

# The Bulletin



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

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## The Bulletin

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## BROOKLYN'S FIRST ELEVATED LINE QUIT 60 YEARS AGO

Lexington Avenue was Brooklyn's first elevated line, which ran continuously from May 14, 1885 to October 13, 1950.

Ground was broken on May 24, 1876 at Reid and Lexington Avenues and a few stones were set in place. Construction proceeded slowly.

The original line extended from Washington and York Streets via York Street, Hudson Avenue, Park Avenue, Grand Avenue, Lexington Avenue, and Broadway to Gates Avenue. Stations were located at Bridge and York Streets, Navy Street and Park Avenue, Washington and Park Avenues, Myrtle and Grand Avenues, DeKalb and Grand Avenues; the following on Lexington Avenue: Franklin Avenue, Nostrand Avenue, Tompkins Avenue, Sumner Avenue, Reid Avenue; and the terminal at Broadway and Gates Avenue. The line was extended via private property to Fulton Ferry on November 10, 1885.

Because transferring from the York and Washington Streets terminal to the Brooklyn Bridge Cable Railway station at Prospect and Sands Streets involved walking in the street, the company requested permission to build an overhead foot bridge connecting the stations.

On April 10, 1888, trains started operating via a new curve at the southwest corner of Grand and Myrtle Avenues, then via Myrtle Avenue to the Adams Street station. On September 1, 1888, the line was extended again to the Brooklyn Bridge station at Sands Street, a convenient transfer point to the Brooklyn Bridge Cable Railway.

On April 27, 1889, Lexington Avenue service to Fulton Ferry via Park Avenue was

discontinued. Service was provided by Myrtle Avenue trains via a new curve at the north-east corner of Myrtle and Grand Avenues. Remnants of this curve were still in place when the line was abandoned in 1969.

Manhattan-bound riders had two choices. They could ride Lexington Avenue trains to Sands Street and transfer to the Brooklyn Bridge Cable Railway, which ran to Park Row. There they were near several office buildings and stores. If they rode Myrtle Avenue trains, they had to transfer to the Fulton Ferry, which was unreliable and uncomfortable in bad weather. After arriving in Manhattan, they had a long walk to Nassau Street and Broadway. Because the ferry could not compete with the cable railway, service via Park Avenue to Fulton Ferry was discontinued in December, 1889 and Myrtle Avenue trains were rerouted to Sands Street.

An article describing the demolition of the first elevated structure erected in Brooklyn was published in the August, 7, 1893 *Eagle*. It stated that the work of razing the old Park Avenue elevated had begun, and within two weeks all that would be left of the structure was the foundation stones. The structure was a mile long, extending on Park Avenue from Hudson Avenue to Grand Avenue, and was the first New York City elevated structure to be demolished.

The Lexington Avenue Line was extended in stages, finally reaching 168<sup>th</sup> Street-Jamaica on July 3, 1918. We have no record of the service operated during the next six years, but we know that rush hour service was extended to 168<sup>th</sup> Street until 1938.

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**NEXT TRIP: PATH HARRISON SHOP TOUR, OCTOBER 16**

## A HISTORY OF THE **R** TRAIN by George Chiasson (Continued from September, 2010 issue)

### THE **R** TRAIN AS WE KNOW IT (1987 TO PRESENT)

In 1985 the "RR" designation in use for more than 20 years was simplified to **R**, in two forms on system maps. The black letter in yellow circle designated base service from 95<sup>th</sup> Street to Astoria, while rush hour service to Chambers Street was shown as a white letter inside a brown diamond. Starting on April 28, 1986 the Chambers Street **R** service was extended across the Williamsburg Bridge to Metropolitan Avenue for lay-ups and put-ins to and from Fresh Pond Yard. **N** and **R** swapped northern termini in Queens as part of a major service change on May 24, 1987 and from that time until the present, **R** has operated at all times through the 11<sup>th</sup> Street Tie into the Queens IND (while **N** now runs to Astoria). At first, **R** ran as far as 71<sup>st</sup>-Continental Avenues-Forest Hills except for midnights, when it was extended to 179<sup>th</sup> Street-Jamaica in place of **F**. When **E** was relocated to the new Parsons/Archer (Jamaica Center) facility on December 11, 1988 **R** was extended from 71<sup>st</sup>-Continental Avenues to 179<sup>th</sup> Street-Jamaica at all other times in its place. **R** service from 95<sup>th</sup> Street to Metropolitan Avenue had continued to operate after the May 24, 1987 changes, but used East New York-based equipment while the operation from 95<sup>th</sup> Street to 179<sup>th</sup> Street-Jamaica and 71<sup>st</sup>-Continental Avenues employed cars based at Jamaica Shop and was graffiti-free in nature. The former became less than full-time as the months progressed and as of November 22, 1987 the Metropolitan Avenue **R** (or what remained of the Fourth Avenue-Nassau route variation) was discontinued.

On September 30, 1990 all non-rush hour **R** service was truncated again at 71<sup>st</sup>-Continental Avenues-Forest Hills as **F** began making local stops from there to 179<sup>th</sup> Street-Jamaica. It also switched places with **N** during overnights, running as a shuttle from 36<sup>th</sup> Street to 95<sup>th</sup> Street while **N** started running as a through local from Coney Island to Astoria. Rush hour **R** trains were also cutback from 179<sup>th</sup> St.-Jamaica to 71<sup>st</sup>-Continental Avenues on October 25, 1992 and so it has remained ever since, with all service to 179<sup>th</sup> Street-Jamaica provided by **F**. As of October, 2000, overnight **R** trains used Track F4 (northbound express) from 59<sup>th</sup> Street to 36<sup>th</sup> Street to expedite the relay process, and thereby left only the **N** local to call at the 53<sup>rd</sup> and 45<sup>th</sup> Street stations in the northbound direction. **R** was one of the first routes to be temporarily diverted through the new 63<sup>rd</sup> Street Connector overnights between 57<sup>th</sup> Street-Seventh Avenue and the 36<sup>th</sup> Street station in Queens

(temporarily replacing **N** to Astoria) starting on May 7, 2001. This practice had been discontinued for some time prior to the Connector's actual opening in December, 2001. When the Coney Island terminal was closed for reconstruction on September 8, 2002 and all but West End traffic removed, overnight **R** service was extended from 36<sup>th</sup> Street to Pacific Street via the express track, again in an effort to avoid delaying West End (**B**) and Sea Beach (**N**) operations. This situation was reversed when the Manhattan Bridge reopened in full on February 22, 2004 and service on the West End Line was assumed by **D**.

### **R** TRAIN ROLLING STOCK (1916-2010)

In its initial state on January 15, 1916, short trains of 67-foot-long "Standards" were used by the Fourth Avenue Local, growing in quantity as deliveries continued through 1922 and the array of BRT subway services expanded. Steel "Standards" were also used on the Broadway (subway) Local that started operation between Rector Street and 42<sup>nd</sup> Street-Times Square on January 5, 1918 and was gradually extended with each segment opening through September 1, 1919 (when it reached Lexington Avenue). As the Broadway Subway was completed on August 1, 1920 the "Standards" continued to be the only rolling stock in sight on both the Fourth Avenue Local (by then between 86<sup>th</sup> Street and Queensboro Plaza), and the Broadway Local (at that time from 57<sup>th</sup> Street to Whitehall Street). For the final round of Dual Contracts-related extensions of the late 1920s, successor BMT received 121 three-section articulated cars from Pressed Steel known as the "D-Type," or "Triplex." The first three of these (6000-2) were assigned to the Fourth Avenue Local, which on the "D-Type" was designated as Route "2," as a single consist plus one spare unit in September, 1925. After working the line for about a year and being refined in the process, additional orders for "D-Types" followed in 1926 and 1927, were delivered in 1927 and 1928, and were distributed among the Brighton, West End, and Fourth Ave. routes. In turn this released older "Standards" for use elsewhere, most notably the Franklin Avenue Shuttle and lines on the Eastern Division (Myrtle-Chambers, Broadway-Brooklyn, Broadway-Jamaica, and Canarsie), where the last wooden elevated equipment was removed in August, 1927. Sufficient cars were also made available for completion of the 14<sup>th</sup> Street-Canarsie route in July 1928, after which the Southern Division's "Standards" were regrouped in part on the Fourth Avenue Local and the "Triplex" cars removed as of that September 22. Finally, Standards

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**A History of the R Train**

*(Continued from page 2)*

were used on the newly-established Fourth Avenue-Nassau service in 1934, and then the only other change through the World War II years was an occasional use of the Bluebird PCC experimental equipment between March, 1941 and March, 1944.

