

# The Bulletin



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

Vol. 46, No. 5

May, 2003

## **The Bulletin**

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

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## **FAREWELL TO AN OLD FRIEND** by John M. Coffee

Subway tokens are no longer sold for use in New York City subways as of April 13, and they will become null and void at the end of the year. This marks the end of an era that actually began back in 1928 when the Interborough Rapid Transit Company ordered 6,000,000 22mm nickel tokens with "IRT" on a round ball in the center. As the order was so large, three different firms manufactured the tokens: 2,000,000 each by Meyer & Wente of Chicago, Scovill of Waterbury, and Johnson Fare Box Company of Chicago. These were made for a fare increase to 7¢, which never materialized. When the Board of Transportation took over the IRT and unified it with the BMT and IND, it inherited these tokens. During World War II when metal was scarce, a quantity of them were sold to the Hudson & Manhattan, and in 1948 the Board of Transportation sold its remaining stock for scrap.

But the actual use of subway tokens began on July 25, 1953, when a 16mm brass token was issued to accommodate the fare increase to 15 cents. It was so large an order

that, once again, it was given to three different firms to do the striking: Osborne Coinage of Cincinnati, Scovill of Waterbury, and Meyer & Wente of Chicago. The Transit Authority in choosing a 16mm token did not realize it was using the commonest size token in use in the United States. Shortly after the tokens went into use, the NYCTA was inundated with tokens issued by other transit systems, nearly all of which, sold for less than 15 cents. At the time I received a frantic plea from the NYCTA for a copy of our transportation checklist, so that they could figure out where all these strangers were coming from. But, it was too late. They had put millions of the little brass tokens into circulation. The original tokens were delivered without the punched out "Y." It is believed that this occurred because the manufacturers could not deliver the tokens on short notice with the cutout.

On January 4, 1970, for a fare increase to 30 cents, the NYCTA put into circulation larger tokens of 23mm, otherwise identical to

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## **NYC TRANSIT'S REHABILITATION PROGRAM**

While surfing the Internet, our Production Manager found a list of proposed new contracts. The following are of interest to our readers:

**PAINT ELEVATED STRUCTURES:** NYC Transit would like to paint the Flushing Line elevated structure from west of the Queensboro Plaza station to the concrete abutment east of the

33<sup>rd</sup> Street station and the Broadway-Seventh Avenue Line elevated structure from south of 215<sup>th</sup> Street to north of 242<sup>nd</sup> Street. Also included are the 240<sup>th</sup> Street Yard leads and the structural steel in the yard. The contractor must remove all loose lead-based paint, dirt, grease, and grime and apply three coats of

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## BRIGHTON LINE SCHEDULE CHANGES (Continued from April, 2003 Issue) by Bernard Linder

### BRIGHTON EXPRESSES

It is believed that Brighton expresses started operating when the new tunnel was placed in service between Prospect Park and DeKalb Avenue on August 1, 1920. Evening rush hour express service was extended from Kings Highway to Brighton Beach in 1921. Two years later, expresses operated via express tracks in Brooklyn, then via tunnel and local tracks in Manhattan. On August 30, 1923, passengers were permitted to vote for the routing that they preferred. They decided that expresses should run from Brighton Beach via bridge and express tracks in Manhattan to Times Square. These changes were scheduled to take place about October 1, 1923.

The 1924 map shows expresses running via bridge from Brighton Beach to Times Square during rush hours and Saturday afternoon. Southbound expresses did not stop at Canal Street during the PM rush and Saturday afternoon.

In 1929, express service was extended until 8:27 PM leaving Times Square (an hour and a half later).

During April, 1930, expresses started operating on Saturday morning between the AM rush and the noon rush hour.

On May 30, 1931, midday short line locals were replaced by expresses.

The September, 1937 map gives the following details: Expresses ran from Brighton Beach via bridge to Times Square during rush hours, early evening, and midday on weekdays and Saturdays.

Following is a complete record of schedule changes:

In November, 1949, expresses ran via bridge between Times Square and Brighton Beach on weekdays and Saturday from early morning until early evening.

Effective June 26, 1952, weekday AM rush hour trains still terminated at Times Square, but service was extended to 57<sup>th</sup> Street at other times with trains operating on the local tracks north of 34<sup>th</sup> Street.

Starting June 28, 1952, Saturday express service was extended to 57<sup>th</sup> Street.

Effective December 1, 1955, weekday service was extended to Astoria.

Starting May 4, 1957, Saturday express service was extended to Astoria with trains making local stops in Manhattan.

As of May 28, 1959, weekday midday trains made Brighton local stops and terminated at 57<sup>th</sup> Street. Several trains were laid up north of Queensboro Plaza after the morning rush and were put in service there for the evening rush.

The June 6, 1959 Saturday schedule provided for

trains operating between Brighton Beach and Astoria, making express stops in Brooklyn and local stops in Manhattan.

Weekday service was cut back to 57<sup>th</sup> Street on January 3, 1961. Trains bypassed 49<sup>th</sup> Street.

Saturday express service was discontinued on April 2, 1962.

The SMEEs displayed Q route signs.



Brighton express tracks north of Kings Highway were temporarily removed from service on February 10, 1964 because of platform extensions at Newkirk Avenue. Rush hour expresses ("A" trains) made regular express stops from Brighton Beach to Kings Highway, and then stopped at Avenue J, Newkirk Avenue, Cortelyou Road, Beverley Road, Church Avenue, Parkside Avenue, Prospect Park, and regular express stops. Regular service was resumed on November 2, 1964.

When the new Chrystie Street Subway opened on November 26, 1967, the schedules incorporated the most extensive changes in many years. Effective dates were November 27, 1967 (weekdays), December 2, 1967 (Saturdays), and November 26, 1967 (Sundays). D trains from the Concourse Line, which formerly operated via the Culver Line, were rerouted via the Brighton Line, with all trains operating to Coney Island. Trains made express stops on the Brighton Line during weekday rush hours, midday, and early evening (southbound only). Before the morning rush and after the evening rush, several southbound D trains made local stops south of Kings Highway. D trains made all Brighton local stops at other times.

To eliminate switching delays at Brighton Beach, D trains terminated there during weekday rush hours, midday, and early evenings starting August 19, 1968. D service was extended to Coney Island at other times.

Starting July 19, 1970, one late afternoon D operated light via the Sea Beach Line, picking up passengers at Broadway-Lafayette Street. This service was discontinued August 30, 1976.

A summary of the April 26, 1986, May 26, 1987, and May 16, 1988 schedules was published in the April, 2003 *Bulletin*.

The schedules were revised again on December 11, 1988, when all four Manhattan Bridge tracks were in service again. Skip-stop Brighton service was discontinued and  trains operating between Brighton Beach and 57<sup>th</sup> Street-Sixth Avenue made express stops on the Brighton Line during weekday rush hours, midday, and early evening. The 8:23 AM  from Brighton

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**Brighton Line Schedule Changes**

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Beach was routed to 168<sup>th</sup> Street. This run was discontinued on October 1, 1990.

Service was extended to 21<sup>st</sup> Street-Queensbridge on October 30, 1989.

Starting February 6, 1995, ⓐ trains made local stops south of Kings Highway.

The schedule was revised again on May 1, 1995 for the next phase of Brighton Line rehabilitation. ⓑ expresses operated only during weekday rush hours and early evening.

Effective November 12, 1995, trains were operating on the same schedule that was in effect before May 1, 1995.

When the northerly pair of Manhattan Bridge tracks went out of service on July 22, 2001, ⓓ trains operating between Brighton Beach and 57<sup>th</sup> Street-Seventh Avenue made express stops on the Brighton Line during weekday rush hours, midday, and early evening.

