

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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THIRD AVENUE'S SOUTH FERRY BRANCH DISCONTINUED 60 YEARS AGO

Third Avenue trains started running from South Ferry to Grand Central on August 26, 1878. At first, trains operated from 7:35 AM to 8:00 PM leaving South Ferry. Trains operated on a 10-minute headway from 3:00 to 7:00 PM and a 15-minute headway at other times. Fare was 5 cents in the rush hour, 5:30-7:30 AM and 5:00-7:00 PM, and 10 cents in non-rush hours.

Second Avenue trains, which started running on March 1, 1880, did not run during the midnight hours. Third Avenue trains continued running to South Ferry during midnight hours, but were rerouted to City Hall at other times. Chatham Square passageway, an important transfer point, was congested during rush hours. It was widened two feet.

Until Unification, June 12, 1940, Second Avenue and Third Avenue Locals furnished service to South Ferry most of the time. Rush hour Queens service was added on July 23, 1917.

During the 1930s, frequent service was operated during midday and evenings. With 47 trains per hour in the morning rush, this branch was certainly very busy. Two Towermen were on duty at the mechanical interlocking machine in the South Ferry Tower. When one Towerman got tired, he copied car numbers while his partner relieved him.

Willets Point Express	—	4	—	5	—
Astoria Local	—	8 (B)	—	8 (B)	—

- (A) Shuttles between Canal Street and South Ferry
 (B) Rerouted to City Hall September 18, 1939

At Unification, June 12, 1940, Second Avenue service was discontinued and replaced by midday Astoria Locals and rush hour Willets Point Expresses. The May 19, 1941 schedule provided for a 6-minute headway to Astoria. Expresses to Willets Point operated on a 4-minute headway in the AM rush and a 5-minute headway in the evening rush. Third Avenue Locals and Canal Street Shuttles operated continuously. On June 13, 1942, Queens service was discontinued and replaced by rush hour Third Avenue local-expresses, as shown in the following headway tables:

SOUTH FERRY SERVICE

DATE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVE-NING
WEEKDAY THIRD AVENUE LOCAL					
January 19, 1948	20 (A)	4	6	3	8
June 2, 1949; April 27, 1950	15	4	7	7	10 (A)
July 13, 1950	20 (A)	4	14	7	20 (A)
WEEKDAY THIRD AVENUE LOCAL-EXPRESS					
January 19, 1948	—	6	—	6	—
June 2, 1949; April 27, 1950	—	8, 10	—	8	—
July 13, 1950	—	—	—	—	—

1937 WEEKDAY HEADWAYS SOUTH FERRY SERVICE

LINE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVE-NING
Second Avenue Local	—	4	4	4	6
Third Avenue Local	20 (A)	6	5	6	6

(Continued on page 4)

NEXT TRIP: SHORE LINE TROLLEY MUSEUM, DECEMBER 11, 2010

E SERVICE CHANGES by Bernard Linder

This is an incomplete record.

DATE	NORTH TERMINAL	SOUTH TERMINAL	
August 19, 1933	Roosevelt Avenue	Chambers Street	All local stops
January 1, 1936	Roosevelt Avenue	East Broadway	All local stops
April 9, 1936	Roosevelt Avenue	Church Avenue	All local stops
December 31, 1936	Union Turnpike	Church Avenue	All local stops
April 24, 1937	169 th Street	Church Avenue	E express rush hours EE local non-rush hours

Unless otherwise noted, trains made express stops at all times between 71st Avenue and Queens Plaza, and local stops at all other stations.

DATE	NORTH TERMINAL	SOUTH TERMINAL
July 1, 1937	169 th Street 71 st Avenue put-ins for AM rush	Church Avenue
September 12, 1938	169 th Street Parsons Boulevard put-ins for AM rush	Church Avenue Smith-9 th Street put-ins for PM rush Jay Street layups after AM rush
December 15, 1940	169 th Street Short-turns N/A	Broadway-Lafayette Street
January 10, 1944; December 10, 1945	169 th Street 71 st Avenue layups after AM rush and put-ins for PM rush	Broadway-Lafayette Street

This is a complete record.

DATE	NORTH TERMINAL	SOUTH TERMINAL
October 24, 1949	169 th Street 71 st Avenue layups after AM rush	(LB) Broadway-Lafayette non-rush Broadway-East New York rush hours
December 11, 1950	179 th Street 71 st Avenue layups after AM rush	(LB) Broadway-Lafayette non-rush Broadway-East New York rush hours
October 30, 1954	179 th Street	(LB) Chambers Street non-rush Broadway-East New York rush hours
June 29, 1956	179 th Street	(LB) Chambers Street non-rush Broadway-East New York/Euclid Avenue/Rockaway Park/Far Rockaway rush hours
September 17, 1956	179 th Street	(LB) Chambers Street non-rush Euclid Avenue rush hours
September 8, 1958	179 th Street (A)	(LB) Chambers Street non-rush Euclid Avenue/Rockaway Park/Far Rockaway rush hours
September 8, 1959	179 th Street (B)	(XB) Chambers Street non-rush Euclid Avenue/Rockaway Park/Far Rockaway rush hours
January 2, 1973	179 th Street	(LB) Chambers Street non-rush Euclid Avenue/Rockaway Park rush hours
August 30, 1976	179 th Street 71 st Avenue layups after AM rush	Chambers Street

NOTES:

LB—Local in Brooklyn

XB—Express in Brooklyn

(A) Effective November 3, 1958, 4 AM rush hour trains made express stops from Euclid Avenue to Hoyt-Schermerhorn Street

(B) Effective June 6, 1960, 3 AM rush put-ins and 3 PM rush layups at Lefferts Boulevard

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E Service Changes

(Continued from page 2)

SOUTH TERMINAL AT CHAMBERS STREET

DATE	NORTH TERMINAL	EXPRESS STOPS BETWEEN	LOCAL SERVICE
December 11, 1988	179 th Street or Parsons-Archer (southbound only) rush hours Parsons-Archer other times	179 th Street or Jamaica-Van Wyck and Queens Plaza	—
October 1, 1990	Parsons-Archer 71 st Avenue layups after AM rush and put-ins before PM rush	Jamaica-Van Wyck and Queens Plaza	—
May 29, 1994	Parsons-Archer	71 st Avenue and Queens Plaza weekday evenings and mid-nights and all times on weekends Jamaica-Van Wyck and Queens Plaza other times	—
August 31, 1997	Parsons-Archer	Jamaica-Van Wyck and Queens Plaza rush hours and mid-day weekdays 71 st Avenue and Queens Plaza weekday evenings 71 st Avenue and Roosevelt Avenue weekends except mid-nights	Midnights every day
December 16, 2001	Parsons-Archer Several 179 th Street put-ins AM rush and late afternoon Discharge at Union Turnpike after AM rush 179 th Street layups PM rush and early evening	Jamaica-Van Wyck and Queens Plaza rush hours and mid-day weekdays 71 st Avenue and Queens Plaza weekday evenings 71 st Avenue and Queens Plaza weekends except midnights	Midnights every day

The current schedule is nearly the same as the December 16, 2001 schedule.