Upon delivery of the R-10s to IND, some of the R-1s in service there since the early 1930s were reassigned to Coney Island (complete with BMT-style numbered route signs) and began regular service on the (#2) Fourth Avenue Local during July, 1949, in the immediate advent of the Astoria Line's conversion to a full-time "BMT" subway route. These remained until October, 1954, when Culver Line operations were acceded to IND and more cars required for the newly-extended **D**. A few of the R-1s then continued to appear on the Fourth Avenue Local during rush hours for another year before disappearing, replaced by "Standards" that in turn were freed up by the introduction of former Staten Island Rapid Transit (SIRT) motor cars on the surviving Culver service. This relief on equipment pressures proved to be short-lived, however, and by September, 1956 a few trains of R-9s were imported from the Queens IND lines (and again given BMT route signs) for rush hour use on the Fourth Avenue Local. More juggling of equipment resulted from the IND extension to the Rockaways through the next two years and the R-9s also departed BMT in September of 1958. This left the "Standards" to soldier on alone once again, but for a few weeks in October, 1958 the first SMEE equipment was operated on the Fourth Avenue Local in the form of visiting R-16s (which carried "2" signs) that were stationed at Coney Island between assignments at Pitkin and East New York.

*Editor's Note:*

*To provide additional cars for through service to Astoria on October 17, 1949, R-1 cars 100-102 and 104-200 were transferred to the Fourth Avenue Local. Starting February 14, 1951, R-1 cars 201-220 were transferred to this line. Cars 221-241 followed between July 24 and July 27, 1953. All cars were returned to IND between October 9, 1954 and June 23, 1955.*

*Two years later, the following R-9s were transferred from IND to the Fourth Avenue Local:*

DATE	CARS
September 5, 1956	1793-1802
September 10-12, 1956	1773-92
October 1, 1956	1768-72
December 19, 1956	1753-67
October 18, 1957	1748-52

*The cars were returned to IND between September 2 and September 15, 1958.*

In November, 1960 the first of 550 R-27/R-30 cars arrived on the BMT Southern Division, being focused on the Brighton Local, where they released older equipment for use elsewhere. To aid in the qualification of crews, some of the R-27s were temporarily allocated to off-peak service on the Fourth Avenue Local in December of 1960, which was designated as the "RR" on their new-format route signs. This lasted about a month until the new cars began moving about to other off-peak BMT services (Brighton Express, West End, Sea Beach). They returned to RR full-time (as it operated from 71<sup>st</sup>-Continental Avenues in rush hours) in July of 1961, where they subsumed the "Standards" except for weekday daytimes in September, then in entirety by February, 1962. On the Fourth Avenue-Nassau rush hour service, "D-Types" began to occasionally supplement the reigning Standards about the time of the May, 1959 service changes. R-27s also began to show up on the Fourth Avenue-Nassau route (signed as "RR") in March, 1962 and also were used to reduce the need for "Standards," which resulted in a predominance by the "Triplexes" as of February, 1963. After the R-32s began to arrive the equipment picture started changing again and the odd train of "Standards" returned to the Fourth Avenue Local in November, 1964, but this time in company with "D-Types," which were being used there for the first time since 1928. The older cars lasted on the regular Fourth Avenue Local (71<sup>st</sup>-Continental Avenues/57<sup>th</sup> Street to 95<sup>th</sup> Street — using "2" signage on the "D-Types") until March of 1965, when R-27/R-30s again assumed all service. They both persisted on the Fourth Avenue-Nassau Street route in limited quantity until May, when they were replaced by a similarly small number of R-32s.

*(Continued next issue)*

**Brooklyn's First Elevated Line Quit 60 Years Ago**

*(Continued from page 1)*

The Jamaica Line had no competitors until IND was extended to 169<sup>th</sup> Street on April 24, 1937.

The E train, which made express stops in Queens, reached 42<sup>nd</sup> Street in 32 minutes and W. 4<sup>th</sup> Street in 39 minutes. Lexington Avenue trains were much slower. Running time was 64 minutes for trains making all local stops at 36 stations between 168<sup>th</sup> Street and Park Row.

A July 7 newspaper article reveals that 20,000 passengers entered the 169<sup>th</sup> Street IND station each day and there were 33,000 daily passengers at the five other IND Jamaica stations. BMT lost 5,000 daily passengers at 168<sup>th</sup> Street since IND was extended.

Lexington Avenue service was curtailed after riding declined. In April, 1938, we observed evening rush hour trains still running to 168<sup>th</sup> Street-Jamaica. About six months later, PM rush hour trains were turned at 111<sup>th</sup>

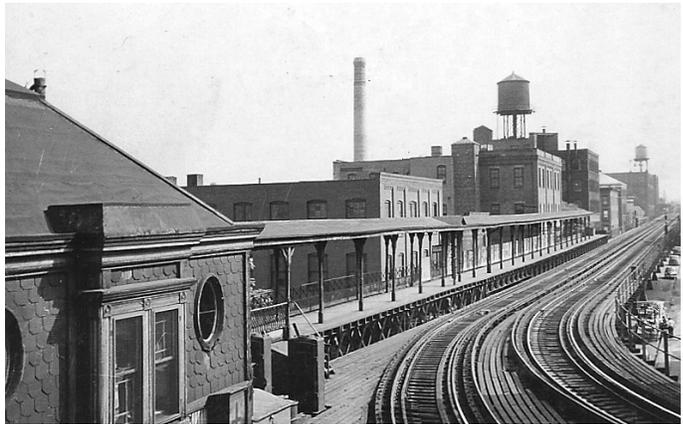
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**Brooklyn's First Elevated Line Quit 60 Years Ago**

*(Continued from page 3)*



**Franklin Avenue station, Lexington Avenue Elevated, looking west, October 5, 1950.**  
Bernard Linder collection



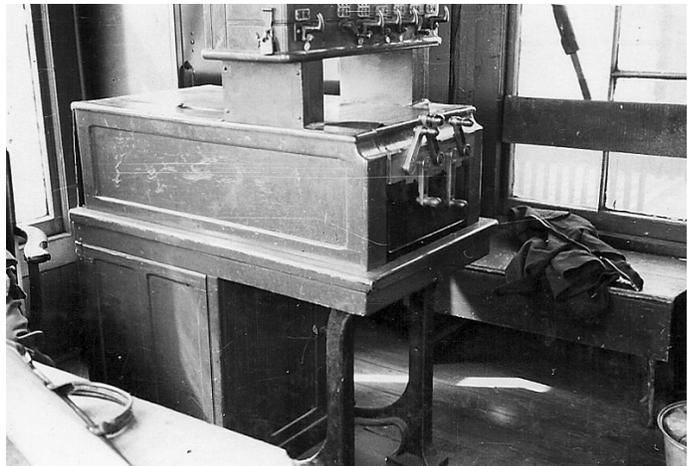
**Myrtle Avenue station, Lexington Avenue Elevated, looking south, September 15, 1950.**  
Bernard Linder collection



**Myrtle Avenue station, Lexington Avenue Elevated, looking north.**  
Bernard Linder collection



**Tower at Myrtle and Grand Avenues, Lexington Avenue Elevated, September 15, 1950.**  
Bernard Linder collection



**Interlocking machine in tower at Myrtle and Grand Avenues, Lexington Avenue Elevated, September 15, 1950.**  
Bernard Linder collection

Street.

