

# The Bulletin



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

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## **The Bulletin**

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## **63<sup>RD</sup> STREET TUNNEL OPENED 20 YEARS AGO**

On October 29, 1989, revenue trains started operating through the new 63<sup>rd</sup> Street Tunnel to 21<sup>st</sup> Street-Queensbridge, 1,500 feet short of a connection to the Queens Boulevard Line. At the time, it was called the "Tunnel to Nowhere."

Construction, which cost \$868 million, began October 30, 1969 and proceeded slowly. In October, 1972, construction of the structure under Central Park and the connection to the Sixth Avenue Subway and the Broadway Subway was virtually complete. The portion from Park Avenue to Third Avenue was scheduled for completion early in 1982. The portion from Third Avenue to the river tunnel, started in October, 1978, was only 11 percent complete a year later.

Meanwhile, Queens Boulevard Line passengers were still riding in overcrowded trains with no relief in sight.

A ceremony was held on October 28, the day before revenue operation began. A VIP train composed of R-68As operated from World Trade Center to Roosevelt Island,

stopping at 42<sup>nd</sup> Street-Sixth Avenue and 57<sup>th</sup> Street-Sixth Avenue and arriving at Roosevelt Island at about 10:20 AM. The train was laid up north of 21<sup>st</sup> Street for use as a gap train.

Following speeches by local, state, and federal politicians, NYC Transit buses transported the guests to a luncheon at the Theater Club on Roosevelt Island. Then the same buses transported the guests back to the new subway, where they were allowed to inspect the new stations. Two single-track shuttles provided service between the stations.

The guests enjoyed the tour, but the Queens Boulevard Line trains were still just as crowded. The next phase involved tunneling under the main line, rearranging the track layout, and adding several turnouts.

Queens service was finally increased on December 16, 2001. **F** trains were routed through the 63<sup>rd</sup> Street Tunnel and additional **V** local service was operated through the 53<sup>rd</sup> Street Tunnel.

## **LAST WOODEN CARS RAN 40 YEARS AGO**

Myrtle Avenue Bridge-Jay Street service was discontinued on October 4, 1969. The Q cars operating there, the last known wooden cars in North America, were altered several times. They were originally 1200- and 1400-series gate cars operating to Flushing and Astoria. In 1938, they were rebuilt. The front platform was enclosed and each motor car retained its two 200HP motors. They were renumbered to three-car units 1600-1629 and two-car units 1630-1642, each with one trailer.

When they were no longer needed in Queens, they could not be operated on Third Avenue because they were too heavy. To reduce the weight, the original trucks were replaced with Composite cars' trucks, each with two 115HP motors. Composites were just as fast as the MUDC cars because they were all motors. But the Q cars were much slower because there were two trailers in each six-car train.

On April 10, 1958, the 1300-series cars, the

*(Continued on page 4)*

**NEXT TRIP: HUDSON-BERGEN LIGHT RAIL TOUR, NOVEMBER 7**

## BROOKLYN'S CLOSED DOUBLE-TRUCK CARS by Bernard Linder

The nineteenth century horse cars were nearly all closed box cars with longitudinal seats. Because BRT had more than a thousand closed box cars, we do not have the space to publish their rosters. In this series, we will publish details of the cars that were in service in the 1930s and 1940s.

### EIGHT-WINDOW DOUBLE-TRUCK CLOSED CARS

CAR NUMBERS	MANUFACTURER	YEAR
761-770	American Car Company	1898
771-785	St. Louis Car Company	1898

The above cars cost \$875 and \$905 each. They were rebuilt into one-man safety cars in 1922-3. Double-hung sash windows were installed in 1923.

### CARS CONVERTED TO CLOSED CARS

786 (John Stephenson Car Company, 1898) — This car was the prototype for the 300-369-series cars. It was stored at 58<sup>th</sup> Street Depot in 1927 and scrapped January 31, 1930

787 (J.G. Brill Car Company, 1898) - This car was the prototype for Brill's semi-convertible car. At first, it was operated as an open car with panels removed and running board installed. In 1912, it was converted to a closed car. Air brakes were installed and cross seats were replaced by longitudinal seats. The car was scrapped March 31, 1933

788 (J.G. Brill Car Company, 1898) - This car was a half open/half closed car, which was unsatisfactory. It was exhibited at City Hall on September 26, 1898. The car was converted to an 11-window closed car with longitudinal seats in 1906 and air brakes were added in 1912. It was out of service by May, 1930 and was scrapped March 31, 1933

789-795 (J.G. Brill Car Company, 1895) - Cars were originally half mail and half passenger cars, which was unsatisfactory. The first car was in service December 16, 1895. Routes were as follows:

ROUTE NUMBER	VIA
1	Flatbush Avenue to Flatlands
2	Fulton Street to East New York
3	Greenpoint
4	Crosstown

Cars were renumbered as follows:

NUMBER	YEAR
1-7	1895
3510-3516	1899
789-795	1901

Cars were converted to passenger cars in 1899, fronts were partially enclosed in 1908, and air brakes were installed in 1914. After conversion, chair seats were installed in 789. Longitudinal seats were installed in all cars in 1911. These cars were not operated in Downtown Brooklyn or on the bridges because they were too wide. They were assigned to 58<sup>th</sup> Street Depot and were scrapped in 1930-3.

### PARLOR CARS

Parlor cars, which were in service from 1895 to 1907, were furnished with carpets, drapes, and chandeliers. Passengers could ride all day on a parlor car that could be chartered for \$25. Cars listed below were named after the principal theaters. Roster is as follows:

CAR NAME	MANUFACTURER	YEAR
Montauk	Barney & Smith	1894-5
Amphion	Barney & Smith	1894-5
Columbia	J.G. Brill Car Company	1895

Cars were altered and renumbered several times. Air brakes were installed in 1901 and cars were converted to one-man in 1929.

Original Name	RENUMBERED		Num-ber	Date	Pay As You Enter	Scrap-ped
	1906	1907				
Mon-tauk	9991	95	796	1911	1910-1	1938
Am-phion	9992	96	797	1911	1910-1	1947
Colum-bia	9990	99	798	1915	(A) 1929	1947

(A) 798 was Instruction Car 1907-15; Safety Instruction Car 1915-21; Medical Inspection Car 1921-9

799 (J.G. Brill Company, 1896) - This car was built as the Director's Car for the Coney Island & Brooklyn Railroad at a cost of \$30,000. Vestibule and air brakes were added in 1916. At first, it had no number. It was assigned 799 in 1919. The car was sold to the Penn-New Jersey Railroad on January 31, 1926 and was scrapped in 1934.

### DOUBLE-TRUCK CLOSED CARS

The following cars were in service in the 1930s and 1940s:

*(Continued on page 3)*

**Brooklyn's Closed Double-Truck Cars**

(Continued from page 2)

CAR NUMBERS	MANUFACTURER	YEAR
1129-53	J.G. Brill Car Company	1903
1154-78	G.C. Kuhlman Car Company	1904
2380-9	J.G. Brill Car Company	1905
2390-9	J.G. Brill Car Company	1907
2500-99	Stephenson Car Company	1907
2700-4	Brooklyn Heights Railroad Company	1900-1
2705-54	Laclede Car Company	1901
2755-99	Laclede Car Company	1902
2900-4	Laclede Car Company	1902
2905-54	Stephenson Car Company	1902
2955-99	Laclede Car Company	1902
3100-54	Laclede Car Company	1902
3155-99	Stephenson Car Company	1903
3300-4	Stephenson Car Company	1903

Alterations were as follows:

1129-78 were 10-window ex-Coney Island & Brooklyn cars

- 1129-48 were converted to one-man Pay As You Enter cars at DeKalb Shops in 1929
- 1149-78 were converted to two-man Pay As You Enter cars at Coney Island Shops in 1922-3 and to one-man cars in 1930
- 1133 was converted to Instruction Car 9999 in 1927
- 1129-78 were rebuilt with new fronts and metal straight sides in 1930

2300s were ex-Coney Island & Brooklyn semi-convertible cars.

- 2380-9 had 11 windows with a smoking compartment that was removed in 1925
- 2390-9 were 10-window cars
- All 2300s were converted to one- or two-man in 1925-6

2500s had air brakes installed in 1914-5 and were converted to one- or two-man cars at Coney Island Terminal in 1922-4.

- 2580-99 were bought by the South Brooklyn Railway for \$120,653 in 1924

2700-4 were the prototypes for the 2700s, 2900s, 3100s, and 3300s. They were 10-window semi-convertibles whose windows were removed in the summer.

- 2700 was converted to Pay As You Enter and air brakes were installed in 1911
- 2701 was converted to pay car 9989 in 1927

Alterations to the 2700s, 2900s, 3100s, and 3300-1 were as follows:

- Vestibule fronts were added in 1905-7

- Air brakes were installed 1913-5 in all cars
- 2705-54, 2930-99, and 3125-54 were converted to one-man at Coney Island 1921-3 and double-hung sash windows were installed 1925-7
- Longitudinal seats replaced Chamberlain chairs 1911-5 in 2755-99, 2900s, and 3100-3154

The following cars were not converted to one-man: 2755-99, 2900-29, 3100-24, and 3155-99.