The schedule has been changed several times since the Archer Avenue Subway was opened on December 11, 1988. At first, morning rush hour trains operated alternating from 179th Street and Parsons-Archer on a combined 4-minute headway south of Briarwood-Van Wyck. All other **E** trains, including PM rush hour trains, operated on a 4-minute headway and were routed to Parsons-Archer.

On October 1, 1990, 179th Street service was discontinued and all trains operated to Parsons-Archer. Rush hour **E** service was reduced from a 4- to a 5-minute headway and rush hour **F** service was increased from a 4- to a 3-minute headway. The **F** headway was reduced to 3½ minutes on April 15, 1991 and increased to 3¾ minutes on October 26, 1992. Combined **E** and **F** trains per hour was 32 on October 1, 1990, 27 on April 15, 1991, and back to 30 on October 26, 1992.

Effective December 16, 2001, occasional 179th Street **E** rush hour service was resumed and **E** and **F** trains were operated on a 4-minute headway. The following schedule was operated:

LEAVE 179 TH STREET	ARRIVE UNION TURNPIKE*	ARRIVE 179 TH STREET
7:12 AM	9:10 AM	6:01 PM
7:31	9:34	6:21
7:51	9:54	7:25
8:11		8:05
3:57 PM		
4:16		
4:36		

*These trains discharge at Union Turnpike and are laid up somewhere on the transit system

The current schedule is similar to the above schedule.



Third Avenue's South Ferry Branch Discontinued 60 Years Ago

(Continued from page 1)



Chatham Square, looking north from Chatham Square upper level.
Bernard Linder collection



Franklin Square, looking north.
Bernard Linder collection



Looking north toward Franklin Square, with the Brooklyn Bridge in the background.
Bernard Linder collection



Abandoned tower, north end of Franklin Square, looking north, November 26, 1950.
Bernard Linder collection



Fulton Street looking north, August, 1950.
Bernard Linder collection



Hanover Square looking north.
Bernard Linder collection
(Continued on page 5)

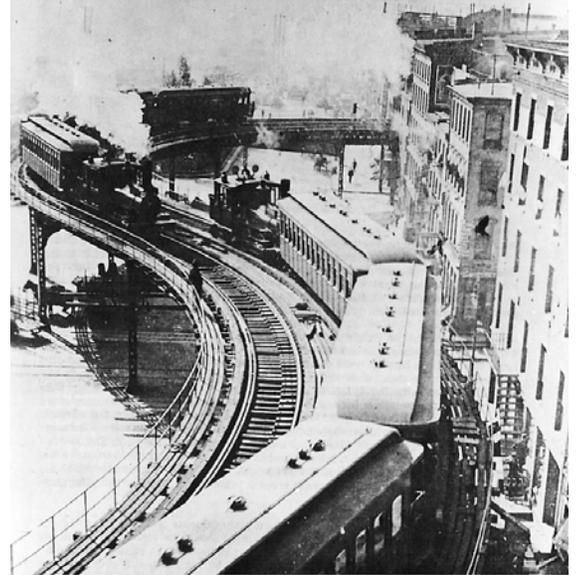
Third Avenue's South Ferry Branch Discontinued 60 Years Ago

(Continued from page 4)



Coenties Slip, looking north, August, 1950 (taken from front of train).

Bernard Linder collection



Coenties Slip.

Bernard Linder collection



Hanover Square, looking north, August, 1950 (taken from front of train).

Bernard Linder collection



Manual interlocking machine in South Ferry Tower.

Bernard Linder collection



North of South Ferry station, looking north.

Bernard Linder collection



South Ferry station, July 2, 1950.

Bernard Linder photograph

(Continued on page 6)

Third Avenue's South Ferry Branch Discontinued 60 Years Ago

(Continued from page 5)

DATE	AM RUSH	MORN-ING	NOON RUSH	AFTER-NOON	EVE-NING
SATURDAY THIRD AVENUE LOCAL					
June 20, 1942; September 30, 1944	6	6	6	6	6
February 7, 1948	6	10	10	10	16
June 4, 1949	7, 6	12	12	10	16
October 1, 1949	8	16	12	12	16
April 29, 1950	10	16	12	12	20
July 15, 1950	12	16	20 (A)	20 (A)	20
SATURDAY THIRD AVENUE LOCAL-EXPRESS					
	AM RUSH		NOON RUSH		
June 20, 1942; September 30, 1944	12	—	12	—	—
February 7, 1948	6	—	12	—	—
June 4, 1949	—	—	—	—	—

DATE	MORNING	AFTERNOON	EVENING
SUNDAY THIRD AVENUE LOCAL			
February 8, 1948	16	12	12
June 5, 1949	20, 16	12	7, 14
October 30, 1949	20, 16	14, 7	8, 16
April 30, 1950	15, 10	8	10
July 16, 1950	20 (A)	20 (A)	20 (A)

(A) Shuttles between Canal Street and South Ferry

On December 15, 1950, a week before Third Avenue's South Ferry branch was closed, rush hour Lexington Avenue Local service was extended from Brooklyn Bridge to South Ferry. Locals arriving at South Ferry from 6:44-10:27 AM and 4:19-8:12 PM operated on headways ranging from 10 to 16 minutes. Before arriving at the inner loop South Ferry platform, Conductors locked end doors on front and rear cars while Flagmen locked end doors on center cars. With expresses operating on a 2-minute headway, the additional locals, which must have delayed service, operated for only a week.

Subway and Third Avenue riders were given free transfers to M-13/First Avenue buses, which stopped near the abandoned elevated stations.

SIXTH AVENUE SUBWAY IS 70 YEARS OLD

The Sixth Avenue Subway was opened on December 15, 1940, 57 months after ground was broken. This 2¼-mile line cost \$26 million per mile, nearly three times the cost of building the Eighth Avenue Subway. Construction was very expensive because of underpinning every Sixth Avenue Elevated column and building a new station at 33rd Street for the Hudson & Manhattan Railroad (the present-day PATH). To eliminate the expense of supporting streetcar tracks and underground conduit, subway construction did not begin until buses replaced the streetcars on March 12, 1936.

Two special trains were stationed at 34th Street before revenue service began. Officials boarded the train on the northbound local track while other invited guests boarded the train on the northbound express track. Mayor LaGuardia posed for photographers at the Mottman's controls in the special train. Shortly after midnight December 15, 1940, both trains were operated to the 47th-50th Street station, where passengers were discharged and invited to watch a stage show at Radio City Music Hall.

MEADOWLANDS TRAIN SERVICE

On October 17, 2010, MTA Metro-North Railroad ran its joint train service with NJ Transit to the New York Giants football game at the Jersey Meadowlands stadium. It was a nice sunny morning with absolutely clear skies in the low 50s, so our observer decided to drive up to Stamford and add to his photo collection of this visiting NJ Transit Bi-level push-pull coach trainset operating over Metro-North tracks there.

This particular shot had been particularly elusive since last year. At that time of day, the regular schedule of trains stopping at Stamford calls for three eastbound trains, two Metro-North and one Amtrak. Westbound, there is one Metro-North scheduled ahead of the football train and an Amtrak from Boston that is slotted just a couple of minutes behind the special.