During the 1940s and 1950s, service was discontinued on several elevated lines. Before the trains ceased

operating on October 13, 1950, an additional stairway was built at Broadway and Myrtle Avenue to accommo-

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**Brooklyn's First Elevated Line Quit 60 Years Ago**

*(Continued from page 4)*

date the additional passengers who would transfer

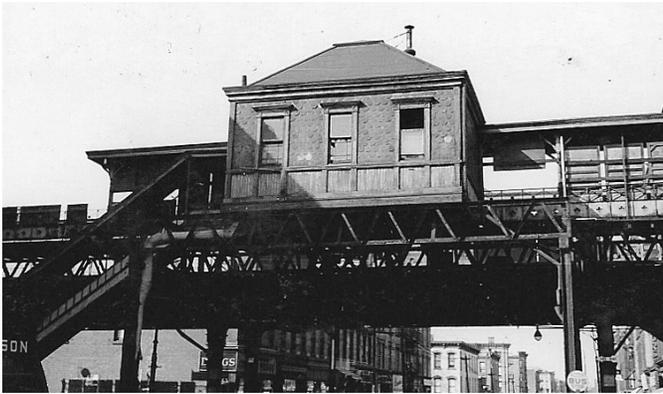
there. After abandonment, service was not increased on any rapid transit lines.



**Broadway and Lexington Avenue.**  
Bernard Linder collection



**Tower at Broadway and Lexington Avenue, looking west, September 15, 1950.**  
Bernard Linder collection



**Looking north at the Sumner Avenue station, October 5, 1950.**  
Bernard Linder collection



**Tompkins Avenue station, looking west.**  
Bernard Linder collection



← **Interior of car 931, built by Wason in 1898, on September 15, 1950.**  
Bernard Linder collection



**Interior of car 1394, built by Laconia in 1905, on September 15, 1950.**  
Bernard Linder collection →

## HOW WILL THE LONG ISLAND RAIL ROAD ACCESS THE EAST SIDE?

by Marc Glucksman  
(Photographs by the author)

Like many people I spoke to after taking a tour of the Grand Central portion of the East Side Access project, I actually had no idea about what was being built. So, let's start from the beginning. I was correct about at least one thing – Long Island Rail Road trains will go to Grand Central Terminal.

The difficulties of this project center around one basic principle – the difficulty of building into an already developed area. One example that our guide gave was installation of a diamond crossover on the existing tracks in Queens, which requires a 4-weekend diversion.

The full funding of the infrastructure only (tracks and tunnels) is \$7.7 billion. An additional \$400 million is allocated for furnishing the station and other related expenses.

These figures do not include some of the work previously done, including the Metro-North High Bridge Yard.

Metro-North moved the bulk of its routine cleaning and maintenance operations to the High Bridge Yard in the Bronx, which was completed in December, 2003. This served multiple purposes, including vacating space in the terminal. Amongst those areas is the Madison Avenue Yard, where our tour began.

The tracks and column supports are being removed to prepare for the installation of the 350,000-square-foot concourse and waiting room. It will be separate from existing Metro-North areas, and connected only by a few passageways. Due to a combination of practical factors concerning fire suppression, cooking will not be allowed in this area. Food outlets will only be permitted to warm or rewarm food using microwaves. It will be approximately 90 feet below the existing Metro-North lower level. There are few elevators being built or extended. Instead, 17 escalators being installed will be the longest in New York City, and will be maintained on a renewable contractual basis by an outside vendor.

Connections to the existing terminal will be from the Biltmore Room and lower level, slightly to the east and west of Dishes, directly below the information booth on the main level. There will also be external entrances at 245 Park Avenue and E. 44<sup>th</sup> Street between Vanderbilt and Park Avenues.

Examples of a connection that has been designed but may not be built include a \$150 million passageway that would tie in LIRR and both levels at NYCT's 42<sup>nd</sup> Street-Lexington Avenue station. As was explained to us in the presentation, only a \$75 million corridor between LIRR

and the Lexington Avenue level of the subway has been authorized, with MTA-NYCT Subway agreeing to pay a significant portion of the cost.

The configuration of the tracks is fairly simple. The new "300" and "400" levels will each have 4 tracks with 2 island platforms. The long escalator will bring passengers to a place between the two levels. Tail tracks will accommodate the layout of four trains. They will stretch from E. 43<sup>rd</sup> Street to E. 37<sup>th</sup> Street. Capacity for the station is 24 trains an hour at maximum usage. As a point of comparison, Penn Station accommodates 37 LIRR trains per hour. There is no track connection between LIRR and Metro-North.

The Long Island's service plan is:

- Continue current level of service into Penn Station
- Discontinue all direct service to Atlantic Terminal (Brooklyn) and run "scoot" (shuttle) trains to Jamaica
- Redirect Brooklyn trains and add service to Grand Central

Apparently, even in the face of statistics indicating that a significant number of commuters will switch to Grand Central from Penn Station, LIRR has maintained that it plans to order additional cars to provide these levels of service. The Arch Street Shop, originally used to facilitate the delivery of the M-7s, will serve a similar purpose for LIRR as High Bridge does for Metro-North, namely the midday inspection and cleaning of trains.

The tracks themselves head up Madison to E. 59<sup>th</sup> Street, where they turn across to E. 63<sup>rd</sup> Street. Utilizing the two tunnels under where the NYCT subway's **F** line crosses the East River, the trains go to Queens and meet up with the LIRR Main Line.

Potential plans for regional access had potentially involved linking these tracks to NJ Transit's new ARC Tunnel, but purportedly a large New York City water main blocks the connection and cannot be moved.

As work proceeds on the ambitious project, hopefully MTA can meet to its 2016 deadline and begin to provide commuters with more of the options that they have been clamoring for in recent years.

For further information:

<https://eastside.sharefile.com/d/sc91f232c26a469a9>  
[http://www.mta.info/capconstr/esas/construction\\_update.htm](http://www.mta.info/capconstr/esas/construction_update.htm)

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## How will the Long Island Rail Road Access the East Side?

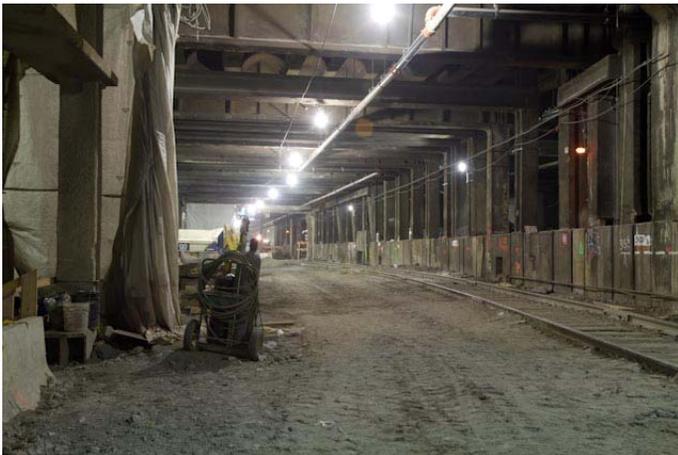
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Freight cars being used to haul construction debris before tracks are removed.



Construction worker shows the project's size.



Removed tracks.



Tracks removed, beams removed.



LIRR escalator entrance from concourse to track level.



A 300-level tunnel south of E. 48<sup>th</sup> Street.

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# Commuter and Transit Notes

No. 263  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

On August 10, MTA announced that it had placed a "Dashboard" on its website that allows the public to track the progress of the Capital Program. This information is available for every project in the 2010-4 Capital Program and selected projects that are still underway in the 2005-9 Capital Program.

