

The Bulletin



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The Bulletin

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TROLLEY FARES INCREASED IN 1919

In 1919, nine New York City street railway operating companies were in the hands of receivers because they could not maintain the service without an increase in the five-cent fare. Deferred maintenance was \$6 million and was constantly growing. Approximately 1,500 Brooklyn and 75 Manhattan free transfer points were abolished.

All street railways were hard hit by World War I and the tremendous increase in costs following it. In the spring of 1918, all street railways petitioned the Board of Estimate and Apportionment for an increased fare. The Board held one brief hearing in July, did nothing, and filed the petitions in November, 1918. Because of the Board's inaction, the companies appealed to the Public Service Commission.

With 3,114 trolley cars, Brooklyn Rapid Transit was probably the largest street railway in the city. Because it was on the brink of receivership, it filed a September 10, 1918 tariff abrogating all transfer points except where provided by municipal franchises or other legal obligations. The Public Service Commission suspended the tariffs and the company's finances kept deteriorating. On July 1, 1919, the New York Court of Appeals ruled that the Public Service Commission had the power to authorize a company to charge two cents for transfers. PSC ordered the company to charge two cents for transfers, effective August 1, 1919. Under the new transfer system, transfers were still retained between the elevated and the trolley. Of the 1,008 transfer points between the trolley lines, 30 free transfer points were retained because of franchise requirements, 48 "feeder points" were still free, and the others were subject to a two-cent charge.

Meanwhile, BRT's financial condition continued deteriorating. When BRT defaulted on the quarterly rental to the Brooklyn City bondholders on October 1, 1919, the judge ruled that BCRR, which was still solvent, would have to be separated from BRT. On October 16, 1919, transfers between the elevated and BCRR cars were discontinued and more than 30,000 passengers paid two fares. On the same date, nearly all transfers (150 points) among its own lines were eliminated in addition to those between BCRR and other BRT lines (450 points), except where there were franchise or other legal obligations that prevented them from being discontinued. Two fares were charged on several BCRR lines and transfers between most BRT lines cost two cents. When BMT started operating its franchised bus system in 1931, it added 282 transfer privileges between bus and trolley at 52 points specified in the franchise. There was a two-cent charge for these transfers, which were not issued between all intersecting trolley and bus lines. In 1967, there were about 1,300 free transfer privileges in Brooklyn and more than 2,000 bus route intersections where no free transfer privileges were granted. On September 12, 1982, Brooklyn finally received a universal transfer system where transfers were valid at each intersection.

The small Queens street railways were also in bad shape financially. On November 18, 1919, the Long Island Electric Railway Company filed an application for zone fares. On December 15, 1919, the Public Service Commission allowed the company to charge ten cents for a ride to Belmont Park and to establish three five-cent zones on the Jamaica-Far

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QUEENS BOULEVARD LINE by Bernard Linder

OWNERS

August 19, 1933	Board of Transportation of the City of New York
June 1, 1953	New York City Transit Authority

OPENING DATES

August 19, 1933	Trains started operating from Chambers Street to Roosevelt Avenue
December 31, 1936	Extended to Union Turnpike
April 24, 1937	Extended to 169 th Street
August 28, 1939	Opened Ely Avenue station
April 30-November 1, 1939 and May 11-October 28, 1940	World's Fair branch in service
December 11, 1950	Extended to 179 th Street
December 1, 1955	Opened 60 th Street Tunnel connection linking BMT with IND at Queens Plaza
December 11, 1988	Extended to Parsons-Archer
October 29, 1989	Trains started operating through the 63 rd Street Tunnel to 21 st Street-Queensbridge
December 16, 2001	Through service was operated from the Queens Boulevard Line to the 63 rd Street Tunnel

ROUTE AND SECTION NUMBERS

Route 104

Section

1	From 53 rd Street and Fifth Avenue to: A—53 rd Street east of Sixth Avenue connection to Route 101, Section 11 (Sixth Avenue, 47 th to 53 rd Streets) B — 52 nd Street and Sixth Avenue connection to Route 101, Section F (Sixth Avenue, 52 nd to 58 th Streets) C — Private property, 53 rd Street and Eighth Avenue connection to Route 102, Section 5 (Eighth Avenue, 48 th to 58 th Streets) D — Eighth Avenue south of 53 rd Street connection to Route 102, Section 5
2	53 rd Street, Fifth Avenue to Second Avenue
3	53 rd Street and Second Avenue to 44 th Drive and 11 th Street

Route 107

Section

13	Jackson Avenue and 42 nd Road to 44 th Drive and 11 th Street
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Route 108

Section

1	Jackson Avenue and 42 nd Road to Northern Boulevard and 37 th Street
2	Northern Boulevard and 37 th Street to: A — Northern Boulevard and 53 rd Place B — Broadway and 53 rd Place
3	Broadway and 72 nd Street to: A — Northern Boulevard and 53 rd Place B — Broadway and 53 rd Place
4	Broadway, 72 nd Street to Pettit Place
5	Broadway and Pettit Place to Queens Boulevard and 55 th Avenue
6	Queens Boulevard, 55 th Avenue to 64 th Road
7	Queens Boulevard, 64 th Road to 71 st Road
8	Queens Boulevard and 71 st Road to: A — Queens Boulevard and Union Turnpike B — Yard at 113 th Place and 78 th Avenue
9	Queens Boulevard and Union Turnpike to: A — 137 th Street and Hillside Avenue B — Van Wyck Expressway, Hillside Avenue to connection with Route 131-D, Section 7

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Queens Boulevard Line

(Continued from page 2)

- 10 Hillside Avenue, 137th Street to 162nd Street
 - 11 Hillside Avenue, 162nd Street to 178th Street
 - 12 Hillside Avenue, 178th Street to 184th Place
- 60TH STREET TUNNEL CONNECTION**
Route 125-A

- Section
- 1 From 10th Street between 41st Road and Queens Plaza South to Queens Plaza South and 22nd Street
 - 2 Queens Plaza South and 22nd Street to:
A — Jackson Avenue and 42nd Road
B — Jackson Avenue and West Street
- 63RD STREET TUNNEL**
Route 131-A

- Section
- 1 63rd Street and York Avenue to 41st Avenue and Vernon Boulevard
 - 2 Central Park, 63rd Street and Fifth Avenue to 59th Street and Seventh Avenue
 - 3 Central Park, 63rd Street and Fifth Avenue to 58th Street and Sixth Avenue
 - 4 63rd Street, Fifth Avenue to Park Avenue
 - 5A 63rd Street, Park Avenue to Third Avenue
 - 5B 63rd Street, Third Avenue to York Avenue
 - 6 41st Avenue, Vernon Boulevard to 22nd Street
 - 7 41st Avenue, 22nd Street to 29th Street
- Route 131-E
- 29th Street and 41st Avenue to 34th Street and Northern Boulevard
- Route 131-D—Archer Avenue

- Section
- 1 Archer Avenue, 147th Place to 153rd Street
 - 2 Archer Avenue, 144th Place to 147th Place
 - 3 Archer Avenue, 138th Street to 144th Place
 - 4 Archer Avenue and 153rd Street to:
A — Upper level, Archer Avenue and 159th Street
B — Lower level, Archer Avenue and 159th Street
 - 5 Archer Avenue and Parsons Boulevard to:
A — Upper level, Archer Avenue and 159th Street
B — Lower level, Archer Avenue and 159th Street
 - 7 Van Wyck Expressway, Hillside Avenue to 89th Avenue
 - 8 Van Wyck Expressway, 89th Avenue to Archer Avenue

FROM	TO	CONTRACT AWARDED	WORK COMPLETED
Subway Construction			
Eighth Avenue	Second Avenue	April 22, 1927	August 31, 1930
Second Avenue	East Avenue	March 22, 1927	September 30, 1930
Queens Street	37 th Street	December 6, 1928	September 30, 1931
37 th Street	53 rd Place	December 12, 1928	May 3, 1932
53 rd Place	Pettit Place	June 1, 1929	May 31, 1933
Pettit Place	55 th Avenue	November 15, 1929	May 31, 1933
55 th Avenue	64 th Road	December 26, 1930	July 31, 1934
64 th Road	71 st Road	December 30, 1929	May 31, 1932

(Continued on page 4)

Queens Boulevard Line

(Continued from page 3)

FROM	TO	CONTRACT AWARDED	WORK COMPLETED
71 st Road	Union Turnpike	August 13, 1930	September 30, 1936
137 th Street	Hillside Avenue	January 29, 1931	December 31, 1933
137 th Street	178 th Street	March 9, 1931	March 31, 1936
Tracks			
Eighth Avenue	Hunter Avenue	July 10, 1930	July 31, 1931
Northern Boulevard	Pettit Place	June 25, 1931	April 30, 1932
Pettit Place	Union Turnpike	September 26, 1934	September 30, 1935
Union Turnpike	178 th Street	June 28, 1935	June 30, 1936
STATION	CONTRACT AWARDED		WORK COMPLETED
Station Finish			
Seventh Avenue, Fifth Avenue, Lexington Avenue	June 20, 1930		August 31, 1931
Ely Avenue	July 16, 1937		July 31, 1938
Queens Plaza, 36 th Street, Steinway Street, 46 th Street	February 25, 1931		May 31, 1932
Northern Boulevard, 65 th Street, Roosevelt Avenue	June 4, 1931		May 31, 1932
Elmhurst Avenue, Grand Avenue	January 6, 1932		November 30, 1932
Woodhaven Boulevard, 63 rd Drive, 67 th Avenue, 71 st Avenue	June 4, 1935		April 30, 1936
75 th Avenue, Union Turnpike, Van Wyck Boulevard	January 27, 1936		February 28, 1937
Sutphin Boulevard, Parsons Boulevard, 169 th Street	July 1, 1936		July 31, 1937
Equipment			
ITEM	CONTRACT AWARDED		WORK COMPLETED
Signals—Routes 104, 107, 108	December 31, 1930		September 30, 1933
Signals—Jamaica Line	April 25, 1935		July 31, 1937
Jamaica Yard—inspection shed	August 20, 1934		March 31, 1938
Jamaica Yard—tracks and contact rail	May 18, 1935		January 31, 1937
Escalators—Fifth Avenue and Lexington Avenue	May 17, 1939		March 31, 1940
Power Equipment—Queens Line	June 28, 1932		July 31, 1934

BACK FROM THE DEAD by Larry Kiss

Over the years many suburban railroad stations have been abandoned. Some have been closed because changing demographics have reduced ridership, e.g. Roseville Avenue and Grove Street on NJ Transit's Morristown Line, or because improvements such as high-level platforms were not deemed cost-effective, e.g. two LIRR stations, Holtsville on the Main Line and Center Moriches on the Montauk Line.

