The Bulletin

New York Division, Electric Railroaders' Association

Vol. 52, No. 8 August, 2009

The Bulletin

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TIME SIGNAL CENTENNIAL

Station time signals, which were installed on the IRT express tracks 100 years ago, allowed the company to run two or three more trains per hour.

When one train was in the station, the original signal system held the next train in the block of track beyond the station. This system was designed to ensure safe operation. This block of track was the distance required to stop a train plus a 50 percent safety margin. But this system seriously delayed trains, especially during rush hours.

Meanwhile, overcrowding kept increasing. To increase service, IRT consulted an expert Electrical Engineer, Bion Arnold. He recommended installing automatic speed control devices that allowed trains to enter the station block slowly instead of stopping completely in the next block. These time signals automatically stopped any train that approached an occupied station above predetermined rates of speed. Because the allowed speed progressively decreased when the train approached the station, trains entered the station safely.

On April 23, 1909, the first station time signals were placed in service at 96th Street. By November 28, 1909, station time signals were operating on the express tracks at express stations between 96th Street and Brooklyn Bridge. By reducing the headway, these time signals allowed the company to operate two or three more trains per hour.

The subway traffic was greater than anticipated. Although the subway was designed for a maximum daily capacity of 600,000 passengers, the builders planned on a maximum capacity of only 400,000 daily riders. In December, 1904, IRT averaged 300,000 passengers per day with little margin for growth. Daily traffic exceeded 800,000 in 1908 and reached 1.2 million six years later.

IRT was unable to relieve the overcrowding because riding was increasing rapidly. But it increased service by installing station time signals and ordering 325 cars, 3700-4024.

By installing center doors in all subway cars, loading was speeded up.

The express platforms, which originally accommodated 8 cars, were extended to 10 cars in 1909. New car deliveries enabled the company to run 10-car expresses and 6-car locals. The first 10-car express ran on January 23, 1911 and all rush hour expresses were 10 cars on May 24, 1911.

As a result of these modifications, the headway decreased from 2 minutes 4 seconds on the express tracks and 2 minutes 8 seconds on the local tracks in 1907 to 1 minute 48 seconds on both tracks in 1912. Therefore, service was increased from 29 to 33 trains per hour.

Our source for the above article is Clifton Hood's *The Impact of the IRT on New York City* from the ***Historic American Engineering Record***.

We do not know when the company started

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NEW YORK DIVISION ISSUES 500TH BULLETIN

Overlooked last month was the fact that the July, 2009 ***Bulletin*** was the 500th issued since the first one in May, 1958. This does not take into account nine ***Bulletin Newsletter***s that were issued in 1977 and 1978.

NEXT TRIP: NYCT E. 180TH STREET SHOP TOUR, SEPTEMBER 12

BROOKLYN'S FORGOTTEN TROLLEY LINES
by Bernard Linder

Most Brooklyn trolley cars were replaced by buses, but several lines just ceased operating and were eventually forgotten. These lines quit because they ran on the same street as a rapid transit or another trolley line. Others were abandoned because they operated only a block away from another trolley line.

We checked Edward B. Watson's trolley histories published in the ***Bulletin*** and we prepared the following list of forgotten lines arranged in the order of abandonment.

On April 23, 1915, the Furman Street Line, whose history was published in the April, 1978 ***Bulletin***, was discontinued. Cars operated on Furman Street from Fulton Ferry to Atlantic Avenue.

On January 24, 1920, the Hicks Street Line, whose history was published in the June, 1978 ***Bulletin***, was discontinued. Cars operated on Hicks Street, one block east of Columbia Street, from Hamilton Avenue to Atlantic Avenue.

On August 29, 1920, the Wyckoff Avenue Line (see April, 1984 ***Bulletin***) was discontinued. Cars operated from Bridge Plaza via Broadway, McKibben Street, Harrison Place, Morgan Avenue, Flushing Avenue, and Wyckoff Avenue to Myrtle Avenue.

On May 18, 1924, the Montague Street Line (see April, 1978 ***Bulletin***) was discontinued. Cars operated on Montague Street from Court Street to Hicks Street.

On July 16, 1930, the Hoyt-Sackett Line (see June, 1980 ***Bulletin***) was discontinued. Cars operating on Hoyt Street between Bergen Street and Sackett Street, a single-track line with passing sidings, were rerouted one block west to Smith Street. The line was renamed the Sackett Street Line.

On March 16, 1931, the Marcy Avenue Line (see March, 1980 ***Bulletin***) was rerouted one block east from Marcy Avenue to Tompkins Avenue because the city was starting to build the IND Crosstown (GG) Line. On July 24, 1933, Marcy Avenue cars ceased operating from Fulton Street via Tompkins Avenue, Harrison Avenue, Division Avenue, and Roebling Street to Bridge Plaza.

On July 24, 1933, the Park Avenue Line (see June, 1981 ***Bulletin***) was discontinued. Cars operated from Washington Street via Concord Street, Navy Street, Park Avenue, Park Street, Beaver Street, Bushwick Avenue, Jefferson Street, Central Avenue, DeKalb Avenue, Wilson Avenue, Cooper Street, and Central Avenue to Moffat Street. On November 16, 1928, service was discontinued on Central Avenue between Cooper Street and DeKalb Avenue and cars were rerouted one block north to Wilson Avenue.

This line was discontinued because it was only a short distance from several other trolley lines. Park Avenue is one block south of Flushing Avenue and one block north of Myrtle Avenue. Central Avenue is one block south of Wilson Avenue.

On October 21, 1934, the Wilson Avenue-Brooklyn Bridge Line, a replacement for the Park Avenue Line, was discontinued. On July 24, 1933, cars started operating from Moffat Street via Cooper Street, Wilson Avenue, DeKalb Avenue, Central Avenue, Jefferson Street, Bushwick Avenue, Flushing Avenue, Navy Street (Hudson Avenue and Nassau Street in the opposite direction), and Sands Street to the Adams Street, High Street, and Washington Street loop.

On November 23, 1942, the Canarsie Shuttle (see December, 1979 ***Bulletin***) was discontinued. Cars operated from the Rockaway Parkway station to the Canarsie shore via the private right-of-way between E. 95th and E. 96th Streets. This shuttle was discontinued because it was 1½ blocks from the Rockaway Parkway trolley, which was rerouted to the Rockaway Parkway station.

During World War II, most transit systems curtailed service because of manpower, fuel, and parts shortages. In Brooklyn, several lightly patronized trolley lines were discontinued or rerouted, especially where there were several lines on the same street.

On November 1, 1943, the Ralph Avenue Line (see October, 1979 ***Bulletin***) was discontinued. Cars operated from Bridge Plaza via Broadway, Ralph Avenue, E. 98th Street, and Hegeman Avenue to the Bristol Street loop. They operated on the same tracks as the Ralph-Rockaway cars north of St. Johns Place.

The Sumner-Sackett Line was also discontinued at the same time (see July, 1980 ***Bulletin***). Cars operated from Bridge Plaza via Broadway, Sumner Avenue, Fulton Street, Troy Avenue, Bergen Street, Smith Street, Sackett Street, and Ferry Place to Hamilton Ferry. Cars returned via Hamilton Avenue, Union Street, and the above route.

This line was discontinued because it ran on the same streets as other lines east of Smith Street. Bergen Street cars, which formerly ran to Downtown Brooklyn, were rerouted via Sackett Street and Ferry Place to Hamilton Ferry.

On November 1, 1943, a new line, Sumner Avenue, started operating from Bridge Plaza to the Bristol Street loop over the route of the former Sumner-Sackett and Ralph Avenue Lines.

On March 5, 1944, the Erie Basin Line was discontinued between Erie Basin and Park Row because it operated on the same tracks as several other lines (see January, 1982 ***Bulletin***).

On October 28, 1945, the Franklin Avenue Line was discontinued. Cars operated from Bridge Plaza via S.

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Brooklyn's Forgotten Trolley Lines

(Continued from page 2)

8th Street, Wythe Avenue, Franklin Avenue, Empire Boulevard, Ocean Avenue, Parkside Avenue, and Coney Island Avenue to Park Circle. Crosstown cars provided service north of Flushing Avenue and Lorimer Street cars, which formerly operated on Nostrand Avenue, were rerouted on the Franklin Avenue Line south of Flushing Avenue. Also discontinued were Nassau Avenue cars, which ran from Varick and Meeker Avenues to Manhattan and Nassau Avenues. Lorimer Street cars were rerouted from Box Street to the former Nassau Avenue Line.

On November 19, 1945, the Greenpoint Line was discontinued (see July, 1982 ***Bulletin***). Cars operated from S. 8th Street via Kent Avenue, Franklin Street, and Commercial Street to the Box Street loop.

On December 1, 1945, the Union Avenue Line was discontinued (see December, 1983 ***Bulletin***). Cars operated from Manhattan Avenue via Bedford Avenue, Lorimer Street, Throop Avenue, Flushing Avenue, Knickerbocker Avenue, and Myrtle Avenue to the Palmetto Street loop. Service was discontinued because the cars operated on the same street as other lines for most of the route and on Knickerbocker Avenue, one block north of Wilson Avenue.

On June 29, 1947, the West End Line was discontinued. Cars operated from 39th Street via New Utrecht Avenue, private right-of-way, Bay 19th Street, Bath Avenue, and 25th Avenue to the loop near Harway Avenue. Service was discontinued because the cars operated on the same tracks as the 86th Street cars in Bensonhurst and under the elevated structure on New Utrecht Avenue.

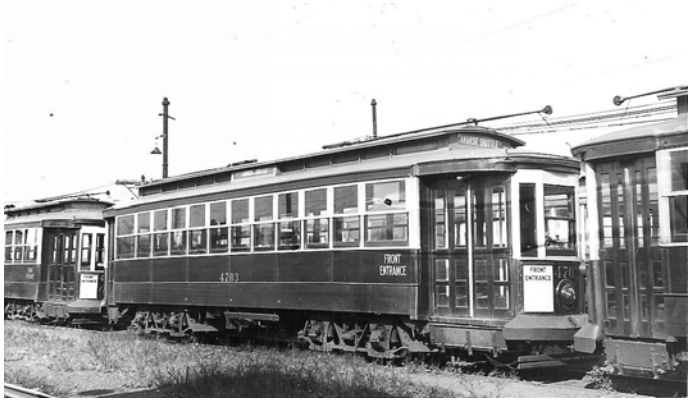
On September 2, 1947, the Bushwick Avenue Line was discontinued (see April, 1983 ***Bulletin***). Cars operated from Cypress Hills Street via Cypress Avenue, Myrtle Avenue, Bushwick Avenue, Johnson Avenue, and Broadway to Bridge Plaza. They returned via S. 4th Street, Meserole Street, and the above route. Service was discontinued because cars operated on Bushwick Avenue, one block north of Broadway, and B-18 buses replaced the trolley cars east of Myrtle Avenue.

