

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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STEINWAY LINES QUIT 70 YEARS AGO

Street railways, which served northern Queens for 70 years, ceased operating on November 1, 1939. The first horse car line, the Dutch Kills Line, started running in 1869 from the 34th Street ferry to the 92nd Street ferry via a circuitous route before it was re-routed to 31st Street.

During the next few years, several other small companies, which were eventually merged with the New York & Queens, started operating in northern Queens.

On January 30, 1892, the franchises and property of the Steinway & Hunters Point Railway Company were sold under foreclosure to William Steinway for \$75,000, and conveyed to him by deed executed March 5, 1892. Steinway Railway Company of Long Island City was incorporated March 23, 1892.

Several improvements were made, including electrification in 1893. During the next few years, electric trolley cars were placed in service and several lines were extended.

Four years later, Steinway Railway was merged into a new corporation, the New York & Queens County Railway Company, which was incorporated June 26, 1896. NY&Q acquired the following street railways: By deed dated June 29, 1896, the company acquired the Long Island City & Newtown Rail Road Company. By certificate of merger dated September 16, 1896, the company acquired the Steinway Railway Company. Finally, by three certificates of merger dated December 31, 1896, the company acquired the Newtown Railway Company, the Riker Avenue & Sandford's Point Railroad Company, and the Flushing & College Point Electric Railway Company. The new corporation operated nine trolley lines extending from Flushing, College Point, and Jamaica to Long Island

City, Astoria, and Middle Village.

On December 29, 1903, the Interborough Rapid Transit Company acquired control of NY&Q through the purchase of a majority of its capital stock.

At first, the company prospered because of increased population in Queens. But riding declined after the Long Island Rail Road started operating to Penn Station in 1910 and IRT was extended to Corona and Astoria in 1917. Oddly enough, IRT's trains competed with their own subsidiary, the trolley cars. During the post-World War I inflation, most transit lines were operating at a loss, but they were not allowed to raise the fare, which was still a nickel.

Because the company's finances grew steadily worse, it defaulted on the bonds' interest payable January 1, 1922 and the property was turned over to the receivers. Third Avenue's President, S.W. Huff, and an insurance broker, R.C. Lee, were appointed receivers of Steinway Lines, which were separated from NY&Q. The receivers started operating the original Steinway lines on May 10, 1922, charging a separate fare and giving no transfer privileges to NY&Q cars. Meanwhile, Steinway was operating a fleet of old cars that were turned over by NY&Q. These cars were soon replaced by Third Avenue's oldest cars and by second-hand cars.

The lowest numbered straight-side convertibles arrived in Queens on September 5, 1922. They were transferred to the Bronx in the spring of 1931 and returned to Queens in the spring of 1934. They remained there until abandonment, when they returned to the Bronx. Most of the 176-200 semi-convertibles replaced the convertibles from 1931 to 1934,

(Continued on page 5)

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

BROOKLYN'S CLOSED DOUBLE-TRUCK CARS (Continued from October, 2009 Issue) By Bernard Linder

The December 19, 1943 car assignment of double-truck closed cars is as follows:

DEPOT	CAR NUMBERS	NUMBER OF CARS
Crosstown	2500s	19
East New York	1100s	19
	2500s	28
	2700s	9
	2900s	2
	3100s	4
	3300s	2
Fresh Pond	2500s	13
58 th Street	700s	10
	2500s	16
Ninth Avenue	2500s	13
	2700s	1
	3100s	3

The above cars were operated on the following lines:

DEPOT	LINE
Crosstown	Greenpoint
	Nassau Avenue
	Union Avenue
East New York	Broadway
	Bergen Street
58 th Street	86 th Street
	West End
Fresh Pond	Bushwick Avenue
Ninth Avenue	Sea Gate

We observed double-truck closed cars on the following lines:

LINE	CAR NUMBERS	DATE
Bergen Street	1100s, 2500s	1939 to October, 1943
	1100s, 2500s, 2700s, 3100s, 3300s	March to July, 1944
Broadway	1100s	1939-41
	1100s, 2500s (A)	December, 1942
	1100s, 8000s	October, 1945

Bushwick Avenue	3100s	December, 1939
	2500s	August, 1940
	2500s (B)	January, 1943 to November, 1944
Greenpoint	700s	December, 1939 to January, 1940
	2500s	1941 to July, 1942
	1100s, 2500s	December, 1942
Nassau Avenue	2500s	September, 1940 and January, 1944
Sea Gate	2500s, 2700s, 3100s	June, 1943 and June, 1944
	2500s	March, 1946
Union Avenue	5100s	August, 1940
	2500s	August, 1942
	5100s	August, 1943
	2500s	January, 1944
Union Street	2500s	March-September, 1940; September, 1942; February, 1943
	4100s	March, 1943

- (A) Occasionally
(B) Weekdays

8000s operated regularly on the following two lines;

LINE	CAR NUMBERS	DATE
Franklin Avenue	2500s, 2700s	Rush hours April-June, 1943
	2500s	December, 1944-March, 1945
Metropolitan Avenue	2500s	April-December, 1943

2500s and 2700s operated occasionally on the dates listed.

5100s were in service regularly on Ralph Avenue, 2500s operated occasionally in September, 1941 and from January to October, 1943.

(Continued on page 3)

Brooklyn's Closed Double-Truck Cars*(Continued from page 2)***SCRAP DATES****CAR NUMBERS**

DATE	761-799	1129-78	2380-99	2500s	2700s	2900s	3100s	3300-1	TOTAL
1907	—	—	—	—	1	—	—	—	1
1930	3	—	—	—	2	17	48	—	70
1932	1	—	—	—	8	3	6	—	18
1933	7	—	—	—	12	—	1	—	20
1934	1	—	—	—	26	10	15	—	52
1935	—	—	7	—	1	—	—	—	8
1938	6	—	13	2	32	63	11	—	127
1939	—	—	—	—	—	5	1	—	6
1940	—	—	—	1	—	—	—	—	1
1946	—	36	—	60	18	2	18	2	136
1947	7	13	—	10	—	—	—	—	30
1948	14	1	—	27	—	—	—	—	42

On May 1, 1942, the following cars were sold to the C&C Corporation, State of Rio de Janeiro, Brazil: 1130, 1139-42, 1144, 1146, 1150-63, 1165, 1166, 1169, 1171, 1173-76, and 1178. They were ordered to Coney Island Yard on July 22 or August 1, 1943, but could not be scrapped until World War II was over. On May 20, 1944, they were transferred to the Avenue J sand pit, where their trucks were removed and shipped to Brazil. The bodies were left on the ground and were scrapped in March and April, 1946.

THE 5100-SERIES CARS

These cars, originally 6000-99, were center entrance and exit cars like the 5000s. Cars had double-end, straight-sided bodies with a low-step passenger entrance and exit located at the center of the car, where fares were collected from passengers entering the car. Incoming and exiting passengers were divided by a railing. To obtain a low single-step entrance, the floor was depressed at the center. A locked swinging door was provided for the Motorman.

The arrangement of the equipment was similar to the 5000s, but the roofs resembled the roofs of the 4100s, which were originally coupled to the center entrance trailers.

Cars 6000-6099 renumbered to 5100s, were built by J.G. Brill Car Company in 1919. They were center entrance and exit trailers that were coupled to 4100-99 and 4300-4. These trailers were in service until 1925, when Mayor Hylan prohibited operation of trailers in New York City. Cars cost \$8,434 each.

Trailers were in service on the following lines:

Bergen Street	Fulton Street
DeKalb Avenue	Greene and Gates Avenues
Flatbush Avenue	Williamsburg Bridge Local
Flatbush-Seventh Avenue	Flushing Avenue

Cars 6000-53 were motorized at the Coney Island Terminal Shop in 1924-5. On October 28, 1923, the first car, 6011, was completed and renumbered to 5111. The remaining cars were renumbered to 5100-53 in 1924. Cars 6054-99 were not motorized and were stored in East New York Yard until they were scrapped in 1932. They were renumbered to 5154-99 on October 31, 1929 because the company expected to assign 6000-series numbers to the new cars that were delivered in 1930 and 1931.

Cars 5100-53 were rebuilt as single-ended one-man front entrance cars at the Brill factory at Philadelphia in 1932. Four-part folding doors were installed at the front end. The right side sliding center doors and route sign were removed and replaced by four-part folding doors. Doors were removed on the left side.

On December 19, 1943, 38 cars were assigned to the Graham Avenue Line.