3300-1 had vestibule fronts installed in 1905-7, air brakes were installed in 1913, they were rebuilt as Pay As You Enter cars in 1916, and they were equipped with couplers salvaged from 5052 and 5053. MU operation was in effect 1917-21. The cars were operated as single units starting in 1921.

Cars were converted to one-man in 1930:

CAR NUMBERS	COST PER CAR
2300s	\$2,005
2500s	\$2,680
2700s	\$1,890
3100s	\$1,920

**PRESERVED CAR**

The last surviving 8-window BRT closed double-truck car, 1792, renumbered to sand car 9730, was transferred from DeKalb Shops to Branford on November 8, 1950. It was restored to the same condition as 1792 was in 1914.



Interior of car 2795, showing Chamberlain chair seats.

Bernard Linder collection

**Last Wooden Cars Ran 40 Years Ago**

*(Continued from page 1)*



**Looking west from Broadway, August 8, 1969.**  
Larry Linder photograph



**Grand Avenue, looking west.**  
Bernard Linder collection



**Grand Avenue, February 25, 1953.**  
Bernard Linder collection



**Looking east from Grand Avenue in 1939.**  
Bernard Linder collection



**Nostrand Avenue, looking east.**  
Bernard Linder collection



**Nostrand Avenue, looking west.**  
Larry Linder photograph

*(Continued on page 5)*

**Last Wooden Cars Ran 40 Years Ago**

*(Continued from page 4)*



**Tompkins Avenue, looking east, May 2, 1969.**  
Larry Linder photograph



**Franklin Avenue, looking east.**  
Larry Linder photograph



**Looking east from Navy Street.**  
Bernard Linder collection



**Bridge-Jay Street.**  
Bernard Linder collection



**Looking east from Adams Street.**  
Bernard Linder collection



**Adams Street, looking south.**  
Bernard Linder collection

last gate cars on the transit system, were replaced by the Q cars, which were much slower than the gate cars.

The last revenue train, composed of 1619ABC-1616CBA, departed from Bridge-Jay Street at 12:13 AM October 4. It was followed by a light backup train composed of cars 1613CBA-1610CBA. Two special farewell runs were operated after abandonment. Two round trips

each were operated on Saturday, October 4 for the National ERA and Sunday, October 5 for the Trolley Museum of New York.

Passengers formerly riding trains to Bridge-Jay Street were allowed to transfer to the B-54/Myrtle Avenue bus at Jay Street and at Broadway.

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

Hello, Everybody!

As I write this in late August, the heat is most definitely on, and as summer broils and the air conditioners hum, so does NYCT's new rolling stock march right on into service, while the 60-foot SMEEs that are left see less and less action by the day. In this mid-summer increment the 1,200-car mark has been passed insofar as R-160s are concerned, putting the program at around 70% completed. The end game for deliveries of Alstom's Option I on the R-160A-2 order is now in sight, and it looks like the Option II portion of that contract (cars 9593-9802) will begin to arrive with little interruption sometime in September, as earlier projected. So, let us march right on into the details and see where things stand as this toasty air blazes...

#### Subdivision "A" Happenings

There is very little news on Subdivision "A" this time around, but for growing speculation with regard to the future procurement of new equipment for 7 and its attendant installation of Communication Based Train Control (CBTC) and Automatic Train Operation (ATO). Though news was made of an agreement to "go OPTO" on 7 at a future date, the equipment presently in use is not capable of accommodating such action unless train lengths were cut to enable the 5-car "links" to be deployed exclusively. As such, this change will most likely await the eventual replacement of the R-62As, and as on L, the addition of ATO capability and appropriate platform-mounted TV monitors. Elsewhere, seasonal summer scheduling issues appeared to take hold at Corona Shop this month, which slowed the brake valve modification on the single unit R-62As to a snail's pace. From July 9 to August 17, only car 1914 has been noted with a newly-installed WABCO brake valve at one end. As summer vacation period winds down, this effort should reinvigorate in the near future. Finally, single R-62As 1905 and 1908 remain in use on main line refuse trains as of August 17, while 1999 and 2013 are so occupied on the Flushing, Astoria, and Broadway lines.

#### R-160 Progress

As of July 31, 2009, Option I R-160A-2s 9518-37 had been delivered, with Option I R-160A-2s 9493-9512 entering service on E and F. As of August 17, 2009 Option I R-160A-2s 9538-57 were on the property, while 9513-32 had started passenger service at Jamaica. By August 17, 2009 Option II R-160Bs 9808-27 had arrived via 207<sup>th</sup> Street Shop. The first train of this equipment (9803-12) was accepted for passenger service on July 31, 2009 and seen that day on E. Finally, R-160A-1s 8313-20, which were being tested as the CBTC-equipped pilot train of this group, was returned to revenue service on J/Z, L, and M starting July 24. The

following week Bill Zucker noted R-160A-1s 8325-8 and 8365-8 together as an 8-car train on the express tracks of F's Smith Street Line at Church Avenue. This is believed to have been yet another test related to the CBTC retrofit on the East New York-based fleet. As of August 17 the CBTC retrofit was complete on approximately 60 of the R-160A-1s, those cars tending to operate in separate consists.

As of August 17, 2009 deliveries totaled 340 R-160A-1s, 385 R-160A-2s, and 545 R-160Bs, for a combined quantity of 1,270. Of the overall total as of August 17, 340 R-160A-1s were in service at East New York on J/Z, L, and M; 60 R-160A-2s plus 410 R-160Bs at Coney Island on N, O, and W (for 470 total); and 300 R-160A-2s plus 120 R-160Bs at Jamaica on E and F, for a combined total of 420.

#### 60-Foot SMEE News

As with the R-38s last winter and the slant R-40s in the spring, the quantity of active 60-foot SMEEs at Jamaica has dropped rapidly through the summer of 2009. Though all three types (Phase I R-32s, R-40Ms, and Morrison-Knudsen-overhauled R-42s) are affected, there appears to be more focus on the R-40M/42s than the R-32s, and since about August 10 especially the R-40M. But for a brief blip due to a short-lived R-160 shortage on July 14 and 15 (at which time a few trains of 60-footers made cameo appearances on E and F), NYCT has remained faithful to the new assignment pattern as quoted in last month's Update, to the point where R-160s can be expected on all E trains and about one in three on F. Conversely, the number of 60-foot SMEE trains on R has rapidly dropped to roughly 3 per day (even on weekends), and since approximately August 13 there have been no less than three and as many as five trains of R-46s back on V. By point of interest, a sampling of J and Z consists through the week of August 10, 2009 yielded a steady 4-5 trains of East New York-based Morrison-Knudsen-overhauled R-42s each day, sometimes even on Sundays! By August 17, 2009 there remained 246 Phase I R-32s, 18 R-40Ms, and 168 Morrison-Knudsen-overhauled R-42s, for a total of 432.

#### 60-Foot SMEE Retirements and Restorations

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

July, 2009: R-32 Phase I 3746/7, 3756/7, 3922/3 withdrawn from Jamaica (R, V); R-40M 4456/7, 4482/3, 4490/1, 4526/7, 4538/9 withdrawn from Jamaica (R, V); R-42 (Morrison-Knudsen-overhauled) 4574/5, 4584/5, 4590/1, 4638/9, 4740/1, 4748/9, 4774/5 withdrawn from Jamaica (R, V).

(Continued on page 7)

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

August, 2009: R-32 Phase I 3370/1, 3690/1, 3704/5 withdrawn from Jamaica (R, V); R-40M 4452/3, 4454/5, 4476/7, 4488/9, 4496/7, 4504/5, 4520/1, 4524/5, 4528/9, 4536/7 withdrawn from Jamaica (R, V); R-42 (Morrison-Knudsen-overhauled) 4552/3, 4588/9, 4642/3, 4670/1, 4758/9 withdrawn from Jamaica (R, V).

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

Between August 10 and August 18, a train or two of R-68s and/or R-68As was used in N service on weekdays. This was the first such appearance since early January, 2009 and it ended as abruptly as it began. R-68s and R-68As also continue to appear most days on W (usually one or two trains), while the proportion of equipment on B (mostly R-68As, some R-68s) and C (mostly R-68s, some R-68As along with the R-160s) remains as it has been since late May. Over the week-end of July 25-26, as F trains were operated to Euclid Avenue (and G to Coney Island) as part of a General Order, some Pitkin-based R-44s from A and ex-Jamaica R-46s were used, thus making an all-too-rare "visit" to the Queens Boulevard Line.

