

The Bulletin



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NEW CARS IN SERVICE FOR THE SECOND WORLD'S FAIR

The 1939-40 World's Fair was a huge success. Twenty-five years later, another World's Fair opened on the same site. Most people, including your Editor-in-Chief, agreed that it was not as spectacular as its predecessor.

In the April, 1990 issue, we described the track changes and new car purchases made prior to the 1939-40 World's Fair. This article will explain how NYC Transit bought new cars and increased service for the 1964-5 World's Fair.

For several years, 36 nine-car trains of R-12s, 14s, and 15s provided rush hour service on the Flushing Line. To increase service to 10 cars on November 1, 1962, R-17s 6500-49 were transferred to ⑦.

To provide additional service for the 1964-5 World's Fair, NYC Transit ordered 430 additional cars and transferred the 350 R-12s, 14s, and 15s to the Manhattan and Bronx lines. The new fleet was composed of single unit R-33s 9306-9345 and married pair R-36s, 9346-9523 and 9558-9769. Assigned to Manhattan and Bronx lines and painted red were 9524-57. The World's Fair R-33s and R-36s were probably the most attractive cars operated on the transit system in recent years. The exterior was blue with an off-white area outlining the windows. The white area started behind the Motorman's side window with a large stainless steel TA seal. On the married pairs, it extended to the blind end of the car. On the single units, it was circular on the other end of the car. The door interior was the same shade of blue as the exterior and the rest of the car interior was the same color as the red cars' interior.

The first World's Fair SMEEs departed from

Times Square at 9:26 AM September 26, 1963. Single units 9306-29, 9341, 9342, and 9344 in addition to married pairs 9558-61 were available. Cars were delivered rapidly, as shown in the table, and the older cars were gradually transferred to ① and ③.

When the new schedules went into effect on April 20, 1964, train lengths were increased to 11 cars. Morning rush hour requirements were 36 trains (396 cars). Because only 380 World's Fair cars were available, 40 R-33s were transferred from the Manhattan and Bronx lines and several R-17s were retained. The last blue R-36s, 9510-7, were in service on July 24, 1964, after which the red R-17s and R-33s were returned to Manhattan and the Bronx.

The following were painted on the cars' exteriors:

CAR	STATE/CAUSE
9440	Rhode Island
9658	Anti Poverty
9744	Missouri
9748	Massachusetts
9762	Vermont
9766	Kansas

CARS IN SERVICE

Car Class	End of Month	Number of Cars
R-33 Single Unit	September, 1963	27
	October, 1963	40

(Continued on page 4)

NEXT TRIP: STATEN ISLAND RAILWAY, JULY 18

GG/ⓐ TRAIN SERVICE

By Bernard Linder

On July 1, 1937, trains started running between Smith-9th Street and 71st-Continental Avenue.

DATE	NORTH TERMINAL	SOUTH TERMINAL	TIME OPERATED
GG Service			
April 30-November 1 1939 and May 11-October 28, 1940	World's Fair	Smith-9 th Street	All times
October 28, 1940	Continental Avenue	Smith-9 th Street	All times
April 22, 1964	Roosevelt Avenue	Hoyt-Schermerhorn Street	Additional service operated when the fair was open. Trains operated non-stop from Hoyt Street to Roosevelt Avenue on a half-hour headway every day from approximately 10 AM to 3:30 PM. Running time was 23 minutes
August 19, 1968	Continental Avenue Continental Avenue	Church Avenue Smith-9 th Street	Rush hours Other times
August 30, 1976	Continental Avenue	Smith-9 th Street	All times
August 28, 1977	Queens Plaza Continental Avenue	Smith-9 th Street Smith-9 th Street	Midnight, late evening Other times
ⓐ Service			
May 24, 1987	Queens Plaza Continental Avenue	Smith-9 th Street Smith-9 th Street	Weekday midnight and evening; all day Saturday and Sunday Other times
September 30, 1990	179 th Street Queens Plaza Continental Avenue	Smith-9 th Street Smith-9 th Street Smith-9 th Street	Midnight every day Weekdays 9-11 PM; all day Saturday and Sunday Late evening every day; rush, midday, early evening weekdays
April 14, 1991	179 th Street Queens Plaza Continental Avenue	Smith-9 th Street Smith-9 th Street Smith-9 th Street	Midnight every day Weekdays 9-11 PM Rush, midday, early and late evening weekdays; Saturday and Sunday except midnight
July 26, 1992	Same as September 30, 1990		
March 23, 1997	179 th Street Queens Plaza Continental Avenue Court Square	Smith-9 th Street Smith-9 th Street Smith-9 th Street Smith-9 th Street	Midnight every day Weekdays 9-11 PM Late evening every day; rush, midday, early evening weekdays Saturday and Sunday morning, afternoon, early evening
August 31, 1997	Continental Avenue Court Square	Smith-9 th Street Smith-9 th Street	Weekday rush, midday, early evening Weekday midnight and late evening; all day Saturday and Sunday
December 16, 2001	Continental Avenue Court Square	Smith-9 th Street Smith-9 th Street	Weekday midnight and evening (A); All day Saturday and Sunday (B) Other times
July 5, 2009 (C)	Continental Avenue Court Square	Church Avenue Church Avenue	Weekday midnight and evening; All day Saturday and Sunday Other times

(A) Several put-ins and layups at Church Avenue

(B) Weekend trains operating light between Church Avenue and Smith-9th Street:

December 16, 2001 7 AM to 7 PM Saturday

April 27, 2003 Discontinued Church Avenue turn trains

February 22, 2004 7 AM to 9 PM Saturday; 10 AM to 8 PM Sunday

(C) Trains operate to Church Avenue to accommodate reconstruction of the structure above 9th Street

BROOKLYN'S 6000-SERIES TROLLEY CARS

by Bernard Linder

The 6000-series cars were faster than the 8000s, but slower than the PCCs.

Roster is as follows:

CAR NUMBERS	BUILDER	DATE
6000-49	Osgood-Bradley Car Company	1930
6050-99	J.G. Brill Car Company	1930
6100-49	Osgood-Bradley Car Company	1931
6150-99	J.G. Brill Car Company	1931

The 6000s were single-end center exit passimeter (coin turnstile) cars. Coin boxes replaced the passime-

ters in 1949 after the fare was increased. Cars 6000-79 were equipped with soft leather seats and 6080-6199 were equipped with hard wooden seats.

Car bodies were designed by John Hession, Jr., Chief Engineer, and Dr. C.F. Hirschfield, Director of Research, Detroit Edison Company, who was appointed President of the Presidents' Conference Committee.

Cars cost \$18,000 each.

The first car was 6050, which was placed in service on the Seventh Avenue Line on March 9, 1930. All 6000s were in service by June 30, 1930 and all remaining cars were running a year later.

FIRST AND LAST CARS

August 10, 1941	6153 was the last car on Fulton Street
November 29, 1942	6034 was the first car in revenue service when trolley cars replaced buses on Putnam Avenue
February 10, 1951	PCCs replaced 6000s and 6100s on Church Avenue and McDonald-Church
March 4, 1951	6129 was the last car on Flatbush Avenue
March 11, 1951	6180 was the last car used on a fan trip

UNUSUAL CARS

YEAR	CAR NUMBER	EVENT
1931	6100	High-speed experimental car
1933	6139	PCC research
1938	6049	Three-notch control and self-lapping straight air brakes, similar to 6150-99, were installed

CAR ASSIGNMENT

During the 1940s, 6000s were operated on the following lines:

LINE	ASSIGNED	DATES OBSERVED
Church Avenue	December 20, 1943	April, 1940-September, 1945
Crosstown	December 20, 1943	April, 1942-November, 1946
Flatbush Avenue	December 20, 1943	1941-November, 1946
Flushing Avenue	—	March 29, 1945-November, 1946
Flushing-Ridgewood	—	March, 1942
Graham Avenue	—	Occasionally after March 29, 1945
Gravesend-Church	—	April, 1940-October, 1942
McDonald-Vanderbilt	—	April, 1942-November, 1942 (occasionally)
Myrtle-Court	December 20, 1943	April, 1942-March 29, 1945
Nostrand Shuttle	December 20, 1943	—
Putnam Avenue	December 20, 1943	November, 1942-March, 1945

The 6000s were also in service on the Seventh Avenue Line and occasionally on Smith Street and Union Street.