We observed the 5100s on the following lines:

LINE	DATE
Ralph Avenue	December, 1939-December, 1941 (A) January-October, 1943
Sumner Avenue	March 29-July, 1945
Graham Avenue	December, 1939-March 28, 1945

(A) 2500s—occasionally

(Continued on page 4)

Brooklyn's Closed Double-Truck Cars

(Continued from page 3)

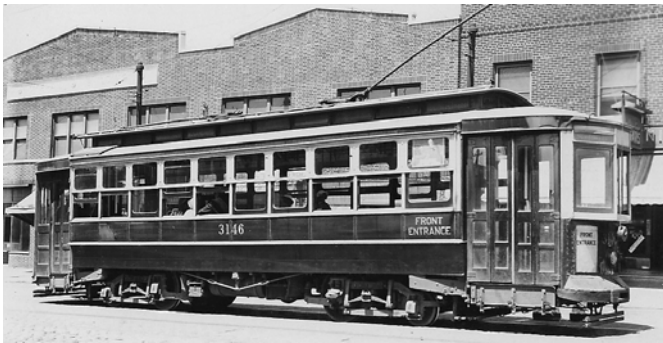
SCRAP DATES

YEAR	NUMBER OF CARS
Trailers	
July-August, 1932	45
Motors	
1946	20
1947	28
1948	6

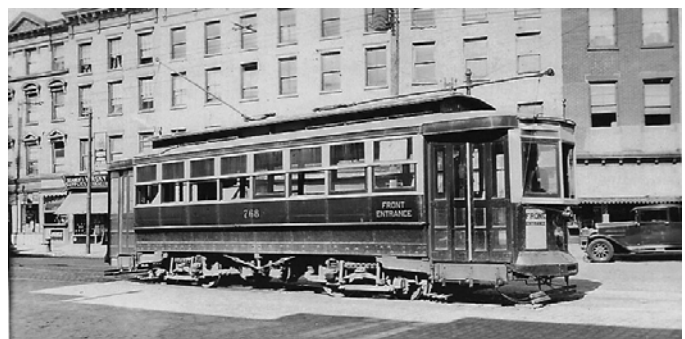
During World War II, trolley cars operating on the Crosstown, Flushing Avenue, Graham Avenue, and McDonald-Vanderbilt Lines transported most of the 30,000 Navy Yard workers, including your Editor-in-Chief.

The big 5100s, with lots of standing room, were able to accommodate the crowds that accumulated during shift changes.

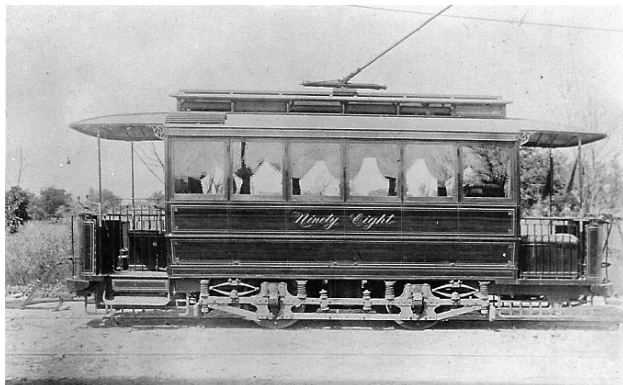
Car 5157 was sold on May 31, 1933.



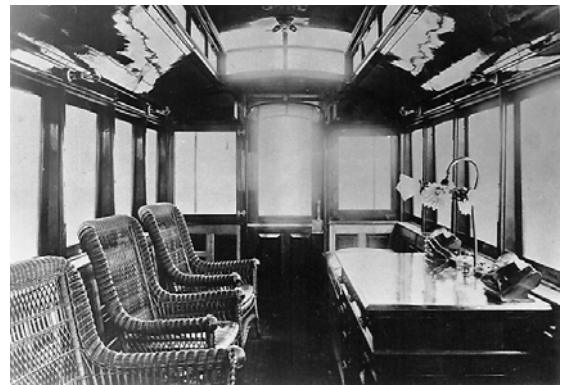
Brooklyn-bound 10-window car 3146 in Maspeth, 1930.
Bernard Linder collection



Brooklyn & Queens Transit Company 8-window car 768, September, 1935.
Bernard Linder collection



Parlor car 98.
Bernard Linder collection



Interior of parlor car 98.
Bernard Linder collection



Double-end two-man car 5144.
Bernard Linder collection



Car 5113, rebuilt to a single-end one-man car.
Bernard Linder collection

Steinway Lines Quit 70 Years Ago

(Continued from page 1)

after which they were scrapped. The above cars were transferred frequently between the Bronx, Yonkers, and Queens.

In 1937, several 700-series cars no longer needed in Yonkers were transferred to Queens, where they remained until abandonment and were scrapped.

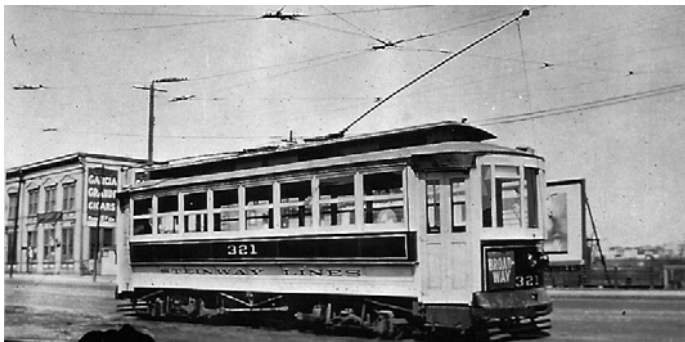
The following second-hand cars lettered "Steinway Lines" always operated in Queens. Thirty 8-window

double-truck box cars were bought from BMT on February 28, 1927 and were renumbered 301-30. The remaining seven cars were renumbered to 1682-8 in 1936. In 1930, second-hand cars 529-43 from the Manhattan Bridge 3-Cent Line and second-hand Birneys 1651-81 were placed in service.

On December 6, 1935, service was discontinued on the Flushing Avenue (present-day Astoria Boulevard) Line without replacement buses.

On September 29, 1939, buses replaced trolley cars

(Continued on page 18)



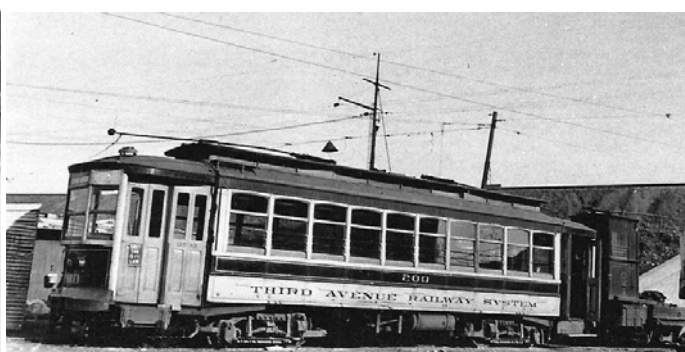
Former BMT car 321 on Broadway.
Bernard Linder collection



Car 710 on the 31st Street Line in 1936. This car was transferred from Yonkers.
Bernard Linder collection



Second-hand Birney 1669 on Vernon Boulevard Line at 92nd Street Ferry, August 2, 1939.
Bernard Linder collection



Semi-convertible 200.
Bernard Linder collection



Steinway Lines convertible 12 at Woodside Barn.
Bernard Linder collection



Former Manhattan Bridge 3-Cent Line car 541 in Woodside, January 24, 1935.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

As the summer of 2009 closes, we bid farewell to Subdivision "B"'s R-40M class, which ran their final miles in the last few days of August, and offer a continuing hello to more and more of the arriving R-160s. There are plenty of other changes as well, represented by a daily chronicling of events that remains as robust as ever. So as the weather cools down, let us examine some of the latest developments at MTA New York City Transit...

Subdivision "A" Happenings

Single R-62As 1905 and 1908 were removed from the Bronx-based refuse train as of August 24 and immediately moved over to their new home at Corona Yard. LED side sign units were quickly installed and both cars were observed as mid-train motors starting on August 28. In their place, cars 2019 and 2021 were imported to 239th Street Yard from Queens for use on the refuse train, lasting until about September 4, at which time the use of air-conditioned equipment on main line refuse trains was curtailed for the season. Single-unit R-33s then made a comeback, in company with the usual R-127/134 "EPO" series Work Motors. On the Flushing-based refuse train, car 1999 was replaced by 2020 as of August 28 and both were still there as of September 15. Since mid-August, new purple-on-white strip maps have been rapidly installed inside R-62As assigned to **7**, replacing the purple-on-black graphics used since 2002.