On January 15, 1950, the Broadway Line was discontinued (see February, 1981 ***Bulletin***).

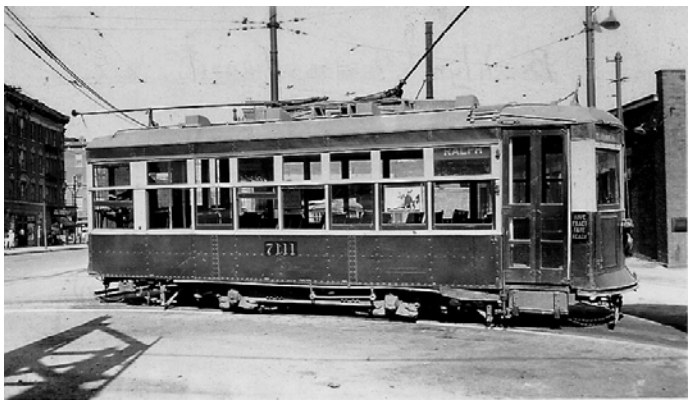
Cars operated from Bridge Plaza via Broadway, Fulton Street, and Crescent Street to Jamaica Avenue. Service was discontinued because the cars operated under the elevated structure for the entire route and the same tracks as other trolley lines for a portion of the route. Q24 (originally B22) buses replaced the trolley cars between Lafayette Avenue and Jamaica Avenue.

Last, but not least, the McDonald Avenue Line was discontinued on October 31, 1956 (see October, 1977 ***Bulletin***). Cars operated from the Depot loop via McDonald Avenue, Shell Road, and private right-of-way to the terminal near W. 5th Street and Sea Breeze Avenue. When the IND terminated at Church Avenue, this line was a feeder to the subway and cars ran frequently. But riding declined appreciably after D service was extended to Coney Island on October 30, 1954. Two days later, service was curtailed about 50 percent. Because the line operated at a loss, service was finally discontinued. The line was not converted to bus south of Cortelyou Road, but was replaced by B69 — now B67 — buses north of this point.

Most youngsters have never heard of trolley cars, but old-timers will never forget the pleasant, comfortable trolley rides.



Canarsie Shuttle cars 4706 and 4703 in Canarsie Shore Yard.
Bernard Linder collection



Ralph Avenue Shuttle Birney car 7111, May 1935.
Bernard Linder collection

(Continued on page 4)

Brooklyn's Forgotten Trolley Lines

(Continued from page 3)

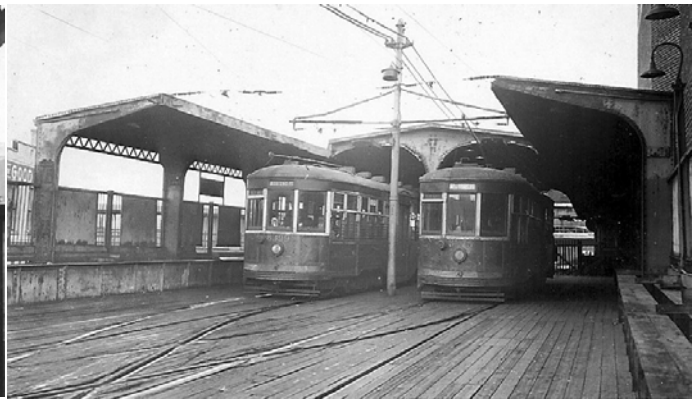
Norton's Point Line terminal, looking north from Stillwell and Surf Avenues, November 11, 1948.
Bernard Linder photograph

Cars 5093 and 5084 on the Norton's Point Line at W. 36th Street.
Bernard Linder collection

Norton's Point Line at W. 16th Street, looking east on the incline to the elevated terminal.
Bernard Linder collection

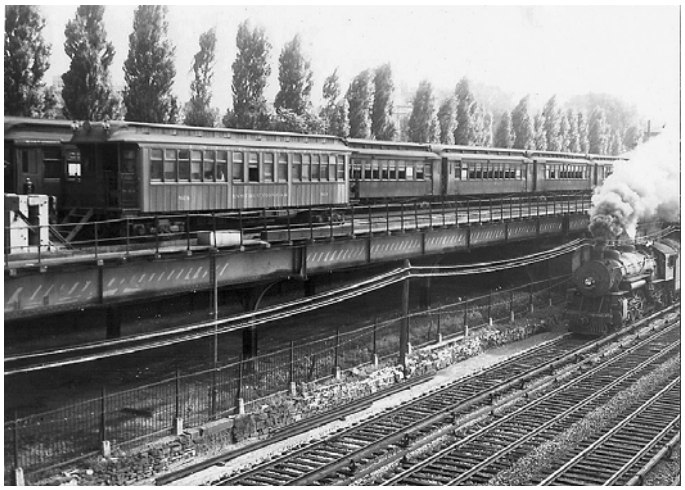
Car 8394 on the Norton's Point Line at W. 32nd Street, June 15, 1948.
Bernard Linder collection

Car 8399 at the Norton's Point Line's terminal in 1948.
Bernard Linder collection

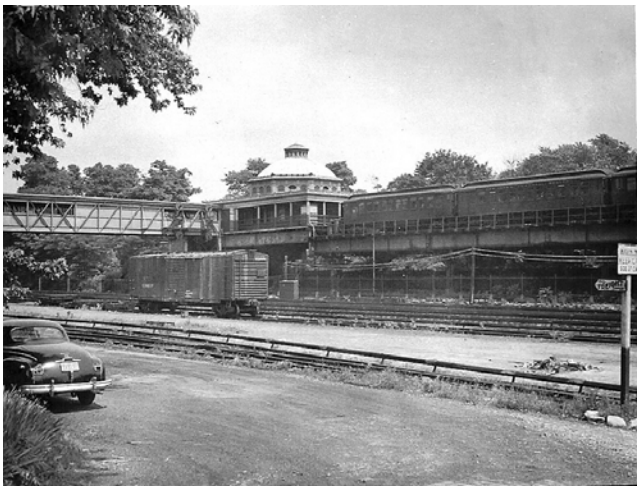


Car 8399 again, this time accompanied by car 8275, at the Norton's Point Line's terminal in 1948.
Bernard Linder collection

THIRD AVENUE "EL" IN PICTURES
(All photographs Bernard Linder collection)



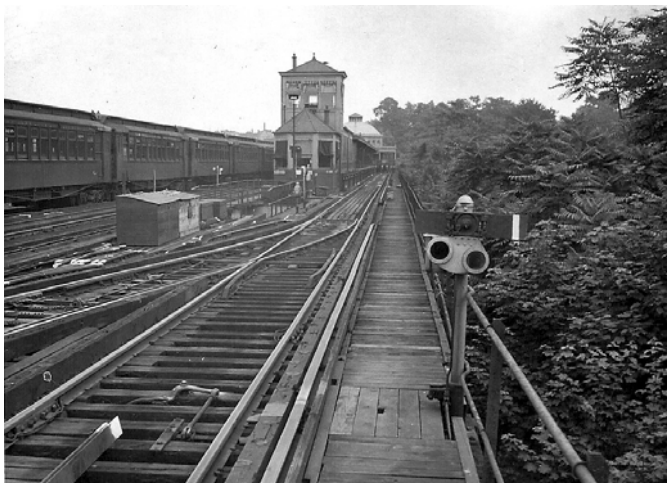
Bronx Park Terminal, showing instruction car 824 and New York Central steam, August 4, 1938.



Bronx Park Terminal on June 17, 1951. It closed on November 14 of that year.

Looking south from the Bronx Park station, June 17, 1951.

Another view looking south from the Bronx Park station, June 17, 1951.



Looking north toward the Bronx Park station, June 17, 1951. Note the home signal in the foreground.

Interlocking machine in Bronx Park Tower, June 17, 1951.

NEW YORK CITY SUBWAY CAR UPDATE
by George Chiasson

All of a sudden we are in the middle of summer, 2009 and things have indeed been blooming fast these past several weeks. Our lead item has to be the long and very public finale for the slant R-40s. Otherwise, the story of the R-160s' arrival goes on ad infinitum, while a few examples from the various other classes of 60-foot SMEE equipment expired without so much attendant fanfare. As you probably noticed, this was a rather rainy spring season, which was inconvenient for outdoor activities but produced some spectacularly lush growth against the backdrop of gray. Likewise, let us try to brighten our own otherwise drab landscape in this time with a collection of some "exciting" information:

Subdivision "A" Happenings

On June 3, an official notice was posted asking that 7 personnel try to maintain the "yellow dot" (modified brake valve) single unit R-62As as the north motor in train consists. All cars were listed as was shown in last month's Update, with the addition of car 1994. In early June single unit 1944 was observed with the dots and new brake valves as well to expand the list to 23 cars.

Over the weekend of May 30-31, trains shuttled on a single track from Utica to New Lots Avenues as part of a General Order, using R-142s assigned to 4 but fully signed up as 3s. This was the first known instance that New Technology equipment was operated in regular service with 3 signage. By late May, Pelham-assigned R-142A set 7631-7635 was reported on the sidelines at 207th Street with "multiple ailments" that may take quite some time to repair.

R-160 Progress

As of May 31, 2009, Option I R-160A-2s 9433-72 had been delivered, with Option I R-160A-2s 9423-32 entering service on E and F. As of June 15, 2009 Option I R-160A-2s 9473-87 were on hand, while 9433-62 had been accepted for passenger service at Jamaica. The final two sets of Kawasaki-built, Alstom-equipped Option I R-160Bs were also delivered in early June, with 9223-7 on the property as of June 4 and 9228-32 exactly one week later. Several examples of Option II R-160Bs (140 cars, all with Alstom propulsion equipment and numbered 9803-9942) have already been observed at the KRC plant in Yonkers since as early as April, and are expected to be delivered to NYCT in the immediate future. Option I R-160Bs cars 9203-12 were accepted for service on E and F as of May 27, while the first "half and half" trains of Alstom- and Kawasaki-built R-160A-2s and R-160Bs were observed in E and F service on May 24. This development had been anticipated all along, having been in evidence on the Coney Island lines since last fall. In addition, the test operation of Jamaica-based R-160s on V started on June 15, as did crew qualification, with a goal of implementing the new cars on that route some time in July, 2009. As this is written there are enough R-160s operating out of Jamaica to dominate E (possibly enough to capture it completely, though such has yet to actually occur) and provide about ¼ of the service on F. Present expectations are for both of these lines to be ultimately equipped with R-160s as the program concludes, with enough to "spill over" to V at least. At East New York, CBTC pilot R-160A-1s 8313-20 began live testing on the Canarsie Line by late May, and continued as such through June 15. The installation of CBTC hardware on the remaining 332 R-160A-1s had begun by April, 2009 and was drawing to a conclusion. When the first eight cars are accepted for service this process will then continue across the balance of the fleet.