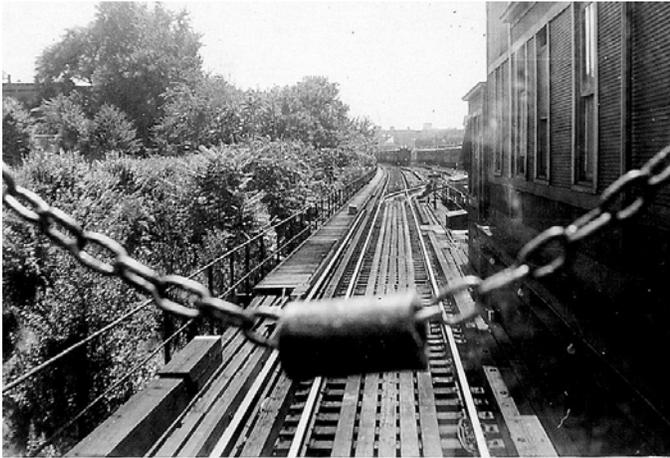
However, there have been two stations that were abandoned and reopened and both are on the Metro-North's Hudson Line. From July 2, 1973 until September 16, 1979, Manitou (MP 45.4), between Peekskill (MP 40.6) and Garrison (MP 49.1), and New Hamburg (MP 64.4), between Beacon (MP 58.2) and Poughkeep-

sie (MP 72.8), were discontinued.

This occurred because of projections of attracting new riders due to changes in the surrounding area. At New Hamburg, a large residential community was developed within walking distance of the station and there were similar population increases near Manitou. Today, Manitou has a low-level platform and is served by one round-trip on weekdays and two on weekends. All trains now stop at New Hamburg's two high-level platforms.

So as things change over the years sometimes what seemed permanent becomes only temporary. As populations change and ridership potential increases or decreases, it is likely that we will probably see some more re-openings and closures.

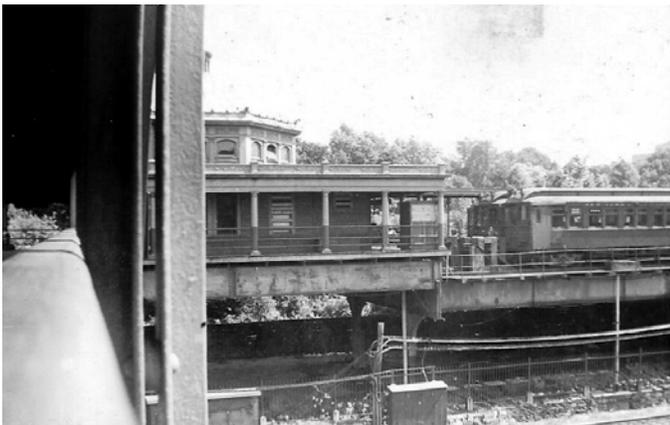
THIRD AVENUE EL'S BRONX PARK TERMINAL (Continued from August, 2009 Issue)



Looking south in the east pocket, July 20, 1951.
Bernard Linder photograph



Looking south in the west pocket, July 20, 1951.
Bernard Linder photograph



The terminal as it appeared on July 20, 1951.
Bernard Linder photograph



South of the terminal, July 20, 1951.
Bernard Linder photograph



Station entrance, June 17, 1951. This station closed on November 14, 1951.
Bernard Linder collection



Your Editor-in-Chief at Bronx Park, looking north, June 12, 1949.
Bernard Linder collection

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello, everybody!

And so we enter the last few weeks of 2009. As we do, work has resumed on brake valve modifications in Flushing, and Alstom has concluded its Option I portion of the R-160 contract, moving straight on into Option II. The retirement of Jamaica's 60-foot SMEEs is still progressing as well, and soon, the movement of R-46s to **A** (and **C**) will commence, which may become the New York City subway's big story of late 2009. With that, let's go!

Subdivision "A" Happenings

Various single unit R-62As continued to be used on Corona-based Refuse Train "Ash-7" into October, bracketing a series of flat cars containing dumpsters along with a lone "EPO" R-127/134 work motor. The installation of modified brake valves into the single units is once again proceeding rapidly, with 1934, 1974, 2014, and 2024 being observed during September and 2034, 2054, 2064, 2094, 2104, 2134, and 2154 by mid October. The three remaining single units that end in "4" (1954, 2004, and 2144) should be completed by the end of the month, and then the brake valve conversion will move on to single units ending in "2." When moved from **3** to **7** in 2003, single unit R-62As 2023-44 were set up as "4-trip" cars for shop moves to Coney Island (that is, having trip devices on both sides), joined by 8 others in 2004. In the time since, that number has been reduced from 30 to the present 9 cars (2011-3, 2015-7, 2019, 2022, and 2023). These are only to be used in an operating position when assigned to inter-divisional utility duties, and only in a non-operating (mid-train) position when used in revenue service on **7**.

A report on the status of Pelham-assigned R-142As 7631-5 indicates that it suffered from severe electrical anomalies and requires extensive rewiring.

R-160 Progress (Final Option I R-160A-2 In Service, Option II Begins)

On September 18, Alstom-built R-160A-2 Option I cars 9588-92 arrived at 207th Street, thereby completing delivery of this portion of the R-160 contract. They were closely pursued by the first five cars of Alstom's Option II (9593-7), which were on hand as of September 22. By September 30, R-160A-2 Option II cars 9598-9607 had also been delivered, along with 9608-27 through October 16. During this time, Option I R-160A-2s 9563-82 had entered passenger service at Jamaica (**E**, **F**) by September 30, followed by the final Option I set on October 8 (9583-92). The first train of Option II R-160A-2s (9593-9602) made its debut on **E** and **F** October 14. By October 16, the delivery of Option II R-160Bs 9838-47 was completed, with the most recent of the Kawasaki-built cars (9823-32) starting service at Jamaica on

September 24. As of September 16, R-160Bs 9123-32 were transferred from Jamaica (**E**, **F**) back to Coney Island (**N**, **O**, **W**) as protection against the increased equipment required on **B** and **C** due to the major General Order in effect as several Brighton Line stations are rebuilt. Finally, the installation of CBTC-related hardware has been completed on 64 R-160A-1s assigned to East New York, but none have as yet been accepted for revenue service as such. Starting on October 9, cars 8313-76 were "captive-assigned" to **L** and will eventually be operating under CBTC signal control and in full ATO mode. As a result, R-160A-1s 8377-8652 are to only be used on **J/Z** and **M** from this time forward, but 8313-76 may also be used on **J/Z** and **M** if required.

As of October 16, deliveries totaled 340 R-160A-1s, 445 R-160A-2s, and 565 R-160Bs for a combined quantity of 1,350. Of the overall total as of October 16, 340 R-160A-1s were in service at East New York on **J/Z**, **L**, and **M**; 60 R-160A-2s plus 420 R-160Bs at Coney Island on **N**, **O**, and **W** (for 480 total); and 370 R-160A-2s plus 130 R-160Bs at Jamaica on **E** and **F** for a combined total of 500.

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

The lone 10-car train of Phase I R-32s assigned to Coney Island on September 12 (3445/3468, 3520/3891, 3610/1, 3726/7, 3820/1) was in steady weekday use on **B** through October 16, being sidelined between September 29 and October 5 for a minor mechanical problem. There also remained 26 Phase Is (2 10-car trains) active at Jamaica on **R** and **V**, with one spare set available and four others assigned to the 38th Street-based Refuse Train. Since the R-40Ms left the fleet on August 28 the retirement of Morrison-Knudsen-overhauled R-42s has continued at a slow pace, the active fleet being reduced from 112 to 92, sufficient to support the operation of nine 10-car trains. Overall by October 16, there remained 242 Phase I R-32s and 142 Morrison-Knudsen-overhauled R-42s active for a total of 384.

60-Foot SMEE Retirements and Restorations

The following were taken out of service, restored to operation, or reassigned to work service through October 16, 2009:

September, 2009: R-42 (Morrison-Knudsen-overhauled) 4582/3, 4622/3, 4644/5, 4718/9, 4746/7, 4764/5 withdrawn from Jamaica (**R**, **V**); R-32 Phase I 3522/3 from Jamaica (**R**, **V**) reassigned to refuse train (second time); R-32 Phase I 3804/5 removed from refuse train

October, 2009: R-42 (Morrison-Knudsen-overhauled)

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

4566/7, 4626/7, 4678/9, 4742/3, 4770/1 withdrawn from Jamaica (R, V).

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

4-car R-46 unit 6118-21 remained at 207th Street as of October 12, awaiting a mate before it can begin revenue service. It appears that only 207th Street-based R-46s (in 8-car trains) will be used on C when the assignment of 75-foot equipment to that service commences later this autumn. Reputedly they will be supported by 8-car trains of Phase I R-32s, until they are retired, and 8-car trains of Pitkin-assigned R-46s, but not (at least nominally) 8-car trains of R-44s.

Another train of R-68As appeared in N service on September 21, 2009.

The R-44s of MTA Staten Island Railway

Arriving at Coney Island Overhaul Shop between September 16 and October 16 were SIR "A" cars 410, 424, 428, and 460, along with "B" car 433. "A" car 464 remained in process at Coney Island, while "A" cars 404, 420, 422, 452, and 458 were completed and returned to Staten Island. This raised the overall number of completed cars to 35. On a recent journey to Staten Island, it was discovered that overhauled and unoverhauled SIR R-44s are being randomly mixed in operating consists. The overhauled cars were easily discernible on the exterior by the white weather seals along the length of the roof line, and they also display their car number in the end destination sign window. Inside they display a totally different color regime from their unoverhauled sisters, having black flooring and periwinkle seats. Finally, the overhauled SIR R-44s have a modified threshold sill (the area immediately beneath each door opening), which now sports a metal "vent" designed to avoid moisture build-up in the framing.