R-160 Progress

As of August 31, Option I R-160A-2s 9558-72 were delivered, while Option I R-160A-2s 9533-42 entered service on **E** and **F**. As of September 15, Option I R-160A-2s 9573-87 were on hand for pre-service testing, while 9543-62 had been accepted for service at Jamaica. By September 15, the delivery of Option II R-160Bs 9828-37 was being completed. The second train of Kawasaki-built Option II equipment (9813-22) was in service on **E** and **F** as of September 2. Starting the weekend of September 12-13, R-160s were to provide all service on both ends of the split **C** (Prospect Park-57th Street and Kings Highway-Coney Island), as their electronic side signs are capable of displaying proper destinations while the R-68/R-68As cannot.

As of September 15, deliveries totaled 340 R-160A-1s, 405 R-160A-2s, and 555 R-160Bs for a combined quantity of 1,300 even. Of the overall total as of September 15, 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**, **Q**, and **W** (for 470 total); and 330 R-160A-2s plus 130 R-160Bs at Jamaica on **E** and **F** for a combined total of 460.

60-Foot SMEE News (End of The R-40Ms)

Each of the remaining R-40Ms rapidly made their final trips during the last week of August, with 4544/5 being retired on August 25; 4510/1, 4530/1, and 4546/7 on August 26; and mismatch 4460/4665 along with 4540/1 making their last appearances on August 27. The very last pair of R-40Ms to be used in revenue service turned out to be 4484/5 on the morning of August 28, as seen in the following consist on **V**: N- 4752/3-4660/1-4485/4-4720/1-4763/2-S. Four other R-40M (4506/7 and 4518/9), which had been assigned to the 38th Street refuse train since mid-July, then continued in this duty for a few more days before they also were replaced by Phase I R-32s and retired, thus concluding the 40½-year service career for this group. The first Modified R-40s in service were observed March 6, 1969 on **F**, mixed into a train of slant R-40s at the time. Since withdrawal, virtually all of the Mods have been moved to 207th Street and by mid-September many of those were already processed for reefing. The R-40M/R-42 mismatch created after a catastrophic 1995 collision on the Williamsburg Bridge (4460/4665) has been sighted in repose at Coney Island Yard, while another pair that was removed from service some time ago (4480/1) is designated for preservation.

Another handful of Morrison-Knudsen-overhauled R-42s has been withdrawn from service in Queens as well, but more noteworthy was the restoration of cars 4638/9. These had entered storage in late July and spent more than a month idle at Jamaica Yard with a red sticker on the Train Operator's window stating "Cars Pending Scrap. Not OK For Service." Usually this is a precursor to the cars' preparation for reefing, but in this case 4638/9 were reawakened and restored to service, being sighted on **V** on September 8. As for the R-32s remaining at Jamaica, they seemed to become the focus of attention after the R-40M departed the fleet, briefly climbing in quantity to 42 before dropping rapidly again to a low of 26, including four cars reassigned to the 38th Street refuse train on September 2. A big surprise in this regard was the transfer of 10 Phase Is (3445/3468, 3520/3891, 3610/1, 3726/7, and 3820/1) from Jamaica to Coney Island on September 12, preparatory to a major service change on the Brighton Line that saw all trains operate in local fashion (owing to station reconstruction) starting on September 14. They were sighted that first day operating on **B** with "Sixth Ave.-West End" side destination signs, while on the same day there were two other Phase I trains running on the Queens lines (one **R**, one **V**). This meant 30 of the 32 R-32s available that day were on the road—quite

(Continued on page 7)

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

a testament to a dying veteran. Overall by September 15, there remained 242 Phase I R-32s and 160 Morrison-Knudsen-overhauled R-42s active for a total of 402.

60-Foot SMEE Retirements and Restorations

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

August, 2009: R-32 Phase I 3796/7 withdrawn from Jamaica (R, V); R-32 Phase I 3370/1, 3746/7 restored to service at Jamaica (R, V); R-40M/R-42 4460/4665 and R-40M 4484/5, 4510/1, 4530/1, 4540/1, 4544/5, and 4546/7 withdrawn from Jamaica (R, V) (ALL R-40Ms REMOVED FROM PASSENGER SERVICE); Morrison-Knudsen-overhauled R-42 4696/7 and 4772/3 withdrawn from Jamaica (R, V).

September, 2009: R-32 Phase I 3492/3, 3676/7, and 3746/7 (second time) withdrawn from Jamaica (R, V); Morrison-Knudsen-overhauled R-42 4578/9 and 4686/7 withdrawn from Jamaica (R, V); Morrison-Knudsen-overhauled R-42 4638/9 restored to service at Jamaica (R, V); R-32 Phase I 3500/1 and 3522/3 from Jamaica (R, V) reassigned to refuse train; R-40M 4506/7, 4518/9 removed from refuse train and retired (ALL R-40Ms DEACTIVATED); R-32 Phase I 3522/3 removed from refuse train; R-32 Phase I 3804/5 from Jamaica (R, V) reassigned to refuse train.

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

4-car R-46 unit 6118-21 was shifted from Jamaica (F, G, R, V) to 207th Street on August 26 and will be used on A. It represents the pilot unit of what promises to be many as cars are shifted later this year to replace the largest remaining fleet of Phase I R-32s. R-46s 6194-7 were still assigned to Jamaica as of September 15, its "3-compressor" test successfully completed. Several additional R-46 units will now be similarly modified, though it turns out the added compressor is of the newer type used on the R-160s as opposed to the original WABCO D-4. Long a workhorse in North American rapid transit, the D-4 is no longer readily available in the parts supply marketplace. Elsewhere, the official assignment of R-68s and R-68As to W was discontinued when new Subdivision "B" schedules went into effect on August 30 (actually August 31), but they may still appear on occasion as circumstances warrant. In this vein, a train of R-68As was used for one day on N (September 10).

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between August 18 and September 15 were SIR "A" cars 420, 422, 452, and 464. There were no additional "B" cars delivered, while 404 and 458 remained in process at Coney

Island. Completed and returning to Staten Island were SIR "A" cars 412 and 446, along with SIR "B" cars 413 and 427. This raised the overall number of completed cars to 30. The program to upgrade and overhaul Staten Island's R-44s was almost exactly at the halfway point on September 15 and should be complete by the early spring of 2010.

Reefing Renewed and Miscellaneous Disposition Notes

The Weeks Barge had returned to 207th Street from Delaware by August 22 and was quickly reloaded on August 26 and 27 for its return journey to the reefs off the coast of Georgia. By this time not only were the usual Phase I R-32s and R-40Ms aboard, but so were all but the very last slant R-40 (the stripped shell of 4272 remains), the first handful of Morrison-Knudsen-overhauled R-42s in some time, and four long-retired school cars. R-26s 7770 and 7771 were formerly stationed at Rockaway Parkway and then East New York, while R-30s 8265 and 8336 had been at Concourse Yard. Barge 23 finally departed 207th Street on September 6 (the day before Labor Day) with the following 44 cars: R-26s 7770 and 7771; R-30s 8265 and 8336; Phase I R-32s 3356, 3357, 3412, 3413, 3538, 3539, 3750, 3751, 3756, 3757, 3784, 3785, 3794, 3795, 3922, and 3923; R-40s 4250, 4251, 4292, and 4293; R-40Ms 4462, 4463, 4464, 4465, 4490, 4491, 4502, 4503, 4508, 4509, 4520, 4521, 4524, 4525, 4542, and 4543; and Morrison-Knudsen-overhauled R-42s 4580, 4581, 4618, and 4619. The disposition of 8265 and 8336 leaves R-30 8337 as the final survivor of the General Electric group, originally consisting of cars 8250-8411. R-30 8337 had spent 16 years at Transit Tech High School before being exchanged for a pair of Morrison-Knudsen-overhauled R-42s earlier this year, and now resides at 207th Street Yard awaiting its fate. Local asbestos abatement continues to be performed on any Morrison-Knudsen-overhauled R-42s as they arrive at 207th Street (along with removal of the bonnet), and was expanded to stored R-40M as well in very late August, immediately before the last cars of this class were removed from service.

Conclusion

As predicted, the third class of 60-foot equipment indeed rolled into eternity before summer's end. There are, however, a number of twists and turns left in the road before the final two groups (the Phase I R-32s and Morrison-Knudsen-overhauled R-42s) are retired, which will become fodder for coming updates in the 2009-10 fall and winter season. Aside from their advancing phase-out on the Queens lines (And now Coney Island as well), the Phase I R-32 trains continue to soldier on C for now, soon to make way for the ultimate use of 75-footers. Accordingly, more R-46s will soon be transferred to A (and eventually C) after the 60-footers completely depart Jamaica. Finally, as this update is

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Commuter and Transit Notes

No. 252
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Jay Walder, MTA's new Chairman and Chief Executive Officer, began his new job on October 5 by meeting employees at NYC Transit's Casey Stengel Bus Depot in Queens and taking a ride on 7 to Manhattan. He promised that, "by the end of my first 100 days at...MTA, we will produce an action plan for moving forward with concrete goals and timelines. We will make the objectives clear and the communities we serve should hold us accountable for achieving real results."