**NASSAU STREET SPECIALS**

There were usually three Nassau Street specials in each rush hour. Morning rush hour train started running about 1934, but evening rush hour specials did not start running until June 29, 1950. Route and destinations are as follows:

**MORNING RUSH HOUR—WEEKDAYS**

Date	Northbound Leave	Via	Manhattan Destination	Via	Southbound Arrive
1934	Brighton Beach	VB	Nassau Loop	VT	Culver
1940	Brighton Beach	VB	Broad Street	VB	Brighton Beach
June 23, 1949	Brighton Beach	VB	Broad Street	VB	Brighton Beach
May 28, 1959	Brighton Beach	VB	Nassau Loop	VT	Brighton Beach
January 3, 1961	Brighton Beach	VT	Nassau Loop	VB	Brighton Beach (A)

**SATURDAYS**

April 20, 1950 (B)	Brighton Beach	VB	Broad Street	VB	Brighton Beach
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Last Day — June 21, 1952

**EVENING RUSH HOUR**

Date	Northbound Leave—Light	Via	Manhattan Destination	Via	Southbound Arrive
June 29, 1950	Brighton Beach	VB	Nassau Loop	VT	Brighton Beach
October 24, 1957	East New York Yard	—	Nassau Loop	VT	Brighton Beach
May 28, 1959	Brighton Beach Coney Island Yard (C)	VT VT	Nassau Loop	VB	Brighton Beach
January 3, 1961	Brighton Beach Coney Island Yard (C) East New York Yard (D)	VB VB —	Nassau Loop	VT	Brighton Beach

VB—Via Bridge

VT—Via Tunnel

Notes:

(A) Light Chambers Street to DeKalb Avenue

(B) We do not know when this service began

(C) Light via Sea Beach Line

(D) Discontinued February 10, 1964

Effective February 10, 1958, Nassau Street trains stopped at Neck Road and Avenue U.

The last Nassau Street specials operated on November 22, 1967, after which the Manhattan Bridge tracks were disconnected from the Nassau Street tracks. During the November 26-27 weekend, the track layout at the Manhattan end of the bridge was rearranged to provide service on the new Chrystie Street Subway.

**FRANKLIN AVENUE SHUTTLE**

On August 1, 1920, through service to Park Row via Franklin Avenue and Fulton Street was discontinued and shuttles were operated between Franklin Avenue and Prospect Park. Steel cars provided service until they were replaced by wooden cars on October 3, 1921.

The 1924 BMT map gives the following details:

In the winter, trains operated between Franklin Avenue and Kings Highway during midday and between Franklin Avenue and Prospect Park at other times. During the summer, service was extended to W. 8<sup>th</sup> Street, with trains making express stops on Saturday afternoon and Sunday, and local stops at other times. Trains must have been turned at Stillwell Avenue, but passengers were advised to board trains at W. 8<sup>th</sup> Street on Saturday and Sunday evening because Stillwell Avenue was too crowded on weekend evenings.

B-Type clearance trains operated on the shuttle on May 7 and 9, 1924. The first steel cars operated on the Franklin-Chambers express that started running on May 10, 1924. On sunny summer Saturdays and Sundays, trains operated on the Brighton and Sea Beach express

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**Brighton Line Schedule Changes***(Continued from page 3)*

tracks, stopping at 59<sup>th</sup> Street, 36<sup>th</sup> Street, Pacific Street, and Chambers Street. During the 1920s, this service operated from early May to mid-September. In the 1930s these expresses ran from Memorial Day to Labor Day.

Checking the 1925 map, we find that shuttles ran between Prospect Park and Franklin Avenue in the winter. Service was extended to Coney Island in the summer with southbound evening rush hour trains making local stops and others making express stops.

Wooden cars continued running until they were replaced by steel cars on July 5, 1927.

The service described in the June, 1931 map is the same as the 1925 map except that winter Sunday service was extended to Brighton Beach from 12:40 to 9 PM.

In November, 1949, shuttle operation during cool weather was between Prospect Park and Franklin Avenue. Local service was extended to Brighton Beach Sunday afternoon and early evening. Sunday service was gradually increased each spring. Starting Easter Sunday, expresses operated between Franklin Avenue and Coney Island from approximately 12:30 to 10 PM. Later in the spring, express service was operated from approximately 9 AM Sunday to 1:30 AM Monday. After Memorial Day, expresses also operated on Saturdays. From the last Thursday in June until the Sunday after

Labor Day, expresses ran between Franklin Avenue and Coney Island from late morning until shortly after midnight seven days a week. During weekday evening rush hours, Coney Island-bound trains made all local stops. Shuttles provided service between Franklin Avenue and Prospect Park during midnight and early morning hours. On sunny summer Sundays, expresses operated from Franklin Avenue through Coney Island via the Sea Beach express tracks and bridge to Chambers Street, bypassing DeKalb Avenue and Myrtle Avenue.

The Brighton-Franklin express operated for the last time in the summer of 1955, and the Franklin-Chambers express was last scheduled to operate in 1952. However, one of our members rode this train on June 28, 1953. In the summer of 1956, all weekday trains operated between Franklin Avenue and Prospect Park while Saturday and Sunday trains ran local between Franklin Avenue and Coney Island. Similar Saturday service was operated in the 1957 and 1958 summers. Effective June 6, 1959, Saturday morning, afternoon, and early evening locals operated between Franklin Avenue and Coney Island. This change was not seasonal. Saturday service was cut back to Brighton Beach on January 7, 1961. This schedule was in effect every Saturday until service was permanently cut back to Prospect Park on February 23, 1963. Sunday afternoon and early evening locals operated throughout the year between Brighton Beach and Franklin Avenue until December 26, 1960. Service was permanently cut back to Prospect Park on January 1, 1961.

**MANHATTAN TRANSIT IMPROVEMENT PLANS**

In a letter to federal officials overseeing \$21 billion in aid, New York's Governor, George E. Pataki, outlined a plan to spend up to \$5 billion to restore and upgrade transportation in lower Manhattan.

The largest and most urgent project, which could cost up to \$2 billion, would include a new and expanded PATH terminal, new connections to the adjacent subway lines, and a new transit hub that officials call a downtown Grand Central. Work may be completed in 2007 or 2009.

The Fulton Street Transit Center, which could cost \$750 million, may be completed in 2007. Plans include a giant glass atrium opening onto Broadway. Starting on Fulton Street, it would turn the corner to Broadway, then turn again into John Street. Escalators inside the atrium would carry passengers to a large concourse similar to Grand Central Terminal, where they would have easy access to the subway trains in the vicinity. An underground concourse under Dey Street would connect with the new PATH terminal, the **E** train, and the **1/9** trains. It would also lead to the World Financial Center.

The existing South Ferry **1/9** station is on a sharp

curve and accommodates only five cars of a ten-car train. NYC Transit would like to build a new three-track two-platform terminal capable of accommodating ten-car trains. Also planned are underground connections to the Whitehall Street station and the new Staten Island Ferry Terminal. This project, whose estimated cost is \$200 million, could be completed in 2007.

City officials revealed plans for redeveloping the area between Eighth Avenue and the Hudson River from W. 28<sup>th</sup> Street to W. 42<sup>nd</sup> Street. To serve this area, the city administration would like to extend **7** from Times Square to W. 34<sup>th</sup> Street, several blocks west of Penn Station. A transit hub would link this new extension with the subway and the railroads at Penn Station. The estimated cost of this subway extension is \$1.5 billion.

There is considerable opposition to the city's plans for a new stadium to be built over the Long Island Rail Road's yard west of Penn Station. If it is built, there would be a link between the stadium and the James A. Farley Post Office that will be converted to a Penn Station waiting room.

**Farewell to an Old Friend***(Continued from page 1)*

the little 16mm ones of 1953 vintage. In 1979, to mark the 75<sup>th</sup> anniversary of the opening of the subway system, the TA issued a 23mm commemorative token with a small diamond figure cut-out. The Authority had 10,000,000 of these manufactured, and as I understand it a few were struck in silver and gold. By this time the fare had crept up to 50 cents.

On June 28, 1980, the TA started using a new, slightly smaller 22mm token that had no cutout, to accommodate a fare increase to 75 cents. The tokens had been struck in 1975 in anticipation of a fare increase at that time that did not materialize. So the 5-year-old tokens went into use in 1980. Thirty-five million of them had been struck in 1975, and an additional order of 15,000,000 was made in 1980. These were all struck by Roger Williams Mint of Attleboro, Massachusetts.

Meanwhile in 1982 the TA ordered 500,000 nickel tokens, 22mm in diameter inscribed "SPECIAL FARE" on the reverse. These had originally been intended for use on "The Train to the Plane," an express service to JFK Airport. But instead the token was used only at the Aqueduct Race Track stop for the inbound express train to Manhattan. The tokens were only available at the station, to be inserted into a turnstile at that station. These were all struck by Roger Williams Mint of Attleboro, Massachusetts.