As of June 15, 2009 deliveries totaled 340 R-160A-1s, 315 R-160A-2s, and 520 R-160Bs for a combined quantity of 1,175. Of the overall total as of June 15, 332 R-160A-1s were in service at East New York on J/Z, L, and M; 60 R-160A-2s plus 450 R-160Bs at Coney Island on N, Q, and W (for 510 total); and 230 R-160A-2s plus 50 R-160Bs at Jamaica on E and F for a combined total of 280.

Whither The Four Missing R-143s

R-143 A-car 8277 remains at Kawasaki Rail Car's main plant in Lincoln, Nebraska as of May 31, 2009, with repairs (more accurately reconstruction) proceeding, but very slowly. This car was seriously damaged in a 2006 derailment at Rockaway Parkway Yard on L. Its three mates (8278/79/80) remain at 207th Street Yard, hopeful of 8277's eventual return for service.

60-Foot SMEE News (The Slant R-40s: Goodbye, Farewell, and Amen!)

With apologies to both M*A*S*H and "SubChat," a more apropos slogan for the finale could not be found. In 3½ short weeks since the last Update was written, the remaining number of slant R-40s tumbled from 56 to 50 (May 20), 50 to 44 (May 26), 44 to 32 (May 31), 32 to 24 (June 2), 24 to 10 (June 9), and (finally) to absolutely zero after service on Friday, June 12 as the quantity of incoming R-46s gradually escalated from 68 to 104 cars. Almost as quickly, the number of slant R-40s being prepared for reefing increased dramatically as well, so not only did they vanish from service, but they have been leaving the property at a rapid pace. In any case, there were two trains still in A service (seven days a week) as late as Tuesday, June 9, by which time the final trip was expected to be imminent. As it turned out, the final consist managed to stay on the road through the following Friday, with N-4425/4-4415/4-

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New York City Subway Car Update

(Continued from page 6)

4398/9-4257/6-4433/2-S closing things out on the 19:53 207th Street/Mott Avenue-Far Rockaway. The train (with many enthusiasts in attendance) was then cleaned out and deadheaded back to Pitkin Yard by 22:10, where it was still hanging in as of June 15. As this is written it is expected that all but two of the slant R-40s will be reefed, the lone pair (whose identity is still open to question) to be retained for the Transit Museum.

As in the past few months, another smattering of Phase I R-32, R-40M, and Morrison-Knudsen-overhauled R-42 retirements occurred at Jamaica as some of this equipment experienced failures not deemed worthy of extensive repair. But with the slant R-40s now completely departed, attention will focus on direct replacement of the remaining 60-foot SMEEs at Jamaica, which could be hard to find by the end of summer. By June 15, 2009 there remained 262 Phase I R-32s, 70 R-40Ms, and 214 Morrison-Knudsen-overhauled R-42s for a total of 546.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, or restored to operation through June 15, 2009:

May, 2009: R-32 Phase I 3412/3 withdrawn from Jamaica (E, F, weekday R); R-40 4154/5, 4216/7, 4242/3, 4248/9, 4250/1, 4262/3, 4272/3, 4286/7, 4290/1, 4320/1, 4402/3, 4406/7 withdrawn from Pitkin (A); R-40M 4548/9 withdrawn from Jamaica (E, F, weekday R); Morrison-Knudsen-overhauled R-42 4672/3 withdrawn from Jamaica (E, F, weekday R); Morrison-Knudsen-overhauled R-42 4550/1 restored to service at Jamaica E, F, weekday R

June, 2009: R-32 Phase I 3676/7 (second time), 3794/5 withdrawn from Jamaica (E, F, weekday R); R-40 4176/7, 4218/9, 4246/7, 4256/7, 4280/1, 4300/1, 4342/3, 4346/7, 4354/5, 4356/7, 4370/1, 4390/1, 4398/9, 4414/5, 4424/5, 4432/3 withdrawn from Pitkin (A) (ALL R-40s REMOVED FROM SERVICE); R-40M 4468/9, 4532/3 withdrawn from Jamaica (E, F, weekday R); Morrison-Knudsen-overhauled R-42 4586/7, 4640/1, 4700/1 withdrawn from Jamaica (E, F, weekday R).

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

As the R-160s continued to arrive at Jamaica (E, F), they displaced the following R-46s to Pitkin (A), to complete replacement of the slant R-40s: 6126-9 and 6170-3 on May 20; 6142-5 and 6174-7 on May 27; 6216/8, 6224/6, 6228/0, 6236/8, 6248/50 on June 2; and 6208/10, 6212/4, 6220/2, 6240/2, 6252/4 on June 9. This brought the total up to 104, or 13 complete 8-car trains (the equivalent of 130 60-foot cars). 4-car unit 6194-7 will remain at Jamaica and is usually found on G, while it continues testing as a pilot set equipped with three air compressors. As configured since unitization, each 4-car unit of R-46s contains compressors under the "A" car, so NYCT seeks to fortify this function by adding one more compressor beneath one "B" car. On the R-68s and R-68As, as single units each car was originally equipped with its own compressor, so upon 4-car unitization one compressor was removed (from the lowest-numbered "odd" car) to leave three in the unit.

From member Bill Zucker we received word that the proportion of R-68s to R-68As on B and Q was markedly reversed starting about May 23. Whereas B had been mainly using R-68s with some R-68As thrown in, Q was mostly seeing R-68As, supplemented by a few trains of R-68s (this had been the case since at least mid-2007). Since the Saturday of Memorial Day Weekend and through June 15, the opposite has been the case with B populated mainly by R-68As (plus some R-68's) and Q by R-68s, supplemented by both R-68As and R-160s.

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between May 17 and June 15, 2009 were SIR "A" car 440 and "B" cars 415 and 431. Completed and returning to Staten Island were ex-NYCT "A" car 396, ex-NYCT "B" cars 397 and 399, and SIR "A" car 454, which raised the overall of completed cars to 17. Remaining at Coney Island were ex-NYCT "A" car 398 and SIR "A" cars 418 and 436. The gradual dismemberment of SIR 402 was completed and it is presently awaiting disposition.

Reefing Renewed and Miscellaneous Disposition Notes

The empty Weeks barge returned from Virginia to 207th Street Shop on May 25 and was quickly reloaded and sent back southward on May 30 with these 39 car bodies aboard: R-38s 4018, 4019, 4050, and 4051 (4); and slant R-40s 4152, 4153, 4174, 4175, 4186, 4187, 4226, 4227, 4240, 4241, 4266, 4267, 4277, 4278, 4279, 4284, 4285, 4310, 4311, 4314, 4315, 4316, 4317, 4318, 4319, 4332, 4333, 4358, 4359, 4364, 4365, 4404, 4405, 4410, and 4411 (35). It was back at 207th Street on June 8, reloaded, and sent back south on June 13, this time with just 23 slant R-40s: 4154, 4155, 4170, 4171, 4212, 4213, 4262, 4263, 4270, 4271, 4273, 4274, 4275, 4376, 4377, 4402, 4403, 4406, 4407, 4422, 4423, 4448, and 4449. The last barge shipment was much different from those previous as all car bodies were loaded on a single level instead of double-decked (as they had been going back to the days of the Redbirds). Below is quoted a long press release from the Delaware Department of Natural Resources regarding the final dispositions of Barges 19 (May 30) and 20 (June 13):

"The DNREC Division of Fish and Wildlife's Artificial Reef Program today (June 16, 2009) oversaw the sinking of another 24 New York City subway cars at Delaware's largest and most popular artificial reef, Redbird

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New York City Subway Car Update

(Continued from page 7)

Reef…The subway cars are being sunk to expand the capacity of the reef, enhance fisheries habitat, and increase fishing and diving opportunities for thousands of recreational anglers and divers who visit the site each year…This is the third subway car sinking in recent months, with 44 cars sunk in March and again in April, and 39 cars sunk earlier this month. According to Jeffrey Tinsman, reef program manager with DNREC's Fisheries Section, the lower number of 24 (*Author's Note: actually 23*) cars sunk today "keeps all cars on one level in order to test whether this affects durability of the cars.

"With the total surface area of the cars at more than 2.5 million square feet, Redbird Reef supports a marine life community up to 400 times richer than the natural bottom. Subway cars make ideal reef material, because voids and cavities in the cars' structure provide the perfect sanctuary for reef fish…In the Mid-Atlantic region, the ocean bottom is usually featureless sand or mud. Within a few weeks, blue mussels, sponges, barnacles and soft corals attach to the structure, and in about a year, the reef will be fully productive, resembling natural habitat…Today's operation was carried out by the marine transportation division of Weeks Marine, Inc., a worldwide towing and barge operator contracted by MTA New York City Transit, which also completed the car cleanup to remove all greases and buoyant materials that might be harmful to the marine environment. The operation was funded by MTA New York City Transit. DNREC's role was to oversee the placement of the subway cars at the reef…The addition of 24 subway cars brings the total number of sunken subway cars on Redbird Reef to 997. Since the reef was first created in 1997, a variety of materials have been deployed at the site including the subway cars, decommissioned barges, commercial vessels and tugboats, military vehicles and 6,000 tons of ballasted truck tire units… Redbird Reef is now more than 1.3 square nautical miles of ocean bottom located 16 nautical miles off the coast of the Indian River Inlet. The reef supports more than 13,000 angler visits per year, up from fewer than 300 in 1997."

SUBDIVISION "B" CAR ASSIGNMENT

The following have changed since the car assignment that appeared in the February, 2009 ***Bulletin***:

CARS REQUIRED JULY 5, 2009

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	20 R-32, 200 R-44, 88 R-46	20 R-32, 200 R-44, 88 R-46	G	52 R-46	48 R-46
B	112 R-68, 88 R-68A	104 R-68, 80 R-68A	L	152 R-143, 40 R-160A	152 R-143, 24 R-160A
C	144 R-32	136 R-32	N	10 R-160A, 220 R-160B	210 R-160B
E	10 R-40M, 30 R-42, 170 R-160A, 50 R-160B	10 R-40M, 30 R-42, 170 R-160A, 50 R-160B	Q	64 R-68A, 20 R-160A, 80 R-160B	64 R-68A, 30 R-160A, 70 R-160B
F	40 R-32, 30 R-40M, 70 R-42, 184 R-46, 50 R-160A, 30 R-160B	40 R-32, 10 R-40M, 70 R-42, 176 R-46, 40 R-160A, 40 R-160B	R	30 R-42, 208 R-46	30 R-42, 216 R-46
			W	16 R-68A, 20 R-160A, 60 R-160B	16 R-68A, 30 R-160A, 50 R-160B

CEMETERY STATIONS
By Larry Kiss

At one time there were four New York area railroad stations serving suburban cemeteries. There were two on today's Metro-North Harlem Line and one each on the New Haven's New Canaan branch and the Long Island Rail Road's Ronkonkoma Line. Of the four, two are still in use.