MTA METRO-NORTH RAILROAD (EAST)

The tri-state football rail service began operating on September 20, and member Bob (Chuchubob) Vogel was there to photograph the launch of revenue service after months of qualification runs. Details of the service, three trips from New Haven to Secaucus Junction, were published in the September *Bulletin*. In the accompanying email, Bob wrote that one trainset deadheads to New Haven; the other two are revenue Northeast Corridor Trenton to New York trains that continue to New Haven as deadheads with Metro North crews. Metro-North reported that 325 passengers took advantage of the service on the first day. Folded wallet-size cards were published with instructions for Metro-North riders informing them how to get between Grand Central Terminal and New York Penn Station. NJ Transit produced a customer information guide to Penn Station.

Post-season baseball, in the form of the American League Division Series, returned to the Bronx with the first two games between the New York Yankees and Minnesota Twins taking place on Wednesday, October 7 and Friday, Oct. My son Marc and I were part of the sell-out crowd who saw the Bronx Bombers take the first game by a score of 7-3 (they went on to win the next two games to win their Division title). After the game, I was part of a large group who walked to Metro-North's new Yankees-E. 153rd Street station, which, after a short time, was jammed with fans waiting to board their homebound trains. It is not a new phenomenon, but it still seemed strange to see New Haven Line MUs on the Hudson Line. Although no special timetables were printed, copies were available on Metro-North's website. The same service was operated for Game 2 on Friday, October 9, as both games had an unusual 6:07 PM starting time. The first two games of the American League Championship Series were held on October 16 and 17 and Yankee Stadium, beginning at 7:57 PM. However, at publication time, the schedules were not posted on the Internet.

The next edition of timetables went into effect on October 18, and will continue until through March 26, 2009. Due to budgetary constraints, there are only two

changes: Train #1541, previously the 8:14 AM New Haven/Grand Central Terminal, now operates two minutes later to avoid a conflict with *Acela* Train #2153, and Train #1239, which previously left Harrison at 9:18 AM, now operates one minute later.

The sixth annual Fall Foliage Rail Excursion was operated on Saturday, October 24. After departing from Grand Central Terminal (10:15 AM), stops were made at Harlem-125th Street and Tarrytown before arriving at Cold Spring. Fares were \$40 (adults) and \$10 (children) and could only be purchased online. The return trip departed from Cold Spring at 4:15 PM. The railroad issued an advertisement on hard stock, approximately the same size as its timetables.

Again this year, Metro-North will operate its Shoppers' Specials. This service operates starting Saturday, November 21 through January 2, 2010 and on Sundays from November 22 through December 27. On Saturdays, there will be 19 such trains on the New Haven Line and on Sundays, 17 on the Harlem and New Haven Lines. Special timetables will be issued for the Thanksgiving and Christmas/New Year's holidays.

As of July, 50 of 104 Bombardier end-door coaches had been accepted following their overhaul by Bombardier. Twenty-four had been previously used in west-of-Hudson service.

Metro-North's newest station, Yankees-E. 153rd Street, opened on May 23. Recent ridership statistics for home games show an average of 5,400 on weekdays and 8,000 on weekends.

The new locomotive shop at Croton-Harmon opened during the week of October 5.

When Congress passed the Rail Safety Improvement Act of 2008 (in the aftermath of the Metrolink collision in Chatsworth, California), included was a requirement for the installation of a positive train control (PTC) system on the nation's Class I railroads and all intercity or commuter passenger railroads. Metro-North and the Long Island Rail Road have a joint procurement to implement PTC on their lines by the required date – December 31, 2015. Another part of this law states that the railroads must submit their PTC plans to the Federal Railroad Administration by April 16, 2010.

Funding will come from the current and proposed 2010-2014 Capital Programs. In the latter, \$550 million is being requested, but additional funds are needed. So, the search is on, and all avenues are being explored, including earmarks, FRA loan programs, etc. Connecticut DOT will also be contributing some funds.

MTA METRO-NORTH RAILROAD (WEST)

MilepostsWest reported that during the month of

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Commuter and Transit Notes

(Continued from page 8)

September, on-time performance was 100% for 28 days. The Pascack Valley achieved this milestone on 15 days (10 weekdays and 5 weekend days) and the Port Jervis 13 (8 weekdays and 5 weekend days).

New timetables will be issued effective November 8 in conjunction with the NJ Transit schedule change.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

As was reported in the September *Bulletin*, the fare increase hearings have been canceled. On September 18, it was announced that the first of the previously approved 1.25% fare increases to fund the M-8s, which was due to go into effect on January 1, will be delayed at least four months. The pilot cars are still scheduled to arrive this month.

Shore Line East issued a new timetable, with autumn colors, effective September 21. There are a number of time changes and some trains that had been replaced by bus in the July 13 timetables are once again rail-operated. Thanks to member David A. Cohen for sending copies.

MTA LONG ISLAND RAIL ROAD

Although NJ Transit operates the Meadowlands rail service, it has not issued a public timetable. Metro-North issued a colorful booklet, which was described in the October *Bulletin*, and during September, LIRR issued a folder to explain to its riders how to get to the Meadowlands. In addition, schedule cards were produced that list the train service that passengers would use to attend a 1 PM game. There are four columns: Depart Penn, Arrive and Depart Secaucus, and Arrive Meadowlands. On the reverse are: Depart Meadowlands, Arrive and Depart Secaucus, and Arrive Penn. Although I found copies on the kiosk directly in front of the ticket windows within the first 24 hours of spotting them, they never appeared at that location again. I finally found a stash in LIRR's Customer Service office.

Since the last *Bulletin*, LIRR also issued timetables for:

- Montauk, October 6, 8, and 9 – Sperry Rail testing (buses replaced trains east of Babylon)
- West Hempstead, October 14 – Sperry Rail testing (buses replaced trains on the branch)
- Oyster Bay, October 17 and 18 – 26th Annual Oyster Festival; extra shuttle service between Mineola and Oyster Bay

Over the weekend of October 25-26, LIRR completed a major signal modernization project at Valley Stream, which required a 48-hour suspension of train service. Passengers who used the Babylon, Montauk, Far Rockaway, Long Beach, and West Hempstead Branches had to take buses for all or part of their trips. To avoid delays, customers were advised to use North Shore branches such as the Hempstead, Oyster Bay, Port Jefferson, Port Washington, and Ronkonkoma (west of

Ronkonkoma). Yes, it is hard to believe, but member Larry Kiss told me that LIRR needed the solitary diesel and two coaches that hold down the run between Ronkonkoma and Greenport, and so buses were used for that service. Some Babylon trains were diesel-operated and routed via the Main Line and non-electrified Central Branch from Bethpage to Babylon.

In describing the outage, LIRR reported that the Valley Interlocking Signal Cutover Project brings state-of-the-art technology to this critical location by replacing the early 20th century relay-based signal technology with a modern microprocessor-based system. In addition, 30 switches in the area were modernized, with electronic components replacing the outdated mechanical ones. The cost of the project is approximately \$60 million.

On September 17, LIRR delivered retired locomotives 397 and 398 to the Oyster Bay Railroad Museum. The 150-hp, 25-ton locomotives were used for switching locomotives and coaches at the Morris Park Shops, a location that the New York Division visited on March 28, 2009. The press release added some details that were not available when this was reported in the June *Bulletin*. 398 was purchased new by LIRR in 1958, while 397 was acquired by LIRR in 1987 from the Naporano Iron & Metals Company in New Jersey. A contest was held to assign names to these two units, which member Joe Gagne and a retired LIRR employee told me were called "Mutt & Jeff." Here are the results: 397 will now also be known as "Dashing Dan," while 398 is "Dashing Dottie." The winner of the contest was awarded a family four-pack of tickets to the Broadway show "Burn the Floor." Both units were retired in 2006. In the photo below, the engines are sporting signs with their new names.



Photo courtesy of MTA

For its portion of the 2010-4 Capital Program, LIRR would spend \$2.8 billion to purchase additional cars and DMUs, add storage yards on the Port Jefferson and Ronkonkoma Branches, increase track capacity in Great Neck and at Massapequa, construct the first phase of double-tracking the Ronkonkoma Branch from Ronkonkoma to Central Islip, reconfigure Jamaica to facilitate train moves, install the next phase of Centralized Train Control at Jamaica, employ a contactless fare

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payment system, and perform a multitude of infrastructure repairs. Some of these include new power substations and a rebuilding of the 109-year-old Atlantic Avenue Viaduct.