Here are a couple of train dispatching tidbits. As it is a Sunday morning, the Amtrak often arrives at Stamford a bit early, as there is not much to cause it to be delayed for even a couple of minutes from Boston. It passes the football special, which is on the local track between New Haven and Stamford, and it is routed to the eastbound express track so it can dwell there until its scheduled departure time. This move allows Metro-North to

keep the Amtrak out of the way of the football special, which is scheduled to leave two minutes before the Amtrak. Unfortunately, this move frequently insures that any clear shots of the NJT trainset (as it pulls in on the other side of the mainline) are totally blocked. The Amtrak can then proceed to run "left handed" on what is normally the eastbound express track and pass the football train before it reaches New Rochelle as the special is scheduled to make stops at Greenwich, Rye, and Larchmont before heading over the Hell Gate Bridge to New York Penn and beyond.

Our observer took a gamble and lucked out on this day in three ways:

- The ALP-46 locomotive was in the lead on the west end of the consist
- Our observer had a clear shot of it at Stamford, unobstructed by that annoying Amtrak train, which was 20 minutes late on this day
- Each week that goes by now, the sun sits lower on the horizon, making for even longer shadows that will ruin the shot

Enjoy the following photographs.



Westbound at South Norwalk, September 26, 2010.



Westbound at Stamford, October 17, 2010.



First test train eastbound at Larchmont, June 20, 2009.



Westbound at Westport during crew qualification runs, August 23, 2009.

Commuter and Transit Notes

No. 265
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Barring anything unforeseen, the year 2016 should be a very exciting transit year with regard to MTA's two mega projects. East Side Access is scheduled to open in September, followed by Phase I of the Second Avenue Subway in December.

The price of alcoholic drinks will increase by 25 cents on LIRR and Metro-North effective December 30.

MTA METRO-NORTH RAILROAD (EAST)

When the ridership statistics for September were tallied, there was a new "Number 1" in terms of ridership, and it is Metro-North, which beat out LIRR. Metro-North carried 6,852,667 and LIRR carried 6,834,000 riders; a 3% increase for Metro-North and a 3% decrease for LIRR compared to September, 2009. Metro-North President Howard Permut said that it was the first time at least since the 1940s that his railroad passed its sister system. Year to date, however, LIRR was still ahead by about 700,000 riders.

The New York Yankees earned the "wild card" position for the post-season and won the American League Division Series (ALDS) requiring only one game at home (#3) on October 3, after sweeping the Minnesota Twins in games 1 and 2 on their home turf.

In the American League Championship (ALCS), after splitting the Games 1 and 2 in Texas, the ALCS continued in New York for Game 3 on October 18. Texas took the first two games from the Yankees, who avoided elimination by winning Game 5, requiring a return to Texas, where the Yankees were eliminated by losing Game 6.

The October 3, 9, 18, and 19 games began at 8:07 PM, while the October 20 game began at 4:07 PM. On each date, there was one "Yankee Clipper" train on the Hudson Line from Poughkeepsie, two on the Harlem Line from Southeast, and two from New Haven. All made limited stops. PDF versions of these timetables plus one for Grand Central Terminal/Harlem-125th Street/Yankees-E.153rd Street were posted on Metro-North's website. Following the end of the game, "Yankee Clipper" trains ran as follows: Hudson Line — one express to Croton-Harmon, then all stops to Poughkeepsie; Harlem Line — two expresses to Mt. Vernon West, then all stops to Southeast and New Haven Line — two locals to Stamford and two expresses to Stamford, then local to New Haven.

The Stamford Advocate reported that Metro-North earned over \$1 million on Yankee Stadium service during the regular season, and profits continued though the post-season. This year an average of 3,122 fans were carried to each home game, which is 13% higher than 2009's average of 2,772. Last year, this station did not

open until May 23. The Meadowlands trains from New Haven carried 554 passengers on September 12 (Giants) and 497 on September 26 (Jets).

This year, for the first time since 1962 when the Gotham Bowl was played at the old Yankee Stadium, service will be provided to the Yankees-E. 153rd Street station for NCAA football games. The Army-Notre Dame football game will take place on November 20 and because the anticipated ridership is expected to be that of a regular season Yankees game, the standard service will operate. The second will be the New Era Pinstripe Bowl college football game on December 30 at 7 PM. Direct service will operate on all three lines.

Former Metro-North SPVs 290 and 297 remained stored adjacent to PATH's Harrison Maintenance Facility employee stop on October 16.

At 5:30 AM November 10, a work train derailed near the Mt. Vernon East station, delaying commuters up to 14 minutes in both directions. The incident, which involved a crane that is used for moving ties, occurred on Track 3 (westbound local), which was unavailable for service until sometime after the train was re-railed at 11:30 AM.

The Fall season, with all of its colorful splendor when leaves change colors, poses operational problems for rail operators, and Metro-North is no exception. When leaves fall to the tracks and are run over by trains, an oily residue is secreted that can lead to wheel slippage and flat wheels. In the northeast Metro-North, NJ Transit, and SEPTA, to name just a few, have specialized equipment to deal with this problem. Metro-North has taken an approach to reduce further damage to wheels with the installation of an impact detector that has been placed at 86th Street in the Park Avenue Tunnel on all four tracks. As each car passes through this section, if flat spots are detected, a reader tag that has been installed on every car and locomotive sends an alert and a follow-up inspection takes place. The severity determines when the car/engine is sent to Croton-Harmon for wheel truing or replacement. When the M-7s were introduced in 2006, a large number were pulled from service due to flat wheels. A new computer program was created, which helped to significantly reduce this problem.

Member Bill Zucker asked if any M-1s were still around, and the answer is that the last ones departed from Croton-Harmon during August. The M-1s made their final revenue runs in October, 2009.

MTA METRO-NORTH RAILROAD (WEST)

A Port Jervis/Pascack Valley Line timetable was issued effective November 7. On the Pascack Valley Line, most changes involved off-peak service. One peak hour

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

Port Jervis and one Pascack Valley Line train had a minor connecting train time change, as did one weekend train.

Metro-North, NYSDOT, and the NYS Thruway Authority are involved with the planning for a new Tappan Zee Bridge, with a goal of replacing the existing one. Built in 1955 with a 50-year life, the Thruway Authority has spent millions of dollars to maintain the bridge in a state of good repair. After years of studies, and exploring hundreds of options, including rebuilding the present span, the decision has come down to two plans that differ only on where the CRT (commuter rail transit) will be placed.

I attended a meeting on October 15 in which Project Director Michael Anderson of the Tappan Zee Bridge/ Interstate 287 Corridor Project announced the finalists. The following presumes that \$8.7 billion is available to build what was described as a "Transit-Ready Highway Bridge." What this means is that the transit components, CRT and Bus Rapid Transit (BRT), will not be operational until additional funding, \$8 billion, is secured. The dual-span bridge, however, will be constructed with these requirements: four highway lanes in each direction, a shared-use pedestrian and bicycle path, and two dedicated BRT lanes. CRT would either be in the center of the bridge on the same level as the vehicle lanes or below the north span. The CRT will be the Port Jervis Line, which, instead of continuing to Hoboken as it does now, would divert eastward after a planned multi-modal station in Hillburn, which is west of Suffern, then cross Rockland County on the south side of the Thruway and over the bridge. Once it arrives in Westchester County, it very likely will access the Hudson Line via a tunnel to be constructed under Tarrytown.