On the Harlem Line there were originally two cemetery stops next to each other between Valhalla (MP 25.4) and Hawthorne (MP 28.3). First was Kensico Cemetery at MP 26.3, followed by Mt. Pleasant at MP 27.2. Both stations were flag stops on a select few trains. With the coming of high-level platforms, Kensico Cemetery closed in April, 1983. Mt. Pleasant received a very short one-door length high-level platform and remains a stop for three weekend trains in each direction.

Springdale Cemetery was located at MP 3.9, which is between Springdale (MP 3.6) and Talmadge Hill (MP 5.7). Trains actually stopped at the Camp Avenue grade crossing on the north border of the Springdale Cemetery. Interestingly, all trains would stop on signal, on all runs on the branch. With the need to build high-level platforms for the new M-3 MUs, the station was abandoned July 16, 1972.

Pinelawn, located at MP 32.4, is the most substantial cemetery station as to size and service. This station has

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Commuter and Transit Notes

No. 249
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

A friend forwarded a video that was taken on June 16, and posted on YouTube by member Josh Weis, showing non-revenue Train #2790 as it operated southbound at Scarborough led by BL-20-GH 115, which was towing a string of retired FL-9Ms. The consist of 2014, 2016, 2026, 2024, 2027, and 2011 was headed to New Haven for what was termed "further disposition."

Between June 26 and September 7, Metro-North is once again offering Rail/Bus service to the Berkshires from Wassaic. The service, which has been operating since 1999, is the same as in previous years, but at the new, higher fares.

Phase III of this year's tie replacement began on July 12, with new timetables, which are to be in effect through October 17. The previous Hudson Line timetables were for work between Beacon and Poughkeepsie, and the new ones were designed to allow future track maintenance outages. Weekend and off-peak trains, which formerly departed from Poughkeepsie at 33 minutes past the hour, now depart at 40 minutes past the hour. Mid-Hudson Line station rehabilitation has caused some changes to train service because of the northbound local track being out-of-service between Philipse Manor and Ossining. AM Reverse Peak and PM Reverse Peak trains are operating on (express) Track 1. Three AM trains, #705, 709 and 713 (6:20, 7:20 and 8:20 AM Grand Central Terminal/Croton-Harmon) will require a transfer to a bus to reach these stations. However, bus service is not being provided for passengers riding Trains #707 and #711 (6:50 and 7:44 AM Grand Central Terminal/Croton-Harmon). They must utilize other trains. There is a Green "B" above their train numbers.

For the PM peak, the procedure is reversed and affects Trains #774, 776, 782, and 784 (5, 6, 7 and 8 PM Croton-Harmon/Grand Central Terminal). Passengers who normally ride those trains will have to use bus service to Tarrytown. Time changes were made to a number of other trains, especially on the late PM. Metro-North also continued the scheme adding a green color along with a letter ((L, M, N, and P) which was described in the July ***Bulletin*** to indicate trains which will stop at Yankees-E. 153rd St. Station, before or after the hours that games are scheduled.

A new timetable folder for the Yankee Stadium service (the second) was also issued, but with effective dates of July 13-September 30, 2009, the end of the regular season. This edition is nearly double the size of the previous one, and includes the "Take the Train to the Game" logo that was mentioned in the July ***Bulletin***. Trains that make limited stops from/to Poughkeepsie, Southeast, North White Plains, New Haven, and Stamford, to/from the Yankees-E. 153rd Street station, have been designated as "Yankee Clipper". There is also a panel listing the post-game direct trains to those aforementioned stations. These trains depart 20-45 minutes after the game ends, be it weeknights (7:05 PM), or weekends and holidays for the 1:05 and 4:05 PM games.

The train that I rode home in after the Division's July meeting, a semi-express to Croton-Harmon, only stops at Yankees-E. 153rd Street when there are games, and on that night as we stopped, the game vs. the Detroit Tigers was just minutes away from what turned out to be a one-hour rain delay. I noted that it was raining heavily as the train exited the Park Avenue Tunnel. The train stopped on Track 4, and a crowd boarded. The Yankees won by a score of 5-3.

On the New Haven Line, CDOT is doing a tie replacement and bridge maintenance project on the Waterbury Branch, which is resulting in a suspension of train service between July 13 and August 14. Buses will be used and riders were informed that travel times will be longer. Another tie replacement project will take place on the Danbury Branch between September 7 and October 20. This work will be performed during middays and also requires bus service between Danbury and South Norwalk. There were no changes on the Harlem Line.

Although I had written in the July ***Bulletin*** that construction was underway at Tarrytown, Metro-North reported July 6 as the date that the following changes took place: no stopping in front of the station building, the taxi waiting area was relocated to the driveway just north of the Village Hall, and all buses (except Bee Line) dropped off in the morning and picked up in the afternoon south of the station building. The Bee Line bus stop remained in its current location, which is just north of the station.

MTA METRO-NORTH RAILROAD (WEST)

In conjunction with the change of NJ Transit's timetables on July 12, Metro-North re-issued its Port Jervis and Pascack Valley Line timetable. For budgetary reasons, NJ Transit chose not to continue the operation of two inbound and two outbound weekend trains. Rather than lose the trains, Metro-North agreed to pay the $265,000 cost and now trains #2106 (9:27 AM Spring Valley), #2110 (11:37 AM Spring Valley), #2117 (3:14 PM Hoboken) and #2125 (7:22 PM Hoboken) are not stopping at any intermediate New Jersey stations. These trains will have the same stopping pattern as weekday Trains #1606 (6:23 AM Spring Valley) and #1629 (5:30 PM Hoboken) – Spring Valley and Nanuet, then express from Pearl River to Secaucus. So, for

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most of the day, New Jersey riders have train service every two hours, rather than hourly inbound during the AM and hourly outbound during the PM. The letters "NY" have been placed below these train numbers in the timetable. There are likely to be some very unhappy New Jersey riders, especially if they miss Train #2123 (6:25 PM Hoboken) and have to wait until the next train (#2129) that stops in Bergen County at 9:22 PM! There is an option, however: they could ride Train #2125 (7:22 Hoboken) to Pearl River, detrain at 8:09 PM, wait for Train #2126 (8:13 Spring Valley) which is scheduled to depart from Pearl River at 8:22 PM, and back-ride to their station. This train makes all stops to Hoboken, except for Woodcliff Lake and Teterboro.

The first weekend that the New York State Express operated, a fellow commuter took a ride with his wife and four friends, one of which is a New York Jets ticket holder. This fellow was so impressed that the thought of taking an express train from Nanuet to Secaucus and transferring to a shuttle train to Giants Stadium was a good idea. He can now sell his parking permit to others and save the hassle of trying to get home when the football games are over.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

A public hearing was held June 18 to discuss possible improvements to the 8-mile New Canaan Branch, including new signals, tracks, and switches that would permit operation of two trains at a time.

CDOT has notified Metro-North that it would like to increase fares this October 1. Public hearings will be scheduled in the near future. No percentages have been mentioned. The last fare increase was 5.5% and took place on January 1, 2005.

In order to accommodate Amtrak's tie replacement project, for the first time Shore Line East issued a Summer Construction schedule, which went into effect on July 13. The first portion of the work is being done between New Haven and Guilford and was to last eight weeks. For example, the 1 PM train (f#1622) and Friday 2 PM train (#1626) are being replaced by a bus. There are other trains that are being replaced by bus, and this also affects some weekend trains. Thanks to member David A. Cohen for sending copies of the schedules, which are quite colorful, I might add.

MTA LONG ISLAND RAIL ROAD

Because June had an unusually large number of rainy days, the U.S. Open at Bethpage Black suffered numerous delays and was not concluded until Monday, June 22, one day later than planned. LIRR operated the same extra service as was operated the previous week.

Due to an overnight derailment on June 23 involving an out-of-service Amtrak train, LIRR lost access to Track 13. As a result, six trains were canceled at Jamaica and three others diverted: two to Flatbush Avenue and one to Hunterspoint Avenue. In addition, commuters were warned to expect delays of 10-15 minutes.

A special timetable (form S-1) was issued for June 26-28 for the Mets-Yankees games. A special timetable on hard stock (Form TPSS 18) was also issued for Sunday, June 28, because the game was rescheduled from 1:10 PM to 8 PM to accommodate ESPN's Sunday Night Baseball.

Due to track work between Farmingdale and Ronkonkoma, which took place on Saturdays, July 11 and 18, a special timetable was issued for the Ronkonkoma Branch. Bus service was provided east of Hicksville.

As of mid-July, LIRR did not publish Form S2 – "The Hamptons and Montauk" timetable. When I inquired at the information window, the clerk told me that he had not seen any.

Former Beatle Sir Paul McCartney performed at Citi Field on Friday, July 17, Saturday, July 18 and Tuesday, July 21, and LIRR issued a special timetable with a music staff on Form M-1 for the Port Washington Branch. Due to work on the Ronkonkoma Branch, a service change notice was also issued to advise riders how to reach the concert using the substitute bus service. On the two weekdays, all eastbound local trains between 4:04 PM and 1:36 AM and westbound trains between 4:33 PM and 2:07 AM stopped at the Mets-Willets Point station. On Saturday, the same service plan operated plus two extra trains, numbered 9320 and 9322, which departed from New York Penn at 5:59 and 6:35 PM, stopping only at Woodside before terminating at Mets-Willets Point. Trains #9321 and 9323 departed from Great Neck at the same times, and made all stops to Mets-Willets Point.

NJ TRANSIT

On Saturday, June 20, approximately two months in advance of the start-up of the pilot program under which New Haven Line and New York riders will be able to ride a train to Secaucus Junction and then a shuttle train to the Meadowlands, a test train was operated. The train consisted of (west) ALP-46 4604 and 8 multi-level cars, with cab car 7008 (east). This was a joint effort involving many departments of Metro-North, NJ Transit, and Amtrak.

On July 12, five lines received new timetables. Below are the changes:

MAIN/BERGEN: The last trains depart from Hoboken at the same time seven days a week. For Bergen County and Port Jervis Line riders it is Train #41 (weekdays) and Train #69 (weekends) at 12:40 AM and on the Main Line it is Train #1101 (weekdays) and Train #1701 at 1:50 AM (weekends). There are also other changes post-9 PM

MORRIS & ESSEX: During middays, buses are operating on the Gladstone Branch between Gladstone and Bernardsville from July 13 through August 28. This affects seven trains in each direction. The weekend bus

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replacement on this branch is also continuing, to enable replacement of the wooden catenary poles

NORTHEAST CORRIDOR: With the elimination of Train #3724, which departed from Jersey Avenue at 10:14 AM, the final Jersey Avenue morning departure is now 9:17 AM (Train #3722). In addition, midday service from Trenton was reduced so that there are two local trains from Trenton to New York Penn each hour. Under the April 19 schedules, during middays each hour, two trains departed from Trenton, with one becoming an express at New Brunswick. Another local train began at New Brunswick. Some trains bypass Princeton Junction. Amtrak's concrete tie replacement continues on Track 2 (eastbound express) between Union (Rahway) and New Brunswick

PASCACK VALLEY: Please see above under **MTA METRO-NORTH RAILROAD** (WEST)

RARITAN VALLEY: High Bridge-Raritan service has been reduced with the elimination of a pair of trains, #2706 (High Bridge/Hoboken) and #5753 (9:33 PM Newark)

The Rockland Journal News (June 29) reported that work had been completed on the 2.3-mile spur from the Pascack Valley Line to the Meadows Sports Complex station. This station is adjacent to the new stadium that will be used by the Giants and Jets. Nearby are other venues, including the present Giants Stadium, the racetrack, IZOD Center (home to the Nets), and the future site of a 2.2-million square-foot shopping and entertainment complex to be known as Xanadu.