In September, the LIRR Engineer who was charged with permitting a passenger to operate his train on the Main Line on July 2 (September **Bulletin**) was fired.

NJ TRANSIT

The Irish rock band U2 added a concert at the Meadowlands on Wednesday, September 23, and news reports the following day criticized NJ Transit for its handling of the crowds who went by train. It was reported that 20,000 of the 80,000 attendees rode the rails, instead of the typical 7,000. There were performances on the following two nights. It was estimated that 9,000 to 10,000 people an hour could be accommodated by train; however, that night, the line saw 15,000 to 20,000. Part of the problem was that many concert-goers attempted to purchase tickets at Secaucus Junction; also, there are no TVMs at the Meadowlands station. "It's like trying to put 10 pounds of potatoes into a 5-pound sack," said NJ Transit spokesman Dan Stessel. He said trains ran every 10 minutes in the hours leading up to the concert. While the train line was able to handle a sold out AC/DC concert, Stessel said, the U2 crowd seemed to be a more mass transit-oriented crowd that included more people from New York City. Some attendees told of waits of up to two hours to board return trains. On the second night, the rail service was supplemented by 25 NJ Transit buses. At this concert, attendance was put at 84,000, with 21,000 who used the train.

On both nights as far as my commute home was concerned, the connecting trains from New York Penn were crowded, and at Secaucus Junction there were a lot more people than on a typical day. Pascack Valley Line trains, which normally operate off Track H, were routed to Track G on September 23 and to Track E on September 24. For me, it was the first time that I went west-bound from Track E.

In all fairness to NJ Transit, I received a number of emails from various individuals, including some who had detailed knowledge of the project and included these comments: "There's no provision for ticket collection before boarding at Meadowlands and this was supposed to be included the design, but the Sports Authority dropped it and left NJ Transit holding the bag."

Bruce Springsteen concerts were held at the Meadowlands on September 30 and October 2, 3, 8, and 9. Beginning with the first date, Tracks G and H were dedicated to the Meadowlands service, and when I arrived there (shortly after 5 PM), there was one train on Track G in the station without passengers, and another waiting east of the station. All Bergen, Main, and Pascack

Valley Line trains were operating off Tracks E and F.

On November 8, what is described as "partial" weekend service will be inaugurated on the Montclair-Boonton Line. This announcement was made September 30 at the Bay Street station, at a ceremony with NJ Transit Executive Director Richard Sarles, Essex County Executive Joseph N. DiVincenzo, the Mayors of Montclair, Glen Ridge and Bloomfield, and member Jack May in attendance. The details are that this is termed a demonstration rail service and will be accomplished by extending existing train shuttles (#200-series trains) west to the Bay Street station in Montclair that today operate only between Hoboken Terminal and Newark Broad Street on weekends. These trains operate approximately every two hours to and from Hoboken with stops at the Bay Street, Glen Ridge, Bloomfield, Watsessing Avenue, and Newark Broad Street stations. Passengers destined for New York must connect at Newark Broad Street to *Midtown Direct* service to New York or to points west on the Morris & Essex Lines. This is being done at no additional cost to NJ Transit. Parking will be free at Bay Street on weekends. Specific information on the number of trains and other November 8 schedule changes will be published in the December **Bulletin**.

At the October 14 Board meeting, the Directors approved the advertisement of a contract to restore the roadbed for the Lackawanna Cut-off. In addition, other contracts were awarded for restoration of the Morristown station, which is listed on the State and National Registers of Historic Places, and elevating the 69th Street grade crossing in North Bergen, which contains six tracks. Five of the tracks are used by CSX and one by the New York, Susquehanna & Western Railway. Elevating this trackage will eliminate conflicts and delays between railroad and vehicular traffic.

Also on October 14, the agency launched a new website. On the lower left there are separate lines for all rail and light rail lines with a status of their service. Bus lines are covered with one icon.

Ground was broken for the Pennsauken Transit Center, a \$40 million project, on October 19. The details of this project were reported in the October **Bulletin**. It is expected to be in operation at the end of 2012.

For about nine months following the devastating January 10 fire that destroyed the Anderson Street station (February **Bulletin**), there was nothing but a hole in the ground that was surrounded by fencing. Then, during the first week of October, that all changed when the entire area was paved with asphalt.

Member Bob Kingman reported these multi-level cars in Kenwood Yard (Albany) on September 21: 7006 (again), 7046, 7296, 7660, and 7661.

ACES issued a new timetable in conjunction with NJ Transit's issuance on August 16.

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Commuter and Transit Notes

*(Continued from page 10)***METROPOLITAN AREA**

Unfortunately, trains will never run there again, but on October 3, ceremonies were held to dedicate the "Walkway Over the Hudson," formerly known as the Poughkeepsie Rail Bridge. Since we live on the west side of the Hudson, my wife and I drove to Highland, which is across the river from Poughkeepsie, the following day. We exited the New York State Thruway (Exit 18) and used local roads to reach Highland. The police directed us to a supermarket parking lot, where Ulster County Area Transit provided shuttle buses to reach the bridge.

Just before crossing the bridge, there is a red caboose without lettering. The rails and ties are gone, replaced by concrete slabs, and there are new railings (painted silver), about five feet in height, which continue the length of the bridge, and in certain sections, there is additional black fencing that is about eight feet high.

The Times-Herald reported that thousands of people gathered on Saturday, October 3 to celebrate the bridge's re-opening, and we observed several hundred during our three-mile round trip walk on Sunday. Signs have been placed along the bridge to explain the bridge's history and the ecology of the area. The U.S. Post Office set up tables at both ends to place a commemorative cancellation on postcards or letters.

There are excellent views to be had of the CSX (former NY Central) West Shore Line and Metro-North's Poughkeepsie station, not to mention the nearby Mid-Hudson Bridge and assorted marine activity. Below are some of the digital images that I took.



Caboose of unknown origin.



Bridge entrance, looking east.



Entrance sign, west end of bridge at Highland, New York.



Poughkeepsie station from west side of Hudson River.

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Looking south at the Mid-Hudson Bridge.



Hudson River, looking north.



Poughkeepsie station from above.



Bridge walkway, looking west.

American Reinvestment and Recovery Act

Progressive Railroading (September, 2009 issue) reported that the United States Department of Transportation had distributed more than half of the \$48.1 billion

AGENCY	\$ (MILLIONS)	PROJECT
Amtrak/ Pennsylvania Department of Transportation	\$9.3	Renovation of Elizabethtown, Pennsylvania station
Greater Cleveland RTA	\$8.5	Replace East 55 th Street station
Connecticut Department of Transportation	\$43.8	New Haven Line station improvements
	\$31.5	Shore Line East – Branford parking expansion
		Improve Danbury Branch signal system
		Construct 300,000 square foot component change-out shop at the New Haven yard
DART	\$78.4	Green Line extensions - North East /South West
MARTA	\$55.4	Preventative maintenance work Rail station/stops and transit enhancements
MTA Maryland	\$78.3	Rail car overhauls Track improvements Station rehabilitation Public address system replacement
MTA (New York)	\$264 \$393	Complete rail improvements Rehabilitate five stations Improve service
	\$266.9	Acquire communication equipment Fulton Street Transit Center

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NJ Transit	\$130	ARC Tunnel
	\$30	Lower Hack drawbridge rehabilitation
	\$25	Morristown Line bi-directional signal improvements
	\$24 \$15	River Line cab signal system Plauderville station high-level platforms
Phoenix		
San Diego Association of Governments	\$73	Construction of a multi-modal center
		Rail electrification work
		Track improvements
		Bridge replacement
SEPTA	\$49.9	Trolley wayside and trackway modifications including stations to support new Blue Line low-floor vehicle operations
Southern California Regional Rail Authority	\$21.9	Station improvements
		Safety and capacity improvements
Washington, D.C./ Metropolitan Airports Authority	\$77.2	Positive train control (PTS) for Metrolink
		Dulles-Corridor Metrorail project

allotted for transportation. Some of the awards were made to:

MUSEUMS

A friend forwarded a Powerpoint presentation on the Boone & Scenic Valley Railroad, an operation that I visited in May, 2005 with a group from the Electric Railroaders' Association. In the background of one of the slides was an ex-Metra Highliner. So, needing to know more, I went to the railroad's website, <http://www.scenic-valleyrr.com/>. What I found was that it had acquired six ex-Metra Highliners: 1506, 1511, 1523, 1538, 1557, and 1628 (St. Louis Car Company, 1971-72). Located in Boone, Iowa, B&SV operates a 1920s train, a dinner train, a dessert train, and a picnic train. In addition, it operates Charles City Western 50, a combine-trolley. I wrote about our visit in the July, 2005 *Bulletin*. At that time, on their property were also a number of former Delaware, Lackawanna & Western (later NJ Transit) and Chicago South Shore & South Bend cars.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Effective November 1, the State of Massachusetts has a new Secretary of Transportation and Chief Executive of the Massachusetts Department of Transportation. Governor Deval Patrick appointed Jeffrey B. Mullen to that position, to replace James A. Aloisi, Jr. *The Boston Globe* described him as an insider who knows the key players in the Legislature, the managers who run trains and bridges, and the local officials and advocates who spend their days debating how best to move residents around the state. A Milton resident, Mullen lives down the street from the Governor.