## MTA METRO-NORTH RAILROAD (EAST)

At about 8:30 AM August 27, a suspicious package was found on the tracks by a commuter in Irvington. Service was shut down for 90 minutes while MTA and local police investigated, resulting in delays to thousands of commuters. The package was described as: "slightly bigger than champagne bottle in an aluminum-type packaging, and was blown up at 9:55 AM by a water cannon, so it was not known what it had contained." It was considered suspicious because it had wires coming out of it. During the incident, some local streets in Irvington were closed to traffic. Service was resumed at 10:13 AM.

The timetables that were issued for the period August 30-October 16 also included bus replacement on the Danbury Branch, on midday weekdays (through November) and weekends between September 13 and October 10. This is being done to install a new signal system. A report about the new timetables which go into effect on October 17 will be included in next month's column.

Due to an error involving the schedule of Train #1433 (7:45 AM Bridgeport/Grand Central Terminal), the New Haven timetable was reissued with a "Rev 8/30" date.

A Yankees-E. 153<sup>rd</sup> Street timetable was issued for the period August 30-September 26, the final regular season home game. With the timetable changes, this is the third one for this year.

Metro-North's "slimmed-down" Meadowlands service began on September 12. Last year, this service consisted of three round trips – now it is only one. The Deadhead to New Haven, Train #3002, departs from New York Penn at 6:53 AM and is scheduled to arrive in New Haven at 8:20 AM. This equipment turns for Train #3148, departing New Haven at 9:04 AM. Stops are made at Bridgeport (9:23 AM), Fairfield (9:30 AM), Westport (9:38 AM), South Norwalk (9:43 AM), Stamford (9:54 AM), Greenwich (10:01 AM), Rye (10:07 AM), and Larchmont (10:15 AM). Arrival at New York Penn is 11:04 AM with an 11:14 AM departure. The arrival time at Secaucus (Upper Level) is 11:23 AM; departure from Secaucus (Lower Level) is 11:29 AM, with an 11:42 AM scheduled arrival at the new stadium in the Meadowlands Sports Complex.

Return service departs from the Meadowlands Sta-

dium (4:48 PM); Secaucus Upper Level (5:31 PM); and New York Penn (5:44 PM). The stopping pattern is the same as for the inbound train. Scheduled arrival in New Haven is 7:50 PM. The train deadheads as Train #3085, with a scheduled departure from New Haven at 8:45 PM.

Service will operate for these Sunday 1 PM games. An asterisk (\*) means that the game time could change and the service will not operate.

DATE	OPPONENT
September 12	Giants vs. Carolina
September 26	Giants vs. Tennessee
October 17	Giants vs. Detroit
October 31	Jets vs. Green Bay
November 21*	Jets vs. Houston
November 28*	Giants vs. Jacksonville
December 5*	Giants vs. Washington
December 19*	Giants vs. Philadelphia
January 2, 2011*	Jets vs. Buffalo

The plan to test prototype bicycle hooks on board trains has been put on hold due to cost. Metro-North had asked makers of such devices to propose designs that would be better than off-the-shelf hooks that were rejected because the lower tires on the bicycles wobbled too much as the train moved. Thanks to *The Journal News* for this report.

A new Customer Service Center opened in Grand Central Terminal on September 7. It is located across from Window 27 at the foot of the ramp from Vanderbilt Hall and will be staffed seven days a week from 8:30 AM to 5 PM. This center will handle inquiries from refunds to questions about One-Day Getaways, and, of course, complaints about service. Behind the window, there is an office where Customer Service Representatives will be available weekdays to handle more complex questions, customer advocacy, and problem resolution. The former location was not in Grand Central Terminal, but in the adjoining Graybar Building.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued a timetable on August 30 in conjunction with the New Haven Line work described in the September *Bulletin*. There were numerous changes to SLE train times. For example, some trains are operating from 5-42 minutes earlier or 2-30 minutes later than the June 14 schedules. Thanks to member David A. Cohen for sending copies.

According to an article in *The New Haven Register*, a survey conducted by the Connecticut Rail Commuter Council found that 90% of those who participated want bar service continued and 82% said they use the cars when their train has one. Governor Jodi Rell has indi-

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**Commuter and Transit Notes***(Continued from page 8)*

cated her support for this amenity by saying that the state would retrofit the M-8s needed for this service to reduce the cost. Thanks again to David for sending this news.

**MTA LONG ISLAND RAIL ROAD**

Timetable cards were issued for the Billy Joel "Last Play at Shea" film, which took place on August 21, and for the Oyster Bay station on August 29 in support of the annual Greater Long Island Running Club Triathlon, which caused a few trains to terminate at Locust Valley. Bus service was provided between these stations.

On Monday, August 23, a late morning fire in the interlocking machine of Hall Tower, which controls the switches and signals east of Jamaica, caused an immediate halt to service in the area and delays on every line except Port Washington, which does not operate through Jamaica. This would turn out to be a very significant disruption for passengers and last for nearly a week. Loss of the ability to change signals and move switches caused these five trains to be temporarily stopped outside of Jamaica Station: #716 (10:36 AM Atlantic Terminal/Hempstead), #57 (9:48 AM Babylon/New York Penn), #822 (10:35 AM New York Penn/Long Beach) #1635 (10:04 AM Huntington/New York Penn), and #2039 (10:11 AM Ronkonkoma/New York Penn). It was believed that a heavy rainstorm the previous evening may have caused water to seep into the cables, causing a short, which, in turn, caused a power surge. This system dates from 1913 and a \$60 million state-of-the-art control system is due to come on line this fall.

Very limited service was resumed by early afternoon, and LIRR reported that it could only operate 66% of its PM rush hour service (127 scheduled trains between 4 and 8 PM). For a short time, the familiar "Change at Jamaica" was not heard. Far Rockaway and Hempstead Branch passengers were advised that they must catch their train at Atlantic Terminal, and those destined to all other branches were advised that they should depart from Penn Station and do the following:

- Port Jefferson Branch – Change at Hicksville or Huntington
- Oyster Bay Branch – Change at Mineola
- West Hempstead Branch – Change at Valley Stream for bus service
- Montauk Branch – Take a Babylon Branch train and change at Babylon

At St. Albans there was no westbound train service from/to Jamaica – bus service was provided. MTA New York City Transit and MTA Long Island Bus honored LIRR tickets.

This service plan, with 33 fewer trains, was in effect each morning from Tuesday (August 24) through Friday (August 27) and included these cancellations: Port Jefferson/Huntington (5), Ronkonkoma (3), Oyster Bay (2).

Hempstead (3), Far Rockaway (2), Babylon (8), Long Beach (2), West Hempstead (5), and Montauk (1), plus one each from Hicksville and Valley Stream. Eastbound, reverse peak service from Atlantic Terminal and Penn Station was expected to operate at regularly scheduled times. There was no eastbound train service from Jamaica to Locust Manor, Laurelton, and Rosedale; bus service was provided.

Tuesday through Friday afternoons, there were 43 cancellations from New York Penn and Hunterspoint Avenue: Port Washington (2), Port Jefferson/Huntington (7), Ronkonkoma (2), Oyster Bay (2), Hempstead (6), Far Rockaway (3), Babylon (10), Long Beach (3), West Hempstead (5), and Hicksville (3). Westbound service to Atlantic Terminal and New York Penn was expected to operate normally. There were also a number of westbound train cancellations: Port Washington (1), Hempstead (2), and West Hempstead (3). Westbound trains did not stop at Locust Manor, Laurelton, and Rosedale, and bus service was provided as it was also on the West Hempstead Branch. On Wednesday afternoon, transfers to other branches were possible at Jamaica.

Crews worked 24/7 to repair more than 200 wires to 53 switches and 77 signals. *Hamptons Reserve* service was operated on Friday afternoon. For the weekend, LIRR promised close to normal service, and on Monday, August 30, normal service was resumed.

