 for the One-Day and \$15 for Family One-Day pass holders when traveling on Regional Rail beginning or ending in New Jersey."

SEPTA will try to get control of the "buskers" (musicians) who frequent its system. Acting on complaints from riders, effective August 3, there will be three areas designated at Market East and four at Suburban Station, as the only allowable locations at which individuals can play instruments or engage in singing performances. Those areas will be marked by posted signs. Use of these areas will be by permit only, which come with restrictions and will be issued by SEPTA's real estate department. They will be good for one calendar month and valid every day for a three-hour block of time between the hours of 6 AM and 9 PM. Some of the other restrictions include: use of non-amplified musical instruments or singing so as not to disrupt transactions, announcements, and activities being conducted in surrounding SEPTA or retail locations; performers may not interfere with pedestrian traffic; use of media devices such as films, slides, lights, cameras, videotape, or audio recording equipment is also prohibited. In addition, no recordings, posters, clothing, or any other article of merchandise may be offered for sale and no donations for such items may be solicited. Believe it or not, *The Philadelphia Inquirer* reported that some musicians feel this violates their rights and plan to sue. But other musicians welcomed the new policy, saying that musicians were competing with each other and trying to drown each other out. Both Lee Winson and Dave Safford sent this report, but Dave commented: "The view of this frequent traveler is that they are too many loud and incompetent ones to do other than make even passing through Suburban Station a misery. But we shall see."

Member Bob Wright wrote that: "Some SEPTA Regional Rail timetables changed on April 19 (please see report above). I haven't seen any highlights, etc. of the changes, and on my line (R6) the schedule looks the same at a quick glance. One of the Conductors I chat with occasionally noted that there are some very slight train number revisions, as a couple of trains have been interlined differently.

"The popularity of the trains remains, but this has its downside as well. *Cinders* reported that there were many failures of the push-pulls, including an unfortunate one on one of the *Flower Show Expresses* from Trenton, and this is being blamed on the lack of overhaul of the locos. The MUs are showing some strain here and there - mainly pesky things like stuck doors, interior lights out, etc. I did see one consist coming into Market East with no headlights a couple of weeks ago, which made me shudder a little. There is a good deal of pressure to get cars on the lines so maintenance is quick and dirty, unfortunately.

"Broad Street car 666 is sporting a different paint scheme - an orange stripe above the windows instead of the orange window area that the cars have had since they were delivered. Apparently the car was graffitied badly and much of the orange was damaged, so maybe someone decided to see how the cars would look unpainted? I don't ride Broad Street very much and haven't seen it in person, and also haven't heard if any of the other cars are being treated similarly.

"The Kawasaki LRVs are about to lose their roll signs. Car 9017 has had the electronic signs installed already, and SEPTA has purchased enough to equip the fleet with them. Haven't heard whether the PCCs will get them as well or whether the Suburban cars will get side signs; most of them (if not all) have had the side curtains removed. On the City cars, the side sign has an exterior display, but none on the inside like the curtains offered.

"SEPTA is proposing to install new track to connect...Route 15 to the waterfront. The track will extend along Frankford Avenue from Girard Avenue to Delaware Avenue, where it will loop across Delaware Avenue from the proposed Sugar House Casino. The new track will allow...Route 15 to operate as a trolley during the reconstruction of the I-95 interchange at Girard Avenue a few blocks east of Frankford Avenue. The highway work will take 3-4 years and will require the trolley to stay out of the construction area. A relocated Route 15 has been proposed as part of the interchange work to put the tracks in a private right-of-way either in the median of a relocated Richmond Street or directly under I-95. In either case, the low-clearance underpass north of Lehigh Avenue, which presents many operational problems, would be avoided."

*BALTIMORE, MARYLAND*

Member Steve Erlitz reported that he observed MARC 11, the first of 26 MPI MP-36 diesel-electric locomotives, in Washington Union Station on May 7, 2009. The same day, Governor Martin O'Malley unveiled number 11 and announced that the units would be placed into service later in the month. Each locomotive costs \$100 million, and is more powerful, fuel efficient, and environmentally friendly than the units they will replace.

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**Commuter and Transit Notes**

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**WASHINGTON, D.C. AREA**

In April, 2008, Virginia Railway Express began a Feasibility Study/Alternatives Analysis for the Gainesville-Haymarket Extension. This 11-mile line could run from the Manassas station to the Town of Haymarket, in Prince William County, using Norfolk Southern's "B" line. Up to three new stations could be added. The study was completed last month.