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

Arriving at Coney Island Overhaul Shops between July 13 and August 17, 2009 were SIR "A" cars 404, 446, and 458, and "B" cars 413 and 427. Completed and returning to Staten Island were SIR "A" cars 406 and 416, along with SIR "B" cars 405, 415, and 431. This raised the overall number of completed cars to 26. The lone SIR R-44 remaining at Coney Island during this interval was "A" car 412, which demonstrates how rapidly this work is now being turned around. For photos of SIR R-44 A-car 458 being transported by flatbed truck from Clifton Shops to the Verrazano Narrows Bridge, en route to Coney Island, look at [www.subchat.com/read.asp?id=823021](http://www.subchat.com/read.asp?id=823021). Taken on a rainy night by an amateur photographer, this sequence nevertheless gives an excellent insight to an essential part of this program.

**Reefing Renewed and Miscellaneous Disposition Notes**

Barge #21, which departed 207<sup>th</sup> Street on July 11, was the newest batch of retired subway cars destined for the CCA&L artificial reefs, located off the coast to the south of Savannah, Georgia; DRH Reef, off the coast of Darien, Georgia; and HLHA Reef, off the coast near Brunswick, Georgia. Having traveled so far, it was almost three weeks before the empty Weeks barge was back on the Harlem River by 207<sup>th</sup> Street Shop, its return being noted on July 31. By that time the rest of the slant R-40s were stripped to shells and waiting, as were the first batch of retired R-40Ms and more ex-Jamaica

Phase I R-32s. Reloading commenced the next week, and on August 8, 2009 Barge #22 departed with the usual 44-car bodies aboard, composed of R-32s 3469 and 3592; R-40s 4178, 4179, 4216, 4217, 4254, 4255, 4264, 4265, 4282, 4283, 4294, 4295, 4308, 4309, 4330, 4331, 4360, 4361, 4366, 4367, 4418, 4419, 4436, 4437, 4438, and 4439; and R-40Ms 4482, 4483, 4486, 4487, 4492, 4493, 4494, 4495, 4498, 4499, 4512, 4513, 4514, 4515, 4532, and 4533. Barge #22 was headed for Delaware, as described by this Department of Natural Resources press release dated August 12, 2009:

"Delaware's newest artificial reef – the Del-Jersey-Land reef, named for the three states nearest the watery site – today received its first deployment of retired New York City subway cars to enhance fisheries habitat...Forty-four stainless steel subway cars by way of New York's Metropolitan Transit (sic) Authority (MTA) and barged down the coast were deployed over the reef site, 26 miles southeast of Indian River Inlet...The subway cars were sunk to expand reef capacity that bolsters fisheries habitat, in turn increasing fishing and diving opportunities for the thousands of recreational anglers and divers who visit Delaware's network of artificial reefs each year.

"These cars will provide protection for reef fish like black sea bass and hard substrate for the attachment of a diverse invertebrate community, providing enhanced feeding opportunities for fish," said Jeffrey Tinsman, reef program manager with DNREC's Fisheries Section. This is the fourth sinking of retired NYC subway cars in recent months, with 44 cars also sunk in March and again in April, and 39 cars going down in June. According to Tinsman, the latest complement of 44 cars sunk over Del-Jersey-Land is another deployment that 'keeps all cars on one level in order to test whether this affects durability of the cars.'

"Many earlier sinkings at artificial reefs along the East Coast were made with one subway car piled atop another on bottom, for a two-tiered reef habitat. 'This being the first deployment of cars on the Del-Jersey-Land site, it will assess the cars' durability in depths in excess of 120 feet,' Tinsman said...The latest sinking brings the number of subway cars comprising artificial reefs in Delaware waters to 1,041 since the reef project began in 2001...The great majority of the cars make up the state's most popular artificial reef, the Redbird Reef (the name a variation of the nickname for the subway cars deployed onto the reef). With a 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. 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

*(Continued on page 8)*

**New York City Subway Car Update**

*(Continued from page 7)*

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.

"For more information, visit <http://www.fw.delaware.gov/Fisheries/Pages/ArtificialReefProgram.aspx> or contact Jeff Tinsman, Delaware Reef Program administrator, at 302-739-4782."

There remain just 5 slant R-40 shells at 207<sup>th</sup> Street for future reefing, along with a selection of Phase I R-32s and R-40Ms. Former R-26 school cars 7770 and 7771, along with R-30s 8265 and 8336, have also been stripped and await a barge ride to the sea. A contract for local asbestos abatement on the Morrison-Knudsen-overhauled R-42s was approved and funded in late July, this work commencing at 207<sup>th</sup> Street the week of August 10. Involved is removal of the fiberglass A-end

bonnets, in toto, as well as the fiberglass panel above the #2 end communication door, with the newly exposed car ends being treated with a chemical solution. Afterward the cars remain otherwise intact, if not still functional until they, too, will begin to pass through the shops to be prepared for reefing.

**Conclusion**

Suddenly, it seems the 60-foot Subdivision "B" SMEEs are becoming a bit harder to find on the Queens Boulevard Line (even if they are largely relegated to **V**), and by the next time we meet a third class of this equipment may well have rolled into eternity. Time marches on no doubt, and as the autumn moves into view along with football, cooler weather, and the falling leaves, so too does the end of older rolling stock on the Queens Boulevard Line as the new cars complete their conquest of NYCT's **E** and **F**. Soon, things will aim toward the next stage of the Subdivision "B" changeover, which is expected to refocus on **A** and **C** as the calendar shifts toward 2010 and, eventually, enter its final phase back near where it all started with replacement of the last Morrison-Knudsen-overhauled R-42s at East New York.

**SUBDIVISION "B" CAR ASSIGNMENT**

CARS REQUIRED SEPTEMBER 14, 2009

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>A</b>	20 R-32, 200 R-44, 88 R-46	20 R-32, 200 R-44, 88 R-46	<b>M</b>	136 R-160A	136 R-160A
<b>B</b>	112 R-68, 104 R-68A	112 R-68, 88 R-68A	<b>N</b>	230 R-160B	210 R-160B
<b>C</b>	144 R-32	136 R-32	<b>O</b>	72 R-68A, 90 R-160B	72 R-68A, 90 R-160B
<b>D</b>	240 R-68	224 R-68	<b>R</b>	232 R-46	240 R-46
<b>E</b>	210 R-160A, 50 R-160B	210 R-160A, 50 R-160B	<b>S</b> (Franklin Avenue)	4 R-68	4 R-68
<b>F</b>	256 R-46, 90 R-160A, 40 R-160B	240 R-46, 80 R-160A, 40 R-160B	<b>S</b> (Rockaway)	12 R-44	12 R-44
<b>G</b>	52 R-46	48 R-46	<b>V</b>	20 R-32, 110 R-42, 16 R-46	20 R-32, 110 R-42, 16 R-46
<b>J/Z</b>	40 R-42, 112 R-160A	40 R-42, 112 R-160A	<b>W</b>	50 R-160A, 50 R-160B	50 R-160A, 50 R-160B
<b>L</b>	152 R-143, 40 R-160A	152 R-143, 24 R-160A			

**B** car requirements have increased because of a station reconstruction project on the Brighton Line that has resulted in **B** trains running local (see page 18).

# Commuter and Transit Notes

No. 251  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

Jay Walder, who was tapped by Governor David Paterson to be the head of the Metropolitan Transportation Authority on July 14 (September *Bulletin*), was finally approved by New York's Senate, 47-13, on September 10. Mr. Walder is the tenth person to lead the transit agency with the title of Chairman and Chief Executive Officer. He replaced H. Dale Hemmerdinger, who has served since October 22, 2007.

## MTA METRO-NORTH RAILROAD (EAST)

Metro-North ran a full dress rehearsal of the Meadowlands Football Game Thru Services on Sunday August 23. Three NJ Transit trains were scheduled to leave New Haven at 8:05 (#3133), 9:05 (#3137), and 9:50 AM (#3141). The first and third trains were multi-levels powered by ALP-46s and the second train was a set of single level coaches with an ALP-44. Revenue service began on Sunday, September 20.

During July, a colorful booklet on glossy stock was produced with details on how to get to the Meadowlands. An updated edition was available in early September with added pages showing the dates of operation and schedules of the three direct New Haven Line trains to Secaucus Junction. Upon arrival at New York Penn Station, Metro-North crews will be relieved by NJ Transit crews, who will operate the train to Secaucus Junction and then continue on to Trenton per NJ Transit's Sunday schedule in service, as Trains #7833, 7837, and 7841, respectively.

Metro-North riders with monthly tickets to Grand Central Terminal may use them for the trip to New York Penn, but must then buy an off-peak round trip ticket for the NJ Transit portion at a cost of \$7.75. Ticketing options, including purchasing 10-trip tickets (good for one year) and more than one person at a time, are offered. For the November 22 and 29, December 20 and 27, and January 3 games, there is an asterisk denoting that the game times are subject to change, and if the time is changed from 1 PM, direct New Haven Line service will not operate. This is due to what is called "flexible scheduling." The National Football League says that this ensures quality match-ups for Sunday night games and gives surprise teams a chance to play their way onto primetime. (This information is not reflected in the table under NJ Transit's schedule, which appears later in the column.) The specially created logo (in red, white, and blue) for this service appears below.