Also for use at Aqueduct Race Track, the TA had issued in 1966 a large 28mm token with a "Y" cutout, which was otherwise similar to the little 16mm token. This variety was later used as an express bus token.

On April 22, 1986, the TA issued the "bullseye" token to accommodate a fare of \$1. Fifty million of these were struck by Roger Williams Mint at a cost to the TA of \$5,750,000. This is a brass 22mm token with an 8mm stainless steel center. The token is singular in that it bears the small letters "SJD" which are the initials of Sylvester J. Dobosz, Assistant Controller of the TA. Mr. Dobosz later admitted that he did it just for a lark. Then in December 1988, 100,000 more "bullseye" tokens were struck, this time without the "SJD," and with "ARCHER AV EXTENSION 12-88" on the reverse for this first subway extension in many years. Finally, in 1989 when the TA needed more tokens it ordered more of the

"GOOD FOR ONE FARE", but left off the "SJD."

Finally, on November 12, 1995, the Transit Authority (by then known as MTA New York City Transit) issued yet another type of subway token with a 5-sided pentagonal figure cut out of the center ("representing the 5 boroughs") to accommodate a fare hike from \$1.25 to \$1.50. Sixty million of these had been struck in 1991, but they did not go into use until that time. The token has a slight brassy hue, and is slightly magnetic. This is the present token. An interesting sidelight to the increase to \$1.50 is that suit was brought to rescind it on the ground that it was "racist," inasmuch as many of the patrons were members of minority groups. So far as I know, the suit was not successful.

So there in a brief overview, is the story of the subway token use in New York City. Fare tokens, however, have a much more venerable history going all the way back to the 1830s when horse cars of the New York & Harlaem Railroad issued tokens. Later, tokens were issued to ride the horse cars of the Third Avenue Railroad, the 42<sup>nd</sup> Street, Manhattanville & St. Nicholas Avenue Railroad, and on electric streetcars that operated over the Williamsburg and Queensboro Bridges. The Hudson & Manhattan system, later called the Port Authority Trans-Hudson Railroad, used several varieties of fare tokens, as did several of the old horse-drawn omnibus lines of the 1850s.

In addition to those issued and mentioned above, many types of bridge toll and bus tokens have been used in New York City, as well as one for the Roosevelt Island Tramway. The history of public transportation in New York City is written on the scores of varieties of metal fare tokens that have been issued by various firms and authorities. The demise of subway tokens in New York City is, indeed, the end of an era. But hundreds of tokens are still in use all over the USA and Canada, as well as dozens of countries all over the world, from mainland China to Australia to Bahrain, and to many of the countries that made up the old Soviet Union. So bless the fare token. The reports of its death have been greatly exaggerated.

*Our thanks to John M. Coffee for this article. Mr. Coffee is Editor of the "Fare Box," which is published by the American Vecturist Association. For further information about token collecting, which is what a "vecturist" is, please write to PO Box 1204, Boston MA 02104.*

**R-143 Update***(Continued from page 16)*

Alstom in Brazil and constructed at its facility in Hornell,

NY. Both parties are prepared to extend this arrangement to the contract's ultimate conclusion, which could reach 1,700 cars by 2010 and will be worth up to \$3 billion.

## TECH TALK by Jeffrey Erlitz

*And now for something completely different (well, not completely — remember the Picture Place column?) ...*

On March 28, 2003, Jeff Erlitz went forth with camera in hand and photographed the portion of the Canarsie Line that runs along Snediker Avenue in Brooklyn. This

is the portion that was supposed to be torn down that weekend (and, before that, Presidents' Day weekend — see February, 2003 issue). It was not torn down, and it has not been torn down yet. It will be torn down, eventually.



R-143 8281 south of Atlantic Avenue.



Train of R-143s south of Atlantic Avenue.



Train of R-143s north of Sutter Avenue.



R-143 8305 north of Sutter Avenue.

(photographs by the author)

*Jeff may be contacted via email at [jerlitz@pipeline.com](mailto:jerlitz@pipeline.com).*

# Commuter and Transit Notes

by Randy Glucksman

## MTA Metro-North Railroad (East)

Long Island Rail Road M-7 cars 7001-7004 were delivered to Croton-Harmon on March 21, to undergo various tests. The cars, without interiors, were operated on the Hudson Line during the overnight hours. Cars 7055-56 were added later. According to member Josh Weis, the cars were permitted to run at a top speed of 101 mph.

Emergency repairs being made to a bridge at Fleetwood caused trains to bypass the Bronxville and Tuckahoe stations on March 24. Passengers were bused between Bronxville and Mt. Vernon West, and between Tuckahoe and Crestwood from 6 to 9 AM. Normal service was resumed to Bronxville and Tuckahoe around 4 PM. Track 2 (Southbound) was restored to service with a 5 mph restriction that was lifted to 15 mph shortly afterward, enabling bi-directional service to resume. Prior to that only (northbound) Track 1 was available for train traffic and no trains were allowed to stop at Bronxville and Tuckahoe to speed trains thru the work area to maximize windows of time slots to do repairs. Bus shuttles were used to divert passengers to Crestwood and Fleetwood where trains were stopping starting at 10 AM through around 3 PM.

Timetables issued under General Order No. 207 went into effect at 2:01 AM April 27, with the new fare structure. The most expensive monthly tickets now cost between \$329 and \$331, respectively, for Poughkeepsie and Wassaic, and \$319 for New Haven (this fare did not go up on May 1 — please see below).

Adjustments were made to the Hudson Line to accommodate the Mid-Hudson stations and a track-surfacing project on the Upper Hudson. For a six-week period some time this summer, Train #440 (8:35 AM Tarrytown) will originate at Irvington. Customers will be advised via a seat notice when this will take place. On the Upper Harlem Line, there will be track and interlocking work during middays, and weekend culvert and grade crossing work on the Wassaic Branch. For the New Haven Line, besides adding station stops and extending a few trains, two changes are being done to fuel the Danbury Branch locomotive and improve maintenance cycling of the Waterbury trainset. For the former, weekend Train #6825 (10:44 AM Danbury) operates 27 minutes earlier and the two evening shuttles to Danbury connect with trains departing from Grand Central Terminal at 5:34 and 9:07 PM, rather than 5:07 and 8:07 PM. To improve midday cycling, the Waterbury equipment will be changed at Stamford, which means through service on the midday run. There were also a number of minor adjustments to train schedules on all three lines.

As of late March, a large flag hangs from the ceiling at

Grand Central Terminal.

When the schedules change in October, the Brewster North station will be renamed Southeast, thereby ending over 20 years of confusion between this station and the similarly named Brewster station.

## MTA Metro-North Railroad (West)

Not all rail news is released by transit agencies. A case in point would be the result of an appearance by Metro-North President Peter A. Cannito at the Rockland Municipal Planning Federation annual dinner. According to the report in *The Journal News*, in his remarks Mr. Cannito revealed that the first Pascack Valley Express train would begin operating on August 4. Although the exact schedule of the train was not given, the train would make all stops from Spring Valley to Pearl River (the last stop in New York) and run directly to Hoboken, thereby cutting 10-15 minutes off the trip time. There would be one evening express as well. When Secaucus Transfer opens in September, because it will only be used on weekends, only riders on the Main/Bergen County Lines will be able to use it. By the end of the year, with deliveries of new Come V coaches and the opening of the temporary World Trade Center station and Secaucus Transfer, four additional trains will be scheduled on the Pascack Valley, and five on the Port Jervis Line.

April 1 was the date that the new contract between Metro-North and Norfolk Southern took effect, and \$11 million will be spent in the coming year to upgrade the line.

In conjunction with the May 1 fare increase, TVMs were to be installed at all Metro-North stations in Rockland and Orange Counties, and the penalty (on-board service charge) for not having a ticket is \$3. Top monthly ticket prices went from \$143 to \$177 on the Pascack Valley Line and from \$214 to \$258 for Port Jervis riders. I expected that fares would also be increased at certain New Jersey stations on the Main/Bergen and Pascack Valley Lines where fares have been "held down", in order that tickets would not cost less in New York State than for stations in New Jersey. But I was informed that this would not happen.