Of late, the fiber optic system that powered the ceiling lights in Grand Central Terminal did not provide the same brightness as when it was installed in 1997 because the tubes that carried the light became brittle and brown. On November 9, 59 of the brightest stars in the winter sky were turned on at a ceremony using new environmentally-friendly LEDs that are expected to last 50,000 hours and use just 4 watts of electricity each — 60% less than the previous lights. When installed in 1913, 10-watt bulbs were used and replacement required workers to climb into the attic above the sky ceiling. By clicking on the following link, <http://www.mta.info/mta/news/releases/?en=101108-53>, you will find a video that explains how this system works.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued new timetables effective October 18, with minor time changes to a few trains. Thanks to member David A. Cohen for sending copies.

As of mid-November, 22 M-8s had been delivered and were in various stages of testing, with the expectation of having one train in service before the end of the month.

(Connecticut Governor Jodi Rell took a ride on November 15.) Once 24 cars are in service, the M-2s will start to be retired, and after the PCBs are removed, the cars will be stored in Cedar Hill Yard in New Haven to await removal by a scrapper.

After years of discussion, work finally began on November 10 to construct the West Haven station. This \$103 million station will fill in the longest gap between stations on the New Haven Line — nine miles between New Haven (MP 72.3) and Milford (MP 63.3). There will be 660 parking spaces and a 3,000 square foot station with waiting room, restrooms, TVMs, newsstand, and a pedestrian bridge over the tracks. Opening is scheduled for late 2012.

MTA LONG ISLAND RAIL ROAD

During the first weekend (October 23-24) of the Jamaica Cutover, ridership was predictably lower. One report that I heard told of a 50% drop-off; however, ridership increased on the Port Washington Branch. A (Red/Black) schedule card showing four additional trains, which provided half-hourly service departing from Port Washington between 8:40 AM and 12:40 PM and from New York Penn between 4:19 and 8:19 PM, was issued. This service operated both weekends. Also published was a schedule card for the West Hempstead Branch that canceled the last Friday night trains between Valley Stream and West Hempstead. Bus service was provided between West Hempstead and Valley Stream and Jamaica. For the record, Hall and Dunton Towers were cut-over on the first weekend, and Hall Tower over the second weekend.

New timetables went into effect on November 15 and will remain in effect through March 6, 2011, although the covers with "Thanksgiving Greetings" read December 12. There are eastbound "Sundown" trains on Friday afternoons for the first time on the Port Washington Branch and the Far Rockaway Branch for those who must be home before sundown for religious purposes. Port Washington Branch Train #440 departs from New York Penn at 3:18 PM, making all stops to Port Washington, arriving at 4:03 PM. Far Rockaway service is provided by Train #2898, which leaves Atlantic Terminal in Brooklyn at 2:35 PM, arriving at Far Rockaway at 3:46 PM. There are also adjustments of 1 to 3 minutes on midday weekday trains along the Main Line affecting Oyster Bay, Huntington, and Ronkonkoma Branch trains due to track work.

Holiday Eve service has been scheduled for November 24 and December 23, 24, 30, and 31 on the Port Washington, Port Jefferson, Far Rockaway, Babylon, Long Beach, and Montauk Branches. Thanksgiving Day Holiday Extra trains ran on the Port Washington, Port Jefferson, Ronkonkoma, Babylon, Long Beach, and Montauk Branches.

NJ TRANSIT

In the November *Bulletin*, it was reported that Gover-

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

nor Chris Christie had canceled the ARC Tunnel project, but, at the request of U.S. Transportation Secretary Ray LaHood, agreed to delay a final decision for two weeks. That time went by and on October 27, the decision was final – the project was dead! There is so much that could be said, but I'll leave it to others to say it. U.S. Senator Frank Lautenberg, a staunch advocate for public transit, launched a federal investigation into its cancellation, and the state of New Jersey must reimburse the federal government \$271 million plus interest. Senator Kirsten Gillibrand (D-NY) requested that Secretary LaHood make those funds available to the East Side Access and Second Avenue Subway projects.

On November 8, Amtrak spokesman Cliff Cole announced that exploratory talks had begun with NJ Transit to revise the rail tunnel project. **The Star-Ledger** reported that the project could take 20 years and also that Governor Christie's office doused the report. Three days later, Amtrak announced that, "We're not going to consider the ARC tunnel property — whatever is incorporated into the ARC tunnel project. There were discussions around common opportunities. Those opportunities have ended." ARC had a 2018 opening date.

A revised Atlantic City Line timetable was issued in August to show the additional service that operated on August 25 for the Atlantic City Air Show and for the New Jersey Education Association's convention on November 4-5.

Observed on the Sport Line on October 16 was a train of Comet IVs wrapped to advertise Verizon and the Jets. The consist of 5018-5557-5563-5566-5568-5564 was powered by (F40-PH-2) 4119. While at this station, a train of multi-levels arrived on Track 2.

Two Comet IIs that were part of Train #6621 (10:45 AM to Dover) derailed while departing from New York Penn on October 25, blocking Tracks 1-9. This incident, in which there were no injuries, caused delays which extended throughout the evening rush, not only affecting NJ Transit but also Amtrak and LIRR. Cross-honoring was in effect on PATH, NJ Transit buses, and private carrier buses to/from the Port Authority Bus Terminal. *Midtown Direct* trains were diverted to Hoboken and passengers for the Main/Bergen, Port Jervis, and Pascack Valley Lines were advised to ride PATH to Hoboken instead of transferring at Secaucus Junction. Metro-North reported that the services of its White Plains-based Wreck Crew and its 80,000-pound crane were requested, and it proceeded to the site with a police escort and re-railed the two coaches. This crew also assisted during an LIRR derailment at Jamaica on November 23, 2009 (February, 2010 **Bulletin**).

At 9:10 PM, NJ Transit reported that Northeast Corridor and North Jersey Coast Line trains were operating in/out of New York Penn, on time. However, for the re-

mainder of the evening, *Midtown Direct* trains continued operating in/out of Hoboken. Service was normal for Tuesday morning's rush hour, although there were delays due to congestion which was not related to the events of the previous day. LIRR spokesman Joe Calderone told WCBS-880 reporters Wayne Cabot and Steve Scott that because LIRR ceded three of its nine tracks to NJ Transit, 21 trains had to be canceled. Riders were told to expect delays of up to 30 minutes and to use train service from Atlantic Terminal.

New timetables went into effect on November 7 that included "Getaway" and New Year's Eve service on all Northern New Jersey lines for November 25 and December 24. Additional Holiday trains will operate on January 17 (Martin Luther King Day) and February 21 (Presidents' Day), 2011 on all lines except for Atlantic City and Pascack Valley. Due to "infrastructure improvements" between Dover and Denville, times have been revised for certain Montclair-Boonton and Morris & Essex trains. There were no changes on the Atlantic City and Raritan Valley Lines, but on all others, there were some time changes.