Metro-North's NEW Service to the Meadowlands Sports Complex

Each fall, Metro-North conducts a survey of its passengers to find out how it is providing its services in a range of categories including announcements, cleanliness of restrooms, cars, and stations, etc. *The Stamford Advocate* reported that Acting MTA CEO Helena Williams has suspended customer satisfaction surveys this fall to prepare a single satisfaction survey system for all its rail, subway, bus, and bridge and tunnel services in an effort to standardize information from different areas for comparison.

This year's Open House at Croton-Harmon has been canceled due to financial reasons and the fact that there is major construction taking place at the facility.

The next edition of timetables is to go into effect on October 18; however, details were not available at publication time.

## MTA LONG ISLAND RAIL ROAD

During September, these two construction timetables were issued:

- Ronkonkoma, September 19, Sperry Rail Testing, bus service between Ronkonkoma and Hicksville. Bethpage and Farmingdale had regular train service
- Port Jefferson, September 22 and 23, Sperry Rail Testing, bus service between Port Jefferson and Hicksville via Huntington. There was regular train service at Cold Spring Harbor and Syosset.

New timetables were issued for the period September 8-November 8. Here are the changes:

PORT JEFFERSON & RONKONKOMA BRANCHES: One track between Carle Place and Hicksville is out of service midday weekdays for track work and renewal of the Urban Avenue grade crossing in New Cassel. Two eastbound trains from Huntington and two westbound trains from Port Jefferson are temporarily canceled. Departure times for other Port Jefferson Branch trains have been adjusted to provide two-hour midday service between Huntington and Port Jefferson. Five eastbound midday weekday Huntington trains depart 12 minutes later. Six westbound midday weekday Ronkonkoma trains depart 30 minutes later. Train #203 (11:42 AM Greenport) departs 30 minutes earlier at 11:12 AM.

OYSTER BAY BRANCH: One track between East Williston and Locust Valley is out of service midday weekdays for construction of a retaining wall at Roslyn Road. The 12:12 PM train from Jamaica (due Oyster Bay at 1:08 PM) and the 1:32 PM train from Oyster Bay (due Jamaica at 2:28 PM) are canceled.

FAR ROCKAWAY, LONG BEACH, OYSTER BAY, AND WEST HEMPSTEAD BRANCHES: Various midday weekday trains have schedule adjustments of between one and three

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minutes.

**BABYLON BRANCH:** One track is out of service between Rockville Centre and Freeport for track work. Midday weekday trains have schedule adjustments of between one and two minutes.

**MONTAUK BRANCH:** The track between Patchogue and Speonk is out of service on weekdays for track tie replacement and grade crossing renewal work at Bay Avenue, Seatuck Road, Moriches Boulevard, and Dunton Avenue. Buses replace four midday trains between Patchogue and Speonk. Eastbound passengers traveling to stations east of Speonk must ride buses to Speonk, and then transfer to trains. Westbound passengers traveling from stations Montauk to Westhampton will take trains from their stations and transfer to buses at Speonk, then transfer back to trains at Patchogue to complete their trips. Over the weekend of October 17-18, buses are replacing trains between Babylon and Speonk due to track work.

Form S-3 for Belmont Park's Fall Meet (September 11 and October 25) was issued.

**NJ TRANSIT**

NJ Transit's 31<sup>st</sup> Street entrance to New York Penn Station finally opened on Monday, August 31, at 8:30 AM. Located at the corner of Seventh Avenue and W. 31<sup>st</sup> Street, it is adjacent to the Customer Service Office inside the station. For the first time, passengers have direct access to and from the Seventh Avenue Concourse, which will alleviate some of the crowding that occurs when too many people try to enter or leave New York Penn Station through the main staircase on Seventh Avenue. When this project was announced (September, 2007 *Bulletin*), the opening was planned for the end of 2008.

The Morris & Essex Lines got a new timetable, effective August 30, which has normal Gladstone Branch service restored. This is the fifth timetable for this line in 2009.

Between the hours of 9 AM and 3:30 PM Monday, September 14 through Friday, October 2, buses replaced Pascack Valley Line trains to allow for track work and repairs to the Essex Street grade crossing in Hackensack. A few weeks earlier, a truck damaged the rails, which caused a slow speed order. I also saw some track vehicles operating towards Spring Valley. Two trips in each direction covered Spring Valley, Nanuet, and Pearl River only, and then ran directly to Secaucus Junction via the Garden State Parkway, I-80, and the NJ Turnpike to Exit 15X. Three runs in each direction made all stops between Spring Valley and New Bridge Landing, then ran to Secaucus Junction, and there were six runs each way that only served stations between New Bridge Landing and Secaucus Junction. Some trip times were slightly longer than the train.

NJ Transit reported that every effort would be made to maintain train connections at Secaucus, but they could not be guaranteed. Buses, however, would wait for train connections at Secaucus Junction. Passengers were also given the option of using their rail tickets to ride Coach USA (Red & Tan) and NJ Transit Bus Routes 76, 161, and 165, most of which served the Port Authority Bus Terminal. During these hours, no service was provided to the Teterboro station.

I decided to try the service on the first day, and it worked well. In fact, the bus arrived at Secaucus Junction twelve minutes early. The return trip was also on time.

At its September 16 Board meeting, NJ Transit's Directors voted to authorize a \$2.1 million design/build (Phase I) contract for the Pennsauken multi-modal station that would serve the RiverLine and the Atlantic City Line. This idea had been part of the original project but was dropped as a cost-saving measure. Some funding is coming from stimulus funds. Also approved was a \$251,000 contract to conduct an Alternative Analysis Study to extend HBLR's West Avenue branch by approximately 1/2 mile to a planned residential, commercial and retail development site adjacent to Route 440.

Member Stanley Z. Harris sent an article from *The (Bergen) Record* reporting that until the Xanadu Entertainment Complex opens, the Sport Line to the Meadowlands will see little use. It is, in fact, NJ Transit's least used line. Because of the economic recession, there are not enough tenants lined up to open Xanadu, which is expected to be completed by the end of 2010 but still needs an additional \$500 million in financing. New Jersey Sports and Exposition Authority (NJSEA) spokesman John Samerjan told *The Record* that, "the recession is going to end and the station will open and Xanadu will open." The NJSEA and the Port Authority provided the \$200 million cost of constructing the line.

In the table below is the schedule of dates when rail service was and will be provided to the Meadowlands; however, it does not include the first four occasions that were published in the September *Bulletin*: July 26 and 31, and August 14 and 17.

DATE	DAY	TIME	EVENT
8/29/2009	SAT	8:00 PM	New York Giants vs. Jets
9/3/2009	THU	7:00 PM	New York Jets vs. Philadelphia
9/13/2009	SUN	4:15 PM	New York Giants vs. Washington
9/19/2009	SAT	2:00 PM	New York Urban League Football Classic
9/20/2009	SUN	1:00 PM	New York Jets vs. New England
9/24/2009	THU	7:00 PM	U2 360° Tour
9/25/2009	FRI	7:00 PM	U2 360° Tour
9/27/2009	SUN	1:00 PM	New York Jets vs. Tennessee
9/30/2009	WED	7:30 PM	Bruce Springsteen
10/2/2009	FRI	7:30 PM	Bruce Springsteen
10/3/2009	SAT	7:30 PM	Bruce Springsteen

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**Commuter and Transit Notes**

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10/8/2009	THU	7:30 PM	Bruce Springsteen
10/9/2009	FRI	7:30 PM	Bruce Springsteen
10/11/2009	SUN	1:00 PM	New York Giants vs. Oakland
10/18/2009	SUN	4:15 PM	New York Jets vs. Buffalo
10/25/2009	SUN	8:20 PM	New York Giants vs. Arizona
11/1/2009	SUN	1:00 PM	New York Jets vs. Miami
			New York Giants vs. San Diego
11/8/2009	SUN	4:15 PM	
11/15/2009	SUN	1:00 PM	New York Jets vs. Jacksonville
11/22/2009	SUN	1:00 PM	New York Giants vs. Atlanta
11/29/2009	SUN	1:00 PM	New York Jets vs. Carolina
12/6/2009	SUN	4:15 PM	New York Giants vs. Dallas
			New York Giants vs. Philadelphia
12/13/2009	SUN	4:15 PM	
12/20/2009	SUN	1:00 PM	New York Jets vs. Atlanta
12/27/2009	SUN	1:00 PM	New York Giants vs. Carolina
1/3/2010	SUN	1:00 PM	New York Jets vs. Cincinnati

Since the September 3 game involved the Philadelphia Eagles, NJ Transit issued a press release promoting the use of SEPTA's R-7 to Trenton. The combined SEPTA/NJ Transit trip from 30<sup>th</sup> Street Station to the Meadowlands is \$20.50 each way.