About 1944 or 1945, several 5000- and 5100-series cars were involved in accidents at the Park Row loop. 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. On

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New Cars in Service for the Second World's Fair

(Continued from page 1)

CARS IN SERVICE

Car Class	End of Month	Number of Cars
R-36 Married Pair	September, 1963	4
	October, 1963	52
	November, 1963	90
	December, 1963	120
	January, 1964	164
	February, 1964	218
	March, 1964	280
	April, 1964	342
	May, 1964	362
	June, 1964	372
	July, 1964	390

INCREASED SERVICE

When the World's Fair was open, the following additional service was operated:

Effective April 19, 1964, Super Expresses operating

between Willets Point Boulevard and Times Square ran non-stop between Grand Central and Willets Point Boulevard in the direction of heavy traffic on a 6-minute headway most of the time. Running time was 20 minutes. Hours of operation were as follows:

	WEEKDAYS	SATURDAY	SUNDAY
Leave Times Square	9:46 AM-2:58 PM	9:25 AM-4:30 PM	9:30 AM-4:00 PM
Leave Willets Point Boulevard	8:51-11:05 PM	8:00 PM-midnight	7:59-11:00 PM

Additional GG service was also operated starting April 22, 1964. Trains operated light from Continental Avenue via Queens express track D-3 and GG to Smith-9th Street, after which they proceeded light to Hoyt-Schermerhorn Street. Departing from Hoyt Street on a half-hour headway from approximately 10 AM to 3:30 PM every day, they carried passengers non-stop to Roosevelt Avenue, Track D-4, in 23 minutes. After discharging passengers, trains returned light to Continental Avenue.

When the fair closed, normal service was resumed and the R-33s and R-36s furnished reliable service until they were replaced by R-62As.



R-36 9748 (Commonwealth of Massachusetts).
Bernard Linder collection



R-36 9762 (State of Vermont).
Bernard Linder collection



R-36 9744 (State of Missouri) at 69th Street, November 2, 1968.
Bernard Linder photograph



Corona Yard.
Bernard Linder collection

(Continued on page 5)

New Cars in Service for the Second World's Fair*(Continued from page 4)*

Single unit R-33 9323 in Corona Yard.
Bernard Linder collection



R-33 9075 on static display outside Queens Borough Hall, June 2006.

Larry Linder photograph

ELEVEN-CAR TRAINS by Bernard Linder

Recently, NYC Transit operated a light 11-car test train on the Queens Boulevard Line. When our readers recalled that 11-car trains were operated in the 1950s, they asked us to furnish details of this service.

Checking our records, we learned that the area near the subway was built up rapidly after the trains started running. Ten-car E and F trains were operating on a combined two-minute headway in the rush hour, but they were still overcrowded.

To increase service, NYC Transit decided to run 11-car trains at the height of the rush hour. But service could not be increased until several platforms were extended. Most IND stations built in the 1930s could accommodate 11-car trains, but there were a few stations with shorter platforms, which were extended. The stations built in the 1940s, probably south of Broadway Junction, accommodated 10-car trains. At these stations, doors were not opened on the 11th car.

Effective June 30, 1952, NYC Transit provided temporary relief by operating E and F trains each on a 3-minute headway for 24 minutes in the AM rush and 3½ minutes for 45 minutes in the PM rush. On each line, two put-ins started from Continental Avenue in the morning rush.

On September 8, 1953, 11-car rush hour E and F

trains finally started operating on a combined 2-minute headway. E schedule was as follows:

Leave 179th Street: 7:43-8:19 AM

Arrive 179th Street: 5:32-6:08 PM

Ten 11-car trains were operated on each line. E trains terminated at Euclid Avenue and were laid up after the AM rush. They were put in service there for the PM rush. The ten 11-car F trains made a round trip at about the same time.

Queens local service was increased on December 1, 1955. In the rush hour, Brighton Locals operated on a 4-minute headway through the newly opened 60th Street Tunnel connection ("11th Street Cut").

The September 8, 1958 schedule, which provided for 11-car trains with two Conductors, was canceled immediately after an arbitrator ruled that all trains could be operated with one Conductor. Effective September 8, 1958, ten-car trains were operated on a combined two-minute headway in the rush hour. Eleven-car trains were no longer operated.

In the 1950s, single-unit R-1 to R-9s operated in E and F service could be coupled and uncoupled easily before and after the rush. At the present time, it is difficult to change train lengths because of the permanently coupled units.

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Subdivision "A" Happenings

Starting in 2008, small yellow "dots" began to appear in the color barn assignment band beneath the number boards of certain single-unit R-62As, meaning that both ends of the car have been equipped with a "modified" brake valve, a reconditioned version of the WABCO installation long since in use on the 5-car unitized sets of R-62As running on ① and ⑦. This began with the 16 "GCS Cabs" used on the ⑤/42nd Street Shuttle when they were still based at Livonia (1920, 1921, 1925, 1926, 1930, 1931, 1935, 1936, 1940, 1941, 1945, 1946, 1950, 1951, 1955, and 1956). Through the early months of 2009 these yellow dots have also been appearing along the purple Corona striping of the 21 R-62A single units running on ⑦ that end in "0" (1910, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, and 2150). It is anticipated that sufficient parts are on hand to retrofit a total of about 100 cars, after which (at some point) these modified R-62As are expected to become "captive" operating motors in the Flushing Line's 6-car strings of single units.

Due to a weekend General Order in effect (bus substitution between Utica and New Lots Avenues), at least one train of ③-assigned R-62s was used on ④ on Sunday, May 17.

R-160 Progress

As of April 30, 2009, Option I R-160A-2s 9423-32 had arrived, with Option I R-160A-2s 9403-12 entering service on ⑤ and ⑥. As of May 17, 2009 Option I R-160A-2s 9433-57 were delivered, while cars 9413-22 had been accepted for passenger service at Jamaica. Kawasaki-built, Alstom-equipped Option I R-160Bs 9203-22 were delivered through May 17, 2009, while cars 9193-9202 were placed in service on ⑤ and ⑥ as of May 1. There remain just 10 more cars of this group to be delivered (all having already been observed at the Kawasaki plant in Yonkers) before the arrival of 140 additional cars under Option II commences by the end of May. On April 28, all 15 R-160A-2 cars involved with the 11-car test train (9353-7, 9363-72) were seen as restored to their natural state and in service on ⑤.

As of May 17, 2009 deliveries totaled 340 R-160A-1s, 285 R-160A-2s, and 510 R-160Bs for a combined quantity of 1,135. Of the overall total as of May 17, 332 R-160A-1s were in service at East New York on ①/②, ③, ④, and ⑤; 60 R-160A-2s plus 450 R-160Bs at Coney Island on ⑥, ⑦, and ⑧ (for 510 total); and 190 R-160A-2s plus 40 R-160Bs at Jamaica on ⑤ and ⑥ for a combined total of 230.

60-Foot SMEE News (Rapid Decline of the Slant R-40s)

As the R-160s have entered service at Jamaica, several additional R-46s were shipped out to Pitkin for ① and in turn the quantity of slant R-40s has been quickly cut from the 88 in our last report to 56 as of May 17, 2009. A smattering of other cars from Jamaica's various groups of 60-foot SMEEs have been withdrawn as well, but several pairs were also put back in service after lengthy siestas to keep the overall fleets used on ⑤, ⑥, and ⑧ up to full strength. In addition, the lone pair of 207th Street-assigned Phase I R-32s said to have been recently retired (and actually observed in a state of partial disassembly) — 3578/9 — was put back together and seen in action on ③ on May 11. Thus, for the moment it would seem that the velocity of retirements for the Phase I R-32s, R-40Ms, and Morrison-Knudsen-overhauled R-42s has slowed to accommodate a faster rate for the slant R-40s. But once the latter are fully decommissioned by sometime in June that trend should again reverse itself, as newly-arriving R-160s again will replace the R-32s, R-40Ms, and R-42s on a one-for-one basis. After that time the older cars at Jamaica can be expected to swiftly disappear across the summer months, which recalls the situation of one year ago when large blocks of Phase II R-32s were withdrawn (though not directly replaced by new equipment). What's left: By May 17, 2009 there were 268 R-32s, 56 R-40s, 76 Modified R-40s, and 220 R-42s for a remaining total of 620.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through May 17, 2009:

April, 2009: R-40 4152/3, 4174/5, 4178/9, 4240/1, 4254/5, 4308/9, 4318/9, 4366/7 withdrawn from Pitkin (①); R-40M 4466/7 withdrawn from Jamaica (⑤, ⑥, weekday ⑧); R-42 4606/7, 4648/9, 4652/3 withdrawn from Jamaica (⑤, ⑥, weekday ⑧); R-32 Phase I 3522/3, 3676/7 restored to service at Jamaica (⑤, ⑥, weekday ⑧)

May, 2009: R-32 Phase I 3469/3592 withdrawn from Jamaica (⑤, ⑥, weekday ⑧); R-40 4264/5, 4282/3, 4292/3, 4294/5, 4360/1, 4376/7, 4422/3, 4436/7 withdrawn from Pitkin (①); R-42 (Morrison-Knudsen-overhauled) 4550/1, 4724/5 withdrawn from Jamaica (⑤, ⑥, weekday ⑧); R-32 Phase I 3578/9 restored to service at 207th Street (①, ③); R-42 (Morrison-Knudsen-overhauled) 4584/5 restored to service at Jamaica (⑤, ⑥, weekday ⑧)

(Continued on page 7)

New York City Subway Car Update*(Continued from page 6)***The 75-Footers of MTA New York City Transit (R-44, R-46, R-68, R-68A)**

Having been replaced by the incoming R-160s, R-46s most recently relocated from Jamaica (F, G, R, V, sometimes E) to Pitkin (A) included 6186-93 on May 1, then 6134-41, 6178-81, and 6198-6201 on May 10, 2009. All were 4-car sets, and have raised the overall total from the 44 shown on April 20 to 68, or up to eight 8-car trains. To date the R-46s have instilled themselves quite nicely in daily duties on A, keeping sharp observers on their toes regarding the list of minute differences in detail.