Reefing Renewed and Miscellaneous Disposition Notes

The empty Weeks barge was back at 207th Street by

September 18, was reloaded the following week, and departed on September 26 for Delaware's Del-Jersey-Land Reef with the following 44 cars aboard: R-40Ms 4452, 4453, 4456, 4457, 4472, 4473, 4476, 4477, 4478, 4479, 4506, 4507, 4518, 4519, 4526, 4527, 4528, 4529, 4536, 4537, 4538, 4539, 4544, and 4545, along with Morrison-Knudsen-overhauled R-42s 4552, 4553, 4586, 4587, 4604, 4605, 4634, 4635, 4642, 4643, 4682, 4683, 4696, 4697, 4722, 4723, 4756, 4757, 4772, and 4773. A DNR press release dated September 30, 2009 later confirmed the arrival of Barge 24 at that location. The empty vessel had returned to Manhattan again by October 3 and was also reloaded immediately. It left 207th Street once again on October 10 and was also believed to be destined for Delaware, but as of this writing had not been confirmed as yet. In any case, these were the 44 cars contained on Barge 25: Phase I R-32s 3492, 3493, 3690, 3691, 3704, 3705 (6); R-40Ms 4458, 4459, 4468, 4469, 4470, 4471, 4484, 4485, 4488, 4489, 4540, 4541, 4546, 4547 (14); and Morrison-Knudsen-overhauled R-42s 4588, 4589, 4590, 4591, 4598, 4599, 4628, 4629, 4640, 4641, 4670, 4671, 4686, 4687, 4700, 4701, 4724, 4725, 4740, 4741, 4748, 4749, 4758, 4759 (24).

Conclusion

Another month, another milestone...and so it goes! As the R-160 program passes through the 80% completion level, speculation is beginning to build as to what direction MTA NYC Transit will take in its future acquisitions. As things stand there are two possible courses: obtain some new cars for the IRT and accordingly re-equip 7 with New Technology Trains (as proposed under Contract R-188), or continue the process of rolling stock replacement and renewal on Subdivision "B", as foreseen through Contract R-179. Whichever way things are ultimately decided, the debate(s) rage(s) on as does the stop-and-start economic uncertainty of these times. Bottom line is, as of this writing in mid-October nothing has as yet been finalized. Stay tuned, stay warm, and enjoy your autumn in New York!



The Weeks barge on its way to Delaware on September 26, 2009.

David Ross photograph

Commuter and Transit Notes

No. 253
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

The next edition of timetables were issued for the period October 18, 2009 through March 27, 2010 (not March 26 as was reported in the November *Bulletin*). For unknown reasons, the Hudson Line timetable carries the word "Revised" and it is possible that none of the original edition was distributed.

Timetables for the sixth game of the American League Championship series were available on the Internet. This game, which had been postponed due to rain from Saturday night, October 24, was played the following night, and with a 5-2 victory over the California Angels, the Yankees won their 40th American League pennant and ultimately, on November 4, their 27th World Series.

Having earned home field advantage, the first two games took place at Yankee Stadium on October 27 and 28, and again, Metro-North published Internet timetables for all three lines as well as from Grand Central Terminal and Harlem-125th Street. These schedules would be in effect for all games played through November 5, should seven games have been required. Please see the special section below.

In the last week of October, I saw former West-of-Hudson cab cars that had been returned from their overhaul. 6129 and 6131 had been 5177 and 5178.

The Stamford Advocate reported that the first pair of M-8 cars was to be shipped via freighter from Kawasaki's plant in Kobe, Japan to Baltimore during the last week of October (*Editor's Note: they were*). From there they will travel by rail to New Haven and begin testing. From November through January, two cars will be shipped each month until there is an eight-car train. Starting in 2010, ten cars will be built each month with the first 38 being completed in Japan. The balance of 262 will be completed at Kawasaki's factory in Lincoln, Nebraska.

Further information: these two cars were scheduled to arrive in Baltimore sometime this month, where they will receive some final components before being shipped by rail to New Haven and then begin about six months of road testing. If everything goes well, the first cars could be in service by the end of 2010.

Metro-North hosted the Walt Disney Christmas Train, which was displayed on Track 37 in Grand Central Terminal from October 30 to November 1. This was the final stop of a 40-city nationwide tour that began in Los Angeles on May 22. The purpose of this train was to promote Disney's new holiday movie, an animated 3-D version of Charles Dickens' "A Christmas Carol" starring Jim Carrey as Ebenezer Scrooge. The specially outfitted four-car train was towed by a Metro-North engine along with its assigned motive power, Amtrak P42's 71

and 157. Over 15,000 people turned out to see the train.

For the NYC Marathon, the usual special timetable was issued in black and white, rather than in blue and white. There were some minor time changes when compared to last year's edition.

A new Ticket Machine Center with ten machines, including one to sell *MetroCards*, is located on the Main Concourse under the archway leading to the Lexington Avenue Subway. It opened on November 2.

Special timetables for the Thanksgiving weekend and the Christmas/New Year's periods were to be issued, but were not available at press time.

MTA METRO-NORTH RAILROAD (WEST)

Weekdays between October 12 and November 20, during midday hours, buses replaced rail service on the Port Jervis Line between Harriman and Port Jervis in order to perform tie replacement work, bridge inspections, and a signal system upgrade. My son Marc told me that MTA Bus provided MCI buses that are normally used in Express service. What makes this operation interesting is that we believe that this was the first use of MTA buses in any scheduled west-of-Hudson service. During September, when Pascack Valley Line service was replaced by buses (October *Bulletin*), it was Coach USA that provided the equipment.

A new timetable was issued effective November 8 for the Pascack Valley and Port Jervis Lines in conjunction with NJ Transit's timetable change. A paragraph explaining the use of monthly and weekly west-of-Hudson tickets on the Hudson Line has been added for the first time.

Getaway service operated on November 25 (eve of Thanksgiving), and will also operate on December 24 (Christmas Eve) and December 31 (New Year's Eve) on the Port Jervis Line. Train #99 (2:45 PM Hoboken/Port Jervis) replaces Train #59 (6:11 PM Hoboken/Port Jervis) on all three dates.

On Thanksgiving Day, Train #94 (6:21 AM Port Jervis/Hoboken) and Train #91 (12:14 PM Hoboken/Port Jervis) were added. For President's Day, extra Train #93 (5:20 PM Hoboken/Port Jervis) will operate.

RDC-1 43, which operated for Metro-North in both east- and west-of-Hudson service before being sold to the New York Susquehanna & Western Railway, has a new home. According to the Autumn issue of *West Jersey Rails Quarterly* (published by the West Jersey Chapter NRHS and sent by member Dennis Zaccardi), CSX delivered this car to the Southern Railroad of New Jersey on November 28, 2008. NYS&W used 43, which was built in 1953 for the New Haven Railroad, for its

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

On-Track service, which was terminated in July, 2007.

MTA LONG ISLAND RAIL ROAD

To accommodate the signal cutover and switch work at Valley Interlocking over the weekend of October 24-25, LIRR issued a booklet concerning the work as well as special timetables for the Babylon, Far Rockaway, Long Beach, West Hempstead, and Montauk Branches, as well as the City Terminal Zone. Passengers were advised to allow 30-50 minutes of extra travel time and to use rail service on the North shore. To summarize, no train service was operated through Valley Stream. On these branches, trains were operated between: Freeport and Babylon; Babylon and Jamaica/New York Penn; Rosedale and Jamaica/New York Penn; and Long Beach and Lynbrook. Buses were used between Jamaica and Baldwin; Far Rockaway and Rosedale; Lynbrook and Jamaica; and West Hempstead and Jamaica. Timetables on hard stock were also issued for:

October 23 – Long Beach, Friday night track work schedule

October 24 – Hempstead, Saturday morning track work schedule

October 24-25 – Medford to Greenport, bus replacement

The work was completed on time and service was reported operating normally through Valley Interlocking on Monday morning.

Timetables were issued for the period of November 9 through December 13. All have a turkey with "Thanksgiving Greetings," but the following also have wording for extra Thanksgiving Day service: Port Jefferson, Ronkonkoma, Babylon, Long Beach, and Montauk. These lines operated "Holiday Eve" trains: Port Washington, Port Jefferson, Far Rockaway, Babylon, Long Beach, and Montauk. This service also operates on December 24 and 31.

Montauk Branch timetables were issued for track work on two weekends (October 31 and November 7) and for weekdays (November 2-6 and 9-13). Due to late-night track work on the Babylon Branch, November 9-10 and 16-19, a special timetable card was produced.

Another timetable card that was issued was for a UFL game at Citi Field. Since I had no idea what this was, I Googled it and found out that it was for a United Football League game between the New York Sentinels and Las Vegas Locos, which was moved to a stadium at Hofstra University. In case you are interested, the Sentinels lost.

NJ TRANSIT

As was reported last month, timetables were issued for all lines effective November 8. Train times at stations were changed on a number of lines. These are the significant changes:

ATLANTIC CITY: An extra train, #4699, will operate on

New Year's Day departing from 30th Street Station at 2:45 AM, with arrival in Atlantic City at 4:13 AM.

BERGEN/MAIN: Train #1203, departing Hoboken at 7:37 AM and operating to Waldwick, has been added. Under the previous schedules, Train #1203 was the 6:28 AM Hoboken/Waldwick, but it has been renumbered to Train #1201. Train #1107 (7:51 AM Hoboken/Suffern) is now Train #1109.

MONTCLAIR-BOONTON: The big news here is the launch of weekend/holiday service every two hours on the Montclair portion of this line. Saturday service ended on October 1, 1966 and Sunday service on April 23, 1961. An Erie-Lackawanna timetable in my collection dated January 30, 1961 shows six eastbound and seven westbound trains that operated on Sundays and major holidays. On the next timetable that I have, April 30, 1961, there is no longer any Sunday/Holiday service. The new service is numbered in the 500-series. There are nine eastbound trains departing Bay Street between 7:05 AM and 12:05 AM. Westbound, ten trains depart Hoboken between 6:08 AM and 11:08 PM and at 1:32 AM. Connections to New York, Morristown, and Gladstone trains are made at Newark Broad Street.