For the second time this year, Virginia Railway Express fares are going up, this time by 6%, effective June 28. Fares rose by 7% on January 9. This is lower than the originally predicted 10%.

**AUGUSTA, GEORGIA**

When I took my U.S. Army Basic Training at Fort Gordon, Georgia in 1968, I only had one opportunity to venture into nearby Augusta, and I do not really recall too much about it. However, in the forty-one years since, apparently there is now a need for a light rail line. The Downtown Development Authority of Augusta hired a consultant to determine whether or not LRT would spur economic development in the city. If so, a 2.5-mile line serving the downtown would be constructed at a cost estimated at \$25 million. Trolleys operated in Augusta until December 28, 1937. Thanks to **Railway Age** for this report.

**SOUTH FLORIDA**

New Tri-Rail weekday schedules went into effect on May 4. Joe Gagne sent an article from **The South Florida Sun-Sentinel**, that ten minutes was added to the running time to help the trains run on time. This would not reduce amount time that the trains require to turn. Some early morning and late evening trains have "L" stops, which allow the trains to depart the last three stations up to five minutes early.

Tri-Rail reported on May 4 that without state funding for its operations, it is faced with drastically cutting service this fall and possibly shutting down for good in two years. **The South Florida Sun-Sentinel** reported Tri-Rail officials hoped that when the legislature returned to Tallahassee later that week it would come up with a funding package for the rail line. Over the previous weekend, the legislators did not approve legislation for the Orlando area commuter line to be known as Sun Rail. Part of the bill included a charge of \$2 rental car tax that would have gone to Tri-Rail. According to Tri-Rail's Executive Director Joseph Giulietti, if funding for Tri-Rail is not approved, the number of weekday trains will be reduced from 50 to 30 on October 5, the start of the next budget year. All weekend and holiday service will also be eliminated. Under that scenario, Giulietti said Tri-Rail can survive another 18 months. If no funding is found, all Tri-Rail service would end. Tri-Rail's fare recovery ratio of 18 cents for every dollar spent on operations would rise to 21 cents, still falling short of the

national average of 25 cents.

On June 1, Tri-Rail increased fares by 25% for all ticket types. Discounted fares for students, senior citizens ages 65 and older, persons with disabilities, and Medicare card holders will remain at half the price of the new full fare. This was the first time fares were raised since January 2, 1995. As an example, the full monthly fare went from \$80 to \$100 (all zones have the same monthly fare) and the discounted monthly fare from \$40 to \$50. A Zone 1 ticket, which previously \$2 is now \$2.50, while a Zone 6 fare rose from \$5.50 to \$6.90.

**CHESTERTON, INDIANA**

Bob and Alma Kingman rode Amtrak to the Motor Bus Society's Spring Convention, which took place in Kansas City. On the return trip they spent a day in Chicago, which included a ride on the South Shore to Gary, Indiana. The return train consisted of new gallery cars 314, 313, 304, 303, 302, and 311.

The schedule changes that were reported in the May **Bulletin** went into effect on May 27, 2009.

**CHICAGO, ILLINOIS**

Member Jim Beeler sent a copy of the April issue of **On The BI-LEVEL** in which one of the questions posed was, "Is there going to be a new stop at 35<sup>th</sup> Street from the Rock Island Line this year?" The answer provided was, "Thanks to the federal stimulus program and the efforts of U.S. Representative Bobby Rush (D-III.) that project is fully funded and work will begin soon."

Jim also sent a report from **The Chicago Tribune** stating that starting in February, 2010 Metra riders will be able to pay for their tickets with a credit card instead of only with cash or checks. The reason that Metra cited for not doing this previously was the transaction fees, which are estimated at \$3-\$4 million per year. One commuter was quoted as saying: "We need to make our transit system as public-friendly as possible. For Metra not to even have considered this before, you have to wonder, what century are they living in?" About 63% of Metra's riders use monthly passes, while another 22% buy 10-ride tickets. Metra is also planning to install ticket machines at unstaffed stations and allow the printing of tickets on home computers, and will upgrade its 1995-era web site. No dates were given for these improvements.