FYI for July reported that service would begin on July 26 for the CONCACAF Gold Cup Final title soccer event. The service will operate for all pre-season and regular season Giants and Jets games. The first pre-season football game is scheduled for August 14, involving the Jets. The Giants follow three days later. Train service will also be provided for soccer games and concerts, for three hours before and two hours after the end of a game when attendance is expected to be 50,000 or more. For smaller events, bus service will operate from Secaucus Junction. After events, trains will operate on a load-and-go basis to Secaucus and Hoboken. Pascack Valley Line riders with monthly tickets will be able to use this service at no extra charge. No mention was made about weekly tickets.

The concept of bringing rail service to the Meadowlands goes back to 1976, but getting the funding was always a problem. Contributing to the $182 million cost were NJ Transit, the Port Authority, and the Sports and Exposition Authority. On a day when the stadium is packed with football fans, typically 30,000 cars arrive at the nearby parking lots. With the rail service, 10,000-12,000 attendees could be carried by train and on their way home within an hour.

After writing the above paragraph, I came across the following, which I wrote in the March, 1995 ***Bulletin.*** "During November (1994), officials of the New Jersey Sports & Exposition Authority conducted a tour of that agency's facilities with members of the North Jersey Transportation Planning Authority. The purpose was to push for consideration of developing some rail access for the 750-acre Meadowlands complex. When originally conceived, the thought was that automobiles on highways could handle the crowds. Recently, though, there have been a number of sellouts and the number of cars topped 31,000, causing substantial delays when the game was over.

"Preliminary plans call for a 1,000-foot-long station platform (probably with two tracks) in the middle of the complex, about ¼-mile from Giants Stadium, the Brendan Byrne Arena, and the Meadowlands Racetrack. A 4.5-mile track would be built connecting to the Secaucus Transfer station. No cost estimates have been provided. When completed, this station would offer train connections to every one of NJ Transit's more than 150 stations. As envisioned, 10-car trains leaving every three minutes could handle 21,000 passengers per hour, with a five-minute running time.

"Another plan would connect the Meadowlands Complex with the Bergen County Line. However, the cost for that has been put at $113 million. There is also a proposal to include this trackage with the restoration of service on the West Shore Line. If this plan goes forward, the line will also serve the Vince Lombardi parking lot on the New Jersey Turnpike and other localities. To provide other reasons to visit the arena when no sports events are underway, a 1.5 million square foot entertainment complex is planned."

As I write this column, I occasionally refer to old issues of the ***Bulletin***, as evidenced in the previous paragraphs, and frequently have come across proposals for rail service that were written years ago. Some have come to fruition, and others, not. In the June edition of the New Jersey Association of Railroad Passengers ***Newsletter Report,*** there was a news item about a proposal to connect HBLRT with Newark LR. The Hudson County Improvement Authority is soliciting support for this idea and is visiting various Essex County organizations to drum up interest. Their proposal would extend LRT from the Newark's Branch Brook station along the ex-Erie Orange Branch connecting with the unused Boonton Line in Kearny, then Secaucus Junction and through the Bergen Arches to HBLRT via the ex-Pennsylvania Railroad 6th Street viaduct. A park-n-ride could be built near Route 21 along the Passaic River.

July's issue of ***FYI*** also reported that NJ Transit's W. 31st Street entrance to New York Penn Station would open this summer.

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At its July 8 meeting, the Board adopted a $1.79 billion operating budget and $1.39 billion capital program for fiscal year 2010, which began July 1. The spending plan does not include a fare increase for the second straight fiscal year and avoids major service cuts.

The operating budget provides funds for new Meadowlands sports complex rail service and enhanced bus service along Bloomfield Avenue, while the capital program provides funds to advance ARC Tunnel construction as well as state-of-good-repair projects, fleet modernization programs, and other initiatives. About half of the revenue is derived from fares.

Another project approved at the July board meeting was a long-term lease agreement with the Port Authority for use of a portion of the Hoboken Ferry Terminal Building for continued operation of ferry services, sharing of revenue, and funding for preservation and rehabilitation of the terminal building. When completed in 2011, the ferries would operate from the original slips, which were used until the Delaware, Lackawanna & Western abandoned ferry service on November 22, 1967.

Member Bob Kingman reported that it took until July 11 to see the first July deliveries of multi-level cars, when he saw 7042 and 7652 (new) and 7505 and 7511 (return visitors). Prior to that, he saw Metro-North 215, refurbished at Erie, connected to the train headed for New York City. Unloaded at the Port of Albany were about a dozen R-160 shells headed for Alstom at Hornell, New York. The Port is apparently the drop-off point for them these days. In an email dated July 7, Bob wrote the Kenwood-New York City train brought back Metro-North 218 (in old paint scheme) heading for Erie, but still no multi-levels. And on July 10, Bob emailed: "seen today at Kenwood Yard waiting to go south, MNR 215 (in new paint)."

PORT AUTHORITY TRANS-HUDSON CORPORATION

On July 9, the Port Authority launched two customer-service initiatives to better serve PATH riders. The first is a revamped PATH web site and the second is a Twitter pilot program called PATH Tweet. The new interactive website allows riders to access schedules and destination information more easily and learn about changes and upgrades to the PATH system.

PATH formally inaugurated its first train of PA-5s during a ceremony which was held on July 10, at Journal Square. I was able to attend and take photos along with all of the news media. PA officials were joined by New Jersey Governor Jon Corzine and Senators Frank Lautenberg and Robert Menendez. Twenty cars have been received and seven have been operating in test service since mid-February. The train was comprised of E-5601-5103-5600-5602-5102-5101-5603-W. The numbering scheme follows the existing fleet: cabs, 600-series and non-cabs, 100-series, plus the number "5". A total of 340 PA-5s have been ordered.

Randy Glucksman photographs

During the ceremony, all passenger service was operating on what are normally the westbound tracks, 3 and 4. 33rd Street/Journal Square trains arrived and turned on Track 3, and Newark/World Trade Center trains single-tracked on Track 4. At the conclusion of the speeches, all were invited to ride to Hoboken, an offer I gladly accepted. For those who were interested, this train returned to Journal Square. Some time back I had heard that PA-4s would replace older cars in work service. I also learned that when the existing fleet is retired, it would be acquired by Kawasaki, which would dispose of them. Presumably, the cars in better shape are to be resold somewhere in South America. En route to the June Division meeting, it seemed to me that there were more PA-5s at Kawasaki's facility in Yonkers than there were NYCT R-160s.

AMTRAK

From ***Cinders***: ***The Kiplinger Letter*** reported that the

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current SAFETEA law, due to expire on September 30, will be extended until next year. The new bill is said to contain $400 billion for the next six years and will emphasize reducing congestion in metropolitan areas through more federal funding for mass transit and intercity rail lines rather than huge increases for building and maintaining roads.

Some new rolling stock may be in Amtrak's future. NARP (the National Association of Railroad Passengers) reported in its July ***Newsletter*** that it had been informed by Amtrak that "it issued an RFI (Request for Interest) to manufacturers regarding purchase of equipment for eastern, single-level overnight trains: 25 *Viewliner* sleepers to increase capacity, plus 25 diners and 75 baggage/dormitory and baggage cars to replace the 'ancient' cars currently in service. Amtrak is using Recovery Act funds to put 88 sidelined cars back into service, including 22 *Superliner*s. Beyond that, Amtrak says it will have a definitive fleet plan by year's end, noting that the same people who have been working hard on Recovery Act projects will soon turn their attention to the fleet plan."

New (individual) timetables for the Northeast Corridor were issued effective July 13 to account for ongoing construction projects. In addition, there are two new Sunday *Acela* trips between New York and Boston beginning July 19. Train #2258 departs from Washington, D.C. at 4 PM, then New York Penn at 7:05 PM, arriving in Boston at 10:45 PM, and Train #2297 departs Boston at 5:10 PM with a scheduled arrival in New York at 8:45 PM. The construction is taking place in Connecticut (New Haven-Guilford), New Jersey (Rahway to New Brunswick), and at the 100-year-old Wilmington, Delaware station. Thanks to Bob Hansen for this news.

MUSEUMS

The Railroad Museum of Long Island in Oyster Bay received former LIRR "Ping Pong" car 7433 on June 17. The car arrived from Marienville, Pennsylvania, on a rubber tire and axle assembly, rather than by rail. According to the Museum, P-54 class coaches operated on LIRR from 1923 to 1974. The nickname "Ping Pong" was given to them due the rougher ride they provided, when compared to the heavier wooden coaches they replaced. Car 7433 was rescued from a scrap yard thanks to the coordinated efforts of the Oyster Bay Railroad Museum, Island Rail, LLC, and a corporate sponsor of the project. 7433 is believed to be the last of its kind to be preserved with original seating and equipment, and as such this car is a very important piece of LIRR heritage. Until mid-December, 2006, a "relative" of this car, 921, resided on the eastbound side of the Long Island Expressway between Exits 51 and 52. Since that time, there has been no information on the whereabouts of this car.

During July, while attending a family get-together in Oyster Bay, I passed by the museum and 7433 was easily photographable. The car retained the name of its former operator: "Knox & Kane."

Boeing LRV 3424 arrived by trailer from MBTA's Riverside Yard on July 9. The car was manufactured by Boeing-Vertol in 1976, and served the MBTA Green Line until 2007. It was in line to be scrapped until it was donated to Seashore, but was stored there until fundraising could be completed for the car's transport to Maine. The car arrived, filled with spare parts, which will need to be sorted and stored. The eventual plan is to make the car operational by installing trolley poles, but for the time being it will be on static display while it is stabilized and has minor repairs done. Thanks to member (and Seashore Instructor) Todd Glickman for this report.

AMERICAN REINVESTMENT AND RECOVERY ACT (ARRA)

President Obama signed the supplemental legislation to the ARRA during the third week of June, which permits transit agencies to use up to 10% of these "stimulus" funds to cover operating costs of "equipment and facilities for use in public transportation."

INDEPENDENCE DAY WEEKEND

This year, the 4th of July was on a Saturday, but many firms gave their employees Friday, July 3, as their "holiday" off day. In the metropolitan area, there were differences in how the transit agencies operated their service. For LIRR and Metro-North, weekday schedules were in effect, while on NJ Transit, a holiday schedule was operated. PATH also operated a weekday schedule. On July 4, weekend or holiday schedules were in effect on all the local railroads.