MORRIS & ESSEX: Train #6684 (11:37 PM Dover) now operates to New York Penn, replacing Train #684, which under the previous schedules, had been a Hoboken train. Hoboken-bound passengers must now change at Newark Broad Street. Westbound, the last train to Dover, which had been Train #603, departed from Hoboken at 1:45 AM. Now, it is Train #6605, which departs New York Penn at 1:58 AM. Passengers who previously had direct service from Hoboken must use Main Line Train #1101 (1:50 AM Hoboken/Suffern) and change at Secaucus Junction. Normally there is an additional charge for transferring at this station; however, it is being waived because there is a note in the timetable that passengers should present their ticket to the fare-gate attendant who will pass them through the fare-gates. Two reverse peak trains have been added. In the morning, Train #6317 departs New York Penn at 9:17 AM, arriving at Summit at 9:56 AM. Afternoons, Train #6656 departs Dover at 3:46 PM, arriving at New York Penn at 4:57 PM.

NORTHEAST CORRIDOR: Amtrak tie replacement work continues between Trenton and New Brunswick. Reverse peak service has been increased with the addition of:

Trains #3709 (7:27 AM), 3711 (7:36 AM), and 3713 (8:05 AM), from New York Penn to Jersey Avenue
Train #3927 (8:52 AM), New York Penn to Trenton
Train #3982 (6:26 PM), Trenton to New York Penn

Beginning with the August 16 timetables, additional weekend service above what was reported in the September *Bulletin* between New York Penn and Secaucus Junction also operates hourly between 8:50 and 11:55 AM (Trains #7629/7641) and westbound in the

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

afternoons between 5:16 and 9:15 PM (Trains #7648/7664) from Secaucus Junction to New York Penn.

NORTH JERSEY COAST: There are several new trains.

Trains #3503 (5:51 AM) & 3507 (6:50 AM), New York Penn to South Amboy. Previous trains beginning with #3503 (3:22 PM New York Penn/South Amboy) were renumbered up, sequentially.

Train #3516 departs from South Amboy at 7:04 PM, and the previous Train #3516 (7:04 PM South Amboy/New York Penn) is now #3518.

PASCACK VALLEY: One late-night inbound train has been added. Train #1634 departs Spring Valley at 11:26 PM (weekdays) and on weekends/holidays Train #2126 departs from Spring Valley at 8:10 PM, which is three minutes earlier than under the previous schedules.

RARITAN VALLEY: Two trains have been added, one on weekdays and one on weekends/holidays:

Train #5904, 7:28 PM Plainfield to Newark

Train #5538, 10:18 PM Raritan to Newark. This closes a 1½ hour gap between Train #5536 (9:19 PM) and Train #5540 (11:47 PM).

Getaway service operated on the eve of November 25 (Thanksgiving Day) on the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, Port Jervis, and Raritan Valley Lines. These trains are also scheduled to operate on December 24 (Christmas Eve) and December 31 (New Year's Eve).

Additional inbound and outbound trains were operated on the Morris & Essex, North Jersey Coast, and Raritan Valley Lines on Thanksgiving Day.

It had been proposed that beginning in September the Mail/Ride program would be eliminated due to the high cost of mailing tickets (July *Bulletin*). Due to complaints, it was decided to retain the program, but with a monthly charge of \$3. In early October there were seat drops aboard trains promoting NJ Transit's (new) Quick-Tik® program and in the October, 2009 *fyi*, there was a mention of this service and the fact that more than 10,000 had signed up. Neither refers to the \$3 monthly charge, but it is on the Quick-Tik® sign-up page on NJ Transit's website.

Deliveries of multi-level cars through Kenwood Yard have been slow. Member Bob Kingman reported these sightings: October 19, 7665 and 7666; and October 29, 7667, 7668, 7669, and 7298. At the Port of Albany, Bob reported that he saw ten R-160 shells, some of which were numbered 1852, 1882, and 1909. He writes that they are obviously not shipping these in order.

The Newark City Subway was closed for four weekends beginning October 23 and ending November 16 for track maintenance. Substitute bus service was provided to all light rail stations in two segments, from Newark Penn Station to Grove Street and to Broad

Street. Passengers were told to allow up to ten minutes of additional travel time.

The Borough of Tenafly invited NJ Transit to a town-wide meeting to discuss passenger rail on November 16. Member Stanley Z. Harris, who notified me about this meeting, planned to attend and take notes.

Member Tom McAnaney wrote that it seems that the southbound ACES train is no longer running on diesel to Philly. During the middle of October, he was aboard a SEPTA train at Trenton waiting to depart when one passed. "I could only see it flash by, but I didn't hear the diesel roar." So, on another day he waited at Rahway for the afternoon run-by. "Sure enough, the electric was pushing, and I couldn't hear the diesel."

In a follow-up email, Tom wrote that he bumped into an old friend now working for Amtrak, who confirmed that the reason for using the diesel engine west of Newark was the possibility that the diesel might not start when the train was being turned. Amtrak stopped this practice because the changeover at Newark was taking too much time.

At some airports there are special areas which are available for re-charging laptop and cell phone batteries. Where they do not exist, people just plug in to any available outlet. I was surprised to see this phenomenon taking place at New York Penn during a midday visit during which two people were charging their cell phones and one was working on his laptop.

PORT AUTHORITY TRANS-HUDSON CORPORATION

There was a bumper block crash at 33rd Street at 8:15 AM on October 21 involving a train of PA-5s. The incident, which is under investigation, involved the 7:59 AM Hoboken/33rd Street. Ten minor injuries and some delays to service were reported. Thanks to David Erlitz for this report.

PATH will be getting a new signal system as a result of the award of \$344 million of the estimated \$580 million in signal contracts on October 22. Siemens is the head of a consortium that won the largest contract, valued at \$321 million, for the design, manufacture and installation of the new signal technology as well as the removal of the old system. This is a major part of the Port Authority's \$3.3 billion plan to modernize the entire PATH system, an initiative that also includes the 340-car PA-5 order and 10-car platforms on the Newark/World Trade Center Line. Signals will be replaced throughout the 43 track miles and 13 stations, while the new communications equipment also will be installed inside 130 of the new PA-5s that have an operating Engineer's cab. Preliminary design work is to begin later this month, with signal installation taking place in 2011. PA officials are hoping that this new, state-of-the-art signal system will allow closer headways, which would save time and increase capacity by 20% by the time all of the new signals are in service in 2013.

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Commuter and Transit Notes*(Continued from page 10)***PORT AUTHORITY OF NEW YORK & NEW JERSEY**

On October 7, the Port Authority launched a new agency website that features improvements such as a real-time alert system to notify customers of incidents and events at PA facilities. It would also determine the most convenient way to get to a destination on mass transit using multiple agency transit systems. There is also information on buses and flights at Stewart Airport. It was on July 9 that PATH got a new website.

AMTRAK

October 26 was the date that Fall, 2009/Winter, 2010 timetables went into effect; System Timetable Form T-1 will remain in effect until April, 2010. The page concerning Summer maintenance, which first appeared in the Spring/Summer, 2009 edition has been repeated. *Acela* and *Northeast Regional* trains are again in these separate timetables – Forms W-2 (New York and Washington, D.C.), W-4 (Boston and Virginia Beach) and W-5 (Springfield and Washington, D.C.). *Keystone* and *Empire* trains as well as *The Vermonter* have been returned to the timetable. Originals of Form W-2 were not available at New York Penn during several visits that were made between the end of October and mid-November.

In Fiscal Year 2009, Amtrak carried nearly 27.2 million passengers, marking the second highest ridership total since it started in 1971. The 27,167,014 total passengers for the 12 months ending September 30, 2009 fell short of the all-time record of 28.7 million for FY 2008, but exceeded the FY 2007 total by 5.1%. Total ticket revenue for FY 2009 was \$1.6 billion. While ridership in the Northeast Corridor on *Acela* and *Northeast Regional* services did not keep pace with last year, several short-distance routes did achieve new highs, including the Chicago-St. Louis corridor (+6%), *Keystone Service* (+2.7%), the Raleigh-Charlotte *Piedmont* (+3.8%), and the *Vermonter* (+1.9%). Elsewhere, *Coast Starlight* ridership was up 22.3% from the previous fiscal year, recovering from a 15-week service disruption in 2008 that closed a portion of the route in northern California. Other long distance trains that posted gains in FY 2009 versus FY 2008 include the *Sunset Limited* (+9.8%), the *Texas Eagle* (+3.6%), the *Silver Meteor* (+3.4%), and *Silver Star* (+1.1%). Thanks to Bob Hansen for this report.

On November 3, Amtrak launched a new website.

Amtrak's Thanksgiving timetable, for the period November 24-30, was not available at publication time.

METROPOLITAN AREA

The 2,200-foot Mount Beacon Incline Railway opened in 1902 and closed in 1978. Construction was by the Otis Elevator Company in Yonkers and the Mohawk Construction Company. The height of the upper station was 1,540 feet above sea-level. Over the years a num-

ber of fires took their toll but the line always came back. However, in 1978, the owners lost the title to the land at the top of the railway due to a tax sale and soon after, the property was abandoned and its two cars were parked at mid-track. In 1982, the railway was placed on the National Register of Historic Places by the U.S. Department of the Interior, but the following year, a fire swept the mountain, destroying the entire railway. The Mount Beacon Incline Railway Restoration Society (founded 1996), in its Autumn, 2009 edition of **RAIL MAIL**, reported that engineers from two railroad construction companies had recently visited the property to make an assessment about the feasibility of restoring the line. If it can be done, the group has targeted the year 2013 as the date to begin operating once again. A video of the line as it was in 1902 can be found at: <http://www.youtube.com/watch?v=QLYS838WTAs>.

On October 17, **The New York Times** "let the cat out of the bag" when it wrote that every (New York commuter) train leaves a minute late (out of the New York terminals). To those in the industry, it was a known fact that the departure times of trains are one minute later in the Employee Timetables (which the **Times** referred to as a "private timetables for employees") than in the public versions. According to rail historian and retired Metro-North employee Jack Swanberg, "that's been done forever." At Grand Central Terminal, riders should not consider the one minute as a guarantee, because Conductors have the discretion to depart at the public timetable time as long as the platform is clear and no passengers are rushing down the ramp. Apparently, this minute was originally known as "gate time," dating to the days when gates were used to block off the ramps that lead down to the platforms. Although this practice started at Grand Central Terminal, it was extended to New York Penn (Amtrak, LIRR, and NJ Transit) and Flatbush Avenue.