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between April 20 and May 17, 2009 were ex-NYCT "A" cars 396 and 398, along with ex-NYCT "B" unit 397 and SIR "A" cars 418 and 436. Completed and returning to Staten Island were ex-NYCT "A" car 392 and SIR "B" cars 401 and 417, which raised the overall number of completed cars to 13. Meanwhile, ex-NYCTA "B" car 399 and SIR "A" car 454 remained at Coney Island during this interval. SIR 402 was parked near the Avenue X station of NYCT's Culver Line for several weeks, and appeared to still be mostly intact, though exhibiting some end damage around the Engineer's area from its December misadventure at Tottenville. Though its fate is still not completely certain, the prevailing consensus is that it will not be repaired.

Reefing Renewed and Miscellaneous Disposition Notes

Two R-38s were omitted from the list of cars aboard Barge 17 (to Virginia, April 16), and it is resubmitted herewith totaling the usual 44 cars overall: Phase I R-32s 3464, 3465, 3504, 3505, 3662, 3663 (6); Phase II R-32s 3850, 3851 (2); R-38s 3962, 3963, 3970, 3971, 3976, 3977, 3978, 3979, 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, 4133 (36).

The empty Weeks Barge was back at 207th Street by early May, and after a wait of several days was re-loaded starting on the 13th. Most of the remaining R-38s and one pair of Phase I R-32s were lifted aboard, followed by the first several slant R-40 bodies coming out of the contracted asbestos abatement workings at 207th Street Shop. Barge 18 then departed on May 16 for the Delmarva coast off Chincoteague, Virginia with these 44 shells: Phase I R-32s 3358, 3359 (2); R-38s 3954, 3955, 3958, 3959, 3974, 3975, 3982, 3983, 3992, 3993, 4024, 4025, 4042, 4043, 4046, 4047, 4060, 4061, 4092, 4093, 4096, 4097, 4100, 4101, 4124, 4125, 4126, 4127, 4128, 4129, 4134, 4135 (32); and R-40s 4288, 4289, 4302, 4303, 4382, 4383, 4388, 4389, 4400, 4401 (10).

In addition to the usual 60-foot Subdivision "B" SMEEs being discarded, a small number of "out of program" (non R-32 through R-42) cars are being identified for likely disposition, the most obvious of which (thus far) are former East New York R-26 school cars 7770/1 and a handful of long-stored R-44s at 207th Street. Other potential candidates range from various R-30s stored around the system to a couple of retired Subdivision "A" SMEEs to some or all of the idle R-110 prototypes. For sure at this point, it seems safe to conclude that few, if any, of the retired R-32 through R-42 cars will be retained for any kind of utility duties, largely due to their physical dimension which precludes system-wide operation.

Conclusion

As the slant R-40s gradually leave A and New York's collective stage, so too is the face of the Queens IND changing by the day as more and more R-160s pass by on E and F. For some, this evokes memories of the 1970's when the R-46s gradually subsumed everything from the R-1 to R-9s through the R-38s, R-40s, and R-40M/42s, but for all it represents the shape of things for years to come. Now is a good time to get busy from a photographic point of view and take advantage of the long days and improving weather, for as the summer ripens and we start down the hill toward 2010 much of what is here and now will be then and—gone!

6000-Series Cars*(Continued from page 3)*

March 29, 1945, I was surprised to see the 6000s in service on Flushing Avenue and the 5000s transferred to Myrtle-Court.

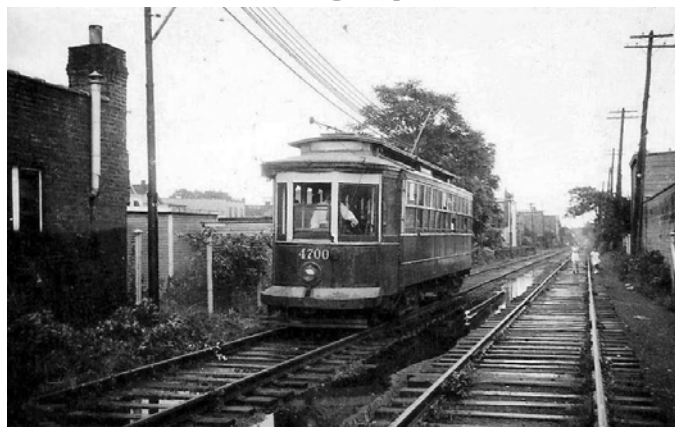
Did my letter to the Navy Yard officials persuade the

Board of Transportation to transfer the cars? We will never know.

Car 6050 was accidentally burned at Flatbush Depot on March 26, 1950 and was scrapped at Coney Island Yard on August 6, 1950. The remaining cars, which were only 20 and 21 years old, were scrapped at Coney Island Yard between April and November, 1951.

CANARSIE SHUTTLE

Photographs from the Bernard Linder Collection



Car 4700 on the Canarsie Shuttle. Service on the private right-of-way was discontinued on November 23, 1942.



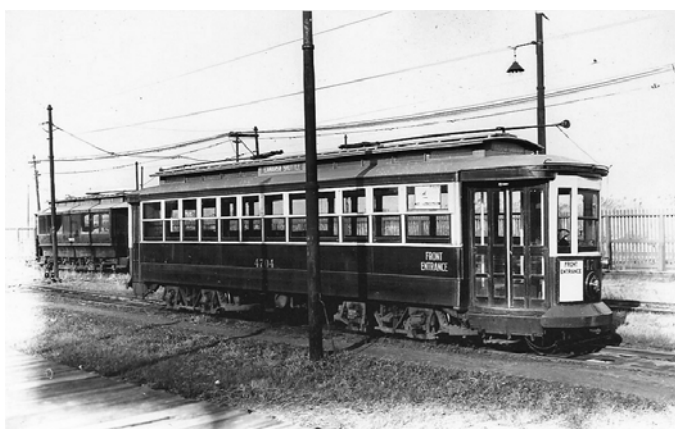
Car 4702, seen looking south from Skidmore Avenue, on March 27, 1941.



Car 8370 at Skidmore Lane, November 21, 1942.



Car 4705 at Flatlands Avenue in 1941.



Canarsie Shore terminal, December 19, 1937.



Car 4707 leaving Canarsie Shore Yard in 1941.

Commuter and Transit Notes

No. 248

by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

The first edition of the Yankees-E. 153rd Street Timetable, with effective dates of May 23 – July 12, was available in mid-May. It contains details of how to reach this station from all three lines and includes a listing of all the home games and their times through September 30. As was reported in the June *Bulletin*, on game days, most Hudson Line trains will stop there. East- and west-of-Hudson monthly and weekly ticket holders will not be charged any additional fare and neither will Hudson Line riders using one-way or round trip tickets. There will be an additional charge for those using those types of tickets who ride the Harlem and New Haven Lines.

Suburbanites attending the game on weekends will find direct service operating via the Mott Haven Wye. Three Harlem Line trains begin at Southeast, making stops at Brewster, Goldens Bridge, Katonah, Mt. Kisco, Chappaqua, Pleasantville, North White Plains, White Plains, Hartsdale, Scarsdale, Crestwood, Tuckahoe, Bronxville, Fleetwood, and Mt. Vernon West. Three trains from New Haven stop at Milford, Stratford, Bridgeport, Fairfield, Westport, South Norwalk, Darien, and Stamford. Two trains originating in Stamford make all stops from Greenwich to Mt. Vernon East. Although there is a schedule for the return trains, the actual departure will depend on what time the game ends. In all cases, the last direct train will typically depart 45 minutes after the end of the game. The trains are stored at Highbridge Yard.

WEEKEND 1:05 PM GAME:

From Southeast – Trains #9122/9126 at 10:05 AM, 10:33 AM, and 11:05 AM

From Stamford – Trains #6119 and 6123 at 10:45 AM and 11:45 AM

From New Haven – Trains #6219/6223 at 9:45 AM, 10:15 AM and 10:45 AM

To Southeast – Trains #9147/9151 at 4:32 PM, 4:48 PM, and 5:05 PM

To Stamford – Trains #6144 and 6146 at 4:37 PM and 4:55 PM

To New Haven – Trains #6242/6246 at 4:27 PM, 4:42 PM, and 4:56 PM

WEEKEND 4:10 PM GAME:

From Southeast – Trains #9134/9136 at 1:05 PM, 1:35 PM, and 2:05 PM

From Stamford – Trains #6133 and 6137 at 1:45 PM and 2:45 PM

From New Haven – Trains #6231/6235 at 12:42 PM, 1:15 PM, and 1:42 PM

To Southeast – Trains #9157/9161 at 7:32 PM, 7:48 PM, and 8:05 PM

To Stamford – Trains #6158 and 6160 at 7:37 PM and

7:55 PM

To New Haven – Trains #6254/6258 at 7:27 PM, 7:42 PM, and 7:56 PM

WEEKDAY 7:05 PM GAME:

To Southeast – Trains #9193/9197 at 10:30 PM, 10:47 PM, and 11:08 PM

To Stamford – Trains #6192 and 6196 at 10:40 PM and 11:00 PM

To New Haven – Trains #6290/6294 at 10:35 PM, 10:52 PM, and 11:01 PM

There is frequent northbound service from Grand Central Terminal before each game, every 15-20 minutes starting about two hours before the game and every 15-20 minutes returning to Grand Central Terminal after the game, also for two hours. During the game, there is half-hourly shuttle service. Below is the logo for this service.