Member Bob Kingman reported that these multi-level cars were seen in Kenwood Yard in Albany on August 31: 7295, 7518 (second trip), and 7656. Although he has been checking regularly, there were no other sightings of these cars.

Ever since its August 22, 2004 opening, the \$37 million Ramsey/Route 17 Station has suffered from a lack of patronage. NorthJersey.com reported that five years later only 574 of the 1,274 parking spaces are used on a daily basis by commuters. Another 430 are rented to nearby car dealerships to store cars at a cost of \$9,000 per month, although only 200 are used. There is hope that the garage's five levels will see increased use as riders use trains to attend events at the Meadowlands, and in about eight years when the ARC Tunnel opens.

Not overlooked, but nevertheless not mentioned either, was the 25<sup>th</sup> anniversary of the re-electrification of the Morris & Essex Lines, which occurred over the weekend of August 24-28, 1984. At that time, the original (1931) 3000v d.c. power was changed to 25kv a.c.

Newark Light Rail got a new timetable on September 5, replacing the April 11 edition. The paper is slightly thinner. Running times between Grove Street and Newark Penn Station were reduced by one minute to 20 minutes, and between Penn Station and Broad Street also by one minute to 8 minutes. In most cases the departure times from Penn Station were unchanged. East-bound from Broad Street the departure times did not change.

**AMTRAK**

With the XXI Olympic Winter Games taking place in Vancouver February 12-28, 2010, Amtrak has gotten approval from the Washington State and Oregon De-

partments of Transportation and the Province of British Columbia to add a second daily *Cascades* train between Seattle and Vancouver, British Columbia beginning August 19. They are: Train #516 (2:50 PM Portland), which departs Seattle at 6:20 PM and arrives in Vancouver at 10:45 PM, and Train #513 (6:40 AM Vancouver), which departs Seattle at 11:25 AM and arrives in Portland at 2:55 PM. In addition, *Talgo* train sets, which had been missing since last summer, have returned to Trains #510/517. The *Talgos* were substituted with Superliners while WSDOT and Amtrak completed a refurbishment of the train interiors.

As of August 10, travelers can now use Google Transit to plan trips on these five of Amtrak routes: *Empire Service*, *Ethan Allen Express*, *Hiawatha*, *Pacific Surfliner*, and *San Joaquin*. Through the Trip Planner, users receive step-by-step transit directions, details on transit stations in their area, and schedules. By adding Amtrak to the mix, travelers now have expanded transportation options. Thanks to Bob Hansen for these reports.

Again this fall, Amtrak has assigned its only remaining dome, 10031, to the *Adirondack* (Trains #68/69) from October 2 to November 11 between Albany and Montreal. The purpose of this assignment is for riders to view the changing fall foliage. Car 10031 is a "Great Dome," which was previously used on the Chicago-Seattle *Empire Builder* when the train was operated by the Great Northern Railway and the Chicago, Burlington & Quincy Railroad (later the Burlington Northern Railroad). It was one of six such cars that the Budd Company built in 1955. Amtrak acquired all six at its inception and renumbered them starting with 9631. When this car was renovated in 1985, it was renumbered 9300 and saw daily service on the *Auto Train* through 1994. Great Dome 10031 is usually used in charter service on the West Coast and rarely operates east of the Rocky Mountains.

An agreement has been reached between New York Governor David Paterson, United States Senator Charles Schumer, and Amtrak President Joe Boardman whereby Amtrak would move its operations from New York Penn to the proposed Moynihan Station, which is to be on the site occupied by the main post office. A project that was championed by Senator Daniel Patrick Moynihan, who died in 2003, a year later, Amtrak decided not to make the move. Under this agreement, these parties have agreed to cost-sharing measures, and the project design will be changed to accommodate the railroad. Further details of the agreement were not immediately available.

**METROPOLITAN AREA**

Walkway over the Hudson announced that the Poughkeepsie Rail Bridge will re-open on the weekend of October 3-4. Details may be found by visiting its web site: <http://www.walkway.org/>.

Bob Kingman reported that the Port of Albany has re-

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**Commuter and Transit Notes**

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ceived a number of MTA NYC Transit R-160A shells for Alstom. The white plastic covering indicates they are (shell) numbers 1833, 1834, 1838, 1873, and 1891 (plus several others). If the numbers start at 1000 (or 1001), these should become cars numbered around 9650 and higher.

On the way home from Long Island Thursday night, September 15, Bob and his wife Alma saw MTA NYC Transit cars numbered 9589 and 9591 (and possibly three others) at the George Washington Bridge toll plaza waiting to cross the bridge. These are the last of the R-160A (Option 1) cars.

**INDUSTRY**

*Progressive Railroading Magazine* (June, 2009) contained an article summarizing the passenger cars that are or are expected to be ordered. (HR=Heavy Rail).

Trinity Railway Express	4 Bombardier Bi-levels (2009)	-
Utah TA	77 Siemens LRVs (2010)	-
WMATA	-	64 – 7000-series HR

**HIGH-SPEED RAIL**

This new category has two reports this month. *The Rockland Journal News* (August 26) reported that the New York State Department of Transportation has applied for \$565 million in ARRA (stimulus) funding to develop high-speed rail service. Among the 38 projects are: \$46.1 million to improve signals between Croton-on-Hudson and Poughkeepsie (Upper Hudson) to increase speeds; \$48.6 million to realign tracks at Rochester's station and add a high-level platform; \$32.1 million for signal improvements between Buffalo and Niagara Falls (Niagara Branch); \$27.4 million for track and signal improvements around Syracuse; \$22.4 million for relocating the Niagara Falls station on Lockport Road to the renovated 1863 Customs House; and \$12.4 million for improving tracks and signals between Amsterdam and Rome. The Obama Administration and Congress have set aside \$8 billion from ARRA for high-speed rail.

On the same day, member Dave Safford sent a report that the Pennsylvania Department of Transportation has applied for \$28.2 million of the high-speed rail money. Projects listed include further work (including added power and new signals) on the newly rebuilt line from Philadelphia to Harrisburg, adding a third express track from Atglen to Paoli, and removal of three grade crossings. Officials envision top train speeds being raised from 110 to 125 mph over this route. Also part of the application is \$750,000 to study improvements, including electrification, between Harrisburg and Pittsburgh. The goal of the last would be to enable 110 mph service, cutting transit times from 5½ to 3½ hours. No potential source of funds for actual construction of this work has been identified.

**OTHER TRANSIT SYSTEMS**

*BOSTON, MASSACHUSETTS*

On August 17, MBTA became the third largest transit agency in the United States to make detailed scheduling and geographic data public, in a format that is converted into the industry-standard Google Transit Feed Specification (GTFS) using existing scheduling software. The data includes full schedules and geographic information for all MBTA bus, rail, and ferry routes, along with several regional transit authorities (please see below). Similar efforts in other areas, such as Washington, D.C., San Francisco, and Portland, have allowed third-party developers to create useful applications and scheduling tools for riders at no cost to the city, agency, or state, to improve customer service. Information on the page also includes GTFS data for the Berkshire Regional Transit Authority, Cape Cod Regional Transit Authority, Lexpress, Lowell Regional

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AGENCY	ON ORDER	FUTURE ORDER
Bay Area Rapid Transit	-	Up to 700 HR starting in 2014
Calgary Transit	14 Siemens LRVs (2010) 21 Siemens LRVs (2011)	-
Chicago Transit Authority	406 Bombardier HR (2009)	709 HR Options
Dallas Area Rapid Transit	115 "C" car inserts (ongoing) 48 Kinki-Sharyo LRVs (through Spring 2010)	-
GO Transit	25 Bombardier Bi-levels (2009-2010) 30 MP40PH-3C locomotives (2009-2011)	-
MTA Long Island Rail Road	-	260-M-9 EMUs + 190 car option
Los Angeles County MTA	56 Breda LRVs (2009-2010)	111 LRVs
Metrolink (Los Angeles)	57 Rotem Cab cars & 60 Trailers (2009-2010)	-
MTA Metro-North Railroad	300 Kawasaki M-8 EMUs (2009-)	-
MTA NYC Transit	1,662 R-160/R160A	-
Metra	-	75 EMUs
Northstar Corridor	18 Bombardier Bi-levels (2009)	-
PATH	340 Kawasaki HR (through 2011)	-
PATCO	-	Overhaul of its fleet of 121 HR cars
RTD – Denver	55 Siemens LRVs (through 2011)	-
Sound Transit	27 LRVs 3 Cab cars	-
SFRTA (Tri-Rail)	10 Rotem cab cars 4 Rotem Trailers	-
SEPTA	120 Rotem Silverliner-Vs	-
TriMet	22 Siemens LRVs (2009)	-

**Commuter and Transit Notes***(Continued from page 12)*

Transit Authority, Merrimack Valley Regional Transit Authority, Metrowest Regional Transit Authority, Pioneer Valley Transit Authority, Vineyard Transit, and ferry services.