Metra will not raise fares this year. Savings have been realized from the cost of diesel fuel which was budgeted at \$3.60 per gallon, but is only costing about half that amount.

**ALBUQUERQUE, NEW MEXICO**

On April 28, the Board of Directors of Rio Metro announced that in the previous week, voted to assume operational control of the New Mexico Rail Runner Express on behalf of the New Mexico Department of Transportation. Last November, voters in Bernalillo, Sandoval, and Valencia counties supported the "Rio Metro Transit Initiative" - a gross receipts tax to fund

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## Around New York's Transit System

### Unlimited-Ride *MetroCard* Grace Period

There is a grace period for riders buying unlimited-ride *MetroCards* just before the fare rise planned for May 31 but now scheduled to take effect June 28 (see front cover). Cards purchased under the old rates had to be used for the first time during the grace period.

These cards were valid until the following dates:

- One-day fun pass—July 6
- Seven-day *MetroCard*—July 12
- 14-day *MetroCard*—July 19
- 30-day *MetroCard*—August 4

Passengers who bought an unlimited-ride *MetroCard* before the fare rise, but did not use it for the first time until July 7 or later, found that the *MetroCard* was not valid. To receive a refund from NYC Transit, they must mail the card in a postage-paid envelope available at station service booths.

### Preserved Substation Equipment

One of our members informed us that General Superintendent Robert W. Lobenstein in NYC Transit's Power Department is interested in the historical aspects of the transit system. After the last manual substation was

taken out of service in 2001, Mr. Lobenstein was able to preserve the original rotary converters and switchboards that were shifted to the rear after the solid-state rectifiers and switchgear were installed in the front of the substations. This equipment is displayed in IRT Substation #13, W. 53<sup>rd</sup> Street, IRT Substation #22, Nostrand Avenue, and BMT Prospect Park Substation. Mr. Lobenstein has a collection of power-related artifacts at the Power Control Center.

### Second Avenue Subway Opening Delayed Again

A newspaper article informs us that the Second Avenue Subway may open in 2016, four years later than originally scheduled. Construction is delayed because of the uncertainty of funding for the proposed capital budget in addition to construction and design delays totaling 18 months.

Meanwhile, the Federal Transit Administration is becoming frustrated with MTA. FTA will conduct a review of the project schedules and management strategies.

Unfortunately, Lexington Avenue riders will continue riding in overcrowded trains for several years.

### Doomsday Budget Averted

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These are the former and new dates for the other fare and toll increases: LIRR and Metro-North, June 1 to June 17 and Bridges/Tunnels, July 11 to July 12. City Tickets are \$3.50, an increase of 25 cents. For passengers paying cash fares on board trains, the fare differential will be increased from \$5.50 to \$6.50. Most importantly, there will be no service cuts.

It is anticipated that \$1.5 billion would be generated from the payroll tax, of which \$400 million will be put toward capital funding. That \$400 million will be collateral so the state can borrow about \$6.5 billion in bonds over the next two years to start the capital plan.

Besides the payroll tax, taxi fares in New York City will be subject to a 50-cent surcharge, with a portion of

these revenues designated for upstate road repairs. It was not clear how this surcharge would be collected, as taxi drivers, after paying upfront for the use of the taxi, are supposed to retain all fares collected. There is also to be a \$25 increase in auto registration fees in the MTA territory, a \$2 per year increase in driver's license fees and a 5% increase on the car rental tax.

Included in the rescue package is a provision for 7.5% fare and toll increases in 2011 and 2013; however, that is not definite. Governor Paterson, who was interviewed on WCBS-880, said that if the 7.5% ridership declines are reversed, this may not be necessary. The Governor also said that he had preferred that tolls were approved for the presently-free East River bridges, rather than see higher tolls on the Verrazano Narrows Bridge, which before any increase is \$10, but will now be \$11.

### Commuter and Transit Notes

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first of 70 Hawker-Siddeley-built "Bluebird" cars into service on its Blue Line. The cars were numbered 0600-69 and identified as Type #4 East Boston. Siemens was awarded a contract in September, 2001 to deliver 94 Type #5 East Boston cars. There were multiple problems and the first cars arrived well after their original

delivery date, which was supposed to be in 2003. At the beginning of last month, NE Transit reported that 70 cars were in service and the group will carry the numbers 0700-93. The arrival of these cars permitted the operation of six-car trains.

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