On May 23, I rode to and from Tarrytown aboard the sixth train in each direction to stop there. Each Conductor told me (in answer to my question) that it was the first "Yank-153" ticket that he or she had seen and punched. The round-trip fare was \$7.50. Upon my arrival, the only other people at the station were maintenance personnel working at various locations. There are digital signs on the platform which show the next three trains to arrive/depart.

Several hours later, member Barry Zuckerman and his wife went to the game, also using Metro-North from Tarrytown. Barry wrote: "The train was packed, including the middle seats. About ¾ of the train emptied at the stadium stop, where an army of Metro-North people in red vests were there to direct people and answer any questions. After the game I observed that Track 1 had a New Haven MU trainset. Track 2 had an M-3 trainset for the Harlem line run. Track 4 was used for the Hudson line. Track 6 was used for the GCT shuttle and was running an M-7 trainset."

Metro-North spokesman Dan Brucker told *The Rockland Journal News* that as of 3:49 PM (the game vs. the Philadelphia Phillies began at 4:10 PM) at least 3,800 passengers had passed through the station. All of the fans who were interviewed for the article had high praises for the new service and many said that they

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

would use the train rather than drive. Oh yes: the Yanks, down by two runs in the bottom of the ninth, won in dramatic fashion by a score of 5-4.

A new connecting shuttle service, aptly named New Fairfield-Southeast Shuttle, began on May 18. Three new parking lots have opened, two are located in New Fairfield at fire companies, and the other is in Brewster at a synagogue. The service is expected to provide as many as 100 daily rides and will deliver riders to meet trains departing from Southeast from 6:13-7:51 AM. On weeknights, the 20-passenger buses make eight trips from Southeast, meeting trains from Grand Central between 4:20 and 7:22 PM. The new service is also targeting Danbury Branch customers who have a limited number of trains and also area residents who are unable to get parking permits at a Harlem Line station.

Construction is well underway at the Tarrytown station. This was reported in the May **Bulletin**.

In connection with the June 17 fare increase, a new brochure entitled "Tickets and Fares" was issued. There was also an edition for LIRR.

Here is a mid-June status of Metro-North's diesel equipment that is used in work service, courtesy of member Josh Weis (Urban Transit Club). All F-units are out of service, capped and stacked. GP-9 750 was retired a few weeks ago. On June 1, 543 was retired and sent into Harmon to have its stacks capped. The (simplified) work fleet is now:

NUMBERS	OWNER	MODEL AND NOTES
101-106	MNR	GP-35
110-115	MNR	BL20GH (115 nearing completion of acceptance testing)
125-130	CDOT	BL20GH
401-402	MN-MTACC	BL14CG (undergoing acceptance testing)
404-405	MN	BL06 (DES-70B)
064	NYCT	On lease to MN to be returned once 401-402 are accepted

MTA METRO-NORTH RAILROAD (WEST)

Metro-North reported that during the month of May, there were 13 days where all trains ran on time. Five (May 1-5) were consecutive, with the others being May 7, 9, 10, 23, 24, 25, 27, and 28.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

There is additional information concerning the May 3 Shore Line East timetable. Weekdays, Train #1656 departs two minutes later from New Haven at 7:02 PM. Starting May 22, and continuing through September 4, Friday-only Train #1626 departs from New Haven at 2:10 PM to Old Saybrook and turns for a 3:05 PM departure as Train #1675. This train operates non-stop back to New Haven, with a 3:45 PM arrival.

MTA LONG ISLAND RAIL ROAD

New timetables went into effect on May 18, and will

remain in effect through September 7. There will be construction work taking place during middays and on weekends, resulting in a number of train cancellations. Below are the details of the work.

PORT WASHINGTON: One of two tracks is out of service between Mets-Willets Point and Bayside to allow for third rail protection board replacement and retaining wall maintenance

RONKONKOMA, PORT JEFFERSON, OYSTER BAY, AND MONTAUK: Grade crossing renewal work on the Covert Avenue grade crossing in New Hyde Park requires the removal of one of two tracks from service during midday weekdays

LONG BEACH, FAR ROCKAWAY, AND HEMPSTEAD: Tie replacement removes one of the two tracks between Valley Stream and Island Park during midday weekdays

PORT JEFFERSON: One of two tracks is out of service on weekends to accommodate renewal work at the Oakwood Road grade crossing in Syosset. Eastbound trains to Huntington depart between three minutes earlier and one minute later and westbound trains from Huntington depart up to seven minutes earlier

FREEPORT SUMMER SERVICE: Weekend eastbound morning summer service that is usually added to accommodate Jones Beach customers is not operating this year. These trains also served as connections to Montauk service in Jamaica that will be accommodated by existing Babylon Branch trains from Penn Station

A revised Montauk Branch timetable was issued with an effective date of May 26. *The Cannonball*, Train #2798, is LIRR's premier express train, and it departs from Hunterspoint Avenue at 4:06 PM bound for Montauk.

Due to MTA's financial woes, it was not planned to operate service from Jamaica to Belmont Park. However, LIRR President Helena Williams announced that thanks to the efforts of Governor David A. Paterson and the leaders of the State Legislature, a funding package was created that allowed a restoration of LIRR service to Belmont Park. The usual timetable for the Sping/Summer Meet (May 28-July 26) was published. Service is as was operated in previous years. For the Belmont Stakes, which took place on June 6, there were 18 eastbound trains. Westbound, there was roughly half-hourly service starting at 4:06 until 5:49 PM. Between 6:30 and 9 PM, an approximate 15-minute headway was in effect.

Member Bob Kingman reported that on May 29, M-7s 7681, 7682, 7765, and 7766 were waiting to go north (to Plattsburgh), at Kenwood Yard. Each was on its own flat car. 7681-7682 were involved in the November 19, 2008 accident at Jamaica Station.

A special brochure and timetable was issued for the 2009 U.S. (Golf) Open. Service details were published in the June **Bulletin** and there was a separate handout detailing the "No's:" no cell phones, back packs, chairs,

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signs, posters, etc. could be brought to the event. Below, is the logo.



As part of its 175th anniversary celebration, LIRR will operate a nostalgia train on Saturday, July 25, which will trace the original route to Greenport using bi-level cars. The train departs from Jamaica at 8:49 AM and will be staffed by members from the Long Island Sunrise Trail Chapter of NRHS, acting as docents. They will be identifying points of historical interest along the route. Stops will be made at the Riverhead and Greenport Railroad Museums. Fares are \$40 for adults and \$30 for children 5-11, and can be purchased from ticket offices only. It will be a long day because the train is not scheduled to return to Jamaica until 8:03 PM.

NJ TRANSIT

At the May 13 Board meeting, the first ARC Tunnel projects were awarded. The \$13.6 million construction contract was awarded to Ferreira Construction Company, Incorporated of Branchburg, New Jersey. In addition to the Tonnet Avenue underpass, the contract calls for relocation of utilities and construction of a new railroad embankment immediately west of Tonnet Avenue, and should take three years. A portion of federal stimulus money will pay for this project. The groundbreaking ceremony, with lots of public officials on hand, was held on June 8. FTA Administrator Peter Rogoff pledged \$3 billion in federal funding to fully cover the cost of the now \$8.7 billion project. Completion is presently set for 2017.

As was reported in the June *Bulletin*, the Pascack Valley Line was shut down for signal/switch work for the Meadowlands service and grade crossing repair at the New Milford Avenue crossing in Oradell (until June 25, 1982, a station existed at this location), over the weekend of May 30-31. NJ Transit reported that work was also performed on 12 other projects to take advantage of the shutdown.

A special bus schedule was issued which showed that the service was operated in two parts: (1) Spring Valley to New Bridge Landing (formerly North Hackensack), then direct to Secaucus; and (2) New Bridge Landing to Secaucus. PVL trains do not stop at Woodcliff Lake and Teterboro on weekends, and the bus service also did not. The buses were provided by Coach USA (Short

Line and Rockland Coaches). During the AM, east-bound trains require an average of 56 minutes for the trip from Spring Valley to Secaucus. The bus covering this route I have designated as (1) is scheduled for an average of 1 hour 18 minutes. At the bottom of the schedule there is a note that reads, "connections for New York-bound trains cannot be guaranteed – if the connection cannot be made, customers will be directed to the Hoboken-bound shuttle train, then to PATH." Shuttle trains were to depart 10 minutes after the arrival of both buses. The last bus of the day, which departed Secaucus at 1:15 AM, made all stops to Spring Valley.

Passengers were also given other options, depending on where they boarded. NJ Transit and Coach USA (Rockland Coaches) were honoring rail tickets. New Jersey riders could use the Bergen or Main Lines, and New York (Metro-North) riders were reminded that they could the Hudson Line at Tarrytown.