Thursday, July 2:

LIRR: Extra trains were operated on the following branches: Port Washington (1), Port Jefferson (3), Far Rockaway (1), Babylon (3), and Montauk (3). At 4:25 PM, Train #556 (3:27 PM New York Penn) derailed east of Cold Spring Harbor. The first car of a train of M-7s had just crossed Avery Road after there had been a water main break near the grade crossing. It was believed that the water and debris that spilled onto the crossing caused the derailment. There were no reported injuries to any of the 250 passengers who were aboard, but they remained stuck on the train for nearly an hour, according to one news report. Service was briefly suspended, but then resumed a few hours later.

MTA METRO-NORTH RAILROAD – EAST-OF-HUDSON:

- Hudson Line: Four extra trains, which stopped at Harlem-125th Street and then Croton-Harmon, departed Grand Central Terminal at 1:45, 2:47, 3:25, and 4:01 PM. Two of these trains made all stops to Beacon
- Harlem Line: Four extra trains departed from Grand Central Terminal at 1:45, 3:12, 3:33 and 4:08 PM, also stopping at Harlem-125th Street and then running express to White Plains, Chappaqua, or Gold-

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ens Bridge, then making all stops to Southeast

- New Haven Line: Eight extra trains with a first stop of New Rochelle, Stamford, or Westport and various combinations to Harrison, Fairfield, Danbury or New Haven operated. In order to provide this service some later trains were either canceled or combined.

MTA METRO-NORTH RAILROAD—WEST OF HUDSON: An early Getaway train (#99) departed Hoboken at 2:43 PM. Train #59; the 6:11 PM from Hoboken/Port Jervis, was canceled. On the Pascack Valley Line, Train #9653, which normally terminates at New Bridge Landing, was extended as Train #9653 to Spring Valley. This resulted in the cancellation of Train #1633 (5:55 PM Hoboken).

NJ TRANSIT: Getaway trains between noon and 5 PM were operated on the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, Port Jervis, and Raritan Valley Lines. There was also one additional Northeast Corridor train that was not shown in timetables and which departed New York Penn at 3:25 PM, stopping at Secaucus Junction, Newark Penn Station, Newark Airport, New Brunswick, Jersey Avenue, Princeton Junction, Hamilton, and Trenton. There were some minor changes to the Atlantic City Line.

Friday, July 3:

LIRR: Same service as on Thursday July 2.

MTA METRO-NORTH RAILROAD – EAST-OF-HUDSON: Regular daily schedule.

NJ TRANSIT: The Northeast Corridor, North Jersey Coast, Raritan Valley, and Port Jervis Lines operated on a weekend/major holiday schedule with additional service during morning and afternoon peak periods. The Main/Bergen County, Pascack Valley, and Morris & Essex Lines operated on a weekend/major holiday schedule. On the Gladstone Branch, trains did operate – there was no substitute busing. Montclair-Boonton Line riders had service in the form of six trains, three from Lake Hopatcong and three from Montclair State University in the AM and PM peak periods to Hoboken. On the Atlantic City Line, a Sunday schedule was in effect.

Saturday, July 4:

MTA METRO-NORTH RAILROAD – EAST-OF-HUDSON: Regular Saturday schedule.

MTA METRO-NORTH RAILROAD – WEST-OF-HUDSON: One extra train in each direction was operated on the Port Jervis Line. There was Train #94 (6:21 AM Port Jervis), which made New York stops only, and Train #93, which departed from Hoboken at 5:20 PM, also making only New York stops to Port Jervis.

NJ TRANSIT: On July 4, a weekend schedule was in effect on all lines except the Montclair-Boonton, which is still a weekday-only service. The Macys fireworks show was moved from the East River to the Hudson River and provided a new population with the opportunity for a front-row seat at this annual spectacle. This was done in order to commemorate the 400th Anniversary of the discovery of the Hudson River. NJ Transit informed those on its email notification system that Train #2129, which normally departs from Hoboken at 9:22 PM, would depart later in order to accommodate riders who were attending the fireworks celebration on the Hudson Waterfront.

Member Barry Zuckerman and his wife rode the Pascack Valley Line to Hoboken to see the fireworks and sent this report. “The fireworks finished around 9:50 PM and we made our way back to Hoboken Terminal, arriving there around 10:05 PM. We were in a good area that allowed us to get back to the station quickly, and had an excellent view of the fireworks. Train #2129 was listed on Track 12 for a 10:10 PM departure, the first one on the board. NJ Transit had personnel who were checking tickets at the gate. We boarded the third car of the 6-car train – all of which were open. We left Hoboken at 10:17 PM with a fully-seated load (including middle seats) and approximately 10 standees in our car. I was wondering how many would be waiting to board at Secaucus, but to my surprise there were more departing than arriving. This was the first train from Hoboken, post-fireworks, and anyone that wanted to transfer was on our train. We arrived at Nanuet approximately 11:30 PM. I am certain based on the crowds there were going to be a significant load on the following train at 11:22 PM, but of course I can't confirm that.”

OTHER TRANSIT AGENCIES:

Boston’s celebration was held on the Esplanade, and the “T” increased service for the thousands who were expected to attend. Commuter trains operated on a Saturday schedule, with all of the last trains but one departing at 11:45 PM (approximately 45 minutes after the fireworks display ended). The sole exception was Train #1173 to Newburyport, which departed from North Station at 11:15 PM. Blue, Green, Orange, and Red Lines operated on an “enhanced” schedule.

Because the Virginia Railway Express anticipated that many of its riders would be leaving work early on July 2, it assigned its biggest consists to Train #303 (3:35 PM to Fredericksburg) and Train #327 (3:45 PM to Manassas). No service was provided on Friday, July 3.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

In response to the rule prohibiting even the carrying of cell phones by operating employees who are on duty, MBTA has installed about 42 phone lines at key locations so Bus Operators and Train Operators can keep in touch with family. General Manager Daniel Grabauskas told ***The Boston Globe*** that “we are committed to putting the necessary systems in place to allay any concerns Operators may have about their families and dependents contacting them in the event of an emergency while they are at work.” He also said the agency has

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provided, since 2006, an emergency hot line number that an Operator's family member can call if the operator must be reached. "When we receive a message on the hot line, I want to assure you that in the event of a family emergency we will find the Operator and allow them to contact their family."

MBTA officials had spoken about charging the Trolley Operator, who was texting prior to the May 8 collision, and on July 8, he was indicted on a negligence charge that carries up to three years in prison. ***The Boston Globe*** reported that the Suffolk County District Attorney's office relied on a statute that is about 100 years old - gross negligence by a person in control of a train - that has been seldom used, if ever, in Massachusetts courts. The Operator's attorney said she may challenge the statute's applicability in this case.

In late June, the "T" asked private companies that were interested in building systems, to design a "fail-safe" product that would warn Trolley Operators if their cars get too close to another trolley and, if necessary, automatically apply the emergency brakes. The bidding documents did not provide a budget, but the "T" has said it expects to spend about $500,000 testing a low-cost system on the line that later could be used on the Green Line. There were two major crashes in the past year involving Green Line LRVs.

MBTA riders are facing a possible 20% fare increase despite a $160 million appropriation from the State of Massachusetts. Riders, who pay cash or use *Charlie Ticket*s, rather than more cost- effective *CharlieCard*s or monthly passes, would be hit hardest, seeing the price of a subway ride jump from $2 to $2.50. An electronic *CharlieCard* subway fare would rise from $1.70 to $2. The *LinkPass*, valid for a month of unlimited travel on buses and subways, would jump from $59 to $69, and commuter rail passes would increase as much as $31 a month, depending on the zone. Thanks to Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

PATCO issued a new timetable dated June 6. Thanks to member Gregory Campolo for sending copies.

PHILADELPHIA, PENNSYLVANIA

From ***Cinders***: A group of civic organizations is urging SEPTA to restore trackless trolley service in South Philadelphia on Routes 29/Tasker-Morris and 79/Snyder Avenue. In the June ***Bulletin*** there was a report that SEPTA crews had performed inspections of the wires in that area and found them to be in good condition.

SEPTA has delayed bidding on its proposed "Smart Card" fare system for the third time, now setting a response date of August 18. This time the problem appears to be that the request for proposals contained so many possible alternatives that prospective bidders cannot get a fix on exactly what they should offer. This may be moot anyway: the system is projected as costing $100 million and it is unclear where SEPTA would obtain the funds to pay for it.

SEPTA is going high-tech. Schedules and route directions for all SEPTA regional rail and trolley routes are now available on Google Transit, a trip planning program. Bus schedules will be on the system by the end of the year. Google Transit is currently used by over 400 cities and regions worldwide, including NJ Transit and MARC, so this is more catch-up than ground-breaking. Going a couple of steps further, SEPTA projects that a program to allow real-time tracking of the status of regional rail trains will be on line "within a few weeks," and on July 3, it launched a Twitter account to provide travel advisories. Thanks to member Dave Safford for these reports.

Gregory Campolo also sent copies of new SEPTA timetables, which went into effect between June 14 and June 22. On June 14: Subway/Surface Lines 10, 11, 13, 34 and 36, 15/Girard, Trackless Trolley 59 and 66, the Broad Street Subway, and Market-Frankford Line; on June 15: 100/Norristown, 101/Media, and 102/Sharon Hill; and on June 21, all Regional Rail lines except for R6/Cynwyd, which took place on June 22. The 100/Norristown and R3/Media/Elwyn have a new look in that there are no photos of rail cars. Most of the covers have a diagonal banner promoting SEPTA's *QuietRide* cars.

Member Bob Wright wrote that the new Regional Rail schedules are a bit interesting. On his line (R6), midday trips terminated at 30th Street, but with the new schedule, they are linked with R3/Elwyn. "This resulted in a major change as the service pattern was 20, 25, and 30 minutes after the hour at the Center City stops (30th/Suburban/Market East) outbound. With the link to R3, they now call at 08, 13, and 18. A couple of fellow riders who didn't notice this subtle difference and took early trains occasionally found out the hard way. Rush hour trains are retimed as well (using times at 30th Street) - the 3:57, 4:30, and 5:00 are the same as before. The 5:09 is now the 5:12, 5:32 is 5:37, and 5:57 is 6:05, with trains after staying the same. Not sure if this is just for the summer or for good, but... The inbound trains in the peaks are not affected, but the midday service is roughly 30 minutes off what it was before the schedule change."

Bob added: "SEPTA is doing quite a bit of work on the Regional Rail side. The previously-delayed bridge replacement on the ex-Reading main line north of Elkins Park is underway this weekend (July 11-12), so a bus bridge is in place between Fern Rock and Jenkintown on R1, R2, R3 and R5. You mentioned the station replacement program in July's column, and there are several going into design as well, including a major reconstruction of the Wayne Junction station."