With the schedule information now available to the public, two iPhone applications have been created that could help someone trying to catch a train or a bus. One app – a computer program that runs on iPhones – shows the user where the closest MBTA station is located, while another indicates when the next train or bus is coming. For the time being, these apps cost users a small fee, but the prices could go down as developers issue competing programs. There is a third app to the Motor Vehicles Registry, which is free. MBTA is also working on a larger project that would give real-time information about whether buses and trains will be on time as passengers wait at bus stops or train stations.

Senator Edward M. Kennedy, more familiarly known as “Ted,” passed away late on August 25. He had represented the Commonwealth of Massachusetts in the United States Senate for 47 years. Before the burial in Arlington Cemetery next to his brothers John and Robert, memorials were scheduled in the Boston area, which required additional MBTA services.

Thursday August 27 and Friday August 28:

- Extra Red Line trains to JFK/UMass station, near Columbia Point in Dorchester, where Senator Kennedy’s body lay in repose at the John F. Kennedy Presidential Library
- From 5:30 to 11:30 PM Thursday and 7:30 AM through 4:30 PM Friday, additional buses operated between JFK/UMass station and the John F. Kennedy Presidential Library as supplemental service to the “T”’s regular Route 8 bus service
- Commuter rail offered additional service, as every Old Colony train from the South Shore made a station stop at JFK/UMass Station

Saturday August 29:

- E Line trolleys terminated at Brigham Circle
- Route 39 bus service was increased along Huntington Avenue, while the E was terminated at Brigham Circle
- Extra Orange Line service ran to Roxbury Crossing station, near Mission Hill
- Route 66 buses, which travel along Tremont Street past the Mission Church, were diverted
- The Mission Hill Link bus, which normally travels via Tremont Street from Brigham Circle, did not operate
- Additional bus routes operating through Roxbury Crossing were also impacted by the nearby traffic
- MBTA personnel were assigned to key locations, including Brigham Circle, Ruggles, and Roxbury

Crossing stations to monitor service and assist passengers.

On September 3, MBTA issued a Request for Proposals to purchase up to 40 new diesel-electric locomotives. The majority of funding for the locomotives is expected to come from federal grants.

On September 9, MBTA’s Board of Directors approved a contract that would extend commuter rail service in Rhode Island from Providence to T.F. Green Airport in Warwick and Wickford Junction in North Kingstown. The 20-mile extension of the Boston-to-Providence line would start operating in 2011. As part of the agreement, the operating costs cannot come from either MBTA or the Commonwealth of Massachusetts. The agreement also requires Rhode Island to seek legislation protecting MBTA from liabilities. RIDOT will be responsible for maintaining the new stations and, in conjunction with MBTA, for collecting revenue. An optimum run time from T.F. Green Airport to South Station has been put at 1 hour 15 minutes.

Effective September 10, E Line service has been expanded between Heath Street and Lechmere to accommodate the transportation needs of students and medical employees in the area. One weekday train has been added to improve trip frequencies. Between 11 AM and 2 PM, headways were decreased from 10 minutes to 8 minutes and between 2:15 and 4 PM, from 9 minutes to 7 minutes. Thanks to member Todd Glickman for these reports.

Member Bob Vogel sent a digital image of MBTA Bombardier coaches 1607 and 1634 at the Delaware Car yard in Delaware. NETransit reports that these cars, which have been out of service since a sideswipe in Manchester (Rockport Line) in 2002, were originally sent to TTA/Bombardier in Bath, New York for repairs in 2004. Delaware Car received them this year. In the same view was a partially disassembled SPV, which did not have a visible number.

*LINDENWOLD, NEW JERSEY*

Bob Vogel, who posts lots of excellent rail photos on the Internet as Chuchubob, sent some images of PATCO 294, which is shrink-wrapped to advertise Drexel University’s MBA program. Bob wrote that it this is the first commercially wrapped car. A year ago, PATCO did a test wrap promoting its Freedom Card on car 251.

*PHILADELPHIA, PENNSYLVANIA*

On September 11, SEPTA marked the final completion of the rebuilding the west end of the 1907-built Market-Frankford El. The final bill for the two-mile, six-station segment, which was ten years in construction, had a price tag that soared from the budgeted \$420 million to the actual cost of \$720 million. Each business day, there are 160,000 riders.

The United States District Court ruled on September

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

12 that SEPTA is required to install handicapped elevators at the City Hall and 15<sup>th</sup> Street stations to provide direct access to the Market-Frankford and Broad Street Lines. The judge ruled that using an existing elevator at 16<sup>th</sup> Street required an unreasonably lengthy detour. SEPTA estimates the cost of the City Hall elevator alone at \$2 million. Thanks to Dave Safford for these reports.

Member Bob Wright wrote that he noted the item on the South Philadelphia trackless lines, which was from **Cinders** (August **Bulletin**). He wondered what crews inspected the wires, as much of Route 79's westbound wire from Swanson Street to 2<sup>nd</sup> Street is partly missing, and there are several other segments on each line that would need to be reinstalled. Surprisingly, though, the sections that remain are in good shape for the most part, despite not having been used in 6+ years. Also, SEPTA recently advertised for expressions of interest for buyers of the Silverliner II and Silverliner III cars, with bids to be accepted in early October. With the Silverliner Vs delayed, it seems the Silverliner IIs and Silverliner IIIs won't be going anyplace soon. They continue to soldier on in weekday service, and occasionally a handful of them can be seen on weekends.

**BALTIMORE, MARYLAND**

According to a report in The Baltimore Sun, sent by member Steve Erlitz, since the end of August, MARC has been having trouble rounding up enough locomotives to power its trains. This is because six of the ten electric locomotives are out of service. The AEM-7s have 7,000 hp while the HHP-8s have 8,000 hp, compared to the diesels, which have between 2,300 and 3,000 hp and cannot haul as many cars. What this means for passengers is that there may be fewer seats on certain trains, and they might have to stand for all or part of the trip. While 3 of the 36 new MP-36s are on hand, they are not running due to a disagreement with the manufacturer over safety certifications and liability issues.

**WASHINGTON, D.C. AREA**

On August 18, Wabtec announced that its Motive-Power subsidiary had received an order for 12 MPXpress® MP-36 locomotives valued at \$44 million from Virginia Railway Express. VRE used resources from two federal earmarks from United States Senator James Webb, federal formula funds, and a recent award of stimulus money under ARRA to increase its initial order from 5 locomotives to the current 12. The contract comes with an option for 8 additional units, which would bring the contract to \$73 million.

VRE, like many transit operators, performs emergency simulations, and for the one that is scheduled for Saturday, October 17 at the Broad Run Yard, "volunteer victims" are needed to be part of the event. The setup is that a train will be staged with a full crew and passen-

gers so that first responders can react to a situation as realistic as possible. VRE passengers who are interested in either volunteering for such an incident or observing were told to register on the agency's website.

September was National Preparedness Month, and VRE published this list of a few basic things to do to prepare for possible issues with trains. Even if you are not a VRE rider, they are worthwhile suggestions.

1. In case of mechanical breakdown or any other problem that could prevent a train from continuing and completing its route, riders may want a separate backup plan or alternative way to get home, as VRE-arranged transportation may take time to arrive — whether this is a bus, sharing a ride with someone, or having someone who could come to pick you up.

2. Signing up for the Guaranteed Ride Home Program may be extremely beneficial to prevent one from being stranded. Information about the Guaranteed Ride Home Program can be found the <http://www.vre.org/programs/comcon.htm>.

3. In the event of a lengthy delay, you may benefit by keeping an extra granola bar and some bottled water with you. Also, carry extra medication if you need it, and perhaps a book or magazine to help occupy your time.

4. To keep in touch with others you may need to carry an extra charged phone or Blackberry battery and you may wish to have local taxi numbers programmed into those devices. Also, carry extra cash or credit card to cover the cost of a taxi.

5. It may also be a good idea to have an extra spare ticket to carry with you, in case a vendor is closed, or in case the Ticket Vending Machines are not reading your credit card.

By planning ahead, you can help yourself make possible problems less inconvenient. Always be prepared.

New timetables went into effect on October 1 in order to accommodate the new Amtrak/State of Virginia Lynchburg service. Steve Erlitz added that this train will make VRE stops at L'Enfant Plaza and Burke Center in addition to Alexandria and Manassas. VRE multi-ride ticket holders can ride Amtrak trains for a \$10 ste-up fee.

Further, these stations are not in the Amtrak system, just like that morning train from New York that stops at Perryville, Aberdeen (which is an Amtrak stop), Edgewood, and Martins Airport. Those stops (except for Aberdeen) are only listed on the MARC schedules and one cannot buy an Amtrak ticket for them. So if one wants to go to Boston from Burke Center, one will need to have a VRE ticket to get on and then an Amtrak ticket from Alexandria or Washington, D.C. to Boston to stay on...most likely until someone wakes up.

Fredericksburg Train #307 and Manassas Train #331 were adjusted by five minutes earlier and later, respectively.