There are two new interlockings between Pascack Junction and Wood Ridge: Sport (MP 8.4) and Plank (MP 8.9). Sport will be used for trains which originate in Hoboken/Secaucus, while Plank would be used for trains that leave the Meadowlands and are destined towards Spring Valley on the Pascack Valley Line. In fact, beginning the evening of June 10, the homeward train I was riding was routed from No. 2 Track to No. 1 Track at Sport and continued on this track until the next Interlocking – Plank. My morning train was routed to this track from Plank and returned to No. 2 Track at Sport. This practice continued over the following days. One of the Conductors told me that this was being done to prevent rust build-up on the rails.

I got a sneak peak at the proposed Sports Complex schedules and for weekday (8:30 PM) events, trains will carry 1500 and 2000-series numbers and on weekends (1 PM events) 1900s and 2200s. Trains headed from Hoboken (and Secaucus) will have odd numbers, and those destined to Secaucus and Hoboken, even numbers.

New timetables were issued for the Morris & Essex Lines (May 30) with bus replacement on the Gladstone Branch for catenary wire work and the Atlantic City Line (May 31) which continues the midday busing so that the wood ties can be replaced. On June 21, the North Jersey Coast Line got a new timetable that provides the usual hourly service on weekends between Long Branch and Bay Head.

The Memorandum of Understanding was approved with the New York, Susquehanna & Western Railway for the Passaic-Bergen Rail Line (June *Bulletin*). Construction could begin later this year, and be completed in three years. Nine new stations would be built, along with a second track between Paterson and Hackensack. The single-track bridge over the Passaic River between Paterson and Hawthorne will remain un-

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changed. NJ Transit will pay NYS&W \$20 million for a 75-year easement.

However, as exciting as this news is, *The Bergen Record* wrote: "The train service, which could carry fewer daily riders than any railroad in the state, has prompted criticism that it is merely a pet project for U.S. Rep. Bill Pascrell, a Paterson Democrat." NJ Transit figures have shown that the line would carry 1,800 passengers per day, which is fewer than Hudson-Bergen Light Rail, Newark Light Rail, or the RiverLine. In his defense, Rep. Pascrell says the Passaic-Bergen Line would spur economic development and become a vital connection for people who head east every morning to work in Hackensack, and "this is a major step toward providing new and efficient travel options to my constituents who live along this corridor."

The project to reconfigure the fare gates at Secaucus Transfer, which was reported in the May *Bulletin*, was scheduled for completion in June. However, by the third week of May, it was essentially complete. From this commuter's point of view, it was an excellent idea, as it provides quicker access to each of the platforms, especially during peak hours.

Also in the May *Bulletin*, I wrote that a parking lot was to be built at Secaucus Junction, and on May 18, as the train I was riding departed westbound, the lot appeared in the final stages of construction. The lot has a capacity of 1,094 spaces and was opened on June 1.

The Atlantic City Express (ACES) issued a new timetable to coincide with NJ Transit effective April 19. Unlike the inaugural edition, this one contains the date. There were some very minor time changes.

At its June 10 Board meeting, an option to the existing \$245 million contract was exercised for nine additional ALP-46As. This will bring the total to 36. Bombardier was awarded the original contract in December, 2007 for 27 of the electric engines. The plan is to replace, rather than overhaul, the 32 ALP-44s, which were purchased in three groups between 1990 and 1997. ALP-46A electric locomotives can pull longer train lengths with better acceleration than NJ Transit's other locomotives. For example, the new ALP-46A electric locomotive is capable of pulling 10 multi-level cars in regular service, while the ALP-44 electric locomotive currently can pull only six multi-level cars. The cost of the option units is \$72 million and delivery is expected to begin early next year, continuing through mid-2011.

In a web chat held on April 15, Bill Duggan, Vice-president of Rail Operations, answered many questions, including this one from a Raritan Valley Line rider. Mr. Duggan reported that "the project to lengthen Track 5 at Newark Penn Station is progressing, with a new switch and retaining wall now in place. When completed, the lengthened track will permit longer Raritan

Valley trains to board in Newark. In the meantime, we have deployed additional multi-level coaches on several Raritan Valley trains. In fact, a fifth multi-level set of the ten Raritan Valley sets will be put in service today. Another example of improving and paying attention to the RVL is this past October, when we enhanced evening service by splitting two all-stop local trains into an outer zone and inner zone section. This enhancement offers more seats and faster trips."

Another questioner wanted to know if multi-levels would be assigned to the Pascack Valley Line, to which Mr. Duggan replied that possible candidates due to their load factors would be Trains #1610 and 1612, which depart from Spring Valley at 6:50 and 7:12 AM, respectively.

The Montclair Times reported that federal, state, and local elected officials including U.S. Senators Frank Lautenberg and Robert Menendez, Representatives Bill Pascrell Jr. and Donald M. Payne, State Senator Nia Gill, State Assemblymembers Thomas Giblin and Sheila Oliver, and Essex County Executive Joseph DiVincenzo, are making a coordinated lobbying effort to get NJ Transit to initiate weekend service on the Montclair-Boonton Line. Prior to the start-up of weekday *Midtown Direct* service on the Montclair Line (it began on September 30, 2002), the Montclair community made it known that it did not want weekend service. Since then, the residents have changed their minds. NJ Transit maintains that it is unable to launch this service due to ongoing construction work at Broad Street and the Hudson River Tunnels. In addition, due to the recession, state funding was cut and, apart from the Meadowlands rail link, the proposed FY2010 operating budget does not include funding for any new rail services. Typically, the start up of weekend rail service generally adds expenses that include equipment operation, fuel, and maintenance, as well as crew costs.

Member Phil Craig was quoted as saying that he has developed a specific weekend timetable schedule for operating trains on the Montclair-Boonton Line. When signals are down, train lines use issuance-of-train orders in which supervisors okay the movement of trains. He has analyzed details of the steps necessary to implement weekend train service to Newark and, ultimately, to Hoboken, where riders can take a PATH train or a ferry into Manhattan. "To leave the 'time transfer' (enabling passengers to transfer trains in Newark's Broad Street Station), trains must leave three minutes earlier from Dover. It's a routine operating procedure," said Craig, who said NJ Transit would need to employ three 3-person train crews to operate numerous trains on Saturdays and Sundays. "Primarily, it's a budget issue," Craig maintained. "When you don't want to do something, you can come up with several reasons why not."

NJ Transit announced that due to escalating costs, it

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will discontinue its Mail/Ride program this September. About 6% of monthly pass users will be affected. This was done because recent improvements in point-of-sale transactions—including a 26% increase in the number of TVMs (since 2004), and expanded time for monthly pass sales—have reduced the need for a ticket-by-mail option. Mailing is the most expensive way to distribute tickets to customers—five times as expensive as TVM transactions. On an annual basis, the estimated cost savings is several hundred thousand dollars. NJ Transit inherited this program from its predecessor railroads. However, about a week after the announcement was made, apparently enough commuters wrote in to say that they would be willing to pay a monthly fee to retain the service. So, beginning with the September mailing, there will be a \$3 monthly charge. The first reference to Mail/Ride that I was able to find appeared in a New Jersey & New York Rail-Road Company (today's Pascack Valley Line) timetable dated October 30, 1966.

PORT AUTHORITY TRANS-HUDSON CORPORATION

There was a lot of publicity about the planned emergency drill that took place on Saturday May 16. This was in sharp contrast to the flight over lower Manhattan on April 27 involving a back-up plane for Air Force One, which was being followed by a pair of F-16 fighters, that caused mass hysteria. The drill called for a report being given at 8:01 AM that two bombs had gone off aboard a train in one of the tunnels between Exchange Place and World Trade Center. The two-hour drill involved more than 800 first responders and 150 volunteers who were “decorated” with fake blood and grime to simulate injuries. All of the streets surrounding the World Trade Center site were closed to all vehicles not associated with the drill and PATH service to World Trade Center was suspended.

A 30-day pilot program to test passive millimeter wave technology, which can detect explosives hidden under clothing, was begun on June 10. The Port Authority said all passengers entering a station where the testing is taking place will be tested, and anyone who does not want to be tested will have to use another station.

METROPOLITAN AREA

This year marks the quadricentennial of the Hudson River, and there will be numerous celebrations, with the grand celebration occurring October 2-4. The British-born explorer Henry Hudson, while searching for a short-cut to Asia, instead discovered the new world in September, 1609. While many *Bulletin* readers will appreciate the historical significance of this event, one important river crossing which without the dedication and hard work of a small group might have been lost forever will be re-dedicated on October 2. This is the Poughkeepsie-Highland Railroad Bridge, which was

later owned by the New Haven Railroad and Penn-Central. The first trains crossed over it on December 29, 1888 and the last one on May 8, 1974. It is widely believed that the last eastbound train caused a fire that damaged the bridge decking. By this fall, the land-marked bridge which was acquired by a non-profit group called “Walkway Over the Hudson” in 1998, will become a new linear park standing 212 feet above the Hudson River.