NEW YORK YANKEES

For the first time since 2003, the New York Yankees were in the World Series, with the Philadelphia Phillies as their opponents. Some in the news media referred to this as the "Amtrak Series," "New Jersey Turnpike Series," "Liberty Series (Bell-Statue)," or "Broad Street-Broadway," and there were others. Late in the afternoon of Monday, October 26, I received an email from NJ Transit advising that the entrance to New York Penn at W. 31st Street and Eighth Avenue would be closed between 5 and 6 PM, due to "police activity (VIP Arrival)." It was not until I read the next morning's **New York Times** that I knew the reason why – the Phillies had arrived in New York via Amtrak. A Phillies spokesman told it like this: "It was pure convenience. The distance between Philadelphia and New York is too short for a flight, and a fleet of buses traveling up the New Jersey Turnpike could spend as much time on the approach to the Lincoln Tunnel as the entire train ride." So, the team

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Commuter and Transit Notes*(Continued from page 11)*

boarded their chartered "Phillies Express" at 4:45 PM at 30th Street Station, and arrived in New York Penn at around 6:03 PM. The *Times* also noted that many sports teams in the Northeast Corridor, including the Knicks, Flyers 76ers, and even the Boston Red Sox, use Amtrak between New York and Philadelphia or Boston. Amtrak reported that during FY09, it operated 32 sports charters, including six for major league baseball teams.

Having split the two games of the World Series at Yankee Stadium, on Friday afternoon the Yankees traveled by chartered train to Philadelphia. The Phillies also returned by a different train. In Philadelphia, the Yankees won Games 3 (8-5) and 4 (7-4), but lost Game 5 (8-6). The series returned to New York for Game 6, where the Yankees won their 27th World Series, and first since 2000, by a score of 7-3.

The City of New York honored the Yankees with what used to be a real ticker-tape parade (11 AM) through the "Canyon of Heroes" and a ceremony at City Hall (1 PM) on Friday, November 6. Metro-North operated additional trains on the Hudson Line at 8:41 AM (Poughkeepsie/Grand Central Terminal) and 2:40 PM Grand Central Terminal/Poughkeepsie, and on the Harlem Line at 8:30 AM (Southeast/Grand Central Terminal). Extra cars were added to select morning inbound and afternoon outbound New Haven Line trains.

On LIRR there were six morning westbound trains — Port Jefferson (1), Ronkonkoma (2), and Babylon (3) — and eight afternoon eastbound trains following the City Hall ceremonies: Port Washington (1), Port Jefferson (3), Far Rockaway (1), and Babylon (3).

NJ Transit operated extra outbound service between 1:28 and 2:30 PM:

Morris & Essex: Trains #6629 and 8935, 1:28 and 2:20 PM New York Penn to Dover

Northeast Corridor Line: Trains #8847 and 8851, New York Penn at 1:32 and 2:26 PM to Trenton

North Jersey Coast Line: Trains #8247 and 8249, New York Penn at 1:41 and 2:30 PM to Long Branch

PATH operated extra trains between the morning and afternoon peak hours on the Newark and Hoboken to World Trade Center Lines.

MUSEUMS

In the July *Bulletin* I wrote that the 30-plus vehicle collection of the Lake Shore Electric Railway was to be put up for sale. I received a forwarded email issued by the Shore Line Interurban Historical Society, reporting the results of the October 2 sealed-bid auction for the collection of streetcars and interurbans assembled by real estate entrepreneur Gerald E. Brookins.

Illinois Railway Museum

Cooperativa de Transportes Urbanos y Suburbanos (Veracruz, Mexico) open car 19

Chicago, Aurora & Elgin wood car 36 (Stephenson, 1902)

Chicago, Aurora & Elgin wood car 319 (Jewett, 1914)

Chicago, Aurora & Elgin steel car 409 (Pullman, 1923)

Chicago, Aurora & Elgin steel cars 451 and 460 (St. Louis, 1945)

Fox River Trolley Museum

Aurora, Elgin & Fox River Electric 304* (later, Shaker Heights Rapid Transit 304)

Chicago, Aurora & Elgin Steel Car 458 (St. Louis, 1945)

*Johnstown 362 (St. Louis, 1926) was de-accessioned to make room in the barn for AE&FRE 304.

National Capital Trolley Museum

Blackpool "Boat Car" 606

Toronto PCC 4602 (ex-4537)

MBTA PCC 3334

Pennsylvania Trolley Museum

Cincinnati Street Railway 2227

Toledo Railways Parlor car "Toledo"

Centerville, Albia & Southern Ry. box motor 100

Northern Ohio Railway Museum

Aurora, Elgin & Fox River Electric 303

Cleveland Peter Witt 1225

Cleveland Transit System Airporter car 172

Northern Ohio Traction & Light Company (later Shaker Heights & GCRTA) Box Motor OX

Norfolk & Western caboose 508021

Seashore Trolley Museum

Cleveland Railways Peter Witt trailer 2365

Cleveland Transit System "Bluebird" rapid transit car 113

Connecticut Trolley Museum

Chicago, Aurora & Elgin 303

Centerville, Albia & Southern Railway line car 1

Centerville, Albia & Southern Railway box motor 101

New York, Ontario & Western caboose 8146

Electric City Trolley Museum

Chicago, Aurora & Elgin 453

Shaker Heights PCC cars 63, 71 and 76

Fort Smith (Arkansas) Trolley Museum

Cooperativa de Transportes Urbanos y Suburbanos (Veracruz) open car 9

New York Museum of Transportation

One un-powered line car

INDUSTRY

If anyone had any doubts about the future of railroads in the United States, that person is definitely not billionaire Warren Buffet. Berkshire Hathaway (BH), the firm he heads, announced on November 3 that it had reached an agreement with Burlington Northern Santa Fe to purchase the 78% of its stock that BH did not already own for \$26 billion. This became the largest purchase by BH, which also has holdings in other railroads.

Less than one week after the above announcement, it notified the Securities and Exchange Commission that it

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will sell all of the shares it holds in Union Pacific and Norfolk Southern prior to completing its planned acquisition of BNSF Railway. Berkshire will dispose of 9.6 million shares of Union Pacific and 1.9 million shares of Norfolk Southern.

2009 IN REVIEW

The table below shows transit projects that had start-ups or expansions of service that took place this year. At the time that this column was being completed, there was no firm date for the opening of Sound Transit's extension to SEA-TAC Airport. When I called Sound Transit, I was told that it would probably be in the last week of December; in any event, it will be reported in the January, 2010 *Bulletin*.

DATE	OPERATOR	AREA	LINE	NOTES
January 10	New Mexico RailRunner Express	Albuquerque, New Mexico	-	Initiates Saturday service
January 26	Utah Transit Authority FrontRunner	Salt Lake City, Utah	North Line	Additional service - Pleasant View to Ogden
February 2	Washington County Commuter Rail (TriMet)	Portland, Oregon	Westside Express Service	Begins service between Beaverton Transit Center and Wilsonville 14.7 miles, 5 stations
February 6	NJ Transit	New York / New Jersey	Atlantic City Express Service (ACES)	NY Penn to Atlantic City service begins
April 25	Edmonton Transit System	Edmonton, Alberta	South LRT Phase II	Extension – Health Services to South Campus 4.6 miles,
May 23	Metro-North	Bronx, New York	Hudson Line	Yankee Stadium Station opens
June 8	NJ Transit	North Bergen, New Jersey	Northeast Corridor	ARC Tunnel construction begins
June 15	Calgary Transit	Calgary, Alberta	NW LRT	Extension from Dalhousie to Crowfoot 2.1 miles, 1 station
July 18	Sound Transit	Seattle, Washington	Central Link	Westlake to Tukwila International Blvd. opens, 13.9 miles,
July 26	NJ Transit	Secaucus, New Jersey	Sport Line	Meadowlands Station opens
August 1	New Mexico Rail Runner Express	Albuquerque, New Mexico	-	Santa Fe County/NM 599 station opens
August 17	Metro Vancouver Trans-Link	Vancouver, British Columbia	Canada Line	Richmond, Vancouver Int'l Apt. opens, 11.8 miles,
August 31	NJ Transit	New York,	NY Penn Station	31 st St. Entrance opens
September 14	TriMet	Portland, Oregon	South Corridor I-205 LRT	Gateway to Clackamas opens, 8.3 miles, 8 stations
September 14	Dallas Area Rapid Transit	Dallas, Texas	Green Line Southeast Corridor	Pearl to Martin Luther King opens 2.7 miles, 4 stations.
November 8	NJ Transit	New Jersey	Montclair-Boonton Line	Weekend service begins
November 14	Metro Transit	Minneapolis, Minnesota	Hiawatha Line	4-block extension to Amtrak Station and connection to Northstar Commuter Rail station, 0.4 miles
November 15	Los Angeles Metropolitan Transportation Authority	Los Angeles, California	Gold Line	Union Station to Atlantic Station, 6 miles, 8 stations
November 16	Northstar Commuter Rail	Minneapolis, Minnesota	Northstar Commuter Rail	Revenue service begins between Minneapolis and Big Lake, 40.1 miles, 7 stations
December 19	Sound Transit	Seattle, Washington	Central Link	Tukwila International Blvd. to SEA-TAC Airport, 1.7 miles

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Commuter and Transit Notes*(Continued from page 13)***MOVED TO 2010**

Austin – Opening of Capital Metrorail's Red Line (DMU) from San Leandro to Austin

Chicago – Metra, Lovana S. "Lou" Jones/Bronzeville (35th Street) station

Los Angeles – Expo Line LRT to Culver City

San Francisco – BART Dublin/Pleasanton (fill-in station)

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

"Concept" drawings have been posted on the Internet for the next generation of streetcar the MBTA. They may be found at <https://www.commentmgr.com/Projects/1228/docs/Green%20Line%20Type%209%20Vehicles%20-%20Concept%20Drawings.pdf>.