## Connecticut Department of Transportation

New Haven Line riders are not being spared a fare hike this year. Their neighbors in New York got their increase on May 1, and this month hearings have been scheduled for proposals to raise fares an average of 15%, not earlier than July 1, 2003. CDOT, which contracts with Metro-North to operate the trains in Connecticut would also like to change the policies, uses and validities of certain ticket types, and add new ones.

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**Commuter and Transit Notes***(Continued from page 7)***MTA Long Island Rail Road**

For probably the first time, the March 17 issue of timetables published no fare information. Passengers were directed to see the current fare brochures at stations, use the telephone numbers in area codes 718, 516 and 631, or surf the Internet for fare information. On March 26, the Montauk Branch timetable was reissued, and was replaced on April 26 to enable the North Sea Bridge replacement project (April *Bulletin*) to take place. The March 29 effective date on the Shea Stadium timetable is the earliest opening date in recent memory. It, along with all of the other branch timetables will be replaced on May 19.

The LIRR published a listing of fares, and its most expensive monthly ticket is to Montauk at \$322.

**NJ Transit**

NJ Transit's March, 2003 *FYI* gave a comprehensive report on some of the major construction projects that are underway. Secaucus Transfer is featured on the cover, and there is also coverage of the Newark City Subway, Bergen Tunnels, Union Station, additional parking (Raritan Valley Line), train storage yards (Suffern, Hoboken and Morrisville) plus several HBLRT extensions. For HBLRT, the next extensions are in MOS-2 (Second Operable Segment). This fall, the Bayonne Line will extend from 34<sup>th</sup> Street to 22<sup>nd</sup> Street. By next spring, there is to be service to Port Imperial (Weehawken) and, in 2005, to Tonnelles Avenue.

For a three-week period beginning on April 3, NJ Transit hired a Lafayette, Louisiana based surveyor to fly a helicopter "low" over all of its lines, for the purpose of performing an aerial survey of its infrastructure. Once the information is collected, it will be used to help speed emergency response capabilities and augment training for employees. The chopper was equipped with LiDAR (Light Detection and Ranging) technology and GPS-controlled laser scan that created three-dimensional images of the right-of-way. Antennas extended from its sides and because of the heightened state of alert, NJ Transit publicized this activity so those residents of the affected areas would not be alarmed.

Alan Kramer reported two unusual train consists that he observed in Hoboken during mid-March. A solid consist (cab and four coaches) of Comet-IBs (ex-Arrow Is) led by an F-40-PH-2, brought back memories of the first trains of Arrow Is, while the second was a mixed train consisting of four Comet IIIs, a rebuilt Comet II, two Comet IVs, and one Comet V, powered by an ALP-46.

HBLRT cars were once again wrong-railed out of Hoboken in March.

New timetables were to go into effect on April 27. According to the April issue of *FYI*, additional peak hour trains have been added to *Midtown Direct* and the Northeast Corridor Line. Late evening and weekend

riders on the Northeast Corridor Line will also have additional trains. Do not forget that Union Station on the Raritan Valley Line also opened on April 27. Hoboken bound passengers on the Montclair-Boonton Line will also get more service, and changing between trains will become easier as the Montclair State University station (Little Falls) is being placed into service, but only for passengers transferring between Hoboken and New York Penn trains. The station is not set to fully open until the parking garage has been built. So to put it another way, the only way to access this station is by train.

On Good Friday, April 18, NJ Transit operated regular schedules on its rail lines, but allowed the use of discounted and Family Supersaver tickets beginning at 7 PM Thursday.

Newark LRV 103 was damaged and then derailed in a grade crossing accident at Orange Street on April 15. The accident occurred at about 5:15 PM when a box truck struck the LRV. Between 15 and 20 of the passengers were injured.

Two days later, HBLRT service was suspended for about four hours north of Harsimus Cove after a cable on a crane that was being used in the construction of a 42-story apartment building broke. In January, 2002, another crane used on another building collapsed and disrupted the lives of some 850 residents for four days.

We will all have to wait a while longer for a ride on the SNJLRTS. This latest delay is being caused by slow deliveries of the Bombardier-built DMUs. Service is now set to begin in "late fall." When the line does open, plans call for an introductory fare of \$1.10 per ride, which critics claim will cover only 6% of the annual costs of operations.

**Port Authority of New York & New Jersey**

The Federal Emergency Management Agency (FEMA) has agreed to reimburse the Port Authority \$92.4 million, which is approximately half the amount that will be required to construct the temporary World Trade Center station. Insurance payments will cover the balance. A December opening is expected.

Jack G. Sinagra, who has been the Chairman of the Port Authority since December, 2001, has stepped down from that position, and Anthony R. Coscia, an attorney, who currently is Chairman of the New Jersey Economic Development Authority, has replaced him. Mr. Sinagra will remain a board member. For the two other senior positions, Vice-Chairman and Executive Director, the board re-elected the incumbents, Charles A. Gargano and Joseph J. Seymour. By tradition, the Governor of New Jersey selects the Chairman, while New York's Governor chooses the Executive Director. Mr. Seymour succeeded Neil D. Levin, who was killed on the 9/11 attacks on the World Trade Center.

**Port Authority Trans-Hudson Corporation**

*Railway Age* reported that PATH carried 52 million passengers during 2002. This amount is 18 million less

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**Commuter and Transit Notes**

(Continued from page 8)

that 2001, which had the line to the World Trade Center for just over eight months.

Two station openings have been set for this year. The first will take place on June 29 at Exchange Place followed about six months later, when the temporary terminal at the World Trade Center opens.

**Metropolitan Area**

NJ-ARP scheduled meetings to discuss the technical feasibility, financing, and political obstacles of routing PATH trains into the IRT Lexington Avenue Line with PATH, the Port Authority, and the New Jersey Department of Transportation.

**Amtrak**

As of March 17, the only *Acela* in town is the *Acela Express*, and regional trains henceforth are known as Regional Trains. Penn Station's departure board displays this information. This will also show up in the Spring/Summer timetables, which were to be issued on April 28.

New York's former United States Senator, Daniel Patrick Moynihan, died on March 26, and in recognition of his efforts in securing funding for Farley-Penn Station, the very next day Governor George Pataki and Mayor Michael Bloomberg announced that the station would be named in his memory.

Late news from member Josh Weis: the first RTL-3 entered service on April 14, on Train #250.

Amtrak announced that it plans to discontinue the *Kentucky Cardinal* in July. The train began running as a mail/express train, but according to various reports, its slow schedule and sleeping cars, which were often removed and reassigned to other trains, caused ridership to suffer. Other contributing factors are the train's arrival times in Indianapolis (2:30 and 2:45 AM) and slow track speeds. A policy change at Amtrak is to eliminate mail/express service.

**America at War**

Since September 11, 2001, the nation has been on some type of alert, mostly Yellow or Orange, but in the days leading up to the beginning of the attack on Iraq on March 19, it was Orange for the entire country, not just our metropolitan area. Locally, we have seen increased numbers of heavily armed police officers and more soldiers; they too are carrying assault weapons.

One of our members reported that while photographing subway trains, he was questioned by police, who were "tipped off" by a (nosy) passenger.

In an unprecedented move, New York's Governor Pataki signed an executive order that authorizes Officers and Troopers from New Jersey and Connecticut to make arrests in New York State on stations, platforms and trains on Metro-North and PATH.

PATH announced that its train crews (Engineers and Conductors) as well as maintenance personnel had

been issued gas masks.

NJ Transit issued a press release to advise its passengers that they might see increased numbers of uniformed and plainclothes police at stations and on board trains; checkpoints at designated terminals and stations; and barriers and K-9 patrols at major stations. A customer notice advised that 40 additional police officers had been hired. Also, all 10,000 NJ Transit employees will receive terrorism awareness training.

MBTA General Manager Michael H. Mulhern announced that an anti-terrorism task force had been formed, an in-depth analysis of the system had been undertaken by "an internationally re-known counter-terrorism expert," and formal ant-terrorism training has been given to MBTA employees. Policies and procedures are in place to deal with emergency situations.

Virginia Railway Express issued the following instructions:

For "standard" service disruptions, VRE has contracted with PRTC/OmniRide for emergency bus service. This service operates from the Franconia-Springfield and West Falls Church Metro stations. However, a service disruption for a terrorist incident does not lend itself to emergency bus service because the need to evacuate would be immediate and buses could not handle the load.