The next round of MTA budget reduction service cuts, which were approved in March, went into effect with the timetables issued effective September 13, and include:

- Elimination of overnight service between Atlantic Terminal and Jamaica from midnight until around 5 AM (weekdays) and 5:49 AM (weekends)
- Midday weekday and weekend Port Washington service was reduced from every half-hour to every hour, resulting in 14 fewer weekday trains and 32 less weekend trains
- Weekend service between Ronkonkoma and Greenport only operates from Memorial Day Weekend through Columbus Day Weekend
- West Hempstead weekend service is eliminated effective September 18-19 with alternate weekend service available at Valley Stream, or at Babylon or Hempstead Branch stations
- Selected train eliminations on the Port Washington, Ronkonkoma, Long Beach, West Hempstead, and Montauk Branches
- Train #2712, 4:30 PM Hunterspoint/Montauk, became a Friday-only train and will only operate until October 8 before being brought back next May, at which time it will again operate as a Friday-only train until next October

There is one addition – a "Jury Duty Special" train began operating on the Main Line/Ronkonkoma Branch to get Suffolk jurors to Riverhead before 9 AM every day the courts are in session. Train #200 departs from Deer

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

Park at 7:54 AM, making stops at Brentwood, Central Islip, Ronkonkoma, Medford, and Yaphank, and arrives in Riverhead at 8:55 AM, where a free shuttle bus takes jurors to nearby courthouses. The process is reversed in the afternoon, with Train #203 (12:42 PM Greenport) leaving Riverhead at 1:21 PM and Train #251 departing Riverhead at 3:58 PM. More than 30,000 Suffolk County residents serve every year.

On the first morning that this train ran, member Larry Kiss was at Riverhead after the train arrived. He learned that the passenger count was six, of whom two were jurors.

LIRR reported that these service reductions will save approximately \$950,000 this year and \$3.8 million annually starting in 2011. However, LIRR will be monitoring the changes in the new timetable and will make schedule adjustments, as necessary, based on additional ridership and possible crowding on trains. The construction activities that were part of these schedules were published in the September **Bulletin**. These timetables will remain in effect until November 14.

**NJ TRANSIT**

On August 18, NJ Transit received \$771,875 in funding from the United States Department of Transportation to be used for more studies on the proposed Monmouth-Ocean-Middlesex Line (MOM) and extending the HBLR. A decision is pending to determine which one of the three MOM alignments will be used.

There was another power failure during the morning of August 24, affecting the Northeast Corridor and North Jersey Coast Lines. The first notification that I received had a 7:57 AM timestamp. *Midtown Direct* service was routed to Hoboken and system-wide cross-honoring was in effect on PATH, light rail, NJ Transit, and private carrier bus. At 8:46 AM, power was restored with 60-90 minute delays. NJ Transit later reported that the cause was low voltage from a power generating station near Philadelphia. Service was resumed at 9:45 AM, and at 10:45 AM all service was reported as operating on or close to schedule. Some Amtrak and SEPTA trains were delayed. Back on December 23, 2009, there was a low voltage problem that was attributed to a problem in North Bergen.

DeCamp Bus Lines employees went on strike on September 2, forcing about 8,000 riders to seek alternate means to get to work. NJ Transit issued a press release advising those riders of options using NJ Transit rail (Main/Bergen, Montclair-Boonton, and Morris & Essex), and that their tickets would not be honored. Trains were expected to be more crowded. The strike ended on September 13, when all agreed to a "cooling off period." Service resumed on September 15 and the expiration date of tickets was extended by 14 days for tickets that would have expired between September 2 and Septem-

ber 14.

The Quiet Commute Program began on September 7 following a ceremony at the Trenton station using specially wrapped multi-level car 7267 as a backdrop. By all accounts it was well received. This 3-month pilot program is beginning with 29 outer zone (3900-series) trains, with the first and last cars of those trains dedicated for this purpose. Similar programs have been operating on MARC since January 13, 2003 (thanks to Steve Erlitz for supplying the date), Virginia Railway Express (October 14, 2003) and SEPTA (January 12, 2009). Officials speaking on behalf of LIRR and Metro-North said that they would keep an eye on the New Jersey pilot program. Metro-North spokeswoman Marjorie Anders told **The New York Times** that "most of our trains are running pretty full these days. People don't have the luxury of moving to another car."

NJ Transit is seeking a company to provide Wi-Fi service for its 12 rail lines and 165 train stations. A meeting was held on September 9 for interested firms, with the hopes that service would be available next year. The cost of the service to riders, if any, will be determined by the terms of the winning proposal, according to spokeswoman Penny Bassett-Hackett. The transit agency said it expected the service would be provided "at no cost to the agency."

If implemented, NJ Transit would be following a trend because In March, Amtrak began providing Wi-Fi service in selected stations and trains, and MBTA commuter rail riders have had it since January, 2008.

I was quite surprised to read the following. On September 12, NJ.com reported that New Jersey would be shutting down (for a month) all new work and suspending additional contract bids on the \$8.7 billion ARC Tunnel because federal officials say the project may go as much as a billion dollars over budget — money New Jersey does not have. During that period, a full evaluation of costs will be made with the Federal Transit Administration, according to Executive Director James Weinstein. Work already underway, including a track underpass in North Bergen and a tunnel segment under the Palisades, will be allowed to continue. But all new work, including real estate acquisition and the awarding of one major contract already bid, will be frozen. The project was scheduled for completion in 2018. The federal government and the Port Authority of New York & New Jersey already each committed \$3 billion for the project, with New Jersey's share at \$2.7 billion.

Effective August 28, the weekend service pattern on HBLR was reduced so that only two routes are operated, rather than three. Service now operates only between Hoboken Terminal and 22<sup>nd</sup> Street/Bayonne and between Tonnelle Avenue and West Side Avenue. There is no longer direct service from Tonnelle Avenue to Hoboken. Passengers must instead ride to/from the Pavonia-Newport station and then transfer across the

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

platform between a Hoboken-bound train and a Tonelle Avenue-bound train. In the press release, NJ Transit reported: "For your convenience, light rail transfers have been scheduled to take three minutes or less throughout the day." This was reported in the April **Bulletin**.

Over the weekend of September 25-26, Union Interlocking, which is located west of the Rahway station, was upgraded to have centralized computer control over its signals and switches. The testing required the existing system to be off-line and on the overnight, trains operating were subject to 45-minute delays. During the day, all 7600-series trains that normally operate between Rahway and New York Penn were canceled in order to reduce congestion. Inbound trains bypassed the Rahway and Linden stations and outbound trains bypassed Linden. In support of the Giants vs. Tennessee football game at the Meadowlands Stadium on September 26, special shuttle trains operated between Secaucus and New York Penn. Riders were informed that delays were possible throughout the weekend due to ongoing signal testing and to allow additional travel time.

On September 5, weekend service on Newark Light Rail (formerly the Newark City Subway) went to half-hourly on weekends. Thanks to member Jack May for these two reports.

Member Stanley Harris sent an article from **The Press Journal** reporting that Borough of Tenafly voters will have an opportunity on Election Day (November 2) to decide whether light rail should be extended to Tenafly. This will be a non-binding referendum.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

Member Bob Wright wrote that on a couple of recent trips to New York, he has "noticed that the PA-5 car that's been up on blocks in the west end of Harrison Yard is still there. Yesterday (August 25) I noticed two older cars being lifted onto flatbed trailers, ostensibly leaving the property for scrap. (*Editor's Note: If any member has information on the disposition of the PA1-PA3s, it would be appreciated if you would send an email to the address provided at the end of this column.*) This was happening at the east end of the yard, alongside a new car sitting on a flatbed trailer, waiting to be unloaded. The highest numbered PA-5's I've seen are 5705 and 5707."