It would not be Halloween without celebrations in Salem, and as usual, MBTA operated extra service in the form of seven-car sets of Kawasaki double-deckers in the extra service trains. Member Todd Glickman wrote: "these cars have not run on the north side in many, many years (their capacity is needed more on the South Station side). I think the last time they ran here was during Big Dig construction when North Station's platforms were shortened so that >4 car trains could not run on a few platforms."

At the end of October, MBTA announced that it was in the final stages for the new PTIS (Passenger Train Information System). This upgrade will enable the "T" to provide passengers with real-time information generated directly from the train. Passengers will soon see train arrival information on electronic station signs ("Next train arriving in 10 minutes"). The system will also offer automated "next station stop" announcements on board the trains. PTIS is being introduced in phases, starting with the Greenbush and Old Colony Lines by the end of this month.

In last month's *Bulletin*, I wrote that the "T" was to go out of business at the end of October; the words, "as an operating agency," should have been added, because it now reports to the new MassDOT board. Thanks to Todd for these reports.

WOONSOCKET, RHODE ISLAND

With the T.F. Green Airport stop now only about a year away from completion, more than 100 officials from all over Rhode Island met for a "Congressional Breakfast" co-sponsored by the Northern Rhode Island Chamber of Commerce and the Pawtucket Foundation at the old Woonsocket Train Depot on October 26. The result is that the key to northern Rhode Island's future prosperity rests with a successful commuter rail system. RIDOT reported that the intrastate rail plan as currently constituted would mean an additional 34 trains traveling through northern Rhode Island in addition to the 68 trains that currently travel non-stop from South Attleboro

to the downtown Providence station. Pawtucket leaders have formally requested that DOT submit a funding request to FTA for preliminary engineering for a Pawtucket/Central Falls commuter rail stop between the Conant Street and Dexter Street bridges next to the Providence and Worcester Rail Yard. Thanks to Todd for sending this report from *The Valley Breeze*.

PHILADELPHIA, PENNSYLVANIA

The Board of the Delaware River Port Authority, as expected, voted on October 26 to endorse a plan to connect two proposed casinos on the Philadelphia side of the Delaware River waterfront with a trolley line in the median of Columbus Boulevard, and a branch running surface on Market Street from the river to a surface loop at City Hall. No funding has been identified as yet. Several major engineering questions remain unanswered and the dignitaries assembled for the announcement were considerably less than united in praise of the Market Street connection, all of which make the projected 2016 completion highly speculative. In its editorial (November 2), *The Philadelphia Inquirer* panned the proposed Market Street trolley, while giving grudging approval to the waterfront line. The paper's principle issue is that the connecting link between the Waterfront and Market Lines would prevent reconfiguring I-95 to give access to the waterfront, which has been on the wish list of most local planners since the day I-95 was opened. The paper endorses an underground connection to the existing Market-Frankford El, which runs below grade along Market. Thanks to member Dave Safford for these reports.

Member Joe Canfield sent an article from *The Philadelphia Inquirer* that contained a map of this project, which would extend from the present Girard Avenue Line, with stops at Frankford Avenue, Spring Garden Street, Callowhill Street, Penn's Landing, South Street, Christian Street, Reed Street, and Pier 70. The Market Street branch would have a loop east of City Hall.

Dave Safford also wrote that he discovered on a trip to a meeting in Center City that the new inbound high-level platform at Wayne is in service. "On the return trip we stopped at the old low-level area, although the platform work appears essentially complete. Apparently SEPTA has decided that all new rebuilds will be high-level, which will be a cramp for a while what with the traps opening and closing like doors in a French farce. For example, the Radnor and Overbrook stations on the same line received a complete makeover a few years ago, and it's hard to imagine those being torn up and redone anytime soon. On the other end of the line, Fort Washington, but no other station, has new high-level platforms. This effort may relate to the design of the new cars to be delivered starting at some indefinite point in this century, which, as noted before, have unguarded traps that should make rush hour riding a real adventure when they are open."

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

The art-deco power plant that has marked the entrance to Philadelphia's 30th Street Station was scheduled to be leveled by November 15, along with the adjacent Pullman porters' dormitory. The buildings, designed by the architects of the station, Graham, Anderson, Probst & White, show plainly that they were intended to be not mere industrial buildings, but symbols of the railroads' majesty. The plant, abandoned since 1964, is a visible symbol of the Pennsy's electrification in the early 1930s but is now highly contaminated and derelict. Both buildings were scheduled in 1962 to be redeveloped as part of an office park around the Cira Center, a new skyscraper linked to the station by an elevated walkway. A recession cooled the plans, and now Amtrak has announced that "security" requires that the buildings be demolished.

SEPTA's Transport Workers Union Local 234 voted unanimously on Sunday, October 25, to authorize a strike that would affect all Philadelphia public transit except Regional Rail, certain suburban routes, and PATCO, which have different unions. With the Phillies World Series home games starting Saturday, October 31, this was no mean threat. TWU is seeking 4% per year for the four-year life of the upcoming contract, while SEPTA was offering 2% for each of the final two years, plus an increase in health insurance contributions. Current salaries top off at \$24.24/hour for drivers and \$27.59/hour for mechanics, both after four years. The workers were without a contract since March 15 for the City divisions, and since April for the bulk of the suburban bus lines. Thanks again to Dave for these reports.

Just hours before the strike deadline, TWU agreed not to strike. Pennsylvania Governor Edward G. Rendell, who got involved in the talks, reported that there had been "substantial progress," but no agreement had been reached. When I listened to the news early on November 3, I heard that TWU did in fact go on strike as of 3 AM. At about 7 AM, an eastbound R5 train that had just left the Overbrook station caught fire. Some of the more than 600 passengers reported that the smoke began while the train was stopped in this station. When I checked the Internet for additional information, there were views of passengers walking in front of the Overbrook Maintenance Facility and boarding school buses. It was subsequently determined that the fire was caused by a heating element. Checking the various videos on the Internet, it appears that the car is possibly 267, which would be from the 251-269 group built by Budd in 1963. There were no reported injuries. Thanks to Lee Winson for this report.

Just as this column was being completed, Dave Safford sent this report: "The transit strike was settled last night (November 8), after the Governor started playing

hardball, threatening to rescind the subsidies that made any new money available if the TWU didn't bargain. The final agreement, as reported in the *Inquirer*, provides a 2.5% increase in the second year and 3% increases in each remaining year of the five-year contract. Maximum pensions will rise to \$30k from the present \$27k. This compromise required six days of misery for area workers."

The Delaware Valley Association of Rail Passengers (DVARP), in its October edition of *The Delaware Valley Rail Passenger*, reported that testing of the three Silverliner V pilot cars was underway at Hyundai's plant in Changwon, South Korea, while the shells of the first three production cars were completed in August. The production shells (numbered 702, 803, and 804) were loaded August 31 on a ship bound for Philadelphia, for final assembly at the Rotem facility on Weccacoe Street in South Philadelphia. These three cars are expected to be ready for delivery by early in 2010. Numerous quality issues have arisen in the testing of both the single pilot car (701) and the married pair (801-802), with the single car farther along toward acceptance. SEPTA hopes to receive that car by sometime in December, ready to begin a series of road tests. As of late August, a total of 47 cars were in various stages of construction at Changwon. SEPTA ordered 120 Silverliner Vs from United Transit Systems, a consortium of Hyundai-Rotem of South Korea and Japan's Sojitz Corporation, in 2006 at a contracted price of \$330 million (Delaware Transit Corporation is paying for four more cars). The present deadline for delivery of the final car, already three months behind schedule, is March, 2011.

DVARP also reported that a new soccer stadium is being constructed in Chester, so planners are considering moving the Highland Avenue station (R2) to a location that would be closer to the stadium, which is due for completion early next summer. Currently, this station sees 70-80 boarding passengers each day as there is little light industry along with homes and some vacant land. New office buildings and residential housing is being built about 8-10 blocks from the Highland Avenue station. Several locations have been identified and the leading candidate would be close to the former Lamokin station, which was closed in 2003.

In the November *Bulletin*, Lee Winson's observation about trains that operate in three states brought this response from member Jack May. "Of course there's Amtrak, but I don't think you meant that. There are two I can think of that might have to be excluded as being 'ri-state,' but are unique in other ways."

- MARC runs trains on Mondays to Fridays between D.C., Maryland, and West Virginia on its Washington-Martinsville service. Of course D.C. is not technically a state. Oddly, there are only 2 inbound trains but 3 outbound ones.
- ACES runs from New York City (New York) to At-

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Commuter and Transit Notes*(Continued from page 15)*

Atlantic City (New Jersey) via Pennsylvania, although it doesn't stop for passengers there — only to change ends.

BALTIMORE, MARYLAND

MTA Maryland issued a press release that it would operate its "S" (for severe weather or special circumstances) schedule, which is a reduced schedule, on November 11, Veteran's Day, on the Penn and Camden Lines only. This is in contradiction to what appears in the July 20, 2009 timetable. Thanks to member Steve Erlitz for this news.

WASHINGTON, D.C. AREA

The Virginia Railway Express Operations Board, on October 16, voted to recommend the awarding of a contract for commuter rail operations and maintenance services to Keolis Rail Services America, a French firm. This would be the company's first venture in the United States. The contract includes train operations, locomotive and railcar equipment maintenance and repair, yard operations, and warehouse management. The recommendation was made to VRE's parent commissions, the Northern Virginia and Potomac and Rappahannock Transportation Commissions, which approved it at their November 5, 2009 meetings. Keolis will assume operations on July 1, 2010, with a transition period running from December 1, 2009 to June 30, 2010. The contract term is five years, with two five-year renewal options. The initial contract is worth \$85.7 million. Amtrak has held the existing contract, which expires on June 30, 2010 and was originally issued as a sole-source when VRE began operations in 1992. Amtrak challenged the decision and requested documents that were used in the decision-making process under the Freedom of Information Act.

On November 5, *The Washington Post* reported that VRE Chief Executive Dale Zehner reviewed the procurement process and found Amtrak's challenge to have no merit. Amtrak also failed to challenge the October 16 decision within the 10 days allotted in VRE's request for bids, according to a letter Zehner sent to Amtrak on November 2. In a letter to Commission members and other Virginia officials, the Federal Railway Administration's Chief Counsel said that, although the agency has no opinion on the suitability of Keolis, it is concerned about maintaining safety. It said the company selected for the contract must be able to communicate not only with Amtrak, which dispatches trains in and out of Union Station, but also with Norfolk Southern Railway and CSX, the two freight lines that own the rails that VRE uses. Regarding the FOI request, it would be met once the two commissions voted on the contract.