There is good news for riders who have been enjoying Quiet Commute cars. On November 10, NJ Transit declared the pilot project on the Northeast Corridor #3900-series Outer Zone trains a success. Beginning January 3, Quiet Commute cars will be added to all peak period, peak direction trains that begin or end their trips at New York Penn or Newark Penn Station between 6 and 10 AM, and trains that depart Newark or New York between 4 and 8 PM. This will expand the program to *Midtown Direct*, North Jersey Coast, and Raritan Valley trains.

Member Stanley Harris reported that the non-binding resolution regarding building the Northern Line LRT that took place in Borough of Tenafly (October **Bulletin**) was defeated 2,271 (No) to 1,183 (Yes).

PORT AUTHORITY TRANS-HUDSON CORPORATION

During the Division's October 16 tour of the Harrison Maintenance Facility (November **Bulletin**), Assistant Superintendent Kevin Ledja answered a variety of questions. Concerning the disposition of the PA-1 to PA-3s, approximately 150 of them had already been shipped to Ohio for recycling. One attendee wanted to know if PATH intended to keep any of them for a museum train, and the answer was no. Since the PA-5s will completely replace all of the existing rolling stock, only about 50 of the best PA-4s will be retained for work trains. Remember that these cars, which were delivered in 1986-7, did not have a mid-life overhaul. There was a PA-5 (5820) mounted atop what appeared to be steel beams. When I asked about this car, the answer is that it is a mockup that was used for press purposes and training. In fact, you will find details in the March, 2008 **Bulletin**.

As I expected, the trains I saw operating in service

(Continued on page 11)

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

were mostly composed of PA-4s.

AMTRAK

The Long Island Rail Road marked the 100th anniversary of the opening of Penn Station and the East River Tunnels on October 8. There is a photo display on the east wall of the 34th Street Entrance (November *Bulletin*). On October 18, Amtrak held a ceremony in the rotunda (which I attended), where the speakers representing Amtrak, LIRR, and NJ Transit recognized the significance of this occasion. Lorraine Diehl, author of *The Late Great Penn Station*, also addressed the crowd. There were numerous enlarged photos of the original station, and many of the speakers mentioned what was lost on October 28, 1963 when the demolition of this station began. A few pieces of memorabilia of the former station were on display. Later that day, a ceremonial brick wall had been erected so that elected officials could use a sledge hammer to knock it down. This event took place on the steps of the James A. Farley (Main) Post Office on Eighth Avenue across the street from Penn Station and was done to mark the beginning of construction of the Moynihan Station. The initial funding of \$267 million is coming from a TIGER (Transportation Investments Generating Economic Recovery) grant of \$83 million that was authorized earlier this year plus other stimulus funding. It is expected that the remainder of the estimated \$1.5 billion cost of Phase II will be provided by the Port Authority of New York & New Jersey. In addition to new entrances at street level, the West End Concourse of Penn Station will be extended and a 33rd Street Connector will be built. The West End Concourse will also be widened to serve 9 of the 11 platforms, along with new staircases and entrances via the W. 31st and 33rd Street corners of the Farley building. The first phase is expected to be completed in 2016. Amtrak's train hall will be built under Phase II.

On October 28, Amtrak announced that it had awarded Siemens a \$466 million contract to build 70 electric locomotives, which have been designated as Model ACS-64. Deliveries are expected to start in February, 2013. The first will completely replace all 20 AEM-7's (d.c.), followed by all 29 AEM-7s (a.c.), and then the 15 HHP-8 (High Horse Power-8,000 hp) locomotives, with the balance of six being used for anticipated serviced expansion. The ACS-64 will have 8,580 hp and be capable of 125 mph speeds. Construction will take place in Sacramento, California, Norwood, Ohio, and Alpharetta, Georgia. AEM-7s were built by General Motors' Electro-Motive Division between 1978 and 1988, while Bombardier and Alstom delivered the HHP-8s to Amtrak between 1999 and 2000. When all units are delivered in 2019, it will be the first time that Amtrak's electric fleet is uniform.

New timetables were issued with effective dates of November 8, 2010-April, 2011. Amtrak's System Timetable (Form T-1) now resembles a book, as the end is flat. At 144 pages, it exceeds the previous edition by 8 pages, partly due to advertising.

METROPOLITAN AREA

The Roosevelt Island Tram, which shut down for an overhaul on March 1, did not open in September as he March *Bulletin* reported would happen. It was only in early October that the new cars were delivered. At publication time, a November reopening was planned.

Because Westchester County's Bee Line buses use *MetroCards*, fares are going up on December 30. The County had the option of not increasing fares; however, it then would have been liable to make up the difference when its riders transferred to New York City subways and buses.

ELECTION DAY 2010

It may just be that the current government support for public transportation is ending with the change in political power across the nation. *Mass Transit* magazine reported that projects from high-speed rail to filling potholes may be canceled. Wisconsin's Governor-elect Scott Walker campaigned on a theme of "stopping the train," a proposed \$810 million Milwaukee-Madison project, and *Railway Age* reported that Wisconsin DOT instructed its contractors to stop work. *The Economist* reported that Ohio's Governor-elect, John Kasich, told reporters, "The Train Is Dead." Wisconsin had been allocated \$810 million and Ohio \$400 million. (Both are Republicans.) In one of his first acts, New York's Governor-elect Andrew Cuomo sent a letter to Transportation Secretary LaHood requesting that those funds be redirected to New York. A few days later, *Railway Age* reported that Secretary LaHood had a blunt message for states that want to spend their high-speed rail grants on highways or rail freight projects: "Use the grants for passenger rail or return the money to Washington." He was responding to a request from Governor-elect John Kasich in Ohio to use a \$400 million high speed rail grant to improve highways or freight railroads.

The American Public Transportation Association (APTA) reported that voters in 14 states approved 22 measures out of 30 state and local public transportation-related ballot initiatives, authorizing nearly \$500 million over the next five years. However Tampa was not one of those, as voters rejected the one-cent sales tax increase to fund rail, road work, and expanded bus service. Member Dennis Zaccardi, who sent this news, also reported that Florida's Governor-elect, Rick Scott, voiced during his campaign that his state's high-speed rail project should only go forward if the federal government fully funds the project. So far, \$2 billion of the \$2.6 billion have been committed. Senator-elect Marco Rubio declined to support HSR during his campaign. Both are Republicans, and even Florida Representative

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Commuter and Transit Notes

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John Mica, a rail supporter who will likely become the chairman of the House Transportation Committee, said that he might revisit HSR spending, including the Tampa-Orlando route.