AMTRAK

I made several trips to pick up timetables at New York Penn Station, but the only Northeast Corridor “originals” to be had were Form W2 (New York and Washington, D.C.) and W-10 (*Keystone*). The woman in the Customer Service Office told me that none of the others would be available except as “copies.”

MUSEUMS

The Shore Line (Branford) Trolley Museum announced in its May *Trippler* that it is now able to operate trackless trolleys. Ex-SEPTA (PTC) 205 was operated for the first time on April 24 after special poles were installed on its roof. Although 205 is operational, its body condition was termed as “poor” and it is currently not presentable for public operation. However, on May 8, Branford received an MBTA Flyer trolley coach, 4027. Before departing from Boston, it received a complete mechanical inspection and overhaul and is in good mechanical and body condition.

It looks like there will be no trolley operation in Cleveland. The Lake Shore Electric Railway had planned to construct a short trolley loop near the East Bank and through the Warehouse District. Even though there was support from civic and elected officials, the recession got in the way as far as fundraising was concerned, and Lake Shore has increasing debts and mounting costs. *The (Cleveland) Plain Dealer* reported that Lake Shore wants to put a 30-plus car collection up for auction as soon as this month. Thanks to member Frank Pfuhler for this report.

INDUSTRY

Railway Age reported that American Railcar Company LLC, which is located in Columbus, Ohio, has acquired the rights to build DMUs based on the designs of Colorado Railcar Corporation, which closed its doors December 23 and terminated all operations Dec. 31, 2008 (February *Bulletin*).

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

In the aftermath of the Green Line collision on May 8, Governor Deval Patrick asked the Massachusetts Transportation Secretary to review the incident and MBTA's hiring policies, which permit someone as young as 18 years of age to operate rail vehicles. Governor Patrick was also outraged about the fact that the Train Operator was sending a text message at the time of the

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crash and ran through a red signal.

A press conference was held on May 13, during which General Manager Daniel A. Grabauskas announced the zero-tolerance policy for use or possession of cell phones while on duty and on MBTA vehicles. MBTA bus and rail Operators caught using cell phones and text messaging devices on duty will be immediately suspended for 30 days and recommended for firing under this new policy. Operators caught even carrying cell phones will be suspended for 10 days for the first offense and fired for the second. MBTA's previous policy on this subject called for a three-day suspension for the first offense, a 10-day suspension for the second offense, and dismissal for the third offense. Governor Patrick came out in support of this new policy.

Initially, the Carmen's Union, which represents the "T"'s rail workers, agreed with the then-proposed policy, but after it was formally announced that it would become effective on Monday, May 18, the union filed a grievance citing a number of issues, including the inability of its members to take care of personal business while they were not on board vehicles.

On May 21, complying with a request made by Governor Patrick, the Department of Public Utilities (DPU) issued emergency regulations prohibiting the use of cell phones and other personal electronic devices by on-the-job MBTA vehicle operators. Effective immediately, the DPU order adds teeth to the "zero tolerance policy" on such devices issued by MBTA General Manager Grabauskas the previous week – making that policy now a regulatory compliance requirement for MBTA. However, enforcement is MBTA's responsibility since DPU does not have authority over MBTA employees.

In the aftermath of this collision, a Suffolk (Massachusetts) Grand Jury is considering criminal charges against the Operator, who has since been fired. The crash destroyed three trolleys and injured nearly 50.

Here's a first – on May 18, it was announced that four of MBTA's 28 unions had reached an agreement to voluntarily forgo their 4% raises that were due to take effect this summer. These unions represent about 500 administrative employees, electrical workers, engineers, and welders. Their one-year wage freeze saves the cash-strapped MBTA about \$1.66 million - or 1% of the deficit. If the unions representing all of the more than 6,000 unionized employees accepted a wage freeze, it would save \$17 million, about 10% of the total deficit. The Carmen's Union, with its 3,200 members, is battling the "T" over the aforementioned cell phone ban. There is no assurance that a wage freeze would prevent layoffs.

On May 21, a stray current tripped a central breaker in South Boston, knocking out power for rail cars and the

lights in the tunnels and many stations, also affecting the fare collection system. 60,000 passengers were stranded. Chief Operating Officer Richard J. Leary said the error that led to the loss in power was "inadvertent," caused by MBTA workers and contractors doing scheduled maintenance on a pair of 115,000-volt cables that feed power to the "T."

New commuter rail schedules were issued as of May 18, for the Framingham/Worcester, Franklin, Needham, Old Colony, and Providence/Stoughton Lines. Two of the problem routes, the Fairmount and Haverhill Lines, had their schedules adjusted.

For the months of March, April, and May, MBTA's contract operator, the Massachusetts Bay Commuter Railroad Company, reported that trains have been on time (within 5 minutes of scheduled arrival), more than 90% of the time. For the record: May and April were 94% and March was 92%. The goal is 95%. Thanks to member Todd Glickman and *The Boston Globe* for these reports and the timetables.

LINDENWOLD, NEW JERSEY

PATCO will add web-based ticketing to allow *Freedom Card* holders to check account transactions, add value to their cards, register cards, enroll in autoloading/automatic replenishment, and edit account information on line. It uses a system from Acadaca, which has developed web ticketing for Miami-Dade Transit and PATH. The new system should be on line this fall. Thanks to member Lee Winson for this news.

PHILADELPHIA, PENNSYLVANIA

Member Dave Safford sent this report from the *Philadelphia Inquirer* (May 29): SEPTA is leveraging \$37 million of federal stimulus money with state and other federal money into a \$240 million renovation program that will upgrade or replace over 50 of its 151 functioning stations, including 8 completely new stations (Langhorne, Ambler, Primos, Secane, East Falls, Roslyn, and Exton). In addition, 20 will receive high-level platforms, including Wayne, construction of which Dave has been watching for some time, and other station buildings will receive upgrades ranging from rebuilding to painting or roofs, as well as numerous other related improvements (signage, stairs, etc.), the most notable of which are new pedestrian underpasses at Malvern and Secane. The work is expected to be spread out over the next five years. SEPTA inherited 190 stations from the Pennsylvania and Reading Railroads, but investment in rehabilitation has been spotty, generally related to securing a tenant or buyer for the building, or sometimes the associated freight house. The missing 39 stations are on inactive or abandoned lines. Efforts to secure non-rail income from the buildings continues. In a related act, SEPTA approved a \$1.13 billion operating budget and a \$418 million capital budget. The last includes the station work noted above. The second largest outlay is planned as the purchase of more hybrid

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buses from New Flyer of Winnipeg, Manitoba, Canada. SEPTA will buy 440 of them over the next four years.

In an email which was received just before I completed this column, David wrote, "With the assistance of enough brass to line the journals of the city's transit car fleet, ground was broken on June 15 for the reconstruction of the Croydon station. The \$12 million project was facilitated by \$8.5 million in federal stimulus funds. The project, which includes high-level platforms, new heated passenger shelters, and a grocery list of related site improvements, is scheduled for 2011 completion."

The *Philadelphia Inquirer* reported that PATCO plans to remodel and reopen its Franklin Square Station, last used in 1979. This is in response to a development boom in the once seedy area. The cost is estimated at \$5-10 million to install elevators and modernize the station (its present look is a gaudy 1970s orange). No date is set for the reopening. The station was part of the original Bridge Line to Camden but closed due to low patronage. It was reopened several times but then closed since ridership never materialized; the last attempt was in the mid-1970s. Four other underground PATCO stations will get face lifts with new flooring, lights, security cameras, and stainless steel columns. Thanks again to Lee Winson for these reports.

Here is a Silverliner V update from *The Delaware Valley Rail Passenger*, which is published by the Delaware Valley Association of Rail Passengers: SEPTA reports that work is underway on the three pilot cars, which should arrive in Philadelphia by this December, delayed by six months from the most recent contract date, which was June. It is said to be caused by various manufacturing delays on the part of Hyundai-Rotem. Twenty-three production cars are also under construction in South Korea. Final assembly will be carried out in Rotem's plant in South Philadelphia; recently some equipment has been delivered, including catenary and switches for the test stations. All cars are to be delivered by early 2011.

WASHINGTON, D.C. AREA

The state of Virginia has awarded Amtrak a \$17.2 million contract for a three-year demonstration period to provide new daily service to Washington, D.C. from Lynchburg beginning in October and from Richmond beginning this December. Detailed schedules and fares will be finalized by the Virginia Department of Rail and Public Transportation and Amtrak in the coming months. Amtrak has partnership agreements with the following states to operate state-funded passenger rail services: California, Illinois, Maine, Michigan, Missouri, New York, North Carolina, Oklahoma, Oregon, Pennsylvania, Texas, Vermont, Washington, and Wisconsin. Thanks to Bob Hansen for this report.

SOUTH FLORIDA

In April, Miami-Dade Transit held a ground-breaking ceremony for a 2.4-mile extension from Earlington Heights to the Miami Intermodal Center, which is being constructed next to Miami International Airport. The \$526 million project is scheduled to open in 2012. Thanks to *Progressive Railroading* for this report.