Starting September 21, MBTA crews began a two-year project to replace the transit maps, also known as "spider maps," on its system, including some neighborhood maps that were found to be 40 years old! Maps are typically replaced every two years. Besides showing subway and commuter lines, for the first time 15 key bus lines are being shown. The project is costing \$500,000.

Haverhill riders will be benefiting from some infrastructure improvements, thanks to federal stimulus funds. \$10.2 million is being spent to double-track a 6-mile section of the line between Lawrence and Andover. The other is a \$7.2 million project to improve train control systems along the line. Besides the "T" service, the line also sees use by Amtrak's *Downeaster* and by Pan-Am Railways (Guilford, ex-B&M) freight trains. Upon completion of the double-tracking project, which is estimated to take two years, there will still be eight miles of single track. The State of Massachusetts was awarded a total of \$319 million in stimulus funding.

As of early October, MBTA was still without a permanent General Manager, and the "T" itself was to go out of business at the end of October, to be replaced by a new super-agency that will oversee all transportation, including highways. It was largely undefined as of mid-October, including membership. The final MBTA Board meeting, #1028, took place on October 8 (its first was on August 5, 1964), and no further meetings were scheduled. Also on the "to-do" list for the new Board is to decide whether or not to extend a final two-year option for the Massachusetts Bay Commuter Railroad Company, a private consortium that has operated the commuter rail system since July, 2003. The initial five-year contract included an option for a five-year extension. At the end of 2007, MBTA's Board of Directors voted to extend it by three years, through June 30, 2011, leaving years nine and ten in doubt. At the time, rail service was suffering and commuters were complaining. Trains were late more often than those run by other large commuter rail systems in the United States. Commuters had also just suffered through a summer of broken air conditioning systems. This past summer, almost all of the air conditioning was working and on-time performance has exceeded 90%. Thanks to member Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

PATCO issued a new timetable effective October 3.

PHILADELPHIA, PENNSYLVANIA

The Frankford (east) end of the Market-Frankford El, its total renovation completed in 2000, is already shedding impressive chunks of its concrete decking. The apparent cause is a design error that does not allow the deck to expand and contract properly, so chunks of the decking are scraped off on the steel support structure. For now, SEPTA's answer is 8,000 mesh belts bolted to the concrete, with 2,000 more in works, and a total of

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33,000 beams being evaluated for possible failure. Needless to say, the lawyers are already after the original engineers (Parsons Brinkerhoff and Sverdrup) for "unspecified damages." The 5.2-mile line segment was originally constructed in 1922 and completely rebuilt between 1987 and 2000 at a cost of \$326 million. Thanks to member Dave Safford for this report.

Member Bob Wright commented on the September column: "The Route 100 line - it is no longer R100 (like the R-designations on Regional Rail, which are still being bandied about). The route number quietly went away with the September 7 schedule change. Not sure if the many signs at the stations are being corrected - those at the roadsides at parking lots, etc. had the 100 with an arrowhead on either side. Similarly, I'm not sure why 101 and 102 became Green Lines, but they are." Also, "the construction on 102 has started and appears to be going smoothly. It makes one feel a little old - I recall the extensive rebuilding that occurred in the 1980-1 time frame, just before the K-cars took over (when the not-very-popular catenary bents were installed, replacing the simple trolley wire/pole supports). Hard to believe it's been that long."

New timetables were issued by SEPTA as follows:

- September 6 – Subway/Surface Routes 10, 11, 13, 15, 34, and 36, and the Market-Frankford and Broad Street Lines. Please note that Route 15/Girard is now a green timetable and Route 13 differs from the others in that there new larger graphics and no photo
- September 7 – Norristown High Speed Line
- September 8 – Routes 101 and 102 with note about temporary bus shuttle from Drexel Hill Junction to Sharon Hill

A flyer was issued to explain the various phases of work that will be done on Routes 101/Media and 102/Sharon Hill. Included are listings of the temporary shuttle bus stops, how and where fare payments are made, and alternative SEPTA service options. \$34 million in stimulus funding is being used to complete six projects on these lines.

From member Lee Winson: SEPTA's Silverliner IVs (GE, 1974-5) have a vestibule at each end with traps and steps for passengers to enter and leave the cars. They also double as a cab for the Engineer and the door controls for the Conductor. As built, the vestibules were lit by incandescent lamps. Recently he has noticed that SEPTA is replacing those bulbs with much brighter LED lamps. Because of the variety of conditions at SEPTA commuter rail stations, the additional brightness should help safety and prevent boarding and alighting accidents.

As a follow-up to September's news item about how many SEPTA trains switch destinations downtown, Lee

saw a weekday R3/West Trenton train that was signed for R2/Newark. He checked the schedule and it turned out that train does run through from West Trenton, New Jersey (via Pennsylvania) to Newark, Delaware, covering three states on its run. (*Editor's Note: There is another, albeit part-time, example. On September 20, Metro-North, NJ Transit, and Amtrak began operating the Meadowlands train service, which covers Connecticut, New York, and New Jersey.*) Does any reader know of similar examples of a tri-state operation?

The Delaware Valley Rail Passenger, which is published by the Delaware Valley Association of Rail Passengers, reported that the first three pilot Silverliner Vs were loaded on a ship on September 1 for the trip from Korea to Philadelphia. They are in a semi-completed state and will be finished at the Rotem plant in Philadelphia before testing can commence. The September 13 R7/Trenton timetable has as its most significant change the elimination of Friday night-only Train #9786 (1:32 AM Trenton/Philadelphia). This was added on an experimental basis in 2007. There were also a handful of other minor time changes.

The R7 timetable mentioned in the previous paragraph and the R3/Media/Elwyn and West Trenton timetable dated June 21 both appear with new graphics and without any cover photo.

From **Cinders**: New York's recently opened High Line has caught the interest of some Philadelphians, and **The Inquirer**, in a May, 2009 article, called attention to the potential of a "Reading Viaduct Park" that would extend from Vine Street to Brown Street between 11th and 9th Streets. This structure carried Reading trains to Reading Terminal until the Center City Connection opened on November 6, 1984. Opposition comes from some in Chinatown who would prefer to have the viaduct demolished and housing built in its place.

BALTIMORE, MARYLAND

4901 returned to service on October 7, becoming the first of four AEM-7s that have spent much of the last three years out of service to return, according to a report in **The Baltimore Sun**, and a second unit was to join 4901 the following week. MARC's fleet of AEM-7s has been sidelined due to some electrical problems and Amtrak has found a way to correct them, and the remaining two should be back in service before the end of the year. A shortage of electric locomotives has been the main reason that MARC has been forced to run short, crowded trains on the Penn Line in recent months (October **Bulletin**). MARC has 10 electric locomotives: four AEM-7s (4900-4) built in 1986 and six HHP-8 (MARC 4910-5) put in service in 2003. Amtrak maintains the locomotives under a contract with MTA. In 2006, MARC began a cycle of AEM-7 overhauls that was originally expected to take 18 months, but Amtrak's Wilmington, Delaware Shop uncovered problems that added 11 months to the expected repair time. Two

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AEM-7s that went into the shop in 2006 were returned to MARC in October, 2008 and January, 2009, but were soon found to have a puzzling electrical glitch that led to frequent breakdowns. They were returned to Amtrak last spring and remained there through the summer along with the other two MARC AEM-7s as technicians struggled to find a fix to the electrical malfunction, **The Sun** reported. Along with the AEM-7s, the diesel fleet is also aging, with many more than 30 years old, and the locomotives are due for replacement with 26 new MP36s. The first of these had been expected to go into service this summer, but their debut was delayed by a dispute between MTA and MotivePower over federal and MTA safety and performance standards, an impasse that was resolved last month. If no problems arise in certification or testing, MTA expects the first two new MP36s to enter service by the end of 2009, with deliveries of two per month in 2010. The new locomotives, ordered in April, 2008, cost \$95 million. Thanks to member Steve Erlitz for this report.