2010 IN REVIEW

Each January, we publish a listing of projects that were scheduled to begin or be expanded during the year. At the time that this column was being completed, there was no firm date for two projects (denoted by “*”). Additionally, these projects have been delayed:

- BART fill-in station between Castro Valley and Dublin/Pleasanton to 2011
- Hampton Roads Transit (The Tide), Norfolk to May, 2011
- LACMTA extension from 7th/Metro Center to Culver to 2011

DATE	OPERATOR	AREA	LINE	NOTES
March 15	Angels Flight Railway	Los Angeles, California	-	Re-opens
March 22	Capital Metrorail	Austin, Texas	Red Line Austin to Leander	Begins service, 32 miles, 9 stations
March 22	New Mexico Rail Runner Express	Albuquerque, New Mexico	-	Kewa station opens
April 25	Edmonton Transit System	Edmonton, Alberta	South LRT Phase II	Extension, Edmonton South Campus Station to Century Park, 2.6 miles, 2 stations
December 6	Dallas Area Rapid Transit	Dallas, Texas	Green Line	Extension, Martin L. King Jr. to Buckner, 7.4 miles, 4 stations
December 6	Dallas Area Rapid Transit	Dallas, Texas	Green Line	Extension, West End to North Carrollton/Frankford, 17.6 miles, 11 stations
December 15	Metra	Chicago, Illinois	Rock Island District	Lovana S. "Lou" Jones/ Bronzeville station opens
December 19	Hillsborough Area Regional Transit	Tampa, Florida	TECO	Extension to Whiting St., 0.3 mile

December or January, 2011*	NJ Transit	Bayonne, New Jersey	HBLRT	8 th Street station opens, 1.0 miles
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OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Under a \$55.5 million federal stimulus Transportation Investment Generating Economic Recovery (TIGER) Grant, the Fitchburg Line is being extended 4.5 miles to a new station being built at Wachusett. A ceremony was held on October 18, with U.S. Transportation Secretary Ray LaHood and a number of Massachusetts elected officials. Wachusett will serve an estimated 400 commuters when it opens in 2012.

In late October, MBTA conducted an online survey to determine if riders would like to see a “quiet car” on its trains. In the email, recipients were informed that this was just a data collecting survey and not a commitment that a “Quiet Car” policy will be implemented.

For the first time in five years, the D/Riverside Line is operating a three-car train in a trial that began on October 25. The train departs from Riverside at 7 and 8:30 AM, and from Government Center at 4 and 5:40 PM. MBTA General Manager Rich Davey reported that Green Line management and the Power Department are closely monitoring the performance of the train. If all goes well, the plan is to increase the number of trips made by three-car trains and expand the program to B/ Boston College.

South Station will be expanded with the award of a Federal Railway Administration grant of \$32.5 million to nearly double its 13 tracks. This station is already at capacity, with trains arriving or departing every 90 seconds during peak hours. These funds will cover the preliminary design and environmental permitting process, how much it will cost, where the Postal Service will make its new home, and when the project will be completed. State officials said the grant provides a necessary early boost for the project and bodes well for its future.

Kawasaki cars returned to the “North Side” on November 1, when coach 922 was positioned behind the engine (in the “restroom car position”) normally held down by 500-series MBBs. The train was #227, the 4:30 PM to Haverhill. The plan is to have up to ten 900-series cars moved to the “North Side” as they come out of regular maintenance, one per consist.

As is done annually for Halloween, extra service operated on the Rockport/Newbury Line on October 23-24 and 30-31 to handle riders destined to Salem.

October 31 marked the third anniversary of the Greenbush Line, and, as *The Boston Globe* reported, ridership is far below expectations. The project was built at a cost of \$534 million. Many of the average daily 2,133 riders (4,200 were anticipated) are more likely to be former riders of the “T”s commuter boats than motor-

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

ists lured away from the South Shore's congested high-ways.

The Rotem bi-level mockups (numbers 800 and 1800) were displayed in North Station during the week of November 1-5. MBTA awarded Hyundai-Rotem a \$190 million contract for 75 cars: 28 cabs (1800-27) and 47 trailers (800-846) in February 2008. The first four cars are not scheduled to arrive until next Fall with deliveries beginning in the Summer of 2012 and continuing through the Winter of 2013. The 1978-9 Pullman-Standard cars, which received an overhaul in 1996, will be replaced. Thanks to member Todd Glickman for these reports.

Member Bob Vogel sent digital images of MBTA 1607 and 1634 in Philadelphia on October 23. They were returning to Boston after rebuilding at the Delaware Coach Company.

Fifty-eight Red Line cars are being overhauled under a \$46 million program. The No. 2 Red Line cars (01700-57) which were built by UTDC and delivered between 1987 and 1989, have reached mid-life, when this work is typically done. This work is being done by in-house forces and began over the Summer. The first cars were to be completed last month, with project completion expected in April, 2012.

WARWICK, RHODE ISLAND

Todd Glickman reported that qualification of crews on the T.F. Green extension began on October 18. The first to qualify are spare board and crews that report to Pawtucket Yard, those most likely to run to T.F. Green. Revenue service, scheduled to begin on November 22, has been delayed until December 6. A ribbon-cutting ceremony to celebrate the opening of the airport's Inter-Link Transportation Facility was held on October 27.

LINDENWOLD, NEW JERSEY

Following approval by the Delaware River Port Authority on November 3, PATCO will now purchase 20% of its power from PSE&G. For several years, PATCO has been purchasing all of its power from PECO, but after recent power failures due to aging infrastructure, the Board felt that it should not rely on a single provider. PATCO will pay about \$1.12 million a year to PECO and about \$4.48 million to PSE&G at current rates, which would be cost-neutral, since rates from both companies are similar. Thanks to member Lee Winson for this report.

PHILADELPHIA, PENNSYLVANIA

SEPTA placed a request for bids on its website for the sale of 51 Silverliner IIs (201-209, 211-219, 251-263, 266-269, and 9001-16) and 20 Silverliner IIIs (220-239). Cars could be purchased individually or as a lot. Successful bidders are responsible for loading and transportation from the Overbrook Rail Facility, and cars will be available based on the arrival (and acceptance) of

the Silverliner Vs starting in January, 2011 through December, 2011. The October 29 date that bids were scheduled to be opened was postponed to February 9 due to production delays.

The three-car Silverliner-V train made its inaugural trip in passenger service on October 29 on the Cynwyd Line, after which it went to Marcus Hook (Wilmington/Newark Line) and to Chestnut Hill West. SEPTA published a tentative schedule on its website for the period November 4-7. Lee Winson rode the train a few days later between Levittown and Trenton and reported: "Weekend Trenton trains operate with three cars and the trains were well-filled and were on-time. On my trip there were a number of railfans and many SEPTA employees aboard. I don't know if the SEPTA people were joyriding, on duty, or perhaps monitoring the train's performance or taking training. At Trenton, boarding is allowed only just before the train is scheduled to leave, so there wasn't much time to explore the car's interior or get pictures before it was loaded with passengers. The first thing I noticed was the train had powerful acceleration, much more so than existing equipment. If SEPTA can properly utilize this it may speed up schedules, especially on locals. The ride was smooth and quiet, though the HVAC blower was loud. The seats were comfortable, though a little stiff. Parts of the car have 3-2 seating, other parts are 2-2 seating; there are fewer seats per car than existing equipment. How this will play out on crowded rush hour trains I don't know. It may mean adding a car for certain trains, but that is costly. That's also cumbersome for many stations because at most SEPTA stations the platforms are very short and can only accommodate a few cars. The doors are located at the quarter points like LIRR/MNR cars. The stair trap is on the inside; the door closes over the steps (like the old Erie-Lackawanna push-pull cars which originally didn't have traps). The door closing signal is a series of quiet beeps. The Conductor's signal is still a traditional buzzer. The windows are much bigger than other SEPTA cars. The lighting is bright. A major new feature is the electronic display screens mounted at various locations inside the car. These show detailed information, such as the time of day with the route of the train and the next station stop, along with bus connections available at that station. At other times they have advertisements or generic scenes of Philadelphia, such as pictures of rowers on the Schuylkill. On the exterior are small destination signs just showing the terminal station. The PA system is automated with professional voices providing information (similar to that of the New York City subway). However, while announcing SEPTA stations the announcer got the inflection/accents wrong for Levittown and Torresdale. On the outside there are large SEPTA decorations. The car number is smaller than on older cars and apparently not illuminated. The marker lights use LEDs. There are destina-

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Commuter and Transit Notes

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tion signs on the front and side, but to me the signs were small.”