VIRGINIA BEACH, VIRGINIA

Ten years after voting down a plan for light rail, the City of Virginia Beach submitted the final draft of its

comprehensive plan, which now includes light rail. Neighboring Hampton will launch its 7.5-mile Tide LRT in early 2010.

FLORIDA

During October, Republican Governor Charlie Crist indicated that he would welcome a special session of the Legislature to discuss a number of issues, including light rail. The Senate President also would like a special session to deal with the proposed 61-mile SunRail commuter line so that the state could have a chance at obtaining \$2.5 billion in stimulus funding. The cost of holding a special session is put at \$100,000 per day. Member Dennis Zaccardi, who sent this report from *The St. Petersburg Times*, wrote that the Florida State Legislature meets for one session, in the beginning of each year, for a few months and during the last few years it has been extended to handle several critical issues (including taxes and budget shortfalls).

At its November 4 meeting, the Hillsborough County Commissioners voted 5-2 to have the County Attorney prepare a resolution indicating that the Commissioners intend to look at a 1 cent sales tax referendum on the ballot a year from now. The plan calls for this tax to pay for light rail, bus, and road improvements for Hillsborough County. Thanks to Dennis Zaccardi for these reports.

CINCINNATI, OHIO

On Election Day, voters defeated Issue 9, which would have prevented construction of the proposed streetcar system. For details, please refer to the June, 2008 and March, 2009 *Bulletins*.

CHESTERTON, INDIANA

For the weekend schedule change that went into effect on November 22, NICTD issued a colorful brochure to describe the new schedule. Details and the schedule were published in the October *Bulletin*.

CHICAGO, ILLINOIS

Metra continues to issue the new-style timetables with "0809" dates. Jim Beeler sent copies of the North Central (Antioch), which is dated December 11, 2006, Southwest Service (Manhattan), dated August 31, 2009, and Rock Island District (Joliet), dated September 16, 2008. Two are still missing: Metra Electric and Heritage (Joliet). When I asked Jim why they were not all available at one time, he said he believed that Metra was using up the ones in the old format before printing the new ones. In the midst of all of these format changes, during the first week of November Jim found an entirely new timetable titled "Metra Electric Main Line," which carries an effective date of January 8, 2007 and also "Form #1." It covers the area from 59th Street to Millennium Station. The (full) Metra Electric schedule effective date is May 27, 2009.

In mid-October, Metra released its 2010 budget. Faced with sales tax receipts that are at a 10-year low, the proposed \$613 million operating budget retains the

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existing rail service but calls for some fare restructuring. There would be adjustments in one-way fares by 10 cents to 45 cents depending on the zone, and the first change in the cost of weekend passes (from a bargain \$5 to still a bargain \$7) since the program began in 1991. When Metra last raised its fares on February 1, 2008, the weekend fare was supposed to \$7 per day, but Jim reported that that was never implemented. But the impact of the new fare structure on regular Metra riders will be limited, since most already use 10-ride tickets or monthly passes and those fares won't change. New fares would go into effect as of February 1, 2010, and are intended to encourage customers to use the discounted 10-ride tickets and monthly passes. The cost of purchasing tickets on board trains where stations have agents will increase from \$2 to \$5. Public hearings were held in November.

MINNEAPOLIS, MINNESOTA

Hiawatha LRT's extension to the new Target Field station took place on November 14, coinciding with Northstar Commuter Rail grand opening activities. Revenue service began on November 16.

AUSTIN, TEXAS

A presentation made available to the Board at its October 28 Board meeting was posted on-line. It gave a start-up date for Capitol Metrorail to take place in the first quarter of 2010 once the remaining issues were resolved.

PHOENIX AND TUCSON, ARIZONA

With free stays at two hotels, mileage airline tickets, and a question of where we should go for a few days in October, my wife and I agreed that Phoenix and Tucson would be good places to visit. Previously we had been in Phoenix but that was years before Valley Metro Rail was operating. If memory serves correctly, I recall seeing some signs about the project. In 1993, we never made the trip to Tucson. After arriving at Sky Harbor Airport, we picked up our rental car and headed to Tucson. The reason for this choice was to ride the Tucson Trolley, which only operates Fridays through Sundays.

It turned out that the restaurant we selected for dinner on Saturday night was on the route of the Tucson Trolley and so we saw ex-Brussels 1551 in service. The next afternoon after doing some sightseeing south of Tucson, we arrived at their trolley barn and found this car as well as ex-Kyoto (Japan) 869 behind a locked gate. There was no one around to answer any questions, and so I did not get to take a ride. According to the line's web site, operating hours are Fridays 6 PM-midnight, Saturdays noon-midnight, and Sundays noon-6 PM.

After breakfast on Monday, we drove to Phoenix, and the following morning I took off to ride the nation's newest light rail system. Valley Metro Rail began revenue

service on December 29, 2008 (not 2009 as was reported in the October **Bulletin**), and reports by mem-



Car 140B at Sycamore/Main.
Randy Glucksman photograph



Car 105A at Montebello/19th Avenue.
Randy Glucksman photograph

bers Raymond Berger and Todd Glickman were published in the February **Bulletin**. For now, there is one line, which is 20 miles in length and has 28 stations, some of which are a distance from each other.

Seven stations have parking, and the closest stop to our hotel that had a Park & Ride was McClintock/ Apache Boulevard. As I approached the station an overhead sign identified the Park & Ride location, an indoor garage. After finding a spot, I walked to the station and purchased a day pass. The fares that were in effect last December have been raised. One-way fares, which were previously \$1.25, are now \$1.75, and the day pass, formerly \$2.50, now costs \$3.50. Fares were also increased for the 3-day, 7-day, and 31-day passes. As

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with all modern light rail systems, a proof-of-payment system is used; however, in my travels, which covered the entire line, I did not see anyone checking tickets.

Weekdays, cars operate on 10-minute headways between 6 AM and 7 PM, and every 20 minutes at other hours. Service operates from 4:40 AM to 2 AM. On weekends, the hours are slightly reduced. I only saw two-car trains, but the one Operator that I spoke with told me that occasionally there are three-car trains and at times single cars. Metro owns 50 Kinkisharyo low-floor cars numbered 101-150, which were built in 2007. End-to-end running time is 66 minutes, and between Roosevelt and 24th Street the southbound cars operate on First Avenue and Jefferson Street while northbound cars are on Washington Street and Central Avenue. Although the cars operate on a center median, there are numerous locations where traffic lanes cross the tracks, especially when the line will operate on a different street, but there is adequate overhead signage that alerts vehicular traffic as to when turns are permitted. There are tail tracks at both terminals: Montebello/19th Avenue on the west end and Sycamore/Main Street on the east end; however, I only saw cars stored at the Sycamore Avenue end.

At the airport station, 44th Street, shuttle buses transport passengers to/from Sky Harbor Airport. At this station, there is a short elevated section that stub-ends at the east end. When I checked the agency's website, projects to extend the system between 2012 and 2030 were listed, but nothing about the airport. I enjoyed my ride, which, with a few photography stops, took up most of the morning.

During the trip I passed Central Station, which is located in a park. It has a transit exhibit behind a gate where there are three restored transit vehicles: Toronto Transit Commission PCC 4607* (originally 4536), Metropolitan Line 507 (1946 Twin Coach Model 34-S) and 4401 (1981 RTS). (*As I did not have the original number for 4607, I emailed member Andre Kristopans, who kindly provided the original TTC number.)

SEATTLE, WASHINGTON

The 13.9-mile Central Light Rail Line is to get a 1.7-mile extension from Tukwila International Boulevard to SEA-TAC Airport on December 19.

PORTLAND, OREGON

Being on TriMet's email notification list, I received a number of advisories that Westside Express Service would be covered by buses due to various problems with the DMUs. I wondered how this would pan out, as the original manufacturer, Colorado Railcar Company, is no longer in business. In June, its assets were purchased by a firm called American Railcar Company (July *Bulletin*), but so far nothing has been produced. Bob Kingman found a posting on the Internet that

Trimet is purchasing two RDCs (built in 1953) from the Alaska Railroad to be used as spares. Each RDC costs \$75,000, while the Colorado Railcar DMUs were about \$5 million each. The RDCs are to be delivered by the end of this month, but will not enter service until next year. Which specific cars will be purchased is not known at this time, but will be reported when known.

SAN FRANCISCO, CALIFORNIA

On October 7, San Francisco's historic streetcar fleet was joined by Melbourne W-class trolley 916 as the result of a gift by the Premier of Victoria, John Brumby. This car, which was built in 1946, joins another Melbourne car, 496 (built 1929). Thanks to member Andrew Grahl for this report.

The Oakland-Bay Bridge reopened on November 2, six days after two rods and a crossbar failed (5,000 pounds) and came crashing down on the roadway. Those items had been installed over Labor Day weekend when inspectors discovered a crack in a critical beam. In the interim, BART provided 24-hour train service to 14 stations. Service usually ends around midnight. BART reported record ridership levels as car commuters found the train service a better alternative to sitting in traffic. In fact, on November 2, Transbay ridership was up 85% to 71,300, or 32,900 more than usual.

LOS ANGELES, CALIFORNIA

The Gold Line extension to East Los Angeles opened on November 15 with free rides. Local, state, and federal officials took an inaugural ride following an official ceremony the day before. This 6-mile segment has 8 stations; two of them are underground at Soto and Mariachi Plaza, with 1.7 miles of underground track. Groundbreaking took place in July, 2004, and test trains have been operating since October 6. With this milestone, Metro Rail now has 79 miles of track.

As was reported in the October *Bulletin*, Amtrak and the Southern California Regional Rail Authority would replace its operator, Veolia, with Amtrak. On October 28, the Board voted to proceed with a Memorandum of Understanding for Amtrak to provide the train and engine crews needed to operate Metrolink commuter trains on all seven of its lines beginning July 1, 2010. The MOU calls for a final agreement to be reached by December 31, 2009 and an initial four-year contract with the potential for two additional three-year extensions. Amtrak was the operator of Metrolink from 1992 to 2005, but lost the contract to Veolia Transportation. Thanks to Bob Hansen for this news.