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**NORFOLK, VIRGINIA**

Hampton Roads Transit reported that work has been underway to install the poles that will hold the catenary for its Tide LRT, a 7.4-mile line that will connect Newtown Road with the Eastern Virginia Medical Center Stations in Norfolk. The line is set to open next year.

**CHESTERTON, INDIANA**

Member Jim Beeler sent a colorful brochure entitled "**South Shore Line — Closed Some Weekends,**" which gave details on the shutdowns that were published in the September *Bulletin*.

A new weekend schedule will be placed into effect on November 22 that will eliminate the present clock-face schedules. NICTD reported that while convenient, memory schedules require a precision train meet between east and westbound trains near Michigan City, which has contributed to a sharp decline in weekend on-time performance (53% of weekend trains were on time in 2008). With growing weekend ridership, station dwell times have increased. It also takes more time to turn equipment at the terminals and to add or cut cars in Michigan City. The memory schedule does not permit any flexibility to adjust the schedule to changing conditions, while the new schedule provides more flexibility to respond to changing demand. It maintains the current nine trains in each direction but shifts their arrival and departure times to and from Chicago. There will be a morning express train from South Bend but also a reduction in the number of trains serving South Bend and Hudson Lake from 8 to 5 westbound and 7 to 6 eastbound trains. The table below is from NICTD's web site.

**SIDE-BY-SIDE COMPARISON OF CURRENT AND PROPOSED WEEKEND/HOLIDAY SCHEDULES**

WESTBOUND TIME ARRIVING IN CHICAGO				EASTBOUND TIME DEPARTING CHICAGO			
Current		Proposed		Current		Proposed	
Time	De-parting Terminal	Time	De-parting Terminal	Time	Arriv-ing Terminal	Time	Arriv-ing Terminal
7:00 AM	MC	7:33 AM	MC	12:45 AM	MC	12:45 AM	MC
9:00 AM	SB	9:18 AM	SB	8:00 AM	SB	8:45 AM	SB
--	--	10:17 AM Express*	SB	10:00 AM	SB	10:45 AM	MC
11:00 AM	SB	11:18 AM	MC	11:59 AM	SB	12:10 PM	MC
1:00 PM	SB	--	--	2:00 PM	SB	1:35 PM	SB
3:00 PM	SB	2:44 PM	SB	4:00 PM	SB	4:43 PM	SB

WESTBOUND TIME ARRIVING IN CHICAGO				EASTBOUND TIME DEPARTING CHICAGO			
Cur-rent	Cur-rent	Pro-posed	Pro-posed	Cur-rent	Cur-rent	Pro-posed	Pro-posed
5:00 PM	SB	5:28 PM	MC	6:00 PM	SB	6:25 PM	SB
7:00 PM	SB	7:16 PM	SB	8:00 PM	SB	9:15 PM	SB
9:00 PM	SB	8:58 PM	MC	11:15 PM	MC	11:15 PM	SB
11:00 PM	SB	11:48 PM	SB				

\*Express stops at Hudson Lake and Dune Park

MC = Michigan City

SB = South Bend

**CHICAGO, ILLINOIS**

Metra issued a special edition of *On The Bi-level* that provided details on its new website, which went on line on September 9. The highlight is the prominence of establishing a "My Metra" account where riders can purchase tickets for the first time using credit cards and sign up for e-mail alerts when there are delays on their line, plus a lot more. Thanks to Jim Beeler for sending this information.

Jim also sent copies of the UP/Northwest (Harvard) and UP UP/North (Kenosha), which have the same effective date as the previous schedules. However the following changes have been made:

Size has increased from roughly 4"x7" to 4"x8.5" (*Editor's Note: They are now the same size as Metro-North and LIRR, folded vs. "booklet" style*), with a result that inbound and outbound schedules are shown on the same page – a nice improvement.

- Weekday schedules on side, weekends on the other
- New graphics on the cover
- The map has been dropped

Interestingly, there is no mention of being able to purchase tickets with a credit card.

Jim concluded with, "I thought something was up as recently only single sheets (similar to what is issued for a holiday) have been available for some lines."

The Chicago Transit Authority reported that it has made significant progress replacing track in the Blue Line's Dearborn Subway, an \$88 million project funded by ARRA. Under this project, approximately seven miles or 39,000 feet of track from Division on the O'Hare branch to Clinton on the Forest Park branch is being replaced. The first two phases of the project have been completed, with the second phase being completed six weeks earlier than originally anticipated due to improvements in how the work was sequenced. More than 20,000 feet of track has been replaced from just north of the Division station to just south of the Grand station. Trains have resumed normal speeds from Division to

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Clark/Lake, resulting in faster travel times.

On September 10, CTA awarded a \$4.3 million contract for the installation of high-resolution digital security cameras and related equipment at all 144 stations by 2011. The first new cameras will be put in place by the end of this year at 17 stations on the Green Line with a high incidence of pick-pocketing and other crimes. That will be followed by 12 Red Line stations by next May. Thanks to Bob Hansen for these reports.

**CORALVILLE, IOWA**

Member Pete Donner sent a report about *The Hawk-eye Express*, a train, which began operating in September, 2006, that provides service before and after University of Iowa home football games. It runs between Coralville and a stop adjacent to the football stadium in Iowa City and is operated by the Iowa Northern Railway over Iowa Interstate (ex-Rock Island) trackage. The six-car train is composed of former Metra gallery cars. Pete sent digital images that show the train, which was powered by F-40-PH-2 678 (Ex-Amtrak 241) pulling cars 7704, 7723, 7735, 7743, 7750 (trailers), and 8704 (cab).

**MINNEAPOLIS, MINNESOTA**

On August 31, it was announced that the opening date for Northstar Service will be November 16. Opening day celebrations will take place on Saturday, November 14. Three days earlier, on August 28, the following weekday fares were announced: Big Lake - \$7, Elk River - \$5.50, Anoka - \$4, Coon Rapids - \$4, and Fridley - \$3.25. These are the weekend/holiday fares: Big Lake - \$5.25, Elk River - \$4, Anoka and Coon Rapids - \$3, and Fridley - \$2.50. For passengers not traveling downtown, the one-way fare between all stations (Big Lake to Coon Rapids) is \$3.25 on weekdays and \$2.50 on weekends/holidays. Children 5 and under ride for free when accompanied by an adult. Reduced fares for seniors (65+), youth (6-12), and Medicare card holders apply only on weekends/holidays, but apply for persons with disabilities at all times. Those fares are: Big Lake - \$1.75, Elk River - \$1.25, Anoka and Coon Rapids - \$1, and Fridley - \$.75, which is also the fare charged for passengers not traveling downtown. Tickets must be purchased prior to boarding as no tickets are sold on board trains.

The \$317 million project was designed and constructed by the Minnesota Department of Transportation. It is owned by the Met Council and managed by Metro Transit, an operating division of the Council. Initially, service will consist of five morning trips to Minneapolis and five afternoon trips to Big Lake during peak weekday commuting times, and one reverse trip to Big Lake in the morning and to Minneapolis in the afternoon. Northstar also will offer three weekend round trips and some holiday service.

Pending the issuance of the exact schedule, which was to be announced soon, the early planning calls for trains to arrive downtown at half-hourly intervals beginning at 6:30 to 8 AM, then at 8:45 AM. The afternoon departures would also be half-hourly starting at 3:45 PM. With five trips, the final trip would occur at about 6 PM. That certainly would not work in any of the present commuter agencies for those who work later into the evening. I received a report that because BNSF traffic is heavy, there is a constraint on scheduling later trains. Each train will consist of an MP-36 locomotive and four Bombardier bi-levels. This press release reported that the Hiawatha LRT (Route 55) had been extended north to the new Ballpark station (not yet opened) adjacent to the Twins' new stadium, Target Field. This was not reflected on the agency's website, so I called Metro and was told that both would open together.

John Coffee, Editor of *Fare Box*, which is published by the American Vecturist Association (for token collectors), and an occasional contributor to the *Bulletin*, wrote that he remembers taking *The Northstar* several times. This Amtrak train, which originated in Duluth, ran through Minneapolis, arriving in Chicago early the next morning. John, a Boston resident, told me that the *Empire Builder* (which brought him to Duluth) arrived in Chicago after *The Lake Shore Limited* had left. This was the train he needed to ride to Boston so he visited a friend and then caught *The Northstar* for an overnight ride to Chicago, and then connected with the next day's Lakeshore Limited.

**DALLAS, TEXAS**

This item was omitted from last month's *Bulletin*. DART opened the first section of the proposed 28-mile Green Line on September 14, with Opening Day festivities being held on September 12 under heavy but much-needed rain. Coincidentally, Portland's Tri-Met also celebrated the opening of its Green LRT Line (please see below). It is unusual that two new LRT lines would open on the same day. This first section of 2.7 miles adds four stations: Deep Ellum, Baylor University Medical Center, Fair Park, and Martin Luther King Jr., and the Victory station has become a full-time stop. The remaining 16 stations and 25 miles is scheduled to open in December, 2010 and will extend southeast from Downtown Dallas to Pleasant Grove and northwest from the Victory station to the Dallas Market Center, the Southwestern Medical District, Love Field Airport, and downtown Farmers Branch and Carrollton.