Upon notice of an emergency situation, VRE passengers should first check the VRE website and/or their *Train Talk* for emergency updates. Information will first be posted there telling passengers what steps VRE is undertaking to get them home. It is possible that evacuation process by train may be complicated by the fact that the tracks go under various congressional buildings and may be shut down by law enforcement personnel. There are secondary plans in place, but they take more time to implement. Given that possibility, VRE recommends passengers develop one or two alternate plans to get home, one that involves public transportation and one that does not.

Scenario I: If the bridges and tunnels are open, VRE will begin service southbound immediately. Schedules, if possible, will be posted on the VRE website, sent via *Train Talk*, and downloaded to the message boards at the station.

Scenario II: If you cannot get information or train service is halted in the Washington, DC area, VRE passengers should exit the city by the quickest means possible and make their way home via their alternate method. Those dependent upon VRE should go to Crystal City or Alexandria. Shuttle train service from one or both of those stations will be initiated at the earliest possible time. In this scenario, service across the Potomac River is not contemplated.

**Miscellaneous**

Three hundred fifty non-unionized jobs at nine facilities in Bombardier's Rail Transport Division are being

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

cut. 150 are managerial/administrative in St. Bruno, the balance are at La Pocatiere, Thunder Bay, Mexico, and in the United States. In a related story **The New York Times** reported that Bombardier would sell some of its businesses, including the leisure craft division, which builds snowmobiles, which Joseph Armand Bombardier started building in Quebec more than 60 years ago.

**Other Transit Systems***Boston, Massachusetts*

On March 14, state safety officials approved the MBTA's plans to reintroduce its derailment-prone Breda cars to service, but with 25-mph restrictions. The first cars went back into service on March 24, on the B/Boston College Line. However, it will take additional testing in warmer weather until the cars will be allowed to operate on all lines. Rails are less likely to buckle or expand when the temperatures are low. So far, only 17 of the 100-car order have been delivered. Since October the T has conducted off-peak and nighttime testing of these cars on the B Line, and after about 5,000 hours there have been no derailments. But if future testing fails to solve the problem completely, the T could face a \$25 million overhaul of all the trolleys' trucks. Thanks to member Todd Glickman for the reports from **The Boston Globe**.

Todd updated his report about fleet assignments, which were based upon a few days of rush hour riding. One midday during April, he went into Boston, and saw NO Boeings.... even the C/Cleveland Circles were (one-car) Type-7s. He thought perhaps that the Boeings are pulled midday to reduce mileage. Also, the Red Line has resumed its four-car midday program. Normally six-car trains, two cars are cut middays (except during the winter) for maintenance and cleaning.

A contract to operate commuter trains was signed on February 25 between the MBTA and the Massachusetts Bay Commuter Railroad Company (MBCR), which is a joint venture between Connex, Bombardier, and Alternate Concepts. The five-year, \$1 billion contract takes effect on July 1. Amtrak is the current operator.

After issuing a multi-color production of the winter Rapid Transit Schedule, the MBTA returned to a monochrome (cranberry-color) schedule for the spring (March 22-June 20).

The inclusion of the Silver Line under "Subway" in the T's new map (April **Bulletin**) offended one of our members. While it is true that this line "replaced" the Orange Line El service along Washington Street last year after nearly two decades of planning, it is a "Bus Rapid Transit" line, and anything but a subway.

*Philadelphia, Pennsylvania*

New timetables went into effect on February 23 on the Market-Frankford and Broad Street Subway Lines. Routes 100, 101, and 102 and the subway/surface lines

got new timetables as of March 16 and March 17, respectively.

Some time this summer, *The Frankford Swing* will take place in Philadelphia. The *Frankford Swing* is not a dance, but a planned nine-day shutdown of the Market-Frankford El north of Margaret-Orthodox or Erie-Torresdale. An "extensive" bus service will be provided to reach Frankford. The reason for all of this is to actually "swing" or move the tracks over to the new alignment at the new Frankford Transportation Center. No joke, but the public hearing was held on April 1!

As governments and government agencies come to grips with declining tax revenues, additional funding is required for transit operations. It should come as no surprise that SEPTA is considering what could be termed "draconian" cuts in service as well as a fare increase. Under state law, SEPTA's operating budget is divided 50-50 between fare box revenues and state and local subsidies, and the proposed FY2004 operating budget is estimated as being \$55 million short of its \$888 million plan. When the State of Pennsylvania recently approved its FY 2004 budget, SEPTA's allocation for subsidies was reduced by 15%. This brings the subsidy down to the level that was received in 1996. Various measures have been proposed, but I will only present the proposed cuts that affect rail and electric services. If approved, service would be discontinued on R-6/Cynwyd, R-1/Airport, R-2/Warminster, and R-8/Chestnut Hill West. There would also be no weekend service on R-8/Fox Chase, nor service beyond Lansdale on weekends. Nine stations (Lamokin, Angora, Eddystone, Rydal, Delaware Valley College, Linkbelt, Eddington, Wister, and Wissinoming) have been targeted for closure. SEPTA's 2003 Service Plan (March **Bulletin**) calls for the closure of Lamokin and Angora. Midday service would be reduced on the Market-Frankford and Broad Street Subways and the Sharon Hill and Media Lines, and trackless trolley routes would be converted to bus.

From **Cinders**: The Pennsylvania Public Utility Commission has canceled all of its regulations governing "street railway transportation." This action was taken because the only cities within the state that continue to operate streetcars, Philadelphia and Pittsburgh, are operated by transit agencies (SEPTA and PAT) that are exempt from PUC jurisdiction. The Delaware River Port Authority awarded a contract last November to a consortium of consultants to undertake a "PATCO Rapid Transit Extension Assessment." Under federal guidelines, an "assessment" is considered the lowest level of study. The consultants will evaluate several proposals including PATCO heavy rail rapid transit, "modified-PATCO" rapid transit at grade, with some grade crossings; and light rail rapid transit using low-floor diesel-electric LRVs, as an extension of the Southern New Jersey Light Rail Transit System (SNJLRTS). Geo-

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**Commuter and Transit Notes***(Continued from page 10)*

graphically the corridor is defined by the Camden-Woodbury-Glassboro (ex-Conrail) Line, the abandoned Glassboro-Williamstown branch, and a highway alignment, I-676/NJ Routes 42/55 to a point in Cumberland County. The land between the two alignments and a two-four mile swath on either side will be included in the study.

Member Bob Wright sent a few corrections to the March *Bulletin*. The trackage rights on the CSX Trenton Line (former Reading Company New York Short Line) are all on the inner portion shared by R-8 trains. R-3 shares the right-of-way from Neshaminy Falls north, but shares trackage only north of Woodbourne (there are three tracks south of Woodbourne, with the easternmost used by CSX and the other two used by SEPTA). It is doubtful that CSX could prevail with an exclusive track situation north of Woodbourne since the yard at West Trenton is on the eastern side of the right of way and SEPTA trains would still need to use both tracks. The PATCO Franklin Square station is at 7<sup>th</sup> and Race Streets (7<sup>th</sup> and Franklin do intersect, but the station entrance is closer to 7<sup>th</sup> and Race). The station was opened for the Bicentennial and remained open until, I believe, 1979. The new Eagles stadium, Lincoln Financial Field, is indeed near Veterans Stadium; however, that stadium is practically at the top of the entrance stairs of the Broad Street Subway. Lincoln Financial Field, on the other hand, is a good half-mile walk from the subway headhouses, and that will be merely to enter the ticket gates. It remains to be seen if this and the new (as yet unnamed) Phillies ballpark, directly across Pattison Avenue from Lincoln Financial Field, will be as attractive to fans taking the subway as "The Vet" was.

**Pittsburgh, Pennsylvania**

Pittsburgh's economy, like many other cities', is experiencing tough times, and member Mel Rosenberg wrote that PAT is contemplating ending all weekend service.

**Washington, D.C. area**

According to member Steve Erlitz, MARC still uses some of its *Heritage* (originally PRR) cars as well as APCU 7100 (ex-B&O F-7A 4553). He has not seen the new HHP electrics, 4910-4916, in service.