**AMTRAK**

The Lancaster station, (Harrisburg Line) will be renovated under a \$1.7 million contract after issues surrounding additional costs were resolved. This only came about after the intervention of elected officials. Thanks to Bob Hansen for this news.

On the last day of August, Amtrak announced that the next generation of bi-level coaches had been approved by the Federal Railway Administration, the interested

states, and, of course, itself. It will be based on the design of the California car. Approval of this design supports the growth of state-supported passenger routes because FRA has indicated that federal funding support for the acquisition for equipment used in corridor services must meet the design specifications resulting from the work of the Section 305 committee, which was created as part of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008.

**METROPOLITAN AREA**

RDCs made a return to Cape May City on August 19, "as Edward Budd intended, and as P-RSL did for many years," wrote Bob Vogel. The pair of ex-Pennsylvania-Reading Seashore Lines RDCs, M-407 and M-410, operated after ex-PRR 7000 (GP-7) made trips over two days to remove the rust from the rails and activate the crossing signals. Service operated between Rio Grande and Cape May City Tuesdays-Fridays until September 3.

**MISCELLANEOUS**

Speaking at a Labor Day rally in Milwaukee, President Obama called for a \$50 billion program that would be spent to upgrade the nation's roads (150,000 miles), airport runways (150 miles), and railroads (4,000 miles). This work would be done over the next 6 years.

**MUSEUMS**

The Shore Line **Trippler** continued the story of Gothenburg (or Göteborg, as Swedes refer to this city) car 71. This car was one of three imported into the United States by Arthur Siefert of Brooklyn for potential heritage trolley or commercial use. They departed Europe on July 6, 1960. The Shore Line Trolley Museum (Branford) eventually acquired this car, which arrived without traction motors. It had originally been intended that it was to be used as a cosmetic display or possibly in an operating children's ride using a motorized rubber-tired chassis, at the Pine Brook Auction Market on Route 46. Besides being exposed to the weather, the car was vandalized and in danger of being scrapped. In 1964, up stepped museum members Bill Ketterer and Bruce Thain, who sponsored the car's transportation to the museum and got the museum to accept the car in its collection. Member Russ Jackson, who was a Trustee, supported the acquisition, and even arranged for shipment of trucks from Europe. Although its operating characteristics were different than its North American brethren, 71 was a part of the museum collection for many years, but saw limited use.

In the 1990s, the museum's philosophy about its collection began to change, with the idea that some pieces did not fit, and 71 became a candidate as one for which a new home would be sought. Spårvägssällskapet Ringlinien, a museum group in Sweden, was contacted, but at the time it did not have the financial means to ship the car. Recently that changed, and on July 15, 71 made its final run at Branford, including the ride onto the

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

trailer that would deliver it to Port Newark. The Ringlinien society plans to overhaul the cars during the coming months. Another of the cars, 79, became part of the Trolley Museum of New York's collection and operated once with passengers near Coney Island Yard. For a number of reasons, that project failed, and the TMNY collection was stored in various temporary sites until its relocation to Kingston, New York.

**HURRICANE EARL**

Storm preparations began early in the week of August 30 along the Eastern seaboard. As the days came closer to Earl's (then a Category 4) arrival it became known that Earl would track to the east and spare most of the land from any devastation. Shorelines were not excluded, as the rough surf did substantial damage to some areas. In the New York metropolitan area, eastern Long Island received some flooding in addition to damage to its beaches. Only LIRR took steps to adjust service, by cancelling all Ronkonkoma/Greenport and Speonk/Montauk service for September 3. Four eastbound Montauk trains were turned at Speonk. Many of the ferry services that serve Long Island were also suspended.

LIRR restored service to Greenport and Montauk on Saturday morning and issued a special schedule for Montauk service that was available on the Internet. Two trains that normally terminate at Patchogue, #8760 (9:08 AM Jamaica) and #8734 (11:35 AM Jamaica) were extended to Montauk as Trains #8726 and #8728.

Amtrak suspended service between New York Penn and Boston from Friday afternoon through Saturday morning, reportedly due to just one downed tree that fell across the tracks in Connecticut. There was much commentary in some emails that I received questioning why Amtrak did not opt to operate diesel-powered trains via the Inland (Springfield) Route as was done on April 2, 2010 (May *Bulletin*).

**OTHER TRANSIT SYSTEMS****BOSTON, MASSACHUSETTS**

MBTA finished FY 2010 with a \$1.2 million surplus on an annual budget of \$1.6 billion. In three of the previous four fiscal years, the transit agency needed to draw from its modest savings to plug end-of-the-year deficits, including a \$33.3 million hole in 2009. Thanks to Todd Glickman for this news.

**WARWICK, RHODE ISLAND**

Two months prior to the planned opening this month of the rail station at T.F. Green Airport in Providence, Rhode Island DOT announced that morning trips from Providence to Warwick and evening return trips from Warwick to Providence have been added to the schedule. Also under consideration is reverse service. There are to be three early morning runs that will start at the airport and continue on to Providence and Boston, plus

the newly negotiated southbound runs that will operate from Providence to Warwick. During the evening peak hours there will be three runs from Boston and Providence to Warwick, plus three runs from Warwick to Providence. (The evening northbound runs will not continue on to Boston like the morning ones do).

On August 18, a groundbreaking ceremony was held at Wickford for a new rail station. The project is expected to cost \$58 million, with \$48 million coming from the federal government and the rest coming from the state. Work at Wickford will start as the state winds down construction at the T.F. Green Airport station. Trains will eventually run from Wickford to Boston, with stops in Warwick and Providence. Rhode Island Senator Jack Reed, who was one of the officials who attended the ceremony, told *The Providence Business Journal* that there has been discussion about bringing MBTA trains as far south as Connecticut.

The Wickford Junction/North Kingstown station, which received \$4.4 million in American Recovery and Reinvestment Act dollars, will receive an additional \$13.6 million New Starts grant to extend existing commuter rail service an additional 20 miles from Providence to Boston starting in 2012. Thanks to Todd Glickman for these reports.

**LINDENWOLD, NEW JERSEY**

The news is not good for the proposed 18-mile Camden-Glassboro Line as a result of Governor Christie's plan to withdraw funding. Under the agreement approved by former Governor Jon Corzine, New Jersey was to provide \$500 million of the \$1.5 billion cost, with the Delaware River Port Authority coming up with the balance. Thanks to member Dave Safford for this report from *The Philadelphia Inquirer*.

**PHILADELPHIA, PENNSYLVANIA**

A year after trolley service was suspended on Routes 101 (Media) and 102 (Sharon Hill), the trolleys returned on August 30 and new timetables were issued. SEPTA reported that the following was accomplished:

- Installed more than 9 miles of continuously welded rail and replaced 11,000 ties
- Over 14 miles of power cables and 10 miles of fiber optic cable were replaced
- 29 highway grade crossing signal systems on Routes 101 and 102 were replaced
- 10 highway grade crossing devices on Route 101 were replaced
- Brush cutting was completed on 8 miles
- 338 catenary structures were cleaned and repainted

SEPTA's in-house crews are also working on upgrades to station buildings and platform areas. This activity, including the installation of new station signage and maps, will continue through the end of 2010.

City Trolley & Transit schedules changed on September 5, 2010. Selected weekday Route 10 trips between

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

4:30 and 5:30 PM end at 52<sup>nd</sup> & Lansdowne. There were service frequency adjustments on weekdays for Routes 11, 13, 15, and 34. Between 12:01 and 4:42 AM, Route 36 begins and ends at Island and Elmwood Avenues. A weekday new express bus route, #78, has been introduced that runs between the Cornwells Heights Regional Rail Station and Center City via I-95. A few trips are scheduled early morning and late at night. There is a premium fare of \$6 cash or a Zone 3 Trail-Pass. Tokens and one-way rail tickets not accepted. There is also a weekday express night owl bus along the Market-Frankford Line that runs a few trips express from 5<sup>th</sup> and Market Streets to Frankford at regular fares.