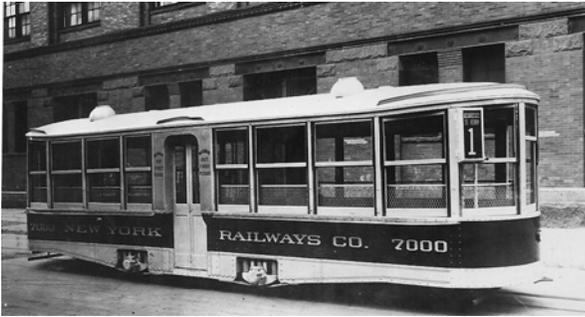
TORONTO, ONTARIO, CANADA

There are also budget woes north of the border. Member John Pappas forwarded a report that the Toronto Transit Commission has been mandated by the city to cut its 2010-9 capital budget by C\$848 million. On the rail side, the cuts would delay the splitting of Route 501/Queen, to smooth out service at the end of each line. Buses would fare worse, as no new ones would be pur-

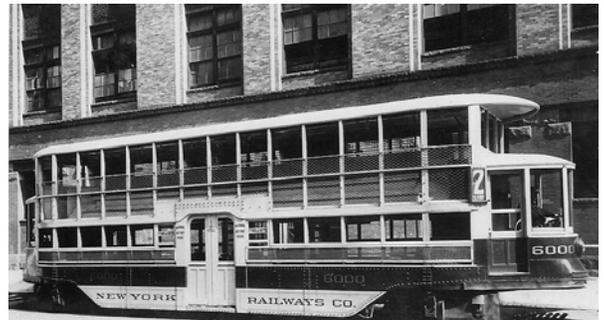
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Trolley Fares Increased in 1919

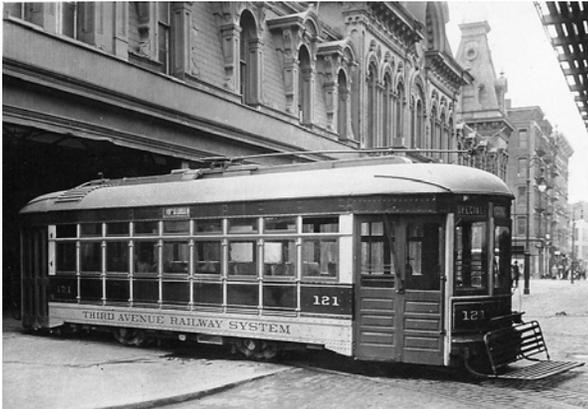
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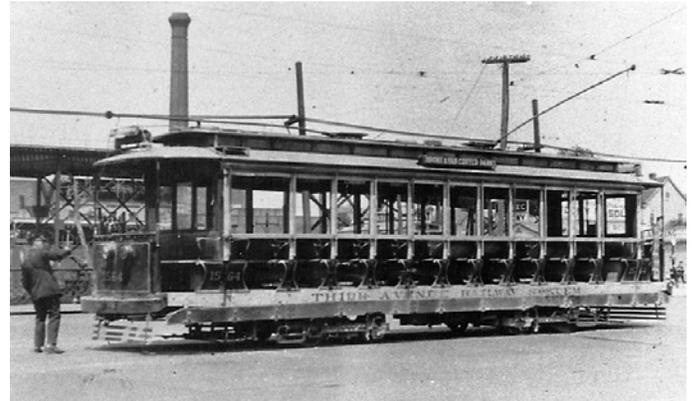
New York Railways stepless battery car 7000.
Bernard Linder collection



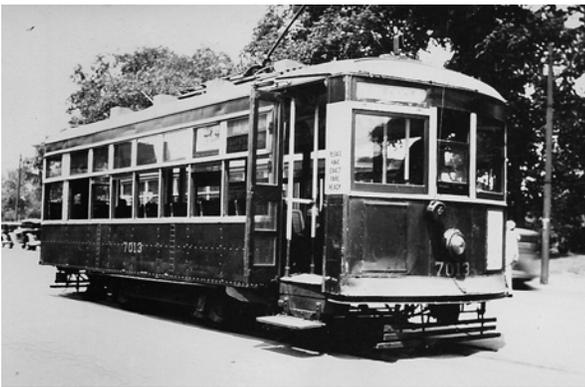
New York Railways double-deck car 6000 on the Broadway Line.
Bernard Linder collection



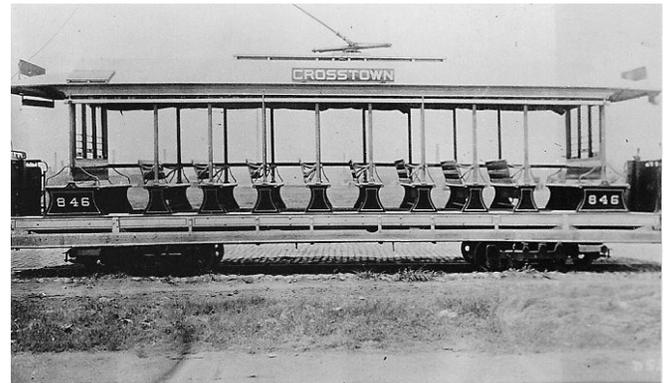
Third Avenue Railway System single truck convertible 121 at 65th Street Car House.
Bernard Linder collection



Third Avenue Railway System open car at West Farms Square.
Bernard Linder collection



Brooklyn Rapid Transit car 7013 at Park Circle.
Bernard Linder collection



Brooklyn Rapid Transit open car 846.
Bernard Linder collection

Rockaway Line.

The New York & North Shore Traction Company, which operated cars in Queens and Nassau County, was in serious financial condition. On August 29, 1919, the Commission allowed the company to charge a six-cent fare in Queens. On April 15, 1920, Nassau County zone fares were increased between two cents and four cents. Unfortunately, the increased fare was inadequate, and service was discontinued on May 3, 1920.

Starting December 10, 1920, Conductors on Manhattan & Queens Traction's Queens Boulevard cars collected an additional nickel at Grand Avenue, which was expected to offset a \$106,000 deficit.

Although most street railways could not increase the five-cent base fare, they found loopholes that allowed them to establish several zones, discontinue transfer privileges, and charge two cents for transfers.

Around New York's Transit System

Jerome Avenue Express Service Tried Again

From October 26-December 11, five  trains (using the diamond designation), leaving Woodlawn every 20 minutes from 7 to 8:20 AM, operate express. This is a repeat of the initial pilot, which took place from June 8-26 (see July *Bulletin*), with some changes. A stop has been added at Bedford Park Boulevard (based on customer feedback from the first pilot), and the five trains are an increase from four the first time around, although the frequency has been reduced from every 15 minutes to every 20. The results will be evaluated and a decision will be made as to whether to run this service permanently.

NYCT President Resigns and is Immediately Succeeded by a Familiar Name

Howard H. Roberts, MTA New York City Transit's President since April, 2007, resigned on November 4, effective November 30. On November 5, MTA announced that Thomas F. Prendergast would take over as of December 1.

Prendergast began his transportation career at the Chicago Transit Authority before moving to the Urban Mass Transportation Administration (now the Federal Transit Administration). In 1982, he joined NYCT, eventually becoming Senior Vice President for Subways. He left NYCT in 1994 to become President of MTA Long Island Rail Road. In 2000, he left LIRR to work in the private sector (including time spent as a consultant in engineering and construction management). Most recently (since July, 2008) he was Chief Executive Officer of the South Coast British Columbia Transportation Authority in Vancouver, operator of Translink.

National Geographic Channel Show on Making of R-160s

On November 12, the National Geographic Channel aired a segment in its series "Ultimate Factories" that

showed the manufacturing plant in Sao Paulo, Brazil where Alstom's R-160 shells are being fabricated. David Erelitz informed us about this and sent this link which gives a quick overview of the process: <http://channel.nationalgeographic.com/series/ultimate-factories/4546/Overview#tab-Overview#ixzz0WSteEjMe>.

Manhattan Bridge Subway Service Will be Disrupted

A newspaper article reveals that the vertical suspension cables on the Manhattan Bridge must be replaced.

About \$830 million has been spent repairing the 100-year-old Manhattan Bridge, a project that lasted for more than two decades. Of course, subway service was disrupted regularly. When the work was finally completed on February 22, 2004, we were informed that the bridge was in good condition.

After reading the latest newspaper article, we were surprised to learn that additional repairs are necessary. The city's Department of Transportation will award a \$150 million contract to Skanska, a Swedish company. The company expects to complete the work in 3½ years. The 622 vertical suspension cables, which attach the bridge's deck to the main cables, will be replaced for the first time in more than 50 years. The work also includes rewinding the main cables, replacing the bearings on the eight main trusses, and replacing the 168 lights on the outer cables with more energy-efficient ones.

Upon completion of the work, nearly every part of the bridge will have been replaced, except the towers, the main cables, and the trusses that support them.

The bridge was opened to the public on December 31, 1909 and trains started operating on the bridge on June 22, 1915. Unfortunately, subway service will be disrupted for at least eight weekends.

Commuter and Transit Notes

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chased until after 2019; 20-30 routes would be eliminated; 270 fewer buses would operate; and a plan to reduce headways to 20 minutes would not occur. TTC predicts that should the aforementioned take place, ridership would drop to 400 million from 470 million, meaning "up to 250,000 more people in 200,000 extra cars daily competing for city road space." Since contracts for new subway cars and streetcars were already awarded, they will not be affected.

FROM THE HISTORY FILES

30 Years ago: In December, 1979, two Orange transit lines made news. First on December 1, WMATA ex-

tended its Orange Line from Rosslyn to Ballston-MU. On June 7, 1986, the line was extended to its present terminus – Vienna/Fairfax. Two days later, on December 3, 1979, MBTA broke ground to mark the start of construction of the Southwest Corridor Project, today's Orange Line. Under this project, the elevated structure to Forest Hills was removed and the line was placed into a new alignment with Providence/Stoughton and Needham Line trains.

30 Years ago: On December 17, 1979, MBTA restored rail service to the Merrimack Valley with the extension of five peak hour trips from Reading to Haverhill via Boston & Maine trackage.

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