Steve also reported that MARC announced that the afternoon reverse express equipment move from Baltimore was dropped from the schedule because of operational problems with Amtrak, but so many people complained that the train is being restored even before this takes effect. But it will not be in this timetable until they are reprinted in July. Also, the MTA proposed their round of fare increases and service cuts. Included in the proposed cuts are the discontinuance of Camden #859 and 858, the last train from Baltimore and D.C. in the evenings and the merging of the last two Brunswick

trains. No Penn Line cuts were announced.

Last year, Virginia Railway Express leased an additional 8-car trainset from Sound Transit, and those car numbers were 101 and 102 (cab cars); and 206, 209, 212, 214, 227 & 228 (trailers). To avoid conflicts with VRE's Mafersa-built (200-series) cars, "100" has been added to the numbers of the Sound Transit trailers. As was reported in the April *Bulletin*, VRE would like to lease a fourth trainset from Sounder. Including the previously leased cars, the complete roster of leased Sounder cars as of now is 101-103, 105, 301-309, 311-312, 314, and 326-327 (VRE numbers).

VRE, Amtrak, and CSXT have reached an agreement about how passenger service will be handled during periods of inclement weather. CSXT will install new switch heaters on the Fredericksburg Line so operations during snowstorms will not be as severely affected as they were this past winter. Also, a new CSXT policy will allow VRE and Amtrak trains to travel at "controlled speed," not to exceed 50 mph, when a flash-flood warning is issued. The exact speed would be left to the Engineer's discretion. The only restriction is that the Engineer must be able to stop if there is any indication that there may be a problem ahead. Another change that CSXT has made relates to the how much of the service area will be affected by flash-flood warnings. Rather than impose restrictions on the entire subdivision, which runs between Washington and Richmond, it would limit them to between the specific mile markers that are involved in the warning. The goal is to provide reliable commuter rail service to passengers. During March there was flooding which caused service disruptions.

Public hearings were scheduled this month, to tack on 4% to the existing fares.

**Charlotte, North Carolina**

Charlotte has tracks but no streetcars, and the Central Arkansas Transit Authority in Little Rock has streetcars but no tracks on which the cars can run, so transit officials in both cities are looking to make some arrangements that would be satisfactory to each. There is a proposal that calls for the Charlotte Area Transit System to lease two cars for about \$10,000 each per month, plus \$10,000 for shipping costs. These cars would augment its two old cars, including ex-Duke Power 85. Three cars would be used in service and the fourth as a spare on Charlotte's two-mile line that runs from Tremont Avenue to Ninth Street.

**Tampa, Florida**

A toll hike on several Florida highways, including the Sunshine Skyway Bridge, the Veterans Expressway, the Suncoast Parkway, the Florida Turnpike, *Alligator Alley* (I-75), and the Beeline Expressway would generate revenues that would help pay for port security, road right-of-way, and high-speed rail stations. The article that member Dennis Zaccardi sent from the (Tampa) *Times* reported that the revenues would be

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used to "blunt the impact of a \$200 million raid on the transportation budget by Gov. Jeb Bush and the Legislature."

**South Florida**

On April 3, a 6.9-mile section of double track was placed into service between the Tri-Rail/Metrorail Transfer Station and Golden Glades. Commuters riding Tri-Rail Train #P603 have begun to appreciate this immediately, as they will no longer be delayed waiting for Amtrak #98, the *Silver Meteor*, to get out of the way. There are still other sections where work is still underway.

There is opposition to imposition of a \$2 surcharge on automobile license tags that has been proposed as a method of financing a tri-county transportation authority (RTA) for Palm Beach, Broward, and Dade Counties. With TEA-21 coming up for reauthorization (as TEA-3) later this year, an editorial in the **South Florida Sun-Sentinel** urged its readers to contact their state representatives and ask them to support the surcharge so that the proposed transit agency could have a shot at getting funding for transit projects. In a subsequent article, elected officials at the county level also criticized "Tallahassee" legislators who would not approve the \$2 license plate fee. Thanks to member Joe Gagne for the reports.

**Austin, Texas**

It has taken nearly six years, but according to a report by Austin's Channel 8, the Austin-San Antonio Inter-Municipal Commuter Rail District held its first meeting on February 7. At issue is the increasing amount of traffic congestion on I-35, much of it attributed to NAFTA. Transportation officials are also concerned about the number of fatalities on that road makes it the deadliest in the state, and so a commuter rail system is being considered for the Austin-San Antonio corridor. Union Pacific tracks parallel I-35.

**Las Vegas, Nevada**

The Las Vegas Monorail Company began testing the extension of its monorail system at the end of March. For the past seven years, two shortened trains of former Disney World cars have been plying the route between the MGM Grand and Bally's Hotels. They will be replaced by 36 new cars from Bombardier when the extended line opens next January.

**Phoenix, Arizona**

Members Bob and Judy Matten spent a week in Arizona, stopping in several cities. In Phoenix they saw signs announcing the future LRT line, and on Central Avenue, there was a locked enclosure with a car numbered 116, plus three other cars including two PCCs, all of whose origin could not be determined as the place was closed. In Tucson, the heritage line was not operating on the day of their visit. They did pick up a brochure that provided some roster information on the Old

Pueblo Trolley. Electric streetcar service, replacing mule cars, operated from June, 1906 until December 31, 1950. OPT was formed as a non-profit, volunteer transit museum in 1985, with a Birney car (10) leased (now returned) from the Orange Empire Trolley Museum. The present fleet consists of ex-Brussels 1511 and 869 from Kyoto, Japan. However, the Mattens did take a two-hour ride on the Yuma Railroad. The three-car train contained a former Long Island car, and that was the car in which they rode. Although the railroad owns 14 miles of track, only half of it is used.

**Seattle, Washington**

On April 7, the final track section was welded on the Tacoma Rail Link. The first piece of rail was laid 479 days earlier, according to Sound Transit, and this occasion also marked the first new rail line in Western Washington in more than 60 years. **Motor Coach Age** (August, 1978) reported that the last electric streetcar lines were converted to trolley coach or discontinued on April 12, 1941.

As it has done since operations began, *Sounder* will again operate to all weekend Mariner home games.

**San Francisco, California**

I was able to obtain a roster showing the seven cab cars and ten trailers that Caltrain had initially leased, then purchased from Sound Transit. These are the Sound Transit numbers: 112-118 (cab cars) and 219-226 and 229-230 (trailers).

**Stockton, California**

With the initiation of the "Refer A Buddy Program," Altamont Commuter Express has come up with a rather ingenious method of attracting new ridership. Under this program, regular riders can sign up a new rider who will get a five-day pass to ride ACE. If that buddy decides to purchase a monthly ticket, he or she gets that pass at a one-time half-price discount. The person referring him or her also gets that price break as a thank-you.

**Oceanside, California**

The North Coast Transit District received a \$152 million federal grant that will be used to build the 22-mile long *Sprinter* rail line between Oceanside and Escondido, which will utilize DMUs. There will be 13 intermediate stations. Initial ridership projections call for 12,000 daily riders, increasing to 19,000 by 2020. Ground-breaking was expected this month with service set to begin in 2005.

**San Juan, Puerto Rico**

Member Karl Groh forwarded a report about *Tren Urbano*, whose Route 1 is scheduled to open this September. All stations have been finished, but there is some completion work being done.

**Vancouver, British Columbia, Canada**

West Coast Express is leasing Sound Transit 906, an F-59-PHI.

**Belize**

Member Walter Kaufman provided some additional

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# METRO-NORTH WASSAIC VS. LONG ISLAND GREENPORT: A COMPARISON OF TWO RAIL SERVICES

by Larry Kiss

The MTA operates two single-track diesel extensions of mainline electric operations. The two are the 29-mile extension of the Harlem Line from Brewster North to Wassaic and the 46-mile extension of the Ronkonkoma Branch to Greenport.

Both routes serve the outer fringe of the metropolitan area. Wassaic is 82 miles out and Greenport is 96 miles. In the 1990s both lines were updated with high level platforms. However the MTA through its Metro-North and Long Island divisions has taken much different actions effecting service frequency.

The Long Island's Greenport service on weekdays consists of only one two-car train making two-and-a-half round trips to Greenport, one midday round trip to Riverhead, and an evening rush short-turn only to Yaphank. Weekends see two round trips from and to Greenport. All trains connect at Ronkonkoma with electric MU trains.