On Saturday August 7, a train made up of a Silverliner II and a Silverliner III was in service, and on the evening of September 11, West Trenton-bound train #4352 had Budd (1963) Silverliners as its consist. These cars still appear from time to time on Saturdays and Sundays, not just rush hours.

On August 27, SEPTA reported that the already 8-months-late Silverliner Vs will be later still due to production (late material shipments) and labor difficulties (inexperienced workers and poor workmanship) at the South Philadelphia plant. Additional workers have been hired locally and more employees have been brought in from the Changwon, South Korea plant, to try to speed production. Other problems that have been identified are a faulty communications system, and some cars being outfitted at a South Korean factory have been held up by rust damage. The cars are also 10,000 pounds overweight, although SEPTA is downplaying this. Meanwhile, the aging fleet of Silverliners continues to soldier on. Delivery of the first of the 120 new cars was now expected this month. The first production car had originally been slated for delivery in January, and then for August. The last car is now expected to be delivered in June, rather the contract date of October. Thanks to member Lee Winson for the previous reports.

Member Bob Wright wrote that: "the transition from the 'R' numbers on Regional Rail seems to have gone smoothly. The signage is not all changed - trains still carry color-coded signs with the 'R' numbers (although there has been at least one spotting of the new version, which is the gray color of Regional Rail with 'Norristown via Center City') and the station signage that still shows the 'R' numbers where they did previously (not all station signs had this information). The official line from SEPTA is that these will be phased out, but we'll see how long this takes. The automated signs at the Center City stations, which formerly carried the departure time, line number and name, and on-time status, now shows the destination name with the train number to the right of the name. To get an idea of how long the transition

will probably take, the Route 100 still exists on just about all the roadside signs at the stops along the line. I'm not faulting SEPTA on this, since it will take a while, but it's one more complaint from those who didn't want the 'R' numbers to go away."

WASHINGTON, D.C. AREA

Virginia Railway Express reported that the first of its new locomotives, MP-36 V-50, has been in service on Trains #302 /307 since the second week of August. The next two units are due in December.

CHESTERTON, INDIANA

NICTD adjusted service effective September 5. West-bound Trains #114 and 14 were combined. There were also time changes to a number of other weekday trains.

CHICAGO, ILLINOIS

After years of complaints about the cramped concourse at the Amtrak-owned Union Station, a firm has been hired to draw up plans to make it an anchor of urban activity for the West Loop. In 2006 a similar attempt, which would have redeveloped the headhouse into a hotel, condominiums and retail space, failed. This time around, the plans are to be more modest. Thanks to member Jim Beeler for sending this news from **The Chicago Tribune**.

Jim also sent a Metra Union Pacific (Kenosha) timetable dated August 22. Unlike the BNSF Aurora timetable, which was mentioned last month, there is no timetable number.

On August 13, Metra approved the purchase of 160 stainless steel Highliners with a.c. motors for use on Metra Electric lines. Sumitomo received the \$560 million contract and is expected to deliver the first car in 24 months. Half of the cars will be equipped with restrooms. In 2005, Metra began acceptance of the first of 26 Highliners.

MINNEAPOLIS, MINNESOTA

Metro Transit has expanded Northstar service to all weekday evening and weekend regular season Minnesota Twins home games in September and October. The 12:10 PM game on September 22 was the only exception, however; Northstar operated according to its regular schedule on that day. Northstar service will also operate to all eight Minnesota Vikings home games.

PORTLAND, OREGON

Bob Wright was in Portland during August and rode the MAX Green Line. "The ride on the 5<sup>th</sup>/6<sup>th</sup> Avenues transit mall was surprisingly smooth and quick. During the day it appears that Green trains arrive at the south end turnaround (as when MAX ended at 11<sup>th</sup> Avenue, you can't ride through the turnaround at Portland State) lay over, and leave as Yellow, and vice versa. At the Union Station end, there are a couple of stub tracks and an extensive track layout for turning and storing trains. Whether the next line in the plans, the Milwaukie Line, will turn back here is open to discussion - I've heard it might link with the Yellow, but we shall see.

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

"Interesting along the 5<sup>th</sup>/6<sup>th</sup> Avenues mall is the use of direct fixation of catenary supports to adjacent buildings for the most part. It must have been a nightmare for someone to negotiate those easements/agreements, but it's nice in that it reduces the pole clutter. The bus shelters installed when the Mall was built in the 70s have been replaced with simpler designs, and the former zoning of bus lines by symbol (salmon, deer, tree, etc.) has been discontinued.

"The 400-series cars (Type 4) do indeed have controls only at one end, with seating 'in the round' occupying the other. I was told this before but wasn't sure as my one sighting of them last year wasn't sufficient to notice this. They are not based on any specific line and seem to be worked into service randomly. (I was told last year that they would be dedicated to Green but if it's interlined with Yellow, this isn't easy to do).

"The stations along the new section of Green are fairly simple, architecturally speaking, and feature stainless steel finishes. There was not the major change in bus routes that accompanied the openings of other MAX lines, and the routes that operated on cross streets where stations are located continue without change. MAX and Tri-Met fares (went) up on Labor Day (by 5 cents) and service (was) cut, unfortunately. The East-side streetcar construction is visible in the Lloyd Center area and apparently the 11<sup>th</sup> Avenue stub off MAX at the Center will become part of the streetcar line in some form."

Member Mark Kavanagh reported that during the ERA visit to the WES shops on September 3, the Tri-Met manager of West Side Express operations stated the agency needs to have the RDCs running by the end of December. "This is a stipulation from FTA as part of the grant they received to refurbish the two cars. The engines are being rebuilt, interiors refurbished, and need to add cab signaling and adjust the brakes for the cab signals. There are several FRA upgrades that need to be done. It is all being done in house by the WES maintenance staff. They are in the middle of the project, but the timeline is still very tight."

*SAN RAPHAEL, CALIFORNIA*

In response to a request for proposals that the Sonoma-Marín Area Rail Transit District (SMART) issued on April 22, proposals for DMUs from six manufacturers were received. SMART did not identify the companies, but did say they were based in North America, Europe, and Asia. The decision on which manufacturer will be awarded the contract is expected in early 2011.

*SAN FRANCISCO, CALIFORNIA*

Lee Winson's friend sent this Transbay Terminal report on August. "In just a few days, MUNI cut down all the overhead from the trackless routes that terminated on a ramp in front of the Terminal, and also some wire run-

ning under the old Key System bridge. This included a ton of 'special work' complicated wires for the trolley buses. The arrangement near the temporary terminal a few blocks away is far simpler, and only involves new overhead wire 'sidings' for the tracklesses at a few points. The old terminal is already sealed off behind temporary chain-link fencing awaiting the wrecking ball. On the old rail-bus bridge which I can see as I type, there are several 'steam shovels' on the bridge at work today, but I can't tell what they're doing — maybe removing guardrails."

*TORONTO, ONTARIO, CANADA*

Randy Glucksman photograph

From NYD Chairman Bill Erland: "Over the weekend of August 14-15, 2010, I was able to observe a General Order that affected the Bloor-Danforth (B-D) and Yonge-University-Spadina (Y-U-S) subway lines. During track switch replacement on the B-D Line, service was split at the Museum station on the University Line. Eastbound trains from Kipling, after leaving the Spadina station, operated to the upper level of the St. George station used by Y-U-S trains, then proceeded to the southbound track at the Museum station and discharged. The more interesting split was for westbound trains from Kennedy. Following a stop at the Yonge station, trains proceeded through the unused lower level of the Bay Street Station en route to the southbound track at the Museum station and then discharged. The lower level of the Bay station has not been used since the 6-month trial of "integrated" service with the Yonge-University subway when the B-D Line opened in 1966. The Spadina subway did not open until 1977. The Bay station was closed during the service change because the staircases from the lower to upper level are sealed closed.