Tri-Rail may be facing even more financial problems if its proposal to cut service goes into effect on October 5 (June *Bulletin*). According to a report which appeared in *The South Florida Sun-Sentinel* (sent by member Joe Gagne), the Federal Transit Administration may demand a return of the \$256 million it gave Tri-Rail to double-track the line so that additional trains could be operated. It is ironic that despite growing ridership, a lack of funding by local governments and the failure of the State Legislature to approve additional revenue sources such as a \$2 tax on auto rentals, which would have brought in about \$40 million annually, could cause this service to end.

CHESTERTON, INDIANA

There is a correction to the information that was presented in the May *Bulletin*. The reason that the bi-level cars will not operate between Michigan City and South Bend is the state of the wire (and, with a single pantograph per car and no bus between cars, the real possibility that a train could become completely disabled if several pantographs are damaged in one incident). Once Phase III of the catenary replacement project is complete (which will not start for at least three years), the cars will be allowed to run to South Bend. Clearance tests were run with the new cars on the entire line (including South Bend) and on the Metra Electric District, and they were OK. In an emergency, the bi-levels could run to South Bend on a case-by-case basis.

A new timetable effective May 27 adds two new trains: peak-hour Train #211 departs Millennium Station at 4:10 PM and terminates at Gary Metro Center, and off-peak Train #114 departs 11th Street-Michigan City at 8:06 AM and arrives at Millennium Station at 9:42 AM, incorporating a skip-stop pattern. Minor time changes were also made to intermediate station departure times for a number of eastbound and westbound rush hour trains to reflect recent dwell and run time experience and to add skip-stop and limited-stop service.

CHICAGO, ILLINOIS

The May edition of *On the Bi-level* reported that Metra will be receiving \$290.7 million from the \$3 billion state public works program that was passed by the Legislature and signed by Governor Pat Quinn this spring. The governor envisioned the "mini" capital program as a piece of a much larger \$26 billion capital bill, which had not yet been taken up. Metra Electric riders will be among of the beneficiaries as 75 of the 160 needed replacement cars will be ordered; they will be similar to

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the 26 1200-series EMUs delivered in 2005. \$140.9 million in federal stimulus funds will be allocated as follows: overhaul of 40 diesel-electric locomotives (\$71 million); HVAC rehabilitation of 41 rail cars (\$1.3 million); replacement of bridges on the UP North Line – Phase I, \$40.1 million; Metra Electric bridge replacement, \$3.5 million; Winnetka station (UP North Line) rehabilitation, \$5 million; Pingree Road station (UP NW Line) parking, \$1 million; Elburn station (UP West Line) parking, \$1.8 million; rehabilitation of platforms at the Joliet and Lockport stations (Heritage Corridor Line), \$2.4 million; Golf station (Milwaukee District North Line) renovation, \$1 million; and BNSF signal modernization and telecommunications work, \$7 million.

Ludwig Mies van der Rohe, a famous architect, designed a building known as “the Test Cell” or “the Gun-nery” in the early 1950s, presumably as an underground testing facility for explosives. It is located on the corner of 35th Street and Federal Street in Chicago and is to be demolished soon to make way for Metra’s \$11.7 million 35th Street/U.S. Cellular Field rail station on the Rock Island District Line, of which \$6.8 million is federal stimulus funds. Some preservationists are trying to preserve the structure, which is a part of the Illinois Institute of Technology.

Here is more on what may be a never-ending saga of why some Metra trains operate on the left (April *Bulletin*). In the May edition of *On the Bi-level*, one passenger disagreed with that answer, preferring instead to believe that the line was laid out by British engineers. Metra replied: “Well...we’re not wrong, but neither are you, exactly. There are competing explanations for the left-handed operation. Yours is one of them. Another is that British investors dictated it. But as far as we can tell, no one has definitive proof that their theory is the right one. Several historians and researchers, as well as the Chicago & North Western Historical Society, favor the explanation we gave, which is why we said it was the ‘most plausible’ theory. A researcher at the society concluded that the British capital theory doesn’t hold up because the vast majority of early stockholders of the predecessor railroad, the Galena & Chicago Union, were Midwesterners, not Brits. And we could find no mention of British engineers in an admittedly quick search of histories of the railroad. If anyone out there can cite a definitive explanation, send us an email.”

Would you believe it - \$8,900 for a parking space at a rail station? Well, that is a fact if you want to have your own parking space and do not want to wait up to five years until your name comes to the top of a waiting list or you do not arrive at the station early enough. Commuters lucky enough to arrive early pay only \$2 per day to park in one of the existing lots. At the Route 59 station, which is the next-to-last stop on the BNSF line to

Aurora, there are parking lots, but demand exceeds capacity. Route 59 is Metra’s fastest growing in terms of ridership, which is presently at 5,800 each day. Since this transaction will be “condo-style,” commuters who opt to purchase a spot will also be liable to pay taxes and assessments for the upkeep of the property. Commuters lucky enough to arrive early only pay \$2 per day. The owners of the property originally planned to build a commercial development, but those plans fell through. There is one more thing: that \$8,900 price will increase to \$9,600 once half of the spots are sold. Thanks to member Jim Beeler for sending these reports from *The Chicago Tribune*.

Metra Electric issued a new timetable, which went into effect on May 27. Thanks again to Jim for sending copies.

Beginning June 15 and continuing through September 4, Metra extended its “Family Fares” program to include weekdays. Normally available only on weekends and holidays, Metra’s “Family Fares” allow up to three children under age 12 to ride free with a fare-paying adult. A special three-day \$5 unlimited-ride ticket was available for use on Friday, July 3, Saturday, July 4, and Sunday, July 5. This special ticket also allowed one adult to take up to three children under 12 along for free.

At its June 12 board meeting, the RTA Board voted to make the weekend CTA Yellow Line (Skokie Swift) service permanent. This service will continue to operate on 15-minute headways from 6:10 AM to 11:15 PM, and was started on March 30, 2008 using a Congestion Mitigation and Air Quality Program (CMAQ) grant.

ST. LOUIS, MISSOURI

The Missouri State Legislature passed a bill containing a one-time \$12 million appropriation to the St. Louis region to support transit service, which will take effect in August. Metrolink was not affected, but bus service was restored to many lines that had lost it in March.

MINNEAPOLIS, MINNESOTA

Northstar Commuter Rail reported that its first bi-level cabs, 601 and 602, had arrived during the week of June 8. The trailers will be numbered in the 700-series, while the MPI MP36 engines are in the 500-series. Bombardier will deliver the remaining 16 cars throughout the summer.

DALLAS, TEXAS

Ground was broken on April 9 for the 4.5-mile extension of the DART Blue Line from downtown Garland to historic downtown Rowlett. Funding for this \$188 million project, which is scheduled for completion in December, 2012, is included in DART’s 20-year Financial Plan.

AUSTIN, TEXAS

Capital Metrorail had planned to start operations last December on the 32-mile line between Austin and Leander, but that was pushed to March 15, and then to sometime after mid-May. On May 13, Fred Gilliam,

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

President and Chief Executive Officer, said that substantial progress has been made, but the agency was unable to set a new opening date. Another progress report was due by mid-June, but at publication time, there was no further information.

ALBUQUERQUE, NEW MEXICO

The opening of the Santa Fe County/NM 599 station, which had been scheduled for this Spring, has been delayed until August. Other stations that are planned are Zia Road, Santo Domingo Pueblo (Kewa), and Sandia Pueblo.

On June 3, Rail Runner's two millionth rider was honored. She was a 50-year-old Motor Vehicle Clerk who boards the train at Los Lunas and rides to Santa Fe, where she makes the short walk to her office from the station. She rewarded with a basket of Rail Runner items, including a pass to ride the train free for one year, a scale model of the New Mexico Rail Runner Express, a Two Millionth Passenger certificate, as well as a Hotel Santa Fe Vacation package. Rail Runner began operations on July 14, 2006.

Member Pete Donner was kind enough to send me original Rail Runner timetables. They are printed on sheets of paper that are 5½ by 8½ inches. They are double-sided, in English and Spanish, and there is one for Monday-Friday and a separate one for Saturday.

TUCSON, ARIZONA

On May 27, Tucson, awarded a \$26 million contract for seven streetcars to United Streetcar LLC, a subsidiary of Clackamas, Oregon-based Oregon Iron Works, Incorporated. This follows an earlier order by Portland, Oregon, for six streetcars, which followed United Streetcar's production of a prototype car now being tested in Portland. Thanks to **Railway Age** for this report.

SEATTLE, WASHINGTON

A test run for the media was operated on June 4 over Sound Transit's 14-mile LRT line between downtown Seattle and Tukwila. The line is set to open on July 18.

PORTLAND, OREGON

The recently opened West Side Express has had its share of problems. On June 3, WES reported that due to problems with bad fuel, all trips during the evening commute were being provided by shuttle buses. While the cars were being checked, the morning commute was covered by shuttle buses, which served all five stations. Riders on shuttle buses were told to add 10 to 20 minutes to their commute. After thorough inspections and testing, it was discovered that blooms from cottonwood trees were clogging the air filters on the trains' cooling systems and blocking the sensors needed to keep the trains in operation. The filters have been cleaned, and will be cleaned weekly while the cottonwood trees are releasing blooms. All WES trains were running for the evening commute.