On the Metro-North Upper Harlem Line between Brewster North and Wassaic there are thirteen round trips on weekdays, of which four operate directly to and from New York. There are nine round trips on weekends, of which one operates direct.

The following table compares the mileages and demographics of the two lines.

LIRR RONKONKOMA-GREENPORT			METRO-NORTH UPPER HARLEM		
Mileage	Station	Population	Mileage	Station	Population
54	Medford	21,985	60	Patterson	12,200
58	Yaphank	5,025	64	Pawling	1,974
73	Riverhead	10,513	69	Wingdale	Unknown
82	Mattituck	3,902	77	Dover Plains	1,847
90	Southold	5,465	82	Wassaic	Unknown
94	Greenport	2,070			

The next table compares the typical running times to New York City in the morning rush.

LIRR RONKONKOMA-GREENPORT			METRO-NORTH UPPER HARLEM		
Mileage	Station	Time	Mileage	Station	Time
54	Medford	1:38	60	Patterson	1:40
58	Yaphank	1:46	64	Pawling	1:46
73	Riverhead	2:16	69	Wingdale	1:53
82	Mattituck	2:28	77	Dover Plains	1:58
90	Southold	2:40	82	Wassaic	2:02
94	Greenport	2:50			

It appears obvious from the above charts that the Greenport Branch is grossly underserved. Why is that? The main reason is that the LIRR has a tremendous parking lot at Ronkonkoma which combined with the skimpy service encourages passengers to drive and park at Ronkonkoma where a one seat express train ride to the city is available. In addition the Long Island Expressway parallels the railroad as far out as Riverhead, which, combined with very small parking lots and relatively slow train speeds of 45 MPH. has greatly limited the number of passengers using this service.

On the other hand the Upper Harlem has several things going for it; higher train speeds of 60 MPH, through service to New York, large parking lots, and no competing limited-access highway. A weekday observation of Upper Harlem parking lots revealed all were almost full in the middle of the day.

In conclusion it appears that if the LIRR improved service to Upper Harlem standards, combined with more parking it could achieve the apparent success the Upper Harlem has achieved in attracting riders who would have driven to Brewster North.

## Commuter and Transit Notes

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information about railroads in the Central American country of Belize (April *Bulletin*). British Honduras had a railway at one time, which was called the British Hon-

durans Railway. It ran from Stann Creek, on the coast, inland to Middlesex and carried both freight and passengers. He did not know when it was built or abandoned, although it was still running after 1945.

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## REDBIRD UPDATE

### By George Chiasson

The past few weeks have witnessed some significant events in the annals of New York Subway rolling stock, the most important being a start on the third and final phase of R-142 introduction to ④. This paves the way for the last large-scale transfers of equipment to allow replacement of the World's Fair cars on the Flushing Line, which ironically remains the Redbirds' last bastion as they enter their 40<sup>th</sup> year of operation. A small group of Redbird trains were also still plying ④ in rush hours, but could be gone within days, and the last such train was removed from ⑤ at the end of March. Events on the Subdivision "B" side are once again at an unhurried pace, with the R-143 acceptance in its final stages and corrective work on the R-42s muting the last batch of R-40M transfers to Coney Island. With that, let's get into some detail:

#### **R-142s (⑤) Line Changeover Complete; R-142s Enter ④ Service; Phase III Begins)**

Through April 11, 2003, Primary R-142s 6876-6885, along with Option I R-142s 1101-1105, 1111-1120, and 7171-7175 were delivered. The first 10 of 120 Option II R-142s, 1131-1135 and 1146-1150, arrived on March 26, followed by 1136-1145 and 1151-1155 by April 7. Through March 25, 2003 new R-142s 6806-6810, 6886-6890, 6911-6915, 6941-6945, 7046-7050, and 7131-7135 were placed in service on ⑤. This rounded out its total fleet allotment at 390, which equals that of ② and was sufficient to replace all of ⑤'s remaining R-33s.

On March 24, after several weeks of crew acclimation and "burn" testing, the first 10-car train of Bombardier-built R-142s, consisting of 7146-7155 in numerical order, was placed in service on ④. Additional R-142s continued to test along ④ and on March 31 a second train was found in service. This was a combination of 7131-7135, transferred over from ⑤ and new cars 7156-7160. In turn, new R-142s 6811-6815 were placed in service on ⑤. This pattern was repeated on April 4, when the third train of R-142s began service on ④, blending 7176-7180 (new) and 7136-7140 (from ⑤). At this time, 6901-6905 were activated on ⑤ and its overall fleet size remained at 390. The pattern that has developed suggests that while R-142s from 1101 and 7141 upward will begin service on ④, R-142s from (now) 7130 downward will gradually be brought in from ⑤, to be replaced by other new cars. This should help to avoid the jumble of assignments experienced previously on ② and ⑤, and simple arithmetic would result in the conclusion that 6691-7080 will ultimately rest on ⑤ when the R-142s' numerical "gaps" are finally filled. The fourth R 142 train (7141-7145 and 7161-7165) was placed in ④ service on April 10. Once a level of opera-

tional and control comfort is established with the R-142s on ④, "Phase III" in the IRT New Technology Train acquisition will result in removal of the few remaining R-33s from ④ service (and the IRT Mainlines), and then proceed to displace the Kawasaki R-62s, which will be relocated to ③ and permit second-hand replacement of ⑦'s Redbirds via the balance of Bombardier R-62As.

#### **R-62/R-62A Notes**

As has been the case for a few months now, there is little news with the R-62/R-62A fleets, though this will definitely change in the weeks and months ahead. On the April 5-6 weekend a General Order was in effect which forced extension of ④ to New Lots Avenue, using a mix of Jerome-based R-62s and, possibly for the first time, Livonia-based R-62As from ③. To accommodate work on the lower portion of the Seventh Avenue Subway, ③ from 148<sup>th</sup> Street was actually curtailed at Times Square (and ② rerouted in one direction via Lexington Avenue). Elsewhere, at least two 5-car unitized R-62A sets assigned to Corona (1661-1665 and 1721-1725) have recently been idled to receive new flooring.

#### **Redbird Notes**

As the use of R-142s expanded on ⑤ through March, the Redbirds gradually disappeared from the scene, with 10 of the 28 remaining "SMS" R-33s dispatched to Concourse Yard for storage on March 21 (...and then there was just one). On the morning of March 25, the last active Redbird on ⑤ (S-8863/8862-8915/8914-8821/8820-8879/8878-8893/8892-N) was put-in from 239<sup>th</sup> Street Yard and finally went into service at 125<sup>th</sup> Street as a Gap Train at 8:03 AM. It relayed at Flatbush Avenue from 8:56 AM to 9:03 AM and concluded its run at Dyre Avenue at 10:23 AM. After discharging passengers and changing ends, the train returned light to E. 180<sup>th</sup> Street and was laid up. That entire consist was forwarded to storage at Concourse Yard on March 28 along with back-up R-33s 8996/8997. As of April 11 only SMS R-33s 8954/8955, 8964/8965 and 9070/9071 remained at E. 180<sup>th</sup> Street and have been used in Work Train duties. Again, all 58 of the SMS R-33s will not be reefed, but be retained as a Reserve fleet, to be used as needed and where needed.

Despite the introduction of several R-142s trains into ④ service since late March, just six of the R-33s had been withdrawn through April 11, 2003. However, week-day usage has been cut from 3-4 trains to 1 or (most often) 2, and it is expected that these will be retired any day. The bulk of Redbirds on ⑦ will await the cross-transfer of R-62As from ③ later this year before their withdrawals begin in earnest. In the meantime, one more pair of Mainline R-36s (9526/9527) has joined R-

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**Redbird Update**

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36s 9354/9355 in retirement at Corona, and they also are partially stripped.