From **Cinders**: SEPTA experienced a slight decline in ridership after the July 1 fare increase. As of July 15, Silverliner II 214 remained out-of-service at Wayne Electric Shop. Four other Silverliner IIs (205, 251, 257, and 9003) plus five Silverliner IIIs (222, 224, 232, 234, and 237) are at Overbrook. None have been officially retired. Via DVARP: The ex-NJ Transit Comets may be retired sometime next year. As of September, these coaches were assigned to West Trenton Line Train #6325/*Pennypack Limited*. Presumably the trainset would be replaced by Silverliner Vs.

The prototype K (Kawasaki) car 9000, which made its first revenue trip on Oct 10, 1980, was used to celebrate its thirtieth anniversary with a special charter on November 3.

Route 15/Girard trolley service was suspended on October 4 for six weeks during construction of a three-block loop between Girard and Delaware Avenues. This is being done to enable trolley service to operate during re-construction of the I-95 Bridge. Trolley service was restored effective November 13.

All but one of the July 25 Regional Rail timetables (the first edition without the “R” numbers) were replaced effective November 7. There were some minor time changes. Media/Elwyn changed on November 28.

SEPTA lost out on its bid for \$29.3 million in TIGER II grants to help pay for a new electronic fare collection system. “With no alternative finding sources in sight for the \$100 million project, absent a profit sharing deal with the successful bidder, the project appears dead. In anticipation of a contract award next year SEPTA has been installing fiber optic lines in its subway tunnels.”

The Philadelphia Inquirer reported that SEPTA has spent over 2/3 of the \$191 million in stimulus money it was awarded and will complete all expenditures by December, 2011. SEPTA’s spokesman stated that it has another \$500 million of projects ready for construction start if it could obtain funds. As was reported last month, work had been completed on the Media and Sharon Hill Lines using stimulus funds. Thanks to Dave Safford for sending copies of the timetables and for the three previous reports.

WASHINGTON, D.C. AREA

Virginia Railway Express issued new timetables effective November 8, with minor time changes.

CLEVELAND, OHIO

As of August 22, Cleveland’s RTA no longer operates weekday service on the 2.2-mile Waterfront Line. Service runs on weekends on 30-minute headways between 9 AM and 6 PM. The line opened on July 10, 1996. This was done as a cost-saving measure due to low ridership and according to a Press Release, “as a

result of the issues in the Flats.” The June 14, 2009 timetable shows weekday service operated only during commuting hours. Another change is that the Red Line (Airport-Windermere) has dropped the “Route 66” from its name. Thanks to member Pete Donner for this news.

TAMPA, FLORIDA

The Board that oversees the Tampa Port Authority has authorized \$150,000 to keep TECO operating for three years. In recent years, these grants have been limited to one year.

With the TECO extension to open soon, Dennis Zaccardi, who sent the above report, made a site visit and reported: “On October 27, after work, I rode into Tampa to check on the progress on the extension. The ‘official last stop’ is Dick Greco Plaza (named for a former Tampa mayor) Station under the Gazebo (near the Convention Center and the St. Petersburg Times Forum). There is another stop (just one block north of that station) at the Runaround Track, where people are allowed to board across the street from the Convention Center. There are benches; however, it isn’t listed on maps as a station. North of this is the extension, which ends just short of Whiting Street. It’s been a while since I’ve visited Downtown Tampa and there’s been quite a bit of development and like most cities they’ve relocated some of the streets, so that it’s impossible to get from Point A to Point B without going around in circles.

“Regarding the extension, all tracks are finished and part of the overhead wire (some electricians were working on the overhead wire) has been strung. What is left is a section of the sidewalk. There is plenty of time to have this finished next month.” The TECO Streetcar Festival took place on November 13, and Dennis and his wife attended. One of the handouts had December 19 as the opening date for the Whiting Street extension.

CHICAGO, ILLINOIS

In the October edition of **On The Bi-Level**, riders were asked for input on how, if Metra decided to have quiet cars, it should be done. Apparently, riders want them, and a pilot program will begin next year.

Metra approved release of its proposed 2011 budget which includes \$634.2 million for operations and a \$407.5 million capital program. No fare increase is planned in 2011. Thanks to member Jim Beeler for this report.

With the deadline nearing for completing this column, I called Metra on November 12, and learned that the opening date for the Lovana S. “Lou” Jones/Bronzeville Metra station will be December 15.

On October 18, CTA began testing its 5000-series prototype train on the Orange Line. Since last Spring, this train, which was built by Bombardier, completed testing on the Green, Red, and Blue Lines. Thanks to Bob Hansen for this news.

MINNEAPOLIS, MINNESOTA

On Friday, October 29, Northstar launched its

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

"Fabulous Fridays" initiative, a bus departure (Route 887F) departing from St. Cloud at 10:15 AM and making seven intermediate stops. Arrival at the 5th Street Transit Center is at 12:45 PM. A return trip departs at 1 PM and follows the same stopping pattern, arriving in St. Cloud at 3:30 PM.

On December 2, the Northstar Development Authority approved a recommendation from its Executive Committee that the application for the extension of Northstar service to St. Cloud be put on hold at this time. This was done after review of FTA's required technical analysis. According to the press release, "the worst recession in 70 years, high unemployment rates, shifts in traffic volumes, and gasoline and parking price fluctuations have hampered commuter rail ridership growth on the project's first phase. Additionally, projected ridership for the commuter rail extension to St. Cloud and other factors do not meet the strict standards for federal matching funds, nor would they allow Northstar to successfully compete against other transit projects currently under development across the country."

Northstar offered free rides on November 16 and 17 to encourage ridership this Winter.

DALLAS, TEXAS

As previously reported, the Green Line extension will open on December 6. "Super Saturday" celebrations were scheduled for December 4. With its new mileage, the Green Line will stretch 28 miles from Buckner to North Carrollton, which is a 1:15 ride.

HOUSTON, TEXAS

Mass Transit magazine reported that Houston's MTA has been forced to suspend work on 121 light rail projects due to the loss of a \$900 million grant from the Federal Transit Administration. FTA took this action because MTA violated the provisions of "Buy America" procurement rules when it awarded a contract to a Spanish firm, CAF, for LRVs. MTA believes that the funding can be restored by re-bidding the \$331 million contract and having the cars built in the U.S.