Also on September 14, the local DART fare was increased by 25 cents to \$1.75 and the local day pass went up \$1 to \$4. The Commuter Rail Two-Zone Pass, which provides access to DART bus, rail, Trinity Railway Express, and the Fort Worth T bus network, is \$7.50.

**AUSTIN, TEXAS**

News of what will be the nation's newest DMU-operated commuter line has been absent from these

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**Commuter and Transit Notes**

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pages for two months. The remaining milestones, which appear below, were taken from Capital Metrorail's report dated August 19. An updated report was due in mid-September. There is still no firm opening date.

- Complete full-service test runs to adjust and finalize rail service schedules to balance arrival and departure times, the number of trips, service cost and reliability. Some trips may begin or end at stations other than Downtown or Leander to optimize the level of service based on available track capacity
- Complete final signal technology adjustments and enhancements, including relocation of train detection equipment
- Complete final system validation. This process ensures consistent and reliable operation of all components working together
- Complete signal communication system redundancy to remedy any remaining communication issues between field control points and the dispatch control center

**The American Statesman** reported that when Metro-rail begins operating, some trains will make fewer stops on some runs and they will run more slowly than expected. Having certain trains skip the Leander and Lakeline stops on some morning and afternoon trips, officials said, might be necessary partly to ensure that passengers from those two stops do not fill all the trains and preclude boardings at closer-in Austin stops. The change also was prompted by slower trains. Agency vice president Todd Hemingson said test runs have made it clear that the full 32-mile run will take about an hour, rather than the 48 to 52 minutes originally estimated. Capital Metro officials also said they now plan to use only four of the six trains, which the agency purchased for about \$6 million each, because the line has just four sections where there are passing sidings.

*DENVER, COLORADO*

Denver RTD reported that the first car of its order of 55 LRVs arrived from Siemens' Sacramento, California plant atop a flatbed on August 21. Cars will be delivered every few weeks over the next 18 months. RTD's press release did not include a car number. Each vehicle undergoes a 1,500-mile "burn-in" period designed to ensure safety and functionality. These cars, which were ordered in 2007, will be needed as RTD adds lines which were approved under the FasTracks Program. FasTracks is a voter-approved 12-year program to expand rail and bus service throughout the RTD area. Scheduled for completion in 2017, FasTracks is building 122 miles of rail transit including six new commuter rail and light rail lines and extensions of three existing lines; 18 miles of bus rapid transit service, 21,000 new park-

ing spaces, a redeveloped Denver Union Station and redirected bus service to better connect the eight-county District. In June, construction of the 12.1-mile West Corridor Line began. It is expected to be in service in 2013.

*PORTLAND, OREGON*

Bob Wright wrote that he was in Portland in early August, and found the publicity, posters, etc. were in place for the 8.3-mile Green Line's opening on September 12 (September **Bulletin**). "Free rides were to be provided that day from 11:30 AM to the end of service, but only from Gateway to Clackamas. The Type 4 LRVs are in service on the other lines (and apparently will be used on all lines - I had heard from more than one source that they were going to be used on the Green Line only, but there are only 22 cars and that wouldn't be sufficient). I imagine the usual mix of equipment will be in service on Green Line. Not sure if the Type 4s can MU with the older cars - the 23-year-old Type 1s are still in regular service, although they must be paired with a Type 2 or Type 3 to provide accessible service. When the Green Line opens, it and Yellow will begin operation on the 5<sup>th</sup>/6<sup>th</sup> Avenues Transit Mall."

Tri-Met reported that more than 40,000 trips were taken on the Green Line on opening day. The \$575.7 million project was built on time and on budget. MAX is now a 52-mile system with 84 stations. Revenue service began on September 13.

*LOS ANGELES, CALIFORNIA*

**Mass Transit Magazine** reported that Metrolink's Board of Directors voted on August 28 to replace Connex, which operates its trains, with Amtrak. Amtrak had been the operator from 1992 to 2004, but now operates four of the seven lines. Board members said they thought switching to Amtrak would allow them to do a better job of implementing new safety measures they have been discussing since the Sept. 12, 2008 crash. It was determined that the Engineer was sending text messages and ran a red signal, then struck a freight train in Chatsworth, California. There were 25 fatalities, including the Engineer plus 135 injuries (October and November, 2008 **Bulletins**). The Board told the Metrolink staff to have a contract drawn up by September 30, which would go into effect in June, 2010, when the current Connex contract expires. Metrolink does have the option to end the contract early or extend it past that date.

*MONTREAL, QUEBEC, CANADA*

**Weekly Rail Review** reported that the first of 160 multi-level cars was delivered by Bombardier on August 24. There was a photo of AMT car 3031 on the Internet, which showed its similarities to NJ Transit's car, albeit in AMT colors. Bob Kingman sent this link, [http://www.myrailfan.com/collection/AMT/AMT\\_3000/AMT\\_3000.aspx](http://www.myrailfan.com/collection/AMT/AMT_3000/AMT_3000.aspx), with pictures of cab car 3000 and

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## Around New York's Transit System

### Alan F. Kiepper Dies at 81

Alan F. Kiepper, of Annapolis, Maryland, formerly President of NYC Transit, died on August 26. He was also General Manager of the Metropolitan Atlanta Rapid Transit Authority, General Manager of Houston's Metropolitan Transit Authority of Harris County, and Executive Vice President of Parsons Brinckerhoff.

### Partially Built Subway Station

Member Steve Krokowski informed us that the Grand Army Plaza librarian told his friend, Douglas Diamond, that there is a partially built subway station in the sub-basement of the library. He and his friend were granted access. They found a two-track local station with two side platforms that could accommodate a two-car IRT train.

Recently, Steve was watching WNYE-TV and he saw a program that revealed that the library was constructed on the site of a reservoir. Work began in 1912, but the city soon ran out of money. During the Depression, construction was resumed and the subway station was built in the sub-basement. Steve saw the station on television.

The library was finally opened in May, 1941. Unfortunately, no one was able to find blueprints or information

about the station.

### Brighton Line Station Rehabilitation

From 8:45 PM September 11 to 5 AM September 14, and again over the weekend of September 19-20, buses replaced **C** trains between Prospect Park and Kings Highway. Starting September 14, **B** and **C** trains operated local in both directions between Kings Highway and Prospect Park. From 10 PM September 25 to 5 AM September 28, there was no service from Stillwell Avenue to Prospect Park. To rebuild the Avenue H, Avenue J, and Avenue M stations, a temporary platform were built over the southbound local track at Avenue J, with a temporary passageway over the tracks to connect the two platforms; at Kings Highway, the northbound platform was expanded over the northbound express track, and southbound trains now stop at the northbound platform. As of 5 AM September 28, southbound trains operated via the local track from south of Prospect Park to north of Newkirk Avenue, then used a hard-rail connection to access the express track to Kings Highway. Southbound **B** and **C** trains then continued to use the express track as far as Brighton Beach because the southbound platforms at Avenue U and Neck Road are still out of service for replacement.

### Commuter and Transit Notes

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trailer 3031.

#### FROM THE HISTORY FILES

*80 Years Ago:* On October 2, 1929, New Orleans Public Service Incorporated re-gauged the St. Charles Line from standard (4' 8½") to Broad (5' 2½") gauge. According to **Headlights** (January, 1970), NOPSI was chartered by the State Legislature and empowered to ac-

quire the various street railways and gas and electric power companies of the city. Since most of New Orleans had been built to broad gauge, it followed that St. Charles should match. All 7½ miles were re-laid on the overnight of October 2-3.

*70 Years Ago:* On October 13, 1939, the Miami Beach Railway abandoned trolley service on its three lines and replaced the streetcars with 15 new Twin Coaches.

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

## TAKE A HIKE by Larry Kiss

Through the years many stations have been abandoned by commuter railroads. On rare occasions, stations have been established where none have ever existed, as can be seen on Metro-North's Upper Hudson and Harlem Lines. This was done to help hikers reach hiking areas north of the city, and was created exclusively for them.

The first was opened during Conrail's operation on September 17, 1979, at Breakneck Ridge (Upper Hudson Line) at Milepost 55.0. It is located between the Cold Spring and Beacon stations. The second, Appalachian Trail (Upper Harlem Line), at Milepost 65.9,

opened on September 10, 1990. It is located between the Pawling and Hudson Valley-Wingdale stations. Lest readers think that Appalachian Trail is just a location, it is actually part of a 2,160-mile-long continuous marked footpath that stretches from Katahdin in Maine to Springer Mountain in Georgia.

There are no shelters, ticket vending machines, or parking areas at either station. Service at both stations consists of two trains in each direction on weekends only. Both stations consist of one-car length, low-level platforms.