"Three services were departing from the northbound track at the Museum station: westbound B-D trains to

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

Kipling, eastbound B-D trains to Kennedy, and northbound Y-U-S trains to Downsview. Because the TTC rolling stock only has signs at the ends of the train and there is no side signage, if a customer does not see the front of the train as it arrives, he or she has no way of knowing what train it is. Besides Conductor announcements on-board trains, there were platform personnel with signs that indicating what directions trains were traveling. I did notice that eastbound B-D trains were displaying Yonge signs instead of Kennedy signs; apparently the roll signs do not have Museum signs. Rolling stock used to have St. George signs, but I do not know if the current fleet of H5s, H6s and T1s has these signs since St. George has not been used as a terminal station since the Spadina Line opened.”

*MONTREAL, QUEBEC, CANADA*

Following a visit to Montreal, member Pete Donner wrote that he had seen Bombardier bi-level coaches (identical to those operated by NJ Transit) are operating on the AMT (Agence Métropolitaine de Transport) commuter train route between Gare Central and Mont-Saint-Hilaire (located on the CN/VIA main line to Levis and Quebec City). “As new cars are placed into service, former GO Transit single level cars (which initiated GO Transit service in 1967) are withdrawn from service and placed into storage at an Alstom facility located adjacent to the Victoria Bridge. There were approximately 35-40 cars stored at that location in addition to what I believe was ex-NJ Transit engine 4143 lacking the diagonal stripes but still painted silver with ALSTOM lettering. Although these nearly 45-year-old coaches are being withdrawn from service, they still provide daily service as I rode a four-car consist to/from Candiac. When I asked about the status of the leased NJ Transit Comet 1s, I was given conflicting information as to the operational status of these cars.

“AMT’s fare structure is based on a zone system and tickets are sold between zones, therefore a Zone 5 ticket between Gare Central and Deux Montagnes is also valid between Gare Lucien-L’Allier (the replacement for the former CP Windsor Station) and Candiac. AMT has replaced the use of paper ticket with electronic ‘proximity/tap’ cards which are sold as single trip (non-discounted), 6-trip, and monthly passes (both discounted). After the fare cards are ‘tapped’ they are valid for 2 hours for travel in any direction, which permits round trips for one fare depending on the schedule. Roving fare inspection teams equipped with ticket readers travel around the system checking the validity of tickets.

“The Societe de Transport de Montreal also updated their fare collection system. New turnstiles in Metro stations and fareboxes on-board buses accept magnetically encoded passes and single trip transfers. At Metro

stations, booth agents handle single trip transactions while ticket vending machines issue multi-day and monthly passes (only Canadian currency and credit cards are accepted although the customer service center at Berri-UQAM station will accept American credit cards).

“Two MR-63 (1966 Canadian Vickers) Metro cars, having decals added displaying “Prototype A” and “Prototype B,” were seen in a train operating on Ligne 1 Verte (Line 1 Green). A Metro supervisor indicated these cars had modifications to the seating configuration and are being evaluated as part of a future interior refurbishing of that train series that will see them continue in service pending delivery of new cars in 2014. The MR-73 fleet (1976 Bombardier) previously underwent an interior reconfiguration as part of a mid-life overhaul.

“In 2007, STM extended the eastern portion of Ligne 2 (Line 2) Orange from Henri-Bourassa terminal, under the Riviere Des Prairies to a new terminal at Montmorency in the city of Laval with intermediate stops at Carlier and De La Concorde. Henri-Bourassa station was originally built with 2 side platforms, a lay-up area north of the station, and a connection to the Saint-Charles garage (yard). As part of this service expansion, the station at Henri-Bourassa was modified to allow for short-turning of trains (the only location on the Metro where short-turning occurs). A third track and platform was added east of the original station in a separate tunnel connected to the original station by two passageways. Northbound trains bound for Laval use this new track at all times. Upon departing Henri-Bourassa, Laval-bound trains descend, passing under the lead tracks to Saint-Charles garage, turn slightly left, and join the two-track line which descends from the former lay-up area. Peak period short-turns discharge passengers on the original northbound platform, pull into the former lay-up area, change ends, and switch to the southbound track entering Henri-Bourassa station. A Metro track map can be found at <http://world.nycsubway.org/world/ca/montreal/metro-trackmap.html>.”

*BANGKOK, THAILAND*

The Airport Link connecting downtown Bangkok and Suvarnabhumi Airport began its first day of revenue service on August 23. Trial service had operated since June 1. Trains run from 6 AM to midnight every 15 minutes on the City Line and every 30 minutes on the Express Line. Thanks to Todd Glickman for this news.

**FROM THE HISTORY FILES**

*120 Years ago:* On October 10, 1890, the Delaware, Lackawanna & Western Railroad completed the 7.4-mile Passaic and Delaware Extension from Bernardsville to Gladstone, the present terminus. Bernardsville had been the western terminal since 1872.

*50 Years ago:* On October 29, 1960, Saturday service ended on what it is now known as the Pascack Valley

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## Around New York's Transit System

### Partial Closure of Staten Island Railway's Nassau Station

The platform extension of the Nassau station was closed at 12 noon September 2, 2010 because of a deteriorating structural condition. This extension was built on wooden timber covered over by asphalt.

Approximately 350 riders use this station weekdays. The maximum number of passengers boarding and/or alighting on any one train is 25. On-board train announcements will inform passengers that they must ride in the last car if they board or alight at the Nassau station.

The original station was extended to 300 feet about 40 years ago. It was partially funded by the adjacent Nassau Smelting Plant, which no longer exists. The Atlantic station is an 80-foot platform that can only accommodate boarding through one door.

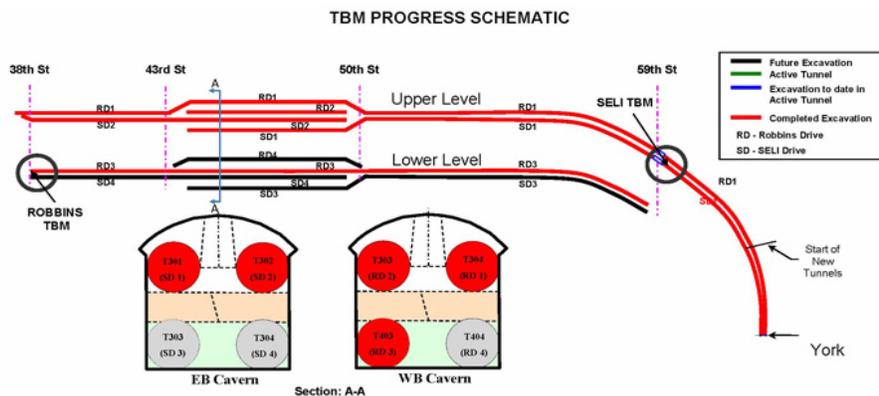
The Nassau and Atlantic stations were not included in the station modernization program of the 1990s because of the new Arthur Kill station that was to be built midway between the Nassau and Atlantic stations. Design of the Arthur Kill station is completed and is included in MTA's 2010-4 Capital Program. But it is unfunded because of current budget constraints.

### How will the Long Island Rail Road Access the East Side?

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300-series tunnel north of E. 48<sup>th</sup> Street.



Track diagram and progress map ([http://www.mta.info/capconstr/esas/manhattan\\_progress\\_map.htm](http://www.mta.info/capconstr/esas/manhattan_progress_map.htm)).

### Commuter and Transit Notes

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Line. At the time, it was the New Jersey & New York Railroad Company, which was operated by the Erie

Railroad. Saturday service returned on November 3, 2007. Sunday service began the previous Sunday, October 28.

News items and comments concerning this column may be emailed to [NYDnewseditor@aol.com](mailto:NYDnewseditor@aol.com).