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Commuter and Transit Notes

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A number of Division members attended a June 27 trip sponsored by the Metropolitan New York Bus Association to Philadelphia to ride one of SEPTA's new trackless trolleys. Stops were first made at Pottstown and at the Norristown Transportation Center. I notified Dave Safford that we would be at the Norristown T.C. and he came to visit. Norristown was an interesting stop because in addition the Norristown High-Speed Line, there is Regional Rail Line R6 and numerous bus lines. The former Pennsy line to Norristown, now terminating at Cynwyd, has been converted into a bike trail. Our next stop was Bell's Corner, where we boarded one of SEPTA's new trackless trolleys and rode Routes 59 (Castor Avenue) and 75 (Wyoming Avenue) in their entirety. A young man who owned a GM bus, model TDH-3714, arranged with member Gary Grahl to bring his bus, which had been freshly painted in Philadelphia Transportation Company colors, to Bell's Corner and shadowed our trolley bus for a portion of the trip. SEPTA owns 37 New Flyer-built trackless trolleys. Bob Kingman told me that number 800 arrived in 2007, while 801-836 were delivered in 2008. SEPTA operates one other route, 66 (Frankford Avenue). It was a thoroughly enjoyable trip.

Delaware Valley Rail Passenger, which is published by the Delaware Valley Association of Rail Passengers, reported that construction was to begin later this year on a 3-mile extension of the R3/Elwyn Line to Wawa (MP 18.1), which will include a 500-space parking facility. I found a reference on the Internet that SEPTA operated service beyond Elwyn (MP 15.1) to West Chester (MP 27.5) until September 19, 1986. This former Pennsylvania Railroad Line was and is known as the West Chester Branch. As part of this project, a new yard will be constructed at Lenni (MP 17.4). The station is expected to open in 2011.

Back in March, SEPTA took delivery of a new $1.4 million switcher locomotive, which has been numbered 70. Built by National Railway Equipment, it is a 1,400 hp "genset" unit and supplements the existing diesel fleet of BL-15s 50-51, SW-1200 52, and RL-1s 60-61.

WASHINGTON, D.C. AREA

What has been described as the worst accident in WMATA's 33-year history took place just after 5 PM June 22, when there was a rear-end collision involving two Red Line trains (#112 and #214) that were headed toward Shady Grove. The crash took place between the Takoma and Ft. Totten stations, near the Maryland border, on an elevated section. Initially, there were reports that there were two fatalities, but that was increased to six and by the time I heard the news on Tuesday morning, it was nine, including the Train Operator of the second train (#112). Photos and videos from the scene showed the lead car of the second train had telescoped so that it was resting atop the stopped train. Approximately 70 passengers were injured. Streets and highways in the area were closed to enable emergency responders to have access to the scene.

Train #112 was made up of 1000-series cars (1079, 1078, 1071, 1070, 1130, and 1131). Train #214 was made up of a combination of 3000- and 5000-series rail cars (3036, 3037, 3257, 3256, 5067, and 5066). The 1000s, WMATA's original cars, entered service between 1975 and 1978, while the 3000s arrived 1984-8 and the 5000s in 2001-3.

The next day, WMATA's Board of Directors voted to provide immediate hardship financial assistance to the survivors and families of those whose loved ones lost their lives in the collision and authorized the General Manager, John Catoe, to use $250,000 from a reserve fund for this purpose that would assist them with their medical, funeral, and other immediate expenses.

On Tuesday, June 22 and Wednesday, June 23, the Red Line service was as follows: Glenmont to Silver Spring and Shady Grove to Ft. Totten. Six- and eight-car trains operated every 8 to 10 minutes. Riders were warned that trains would be very crowded. The Brookland-CUA, Fort Totten, and Takoma Metrorail stations were closed to Red Line traffic. Fort Totten was open to Green Line riders. MARC's Brunswick Line service was suspended on June 23 due to the proximity of its tracks to the accident scene.

The service plan was revised for June 25, as a single-track operation was set up between Takoma and Fort Totten during two periods: 5-10 AM and 3-10 PM. Between 10 AM and 3 PM and after 10 PM until the start-up of service, the single-track service was suspended to enable NTSB to continue its testing and investigation. Free Metrobus shuttles were run between Silver Spring, Takoma, Fort Totten, and Rhode Island Avenue-Brentwood. There were intermittent midday and nighttime closures so that the investigation could continue and there were service adjustments due to trains operating at lower speeds.

Immediately after the accident, all Train Operators were instructed to operate in "manual mode." (A few days later, it was announced that this could be in effect for a year or more.) Of note, the National Transportation Safety Board, which is the lead investigatory agency, was focusing on many things, including the age of the 1000s, signal system (approximately 3,000 track circuits), was the train being operated in automatic or manual mode, were any personnel using cell phones or sending text messages? There were reports that NTSB had warned WMATA as early as 2006 that the 1000-series cars needed to be replaced or modified to make them safer. ***The Washington Post*** reported that the train was two months overdue for work on its brakes.

Another change that took place was to "bury" the 1000-series cars in the middle of trains, which affected

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the display of the electronic signs. Member Matt Zuckerman wrote that the 2000- and 3000-series have electronic signs (added during refurbishment) and the 5000- and 6000-series came with them. My guess is that the 1000-series just don't have the circuitry to allow the info to be passed down the train, so putting them in the middle of other equipment keeps that from working."

On June 26, NTSB announced that after several tests, it was determined that the signal system failed to detect a test train which was placed at the same location as the train which was struck. In an email which was forwarded by member David Erlitz, WMATA reported that the track circuit had been repaired on June 17, five days before the crash.

NTSB issued a report on July 13, that "a single broken part" probably caused the crash, and issued an urgent recommendation to local and federal authorities to evaluate similar systems around the country for "adequate safety redundancy." Completion of the investigation is still months away. ***The Washington Post*** reported on July 7 that BART had recognized such a malfunction, where trains seemed to disappear, and had installed a backup system.

TAMPA, FLORIDA

Member Dennis Zaccardi sent an article from ***The St. Petersburg Times*** reporting that Tampa's mayor, Pam Iorio, does not have someone to champion the proposed light rail system in Pinellas, where the system would also operate. Mayor Iorio also urged the Hillsborough County commissioners to begin drafting a referendum for 2010 to increase the sales tax by 1% to fund transportation.

SOUTH FLORIDA

Here is some good news about Tri-Rail's future, which contrasts with what was reported in the June ***Bulletin***. The South Florida Regional Transportation Authority has adopted an amended budget for fiscal year 2009-2010 that will enable it to maintain the current level of service. This was accomplished by using $8 million from the Broward County gas tax. The budget went into effect on July 1, the beginning of the SFRTA new fiscal year. Tri-Rail will continue to run the full schedule of 50 weekday trains and 16 trains on Saturdays, Sundays, and holidays.

According to an article sent by member Joe Gagne, there have been frequent reports of air-conditioning units on Tri-Rail's cars breaking down. Joe also sent an article from the ***South Florida Sun-Sentinel*** that Tri-Rail is in the process of adding parking to several of its stations. First up is West Palm Beach, which gained more than 100 spaces last month, and at Pompano Beach there are now 40 additional spaces. By sometime this month, work will begin on a 350-space lot at Cypress Creek and at the Ft. Lauderdale-Hollywood station a 400-space garage is planned. These latter projects are schedule for completion late next year. A study that was completed last December found that parking had exceeded capacity at 12 of the 18 stations. Systemwide, there are 5,487 parking spaces available but officials estimate that they will need 2,000 more by 2015. Ridership peaked at 15,000 per day when gas was over $4 per gallon, and now stands at about 11,000.

CHICAGO, ILLINOIS

Railroads have issued timetables so that passengers would know when trains are running, and now it is transit agencies that mainly produce them. On systems with multiple lines they are issued in different colors to represent each line, and Metra is no exception. From the June edition of ***On The Bi-level*** comes this explanation of how the colors were assigned to their routes. The North Central Line to Antioch was not omitted; Metra only began operating this route on August 19, 1996.

- Union Pacific North (Kenosha) - "Flambeau Green", for the Flambeau 400 train which was operated by C&NW (now owned by UP). Green and yellow were used in its timetables.
- Union Pacific Northwest (Harvard) - "Viking Yellow," for the Viking train to Minnesota
- Union Pacific West (Elburn) - "Kate Shelly Rose," for a teenage girl from Iowa who saved a train from disaster in 1881
- Milwaukee District North (Fox Lake) - "Hiawatha Orange," for the Milwaukee Road's famed Hiawatha trains
- Milwaukee District West (Elgin) -"Arrow Yellow," for the Arrow train to Nebraska
- BNSF Railway (Aurora) - "Kelly Green" or "Cascade Green," the color used by BN
- Heritage Corridor (Joliet) - "Alton Maroon," for the color used by the Alton Railroad
- Southwest Service (Manhattan) - "Banner Blue," for the Wabash Railroad's *Banner Blue* train
- Rock Island District (Joliet) -"Rocket Red," for the Chicago, Rock Island & Pacific Railroad's *Rocket* trains
- Metra Electric (University Park) - "Panama Orange," for the Illinois Central Railroad's *Panama Limited* passenger train

According to ***The Chicago Tribune***, Metra will begin accepting credit cards for purchases made on line in September. Ticket window sales will have to wait until February 2010. Metra will also install ticket vending machines at 14 stations on the Metra Electric Line.

Having "tested the waters" earlier this year with a rail car that was "wrapped" to honor four United States Presidents with Illinois roots, Metra has vinyl-wrapped three cars with ads. A hair salon chain is paying what is described as "mid-to-low five figures" for the 8-week campaign. These cars will be assigned to Metra's heavily used lines: BNSF, UP North, Northwest, and West.

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Thanks to member Jim Beeler for these reports.

Metra is using funding from the American Recovery and Reinvestment Act (ARRA) to overhaul 40 of its 1977-80-built F-40 locomotives and to replace the air-conditioners on 41 of its rail cars. The value of these projects is $68.6 million (providing 62 jobs) for the F-40s and $1.05 million for the latter (12 jobs). Thanks to Bob Hansen for this news.

DALLAS, TEXAS

The final section of the DART Rail Orange Line will connect to Terminal A at Dallas-Ft. Worth International Airport in December, 2013. DART's Board of Directors made the decision following a staff recommendation for direct terminal access from the future Belt Line station on airport property. Construction on the first two sections, from the future Bachman Station to Los Colinas and then to the Beltline station, began earlier this year. These sections are scheduled to open in December, 2011 and 2012, respectively. The contract for the final section to the airport is to be awarded next year. Thanks to member Phil Hom for this news.

AUSTIN, TEXAS

On June 19, Capital Metro Rail reported that the following milestones had been completed since May 13:

- Centralized Traffic Control (CTC) is in full operation and Rail Dispatchers are utilizing it to direct train operations
- The signal system, including new work added to the original scope of the project, is complete and final crossings adjustments are underway
- Installation of traffic signal preemption equipment at several crossings adjacent to intersections is complete and final adjustments are underway
- All MetroRail, freight and Austin Steam Train engineers and supervisors are now certified on the use of the CTC signal system. MetroRail trains have begun operating under full-service conditions in the morning – to meet the timelines and stops according to the proposed service schedule but with no passengers aboard
- MetroRail Engineers have begun comprehensive contingency training to prepare and train for unforeseen challenges.