WASHINGTON, D.C. AREA

Investigation of the fatal June 22 Metrorail collision (August and September **Bulletins**) continues. On September 22, the National Transportation Safety Board issued nine safety recommendations, six of which are "urgent," to address concerns about the safety of train control systems that use audio frequency track circuits following results so far of NTSB's ongoing investigation into the collision between two WMATA trains. NTSB said it discovered that a failure occurred in which a spurious signal generated by a track circuit module transmitter mimicked a valid signal and bypassed the rails via an unintended signal path. The spurious signal was sensed by the module receiver, which resulted in the train not being detected when it stopped in the track circuit where the accident occurred. Thanks to **Railway Age** for this report.

Member Raymond Berger forwarded an email with digital images and information about the Anacostia Streetcar. This is excerpted from the writer, who drove east on Benning Road and saw new streetcar tracks near Robert F. Kennedy Stadium, where the Metro's Blue Line is on a bridge over Benning Road. "There is no underground slot in the pavement, which indicated to me that the city plans to use trolley wire for power. Will Congress 'enforce' the law against overhead wire in the old city boundary of Washington? The track work extends about a mile east of where the Blue Line Bridge is located. It appears that platforms will be in-between the tracks on Benning Road."

Virginia Railway Express, a very customer-oriented operator, has announced that effective October 1, as a result of the improvement over the last two years of on-time performance and the reduction in the number of

instances requiring the distribution for FRCs, it has returned the threshold for handing out free ride certificates (FRCs) from 60 minutes back to 30.

NORFOLK, VIRGINIA

Hampton Roads Transit reported that the first of nine LRVs arrived on its property from Siemens on October 6. This car has been numbered 407 in honor of the last streetcar to operate in Norfolk on July 10, 1948. On that date, two lines were abandoned – Lamberts Point-Church and Naval Base. All nine model S-70s are to be delivered by winter, and will run on a 7.4-mile line known as The Tide. The last word is that service is to begin sometime next year.

TAMPA, FLORIDA

Five-cent fares were in effect on October 10 to celebrate the seventh anniversary of the TECO Line. Other celebrations were going on along the line. Thanks to member Dennis Zaccardi for this news.

MINNEAPOLIS, MINNESOTA

Opening day Northstar train schedules were made public on October 14. Starting November 16, on weekdays, trains depart from Big Lake at 5:00, 5:59, 6:19, 6:49, and 7:19 AM. The AM arrival times in Minneapolis are between 5:51 and 8:10 AM. On weekday afternoons, trains depart from downtown Minneapolis at 3:50, 4:20, 4:50, 5:20, and 6:10 PM. The two off-peak reverse trips are at 6:05 AM from Minneapolis to Big Lake and at 5:03 PM from Big Lake to Minneapolis. Three round trips have been scheduled each Saturday and Sunday and on each day the times vary. Northstar reported that trips are scheduled as much as possible to serve major sporting events and entertainment activities in downtown Minneapolis. As an example, the first departure from Big Lake is at 12:34 PM on Saturdays and at 10:29 AM on Sundays, definitely not good for someone who wants to ride the train to an early job.

CHICAGO, ILLINOIS

Additional Metra lines now have the new style timetable. Thanks to member Jim Beeler for sending BNSF (Aurora) dated April 1, 2007; Union Pacific West (Elburn) dated April 17, 2006; Milwaukee District West (Elgin) dated March 23, 2009; and Milwaukee District North (Fox Lake) dated May 19, 2008 timetables. All carry August, 2009 publication dates on the reverse.

AUSTIN, TEXAS

According to the **Austin American-Statesman**, Capital Metrorail will not open until some time in the first quarter of 2010. The problem has been attributed to malfunctioning crossing gates and problems with 30 control devices, among other glitches, that still plague the 32-mile line from Leander to downtown Austin. This is latest in what could be a two-year delay from the initial opening date.

DALLAS, TEXAS

On September 14, the first day of Green Line revenue service, DART began trying to come up with a fix for the

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anticipated delays that occurred when Red, Blue and Green Line trains share the same track through downtown Dallas. The bottleneck occurs west of the Pearl Station, where four trains pass every ten minutes. This can be accomplished without delays only if Operators are able to keep to their schedules down to the second. One DART official said, "If we were to be delayed as little as one minute at a station further up the line – say if a passenger has trouble boarding with a scooter, or someone gets hung up in a door, any small malfunction...that train has lost its spot to get through that junction and has to wait for the other trains to pass through." One of the options being looked at is to reduce Red Line service from 12 to 9 trains per hour. DART routes 24 trains westbound past the Pearl station each hour during the morning commute. Eighteen pass through the same bottleneck going the other way. By 2011, there will be 24 trains going each direction, when the new Orange Line, which will connect Dallas to Irving and, by 2013, Dallas/Fort Worth International Airport, opens.

Another route through downtown Dallas is on the drawing board; however, it will not be in service until 2016. It was originally planned to have it open in 2014, but this year, it was moved to 2016 to give DART more time to raise funds for a more expensive route, favored by the Dallas City Council, that would take it past the new convention center hotel. Member John Pappas who sent the article from *The Dallas Morning News*, wrote that "DART has been observed in the past with too long of a dwell time at each stop. That should be tightened up and would make a difference. And...Tri-Met had just as many train movements over the original downtown alignment (Morrison/Yamhill) and was able to stay fluid."

PHOENIX, ARIZONA

Since the December 27, 2009 opening of Valley Metro Rail, ridership has exceeded projections. According to an article in *The New York Times*, sent by member Stanley Z. Harris, daily ridership is 33,000 vs. the expected 26,000. Surprisingly, only 27% commute to work, compared to 60% on other systems. The 20-mile line, which connects Phoenix with Mesa and Tempe, includes two campuses of Arizona State University and sees lots of usage by students. Restaurants and pubs that are located along the line have also added to the ridership. Stanley commented that "it certainly proves that establishment of light rail systems has an economic benefit to the cities they serve." He believes that the air pollution index would be lower in cities, if their streetcar systems had not been abandoned in favor of buses.

PORTLAND, OREGON

Regarding the September 12 opening of the MAX Green Line (September *Bulletin*), Bob Wright wrote

that "the Green Line appears to be well-received from what I've heard. The former transit mall on 5th/6th Avenues now hosts the Yellow and Green Lines. The Yellow Line inaugurated service on it on August 30 with the schedule change that was effected that day. The service reductions on MAX are part budgetary and part operational. Three lines now share the eastside trunk from Rose Quarter to Gateway (Red, Blue, Green) so the daytime headway of 15 minutes on each translates into 5-minute service on that portion. All four share the line across the Steel Bridge and that is the capacity constraint — the speed restrictions on the bridge (I believe they were 15 mph) limit the number of LRV trains and I would guess the combined 15-minute headways of the four lines (resulting in an optimal spacing of 3.75 minutes) probably cannot realistically be improved."

Tri-Met has placed small, medium, and large (5.5MB, 18.1MB, and 49MB) MP4 versions of a MAX Video Tour on its website. The video runs roughly 7½ minutes. Thanks to member Efreem Krisher for the information.

Member Michael Feldman wrote this very complete report of trolley operations in Portland: "Further to Bob Wright's note in the October *Bulletin*, I live in Portland and the rebuilt North-South 5th/6th Avenue Mall runs just a few blocks from my condo. On September 21, I checked out the Green Line, riding from the stop at Union Station/NW 6th & Hoyt, out to Clackamas Town Center, and back to Union Station/NW 5th & Glisan. I stopped for lunch at the Clackamas Town Center shopping mall, which is immediately adjacent to the terminus. My outbound trip was on a 2-car Type 4 train. These 22 LRVs are Siemens S-70s. Like the ones in San Diego, Houston, and Charlotte (and soon Norfolk), they are 70% low-floor; unlike them, the MAX cars are single-ended, with seats instead of a control cab at the 'rear' end. Almost all the termini are stub-end, so the Type 4s always run as 2-car trains, back-to-back. Omitting the second cab saved acquisition money and also gains passenger space. The extra space is important because many rush-hour runs are overcrowded, but MAX cannot extend the train length because Portland's central-city blocks are only 200 feet long and a 2-car train is around 190 feet long. Adding a third car would block a cross street whenever a train stopped at a station.