SAN FRANCISCO, CALIFORNIA

Member Paul Hilzen wrote that he and his wife traveled to San Francisco during March (she on business, he as a railfan), and they stayed at the Airport Marriott. "I rode BART repeatedly for three days to get from the hotel to downtown, and have some (non-technical) observations about BART:

"BART offers a substantial senior discount. A \$24 fare card may be purchased for \$9 - but at a limited number of locations and generally only during business hours. I arrived at 10 PM in Oakland and took BART to SF Airport. I had to buy a full fare card because the booth selling senior fare cards closed at 8 PM. Anyone traveling to SF should buy the fare card in advance on the Internet if possible.

"Seats on BART are very comfy compared to our NYC subways; about half face forward, and have great padding. But the ride in tunnels is noisier than anything I've experienced recently in NYC - there's a LOUD whining, screeching noise that make it almost impossible to read, or even think.

"On-train announcements don't seem to be standardized. They range from the folksy (California casual) to unhelpful, with Operators announcing the trains' destination, but not the station — which makes it difficult to know where you are since the station signs are small and the windows heavily tinted.

"Regarding MUNI: At Powell Street, I bought a MUNI monthly senior pass for \$10, which sure beat the \$18 price for the three day passport, even though I used the pass for only 3 days. A terrific bargain.

"All in all SF remains a wonderful town, with every kind of electric traction, mostly friendly Operators, heritage and modern operations — and trolley restoration behind the Safeway at Duboce. Can't wait to return!"

LOS ANGELES, CALIFORNIA

Member John Pappas forwarded a report that the Gold Line extension will not open in June as planned due to unresolved operational issues. No new startup date has been announced.

CALGARY, ALBERTA, CANADA

On June 15, there was a one station extension (2.1 miles) on the Northwest LRT from Dalhousie (opened December 15, 2003) to Crowfoot. Another extension to Tuscany/Rocky Ridge is planned for 2011.

FROM THE HISTORY FILES

100 Years ago: On July 24, 1909, the New York & North Shore Traction Company began through service between Mineola and Hicksville.

70 Years ago: Between July 8 and July 23, the following cities abandoned their trolleys: Duluth (July 8), Harrisburg (July 16), Quebec (July 19), and St. Joseph (July 23). None of these cities currently has any known plans to restore service.

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

DUKE ELLINGTON CELEBRATION TRAIN

by Randy Glucksman

In celebration of Edward Kennedy Ellington's 110th birthday, a seven-car train of R-1 to R-9s was operated on **A** from 125th Street to Howard Beach-JFK on April 29, 2009. Duke Ellington, as he was more popularly known, was born in Washington, D.C. on April 29, 1899 and died on May 24, 1974. A noted bandleader, the "Duke" was also a composer and pianist. One of the band's signature songs was "Take The 'A' Train," which was written by Billy Strayhorn.

The Islands of The Bahamas sponsored the event in an effort to boost tourism, but there were also crewmembers from Jet Blue Airways who handed out bags of blue potato chips and cards announcing low air fares.

A proclamation by Mayor Michael Bloomberg declared April 29 as Duke Ellington Day, and beginning just before 10 AM, the Duke Ellington Orchestra was on the mezzanine of the 125th Street-St. Nicholas Avenue station. The members played continuously before taking their instruments and descending to the platform level to board the museum train, occupying car 484. The Alex Lodico Ensemble, a jazz band that plays on station platforms as part of the "Music Under New York" program, entertained riders in car 401.

The museum train consisted of: S-100-484-1575-1300-1802-401-381-N.

In place of the normal destination signs, the head sign read **A BAHAMAS 8th Ave. EXPRESS** and the side signs displayed:

"IT'S BETTER IN"

"THE BAHAMAS"

The "Celebration Train" departed in service at about 11:15 AM, making all **A** stops to Howard Beach. It was absolutely amazing to see how the passengers reacted to the sight of this vintage train. Many who were standing on the platform, and waiting for the "regular" **A**, did not know what to make of the train. Despite the presence of volunteers in the cars announcing that this was an **A** train to Howard Beach, some still would not board. And then there was the excitement, especially from teenagers and young adults. Older riders were likewise excited, and some spoke of their remembrances of these cars. Many of the passengers were taking photos with either a camera or cell phone.

Upon arrival at Howard Beach-JFK, the train relayed south of the station and departed in service at about 12:30 PM, making all **A** stops to 207th Street. One interesting note: at Howard Beach a test train of R-160s was about to depart on a northbound trip, so there for a brief moment in time was the oldest IND and newest rolling stock.



R-1 100 at 125th Street at the beginning of the trip...
Randy Glucksman photograph



....and at Howard Beach-JFK at the end of the trip.
Randy Glucksman photograph

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Duke Ellington Celebration Train

(Continued from page 18)



The museum train on the Rockaway Line.
Ron Yee photograph



The museum train meets a newly delivered train of R-160s undergoing acceptance testing at Howard Beach-JFK.
Ron Yee photograph



The museum train, with car 381 on the north end, at 207th Street.
Ron Yee photograph



Some of the special signage that was installed for this event.
Ron Yee photograph



A train of slant R-40s at Howard Beach-JFK. These cars were retired soon after and will most likely be reefed.
Ron Yee photograph

Around New York's Transit System

Interim MTA Executive Director/CEO Named

Helena Williams, President of the Long Island Rail Road and former President of Long Island Bus, has been named as interim Executive Director/Chief Executive Officer of MTA by Chairperson Dale Hemmerdinger. Ms. Williams takes over for Elliot Sander, who resigned effective May 22 (see June, 2009 issue). Under this year's state legislation that provided financial assistance for MTA, the Chairperson position will be expanded to include the Chief Executive Officer function. Also as part of this legislation, Mr. Hemmerdinger is to leave the Chairperson post by early June, although it is possible that Governor David Paterson will nominate Mr. Hemmerdinger to succeed himself.

Ms. Williams has announced that she will retain the presidency of the Long Island Rail Road while acting as MTA's Executive Director/Chief Executive Officer.

Fulton Street Transit Center Completion Delayed

Newspaper articles reveal that construction of the Fulton Street Transit Center will be completed in 2014, seven years behind the original schedule.

The original estimate was \$750 million, to be paid from federal money for the redevelopment of the World Trade Center area. To complete the work, MTA expects to spend \$424 million of federal stimulus money. When the work is completed, MTA will have spent an estimated \$1.4 billion.

A four-story glass-walled structure will be built at Fulton Street and Broadway. A glass dome was originally planned, but was changed to a conical metal tower with a glass top called an oculus that will focus light into the building and the subway.

Estimated time for completion is as follows:

- December, 2009 — The Cortlandt Street station's northbound platform (R W) opens
- 2011—The Cortlandt Street station's southbound platform (R W) opens; the new connection from the Broadway-Nassau Street (A C) station to the Fulton Street (4 5) station opens
- 2012—Fulton Street station (4 5) rehabilitation completed; Dey Street concourse linking Fulton Street complex to Cortlandt Street station (R W) opens; escalator to John Street opens; restored Corbin Building with retail shops opens
- 2013—Broadway-Nassau Street (A C) mezzanine opens
- 2014—Transit Center building opens

R-42s Transferred to Transit Tech

The East New York High School of Transit Technology, located at 1 Wells Street in Brooklyn, trains students who expect to find work repairing subway cars. Before graduating, most students apply for a competitive apprenticeship position with NYC Transit.

Because R-30 car 8337 was in the school since 1993, the faculty decided that it should be replaced by cars with newer technology. NYC Transit agreed to donate an R-42 married pair, 4736-7, but the money to transport the cars was not available. Two years later, the United Federation of Teachers was able to persuade city officials to appropriate \$120,000 to move the cars.

The R-42s, which are in good condition, were loaded on an enormous flatbed truck at Linden Yard. On April 14, during the midnight hours, they were transported to the school on the Belt Parkway, which was closed to traffic. Then they were unloaded at the school on tracks installed by Transport Workers Union-represented employees.

R-30 car 8337, which was returned to NYC Transit, faces an uncertain future.

On April 24, a ribbon-cutting ceremony was held at the school. Students, teachers, administrators, elected officials, and representatives from the United Federation of Teachers and the Transport Workers Union all joined in the celebration.

If the students are lucky enough to be hired by NYC Transit, they can look forward to a steady job and a fairly good salary.

Jerome Avenue Line Express Service Tested

NYC Transit recently enhanced the signal system along the center track of the Jerome Avenue Line. To make productive use of the center track, which has never had regularly scheduled express service, NYC Transit was slated to test the feasibility of operating 4 express service in the Bronx on weekdays from June 8 to 26. Four trains, leaving Woodlawn every 15 minutes from 7:15 to 8 AM, were to operate express, stopping only at Moshulu Parkway, Burnside Avenue, and 149th Street-Grand Concourse before continuing along their regular routing into Manhattan. There was to be no corresponding service back to the Bronx in the PM rush.

NYC Transit credited its new Line Managers Program, saying that the Group General Manager in charge of the area and the 4 Line Manager came up with the idea.

The results of the test will be studied, and a determination will be made whether to make the change permanent.