Among the items still outstanding were completing adjustments to crossings and final testing for full-service operation; full-service test runs to finalize schedules and complete Engineer contingency training. "The opening date will be announced when the entire rail system is demonstrated to be operating in a consistent, reliable and safe manner." 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, then to mid-May, and then to some time after mid-July. At publication time (mid-July), there was no further update.

SEATTLE, WASHINGTON

Free rides were offered all weekend (July 18-19) to celebrate the opening of LINK light rail between Westlake and Tukwila International Blvd., a distance of 13.9 miles, with12 stations. A 1.7-mile extension to SEATAC Airport is scheduled to open in late December. Regular service began on July 20.

PORTLAND, OREGON

Todd Glickman was in Portland for a meeting of the American Meteorological Society and sent this report. "Arriving at PDX airport, I took the TriMet MAX light rail to the hotel near the Lloyd Center. It was just 24 minutes on the Red Line, for $2.30. Later in the day, I rode MAX into downtown Portland, and since the Lloyd Center is within the 'fareless square,' this was without fare.

"I figured that I would have to take a taxi back to the Portland airport for my 6:00 AM return flight, but was happy to learn that the first train arrives at the airport at 4:44 AM! Even though MAX isn't a 24-hour service, this early start-up is much better than my home town of Boston, where MBTA doesn't get into full swing until about 5:30 AM."

TriMet announced that the 6.5-mile Green Line would open on September 12. This new line will extend from Gateway to Clackamas with eight new stations. The Green Line will use new tracks alongside I-205, and between Gateway and Portland City Center, it shares the existing Blue/Red Line tracks. Five new Park & Ride lots, providing more than 2,300 spaces for riders and carpoolers, have been constructed. A 39-minute run time is scheduled.

LOS ANGELES, CALIFORNIA

The 20-mile-long Green Line, which opened on August 14, 1995, and which just misses LAX Airport, may get its two-mile proposed extension, which is estimated to cost $200 million. ***Railway Age*** reported that the funding is likely to come from Measure R, which Los Angeles County voters approved last fall. The half-cent county sales tax measure took effect in July and is expected to generate $40 billion for local transportation projects during the next 30 years. A City Council committee has urged airport officials to conduct a six-month study of such a link. Beyond funding issues, a Green Line extension now is deemed more due to the city's recent purchase of a parking lot next to the airport that could be used as a station site. Until this project is completed, Green Line riders who are bound for LAX must get off at the Aviation Station and transfer to a bus.

SAN JOSE, CALIFORNIA

Railway Age reported that Alstom will open a railcar refurbishing plant on Mare Island west of downtown Vallejo. This site had previously been used by Kinki Sharyo to build LRVs for Valley Transit in Santa Clara.

TORONTO, ONTARIO, CANADA

GO Transit, on May 14, announced plans to initiate

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seasonal and holiday rail service to Niagara Falls this summer, with four trips daily on weekends and holidays in each direction. Stops would be made at GO stations in Port Credit, Oakville, Burlington, St. Catharines, and Niagara Falls (VIA/Amtrak). Other new routes that were announced include weekday and weekend bus service to Niagara Falls (starting September, 2009), Peterborough (starting September, 2009) and Kitchener-Waterloo (starting October, 2009).

This is hard to believe, but according to an article which was published in nowtoronto.com, the Toronto Transit Commission, which once boasted 745 PCCs, has now only two for use on the 509/Harbourfront Line. As was reported in the June ***Bulletin***, this special service operates on Sundays from May 9 to September 6 between the hours of 11:30 AM and 7:30 PM. Thanks to members Frank Pfuhler and Karl Groh for this news.

In the June ***Bulletin***, we reported that the Toronto Transit Commission had awarded Bombardier, Incorporated a contract to build 204 100% low-floor LRVs. The deal did not become final until the last day of June, when funds were provided by the City of Toronto, Ontario Province, and TTC. A new contract cost was provided – CDN $851 million (US $735 million). Deliveries are to take place between 2012 and 2018. The first prototypes are due in 2011. There are options that would bring the cost of the contract to what was reported in the June ***Bulletin***. TTC selected Bombardier's Flexity model. More than 450 of these have been produced, and are operating in Linz and Innsbruck (Austria), Lodz (Poland), Eskisehir (Turkey), Geneva (Switzerland), Brussels (Belgium), Marseille (France) as well as in Valencia and Alicante (Spain). Final assembly will take place at Bombardier's Thunder Bay, Canada plant.

Bombardier artist's rendering

Fares were increased by 25 cents to C$2.75 on March 14. Seniors and students pay C$1.40, while children pay 70 cents.

The Scarborough RT is closed for construction from May 10 to November 21, from approximately midnight to start-up of service. Bus service is provided between Kennedy and McCowan. Thanks to member Allen Breen for these two reports.

TTC may have a buyer for 135 H-5 and 126 H-6 subway cars, which will be replaced by 39 new Bombardier train sets after they are delivered and in service. No details were disclosed because the buyer will not know if it has the contract to build the other system until later this year. Both the H-5s and H-6s were built by UTDC between 1977-80 and 1986-90, respectively. UTDC is now a part of Bombardier. Thanks to ***Mass Transit Magazine*** for this report.

VANCOUVER, BRITISH COLUMBIA

On July 3, South Coast British Columbia Transportation Authority (TransLink), operator of West Coast Express, awarded Bombardier a $21 million CDN (US $18 million) contract for seven bi-levels, which would bring their fleet up to 44 cars. Deliveries are expected to begin in July, 2010 and extend through September, 2010. More than 950 Bombardier bilevel cars are in operation or on order with transit authorities in 13 cities across Canada and the United States.

BANGKOK, THAILAND

It was announced on June 3 that the first trial run of the new airport rail link has been postponed another three-and-a-half months. Trial service was scheduled for August 12 (Mother's Day), however, the contractors had advised they would not be able to complete the work by that date. So the first run had been rescheduled for December 5 (Father's Day, the King's birthday). Under the contract, building of the 28 km (17.4 miles) route from downtown Bangkok to Suvarnabhumi must be completed by November. It was now expected that the Airport link, which connects Phaya Thai and Makkasan areas to the international airport, would begin next March. Fares will be 150 baht for passengers taking express trains, and between 15 and 45 baht for local trains. Thanks to Todd Glickman for this report.

FROM THE HISTORY FILES

100 Years ago: On August 2, 1909, the Hudson & Manhattan Railroad extended service from Exchange Place and Hoboken. Between February 25, 1908, and July 19, 1909, H&M was already operating its uptown line to 23rd Street as well as Hudson Terminal to Exchange Place.

60 Years ago: On August 7, 1949, trolley service ended in Hoboken and Hudson County, with the abandonment of the 7/Jackson Avenue Line by operator Public Service Coordinated Transport. Also on that date, these other Hudson County lines lost their streetcars: 17/Summit, 19/Union City, and 37/Oakland.

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

Around New York's Transit System

New Technologies Help Save Energy

NYC Transit's April/May, 2009 ***At Your Service*** newsletter reveals that a task force is studying the following strategies for weight reduction and energy saving for the subway, Long Island Rail Road, and Metro-North.

Composite flooring was installed in several R-160s. These floor panels, with a glass-reinforced phenolic skin, solid phenolic edge, and end grain balsa or reinforced foam, replaced traditional ply-metal flooring that is much heavier and susceptible to water intrusion. Weight, which was reduced about 7,000 pounds per 10-car train, resulted in energy savings of nearly 20,800 kilowatt hours per year.

Soon, Car Equipment will begin testing Giga Cell batteries on non-cab cars. This nickel metal hydride cell is lighter, smaller, and more energy efficient than the battery that provides emergency back-up power for lighting and other on-board systems.

NYC Transit has replaced nearly 100 percent of the incandescent lights in signals with high-efficiency light emitting diode (LED) bulbs, resulting in energy savings of approximately 6,000 megawatt hours per year.

If all the weight reduction ideas were implemented, the weight of a 10-car train could be reduced about 34,000 pounds, resulting in annual energy savings of about $105,000 per train.

New Lightweight Batteries

Lead-acid batteries have been furnishing reliable service as far back as anyone can remember. When the first hybrid buses were placed in service about ten years ago, the lead-acid batteries' performance was unsatisfactory. The batteries developed negative plate sulfation, which occurs when a battery is kept in a partially discharged condition for a long time. Because the batteries are charged only when the bus is braking, they are seldom fully charged. As sulfates build up on the negative plates, the impedance rises and the capacity of the battery slowly drops. To correct this condition, batteries are charged at a very slow rate every six months for 12 to 18 hours. Whenever a battery is charged, there is positive plate corrosion, which cannot be reversed. Eventually it builds up to the point where the battery fails.

New materials, whose properties were discovered recently, made it possible to construct better batteries. In February, 2009, Orion VII hybrid buses, equipped with lighter, longer-lasting lithium-ion batteries, were placed in service. Because lithium is much lighter than lead, they reduce the buses' weight by about a ton. They do not require recharging every six months and they charge faster than lead-acid batteries. They last about six years, twice as long as the batteries they replace.

Raised Grates Reduce Subway Flooding

To protect the subway from storm surges, NYC Transit is installing raised gratings at locations subject to flooding. Benches and bicycle racks are placed on these raised gratings, which curb rainwater flow and reduce drainage to the subway.

Time Signal Centennial

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installing time signals on curves and hills, but we remember seeing them in the 1930s. These signals were normally red with an illuminated white light.

A signal engineer told us that a committee of IRT Motormen complained to their supervisor that they had only one chance to clear each time signal. They suggested that IRT convert to the IND system, where the Motorman had two chances. If he passed the yellow over "S" at excessive speed, he could reduce speed before passing the next signal. The supervisor replied that he would like to adopt the IND system, but the company could not spare the money.

BLIND STOPS

IRT saved money by installing blind stops, which were stop arms without signals. Checking the signal plans that were probably drawn just before Unification, we find that blind stops were everywhere. In the subway, along the platform were blind grade time stops where trains approached the home signals at 149th Street, Jerome Avenue southbound and 96th Street, Broadway northbound. Because the Motorman could not see them, blind stops were not installed in the tunnel. Blind stops on the structure were often the first station time signal.

How did the Motorman avoid being tripped by blind stops on a dark night? He must have had an excellent memory and good eyesight.

Blind stops have not disappeared completely. They are still in service on the Williamsburg Bridge because there is no room for signals.

Cemetery Stations

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a two-car length high-level platform and is served by a combined 15 weekday and 21 weekend trains in both directions. All stops are full regular stops but passengers must be in the last two eastbound cars and the first two cars of a westbound train. The station is just east of the Wellwood Avenue grade crossing.