"Tri-Met is running trains of different types indiscriminately on the various lines — I've seen Type 4s on Red, Blue, and Yellow. My return trip was on a 2-car train with one each of Type 2 and Type 3 cars. The 52 Type 2s are Siemens SD660s; in 1997 these were the first low-floor LRVs in North America. The 27 Type 3s are essentially identical to the Type 2s. Tri-Met's website indicates that a 2-car Type 4 train holds 344 passengers, compared to 332 in a Type 2/3 train. It's unclear whether the older trains can technically MU with the newer ones, but it's hard to see why this would be done

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Commuter and Transit Notes

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in revenue service.

"The Expo Center-bound Yellow Line is now sharing the Mall with the Green Line; Red and Blue Lines are still using the 'old' East-West alignment along Morrison and Yamhill Streets. There is still only one Willamette River crossing, namely the Steel Bridge, which is now carrying four different lines, each with 15-minute headways, sometimes less in rush hour. It will be interesting to see whether this leads to rush-hour congestion delays across the bridge.

"MAX now looks like a real system, with arms running north, south, east, and west from the central city. On the west side of the Willamette River, Red and Blue run out to Beaverton and Hillsboro; east of the river, Yellow heads north from the Rose Quarter junction to Expo Center at the Columbia River shoreline (and may someday cross the Columbia to Vancouver, Washington); Red (north to Airport), Blue (east to Gresham), and Green (south to Clackamas) all diverge at Gateway Junction, which is a good spot for fans to watch the comings and goings.

"The Sunday Vintage Trolley route has changed from the former Morrison/Glisan route across the Steel Bridge to Rose Quarter, to the new Mall. Vintage trolleys now run from Union Station to the other end of the Mall at Portland State University.

"The Tri-Met website trimet.org, and especially the Tri-Met Wikipedia page, are really informative — drilling down to lower levels of the website turns up a lot of good stuff for ERA types. Among the new features on the website is the 'App Center,' a page of links to 28 different PC and iPhone apps that make use of Tri-Met's open scheduling data.

"Finally, work is proceeding apace on the Eastside loop of Portland's other urban rail system, the Streetcar. Specifically, a lot of utility relocation is happening along Grand Avenue. Much info on the streetcar is available at portlandstreetcar.org, including an up-to-date rundown on Eastside construction. Also, clicking on Citizens Advisory Committee gives access to their monthly meeting minutes, which gives much insight into the sociology, politics, and finances of the Streetcar. The Eastside loop is scheduled to open in mid-2012; both MAX and Streetcar projects have historically opened on-time, on-budget.

"The new streetcars, closely derived from the existing Skoda/Inekon cars, will be built here in Clackamas, by United Streetcar using Skoda licenses. The prototype car was moved this summer from the Clackamas plant to the Streetcar shop, and demonstrated with great ceremony on July 1. It is expected to enter service this fall. The United Streetcar site at unitedstreetcar.com has good info and lots of nice photos."

SAN FRANCISCO, CALIFORNIA

On September 30, BART held a groundbreaking ceremony for the 5.4-mile Warm Springs extension, which will extend south from Fremont. A key part of this \$890 million project is the subway portion (\$136 million) through Fremont Central Park, including under a portion of Lake Elizabeth, and beneath the Union Pacific Railroad track to just north of Paseo Padre Parkway. This work is expected to take three and a half years, and completion is planned in 2014. This will bring rail service closer to San Jose.

BART issued a new Fares and Schedules booklet effective September 14. Thanks to Todd Glickman for sending a copy.

LOS ANGELES, CALIFORNIA

The 2009 ERA Convention was held in Southern California, and although I did not attend, I had the opportunity to see most of the locations that were visited through the many emailed photos that Bob Vogel was kind enough to share with his friends and fellow railfans. Each transit property had its own unique characteristic. For example, at the beautifully restored Los Angeles Union Station, Bob found former NJ Transit Comet cars, which are being leased from the Utah Transit Authority in trainsets mixed with Metrolink's own Bombardier bi-levels. One such car was 319 (ex-1753), which had been repainted into UTA colors. There were also several cars that are also leased from UTA, such as 5111, 5113, 5116, 5127, and 5130, which look exactly as they did when they operated in New Jersey. (A list of the renumbering was published in the December, 2008 *Bulletin*.) Some cars had "NJTR" lettering added next to their number.

In advance of its opening which may still take place this year, LRV test cars began operating on the 6-mile Gold Line beginning October 4. There will be eight stations. During peak hours there will be service every 7-8 minutes; middays, 12 minutes; and nights every 20 minutes. Weekend service will be 12-20 minutes. Thanks to Jack May for this information.

SAN DIEGO, CALIFORNIA

The Metropolitan Transit System Board on September 24 voted to purchase 57 low-floor Siemens LRVs as part of a \$619 million rehabilitation of the Orange and Blue Lines.

OTTAWA, ONTARIO, CANADA

Railway Age reported that Ottawa will pay Siemens Canada and two other contractors the equivalent of U.S. \$33.9 million, to settle a lawsuit filed when the city abandoned efforts to build a north-south light rail line.

SINGAPORE

Todd Glickman was in Singapore in early October. While he is best known as having been a meteorologist for WCBS Newsradio 880 for the past 30 years, that is his part-time job. Full-time, he is Associate Director of the MIT Office of Corporate Relations that operates

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Around New York's Transit System

Stimulus Funds to be Used for Third Rail Heater Controls

On October 9, MTA announced that it would receive \$2 million from the American Recovery and Reinvestment Act of 2009, to be used to install about 350 wireless control points linked to third rail heaters throughout the transit system. At present, NYC Transit turns third rail heaters on in the fall, and leaves them on until early in the following spring. The new equipment will allow NYCT to remotely monitor the heaters and to turn them on or off from a central location as conditions warrant, saving an expected \$1.6 million a year in utility costs. The heaters are used to prevent icing of ground-level third rails.

Correction

In last month's column, we described the rehabilitation of several Brighton Line stations. We were incorrect in describing the temporary arrangement at Avenue J. At this station, there is a temporary southbound platform over the northbound express track. Southbound trains use the southbound express track and stop at this temporary platform. A passageway over the southbound express track and the southbound local track, which is out of service, connects the temporary southbound platform with the regular southbound platform, which currently serves only as a connection between the fare control area at street level and the temporary passageway.

New York City Subway Car Update

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written, the concluding delivery of Option I R-160-2s was set to occur any day, with the arrival of the final 210 cars of this group (9593-9802) scheduled to begin im-

mediately afterward in late September. So now is the time to "roll into fall" and enjoy the dying constancy of 60-foot SMEEs on **C** and **V** for the next several weeks. By this time next year not only will they not be so constant, they likely will not be around at all.

Commuter and Transit Notes

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MIT's corporate affiliates program. The Singapore Mass Rapid Transit Corporation (SMRT) just joined the affiliates' program, and Todd was there to get things underway. SMRT will utilize the program to monitor emerging technologies, and is likely to sponsor research at MIT. Other transit-related organizations that belong to the program include Transport for London, Alstom, Siemens, JR East Railroad, and SNCF.

This was Todd's first visit to Singapore and he wrote that the first stage of the Circle Line, which is operated by SMRT, opened. This stage includes 5 of what will eventually be 29 stations when completed in 2011 (with a possible further extension). The Circle Line is fully automated, and utilizes three-car sets of trains built by Alstom. And the agency was kind enough to include a railfan window! The initial stage includes stations that intersect with the older North-East and East-West Lines, so that passengers can transfer between these lines without utilizing the older, and very busy, transfer stations downtown.

FROM THE HISTORY FILES

80 years ago: Between November 13 and November 28, sequentially, the last Three Cent Car departed Fulton Street for Manhattan; Third Ave. Railway's White Plains/Tarrytown Line was abandoned, and Public Service Coordinated Transport began construction of the Newark City Subway. The Newark City Subway was re-branded as Newark Light Rail when it was extended to Broad Street on July 17, 2006.

40 years ago: On November 25, 1969, New York State Governor Nelson Rockefeller, New York City Mayor John Lindsey, and a host of other officials, broke ground for the 63rd Street Subway. The upper level opened for revenue service on October 29, 1989 as far as the 21st Street-Queensbridge station (cover story in the October **Bulletin**). The line was extended to a connection with the Queens Boulevard Line on January 13, 2001. The lower level will be used by Long Island Rail Road trains destined for Grand Central Terminal as part of the East Side Access Project. Its opening date has been delayed several times and at present is scheduled for 2016.

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

Steinway Lines Quit 70 Years Ago

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on 31st Street, Broadway, Vernon Boulevard, and Northern Boulevard. The busiest line, Steinway Street, was converted to bus on November 1, 1939.

Second-hand cars and the oldest Third Avenue Railway cars always provided service on Steinway Lines. But new cars finally appeared on Steinway Street during the last two days of trolley operation. Six-month-old Third Avenue cars 651-5 were placed in service there.