PORTLAND, OREGON

I asked member Mark Kavanagh for an update on the ex-Alaska Railroad RDCs, and he reported: "I have been riding WES for a couple of months. I heard the trains have been painted into WES colors, so I drove by on November 10, and they have been re-lettered and painted on the banner rail above the windows, and the ends have diagonal warning striping. The last update from Trimet alluded to their operation in January."

SAN FRANCISCO, CALIFORNIA

Caltrain's Board voted on October 7 to raise fares by 25 cents as of January 1, 2011, eliminate four midday trains, and close the ticket windows at the San Francisco and San Jose Diridon stations. The latter was done on October 11. Tickets can be purchased from

TVMs. With this fare increase, the one-way fare between San Francisco and San Jose jumps from \$7.75 to \$8.50 and the Go Pass will cost \$150, an increase of \$15. At the public hearings, requests were made for weekend express service, and there will be a three-month pilot project that will cost \$107,000. This is being funded by fuel savings accrued this year.

On October 14, BART awarded a \$26 million contract to build the transfer platform and make some of the necessary rail improvements to begin extending the line 10 miles to Hillcrest Avenue in Antioch. The East Contra Costa Extension begins at the Pittsburg/Bay Point station. No completion date was given.

TORONTO, ONTARIO, CANADA

On October 14, the Toronto Transit Commission dedicated the first of 39 six-car trainsets in a ceremony at the Downsview station. Bombardier was awarded a C\$236.7 million contract in December, 2006. Unlike the existing fleet, there are no doors between cars. The first train was expected to be in service this month.

MONTREAL, QUEBEC, CANADA

The consortium of Bombardier and Alstom was awarded a \$1.2 billion (CDN and US) contract to construct 468 metro cars (52 nine-car trainsets) that would replace the 1966 MR-63 fleet. Design, manufacture, and final assembly will be at Bombardier's facilities in La Pocatiere and Saint-Bruno, Quebec and at Alstom's sites in Sorel-Tracy and Montreal, Quebec. The prototype train is scheduled to arrive in June, 2013, followed by base order deliveries between February, 2014 and September 2018.

BEIJING, CHINA

Todd Glickman began a five-country business trip to Asia with a stop in Beijing. "It was my first time there, and with a few hours to explore the subway system, rode Line 1 and Line 5. Line 1, built in 1971 (with an extension that opened in 1999), is an east-west line that uses older, manual control stock. There were a number of different stock types on that line, with a least one set wrapped with an ad for Citibank. There are automated announcements, and trains were at 90-second intervals during rush hour. My rush hour ride showed how polite the riders are: They queue at the platform door locations, wait for passengers to exit, and when the door-closing chime sounds, they stop and wait for the next train! On the North-South Line 5 built in 2007, I noted newer, a.c. propulsion, automated operation. Underground stations on Line 5 have platform screen doors. The fare is a flat 2 Yuan (about \$0.30), with free transfers between lines (except the Airport Express). Navigating the system is easy for a first-timer, with good English signage and easy-to-use ticket vending machines. The TVMs that vend single-ride tickets have both Chinese and English menus on the touch screens, and take both coins and bills. I did make a mistake, however, by buying two one-way tickets in ad-

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Around New York's Transit System

Brighton Line Station Rehabilitation

Reconstruction was not completed, but **Q** and **B** trains stopped at the northbound Neck Road and Avenue U platforms, which were placed in service on October 25, 2010. The B3K shuttle bus service between Gerritsen Avenue and Avenue U and the Kings Highway Station was discontinued at the end of the October 22 morning rush.

Brighton Line station rehabilitation is not completed. The northbound Avenue M, Avenue J, and Avenue H stations are being rebuilt. Northbound **Q** and **B** trains still bypass Avenue M, stop at a temporary platform over the southbound express track at Avenue J, and bypass Avenue H.

Mayor Bloomberg Proposes An Extension to the Flushing Line Extension

On November 16, New York City Mayor Michael

Bloomberg proposed using funds formerly allocated to the ARC (Access to the Region's Core) Tunnel (recently canceled by New Jersey Governor Chris Christie) to help finance an extension of the Flushing Line (**7**) to Secaucus, New Jersey. Construction of a Flushing Line extension from Times Square to 11th Avenue-34th Street is well underway, and it is thought that a further extension to New Jersey can be built for far less than the ARC Tunnel's \$8.7 billion (or more) price tag. New York State U.S. Senator Kirsten Gillibrand has asked the federal government to reallocate some ARC funds to New York State projects, including the Long Island Rail Road's East Side Access and NYC Transit's Second Avenue Subway. The federal government had allocated \$3 billion to ARC.

Commuter and Transit Notes

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vance. It turns out that they can only be used at the station of purchase for a one-way trip, so the second ticket was rejected when I tried to use it for his return. Tickets are plastic cards using RFID technology, and are retained by the exit fare gate at the end of the journey. You can also purchase a declining balance card that can be topped-up at a different machine. The stations were relatively clean — not as clean as Singapore or Bangkok, but much better than New York or Boston. Up on the street, I saw at least one surface line operated with articulated electric trolley buses.”

JERUSALEM, ISRAEL

With a scheduled May 2011 opening, member Dave Klepper wrote this Jerusalem LRT report. “The wire construction is interesting. There is not direct connection from the ‘ears’ holding the contact wire to the side-bracket arms and span wires (both types used). Instead there is in wire form, an upside-down flattened ‘V’ connected to the contact wire with two ears and the apex connected to the span wire or side bracket by a small pulley. And the contact wire is interrupted with side by side location with another, and then run to a pulley on a pole with a container and a weight to provide single-wire constant-tension ‘catenary’ without the expense of normal catenary construction.”

SINGAPORE

Todd also visited Singapore and noticed two new things since his last stop there earlier this year. “More stations have opened on the ‘Circle Line’ (Singapore's fourth line), now totaling 16. When the final portion

opens next year, there will be 31 stations over 22 miles. This is Singapore's first fully automated line, using three-car train sets. I also saw construction for the fifth line, the ‘Downtown Line,’ that will open in stages from 2013 through 2017.

“Since it opened, the North-South Line has had visual indicators of approaching trains, including a countdown timer on display screens and flashing lights over platform screen doors that will open. Now, there's an audio announcement too - in the form of a singing jingle: Train is coming!/Train is coming!/Train is coming!/Start queuing!!!/Love your ride!!!

“I saw people humming along with the catchy tune. I was able to record it with my iPhone memo app, and you can hear it at: <http://web.mit.edu/glickman/www/audio/smrt.mp3>.”

FROM THE HISTORY FILES

130 Years ago: On December 3, 1880, the New York City & Northern Railroad Company operated the first train between High Bridge and Brewster. In later years, this line became the Putnam Branch of the New York Central Railroad Company.

20 Years ago: On December 20, 1990, MTA voted not to eliminate Long Island Rail Road midnight service from New York Penn and Flatbush Avenue to Jamaica. This proposal was made in response to a budget crisis caused by a \$27 million budget gap. At the same time, the Board reduced the number of trains to be canceled and reversed its decision on station ticket office closings.

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