Single WF R-33s have been marching regularly between Corona and 207<sup>th</sup> Street for their upgrade to GOH-II specifications, and by April 11, 2003 there were 10 back in service on the Flushing Line: 9308, 9309, 9316, 9317, 9322, 9326, 9329, 9332, 9336, and 9343. Cars 9324 and 9342 had been completed and were back at Corona but not yet returned to passenger service, while five unmodified single R-33s (9318, 9323, 9325, 9328, 9331) were lined up out-of service at Corona. Three more singles (9307, 9312, 9340) were also freshly laid up on April 7 with their immediate status unknown. To complete documentation of how things stand for the single R-33s as this is written, there remain 15 cars in 7 service with their original equipment (9310, 9311, 9313, 9314, 9315, 9319, 9320, 9327@, 9330, 9335, 9338, 9339, 9341, 9344 and 9345). Hybrid single R-33 9337 is also active, but was modified several years ago with GE Controllers and GE grids, retaining its original pneumatic door interlocking and WABCO brake valve. (@=Subway Series 2000 commemorative markings.)

**Redbird Retirements & Restorations**

Taken out of service through April 11, 2003 were:  
 SMS R-33: 8820/8821, 8858/8859, 8862/8863, 868/8869, 8878/8879, 8890/8891, 8892/8893, 8914/8915, 8936/8937, 8954/8955, 8964/8965,

8996/8997, 9000/9001, 9070/9071 off 5  
 R-33: 9238/9239, 9286/9287, 9292/9293 off 4  
 R-33S: 9323, 9328, 9331 off 7  
 R-36: 9526/9527 off 7

Restored to service through April 11, 2003 were:  
 R-33S: 9309, 9332 on 7

**Redbird Reefing**

On April 3, the New Jersey Department of Environmental Protection (DEP) announced that it will acquire 250 Redbird bodies for placement on five offshore artificial reef sites. 50 carbodies each will be deployed at Cape May Reef (9 miles off Cape May Inlet), Deep Water Reef (off the coast near Wildwood), Atlantic City Reef (8 miles off Absecon Inlet), Garden State North Reef (8 miles off Barnegat Inlet, located 25 miles SSW of Bay Head) and Shark River Reef (16 miles off the Shark River Inlet, located next to Belmar). New Jersey had actually pioneered the concept of sinking retired subway cars as artificial reefs back in 1990 when it submerged five PATH K-cars off Sea Girt Reef, providing surplus standard-gauge trucks for five SEPTA Market-Frankford "L" cars, which were transferred to the Norristown High-Speed Line for approximately three years. No doubt, the lion's share of the retired Redbirds to be deployed off the New Jersey coast will come from 7 line. As of April 11 there were 24 retired Redbirds around the system awaiting disposition (2 R-29s, 14 R-33s, 2 Mainline R-36s and 6 World's Fair R-36s), with up to 26 additional candidates also on hand. A total of 296 Redbirds remained active on 4 and 7.

**NYC Transit's Rehabilitation Program**

*(Continued from page 1)*

alkyd paint to all steel surfaces. Lead paint chips and debris must be disposed of as hazardous waste.

REPLACE GAP FILLERS: The five metal gap fillers at the Union Square station of the Lexington Avenue Line will be replaced and upgraded.

RESTORE THREE HISTORIC STATIONS: The Simpson Street, Prospect Avenue, and Jackson Avenue stations will be restored and rehabilitated. The entire mezzanine — roofs, floors, walls, rooms, leaders, and gutters —

and the wood canopies over the platforms and stairways will be replaced. The existing cast iron low railing and the light posts will be restored and the street stairs will be rehabilitated.

REPLACE 12 ESCALATORS: The contractor will replace 12 escalators at the Herald Square station (34<sup>th</sup> Street-Sixth Avenue) with heavy-duty escalators having up and down options, smoke detection and sprinkler systems, and programmable illuminated light-emitting diode (LED) systems.

**Commuter and Transit Notes**

*(Continued from page 13)*

**From the History Files**

110 Years Ago: On May 10, 1893, the New York Central's (Atlantic 4-4-2) 999 set a speed record of 112.5 mph on a straight section of track near Batavia, New York. Years later, according to *The History Of The New York Central System* (Aaron E. Klein — Bonanza Books © 1985) there were "confessions" that the speed

had only been 90. Nonetheless, it was impressive for the era.

45 Years Ago: On May 31, 1958, with the abandonment of service on the Boston & Albany's Highland Branch, the way was cleared for the MTA to acquire the line and convert it into the Riverside Line. Service began, on this line, which is considered the renaissance of light rail in the United States, on July 4, 1959.

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



## Around New York's Transit System

### Major Schedule Changes Planned for February, 2004

An April *New York Daily News* article reveals that major schedule changes will be made in February, 2004 when all four Manhattan Bridge tracks will be in service again. The new schedules are expected to be different from the schedules that were in effect before repairs began in 1986.

- **◆** Brighton expresses would be replaced by **B** trains operating from Brighton Beach via Brighton and Sixth Avenue express, and Eighth Avenue local to 145<sup>th</sup> Street during weekday middays and early evening and Bedford Park Boulevard in rush hours
- **◆** trains would run from 205<sup>th</sup> Street to Coney Island via the West End Line, replacing W, which will be routed via the local tracks between Astoria and Whitehall Street
- **M** trains would operate from Metropolitan Avenue to Chambers Street during midday, but would still run to Bay Parkway in rush hours
- **N** trains would be routed from Astoria via bridge to 86<sup>th</sup> Street (Stillwell Avenue after replacement

of that station is completed). Trains would make express stops in Manhattan and Brooklyn during rush hours, midday, and evenings

Service would be increased on **Q** and **R**, whose routes would not be changed.

### Platform Edge Closed Circuit Television

To improve the Conductor's line of sight, closed circuit television equipment has been installed on several stations. These monitors are located at the Conductor's indication boards. The black and white striping on top of the monitor is the Conductor's indication board for opening the doors. Before opening the side doors, the Conductor must acknowledge the indication board, observe the CCTV monitors, and verify that all doors are abreast of the platform. The Conductor must keep the doors open for at least 10 seconds while watching passengers board and alight. He/she must observe the platform and monitors while the doors are closing. When all passengers are clear of the doors and the train, all doors are closed and locked, and indication is received, the Conductor must give indication to the Train Operator by turning and removing the Master Door Control key.

## R-143 UPDATE By George Chiasson

Through March 29, 2003 R-143s 8273-8276 and 8297-8304 entered **L** service, for a fleet total of 184 cars. These 12, as well as unaccepted R-143s 8305-8312, have received modified software in the Automated Announcement System which enables use on weekend **M** OPTO. Into early April, acceptance testing of the 16 remaining R-143s (less the designated Engineering Test cars) was in its final stages and the program's conclusion loomed.

Several R-42s were being rotated out of service for floor replacement work at 207<sup>th</sup> Street or Coney Island in early April, and the last 20 R-40Ms still being held at East New York. On March 29, Phase I R-32s 3394/3395, 3454/3455, 3538/3539, 3662/3663, and 3718/3719 were transferred from Jamaica (**E**, **F**, **R**) to Pitkin for use on the **A** and **C** lines. Making up for a deadline cut last time, Bill Zucker reports there was a train of Slant R-40s mixed with one pair of R-40Ms on **Q** March 5, and starting March 14 at least one train of R-40Ms has turned up on **Q**, weekends included.

### Setting Up For The R-160 (A Kawasaki Perspective)

An April 10 article forwarded from the *World-Herald* of Omaha, Nebraska highlights KRC's progress to date in getting its new railcar fabrication plant in Lincoln up and

running. This facility was used during the second half of 2002 for basic construction of the Option R-142As, which were then forwarded to Yonkers as kits for final assembly. The Lincoln facility was then idled by December, with its workers reallocated to a sister Kawasaki plant that manufactures Jet-Skis, a water-skimming version of its famous motorcycles, ATVs, and motorbikes. KRC has been awarded a \$64 million contract to build 28 bi-level Commuter Rail cars for Boston's MBTA, which should see the railcar fabrication plant re-start its line by January, 2004 (with initial deliveries scheduled for December). More famously, KRC's Lincoln plant will construct 260 of the Primary 660 cars of the R-160 order, finalized by MTA last summer. Production set-up for the first wave of R-160s could commence as soon as late 2004 as the MBTA contract winds down, with initial shipment some time in the second half of 2005. This depends to some degree on KRC's possible attainment of additional contracts for Chicago rapid transit cars and passenger railroad equipment for California. As with the Option R-142As, the R-160s will be forwarded to Yonkers for finishing work, but the Lincoln plant will also provide all trucks for the 400 cars to be fabricated by

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