

# The Bulletin



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

Vol. 54, No. 1

January, 2011

## The Bulletin

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**ⓔ Headways**  
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## IRT AVOIDED BANKRUPTCY 90 YEARS AGO

The Transit Commission's 1921 and 1922 reports contain interesting information about IRT's financial condition.

In 1921, the financial situation had become so precarious that the Transit Commission took steps to prevent a receivership. It held conferences with company representatives, security holders, and bankers, and was able to announce a plan of reorganization early in October, 1922. Details are as follows:

- The \$4.2 million per year fixed annual rental payment to the Manhattan Railway Company, 7 percent of Manhattan's stock, should be reduced to a reasonable rate
- The company should eliminate completely the Interborough-Consolidated holding company, the successor to Interborough-Metropolitan, with its \$114 million securities
- Future dividends of Interborough stock should be limited to 7 percent payable only when earned. During the next five years, no dividends should be paid on Interborough stock. All revenue should be devoted exclusively to service
- The five-cent fare must not be increased
- The company should provide funds for new cars, additional power supply, and other equipment necessary to comply with the Commission's orders

Hearings were held on October 17 and 27, 1922, and the Commission approved the plan, which was put into effect before the end of the year. After this plan was implemented, the danger of receivership had practically disappeared, and the company found \$15 million to pay for capital improvements.

The Transit Commission believed that the

company would have avoided the threat of receivership if a similar plan was in effect before World War I. As soon as the subway opened in 1904, riding was greater than anticipated and the company became very prosperous. From 1904 to 1919, the company paid dividends in the sum of \$65.6 million. Rates were as follows:

YEAR	PERCENT DIVIDEND
1912	16
1913	12
1914	15
1915	20
1916	20
1917	20
1918	17.5
1919	5

It was obvious that the war would produce an upheaval in transportation. There were higher prices for materials and higher wages for labor, with no great increase in income. The Commission found that the Directors of the company were warned by its bankers against the declaration of these excessive dividends. IRT's President, Frank Hedley, testified that the company would have maintained its equipment and given better service during World War I if these dividends were retained as a surplus.

In 1922, there were 644,975,474 IRT subway riders, an increase of only 5,589,694 over the previous year, compared to the 53 million increase from 1920 to 1921. Some subway lines showed an actual loss. Ele-

(Continued on page 4)

# NEW YORK DIVISION BULLETIN - JANUARY, 2011

## **E** HEADWAYS by Bernard Linder

### WEEKDAYS

DATE	MIDNIGHT	AM RUSH		MIDDAY	PM RUSH		EVENING
		NORTHBOUND	SOUTHBOUND		NORTHBOUND	SOUTHBOUND	
This is an incomplete record.							
September 7, 1933	12	4	4	5	4	4	6, 8
July 1, 1937	12	4	3 (A)	5	3, 4	4	6, 8
January 10, 1944	15	4	4	6	4	4	8
This is a complete record.							
October 24, 1949	15	4	3	6	3	4	8
December 11, 1950	15	4	3½, 4	6	3½, 4	4	8
June 30, 1952	20	4	3, 4	8	3½, 4	4	8
November 1, 1954	20	4	4	8	4	4	10
April 6, 1964	20	4	3½	8	4	4	10
July 11, 1966	20	4	4, 3½	10	4	4	12
November 1, 1971	20	4	4	10	4	4	12
January 19, 1976	20	4, 5	4	10	4, 5	4, 6	12
August 30, 1976	20	4	4	10	4	4	12
November 17, 1986	20	4	4	10	4, 5	4, 5	12
October 1, 1990	20	5	5	10	5	5	12
September 8, 1998	20	5	5	7½	5	5	12
December 16, 2001	20	4	4	7½	4	4	12
April 27, 2003	20	4	4	7½	4	4	6, 8, 10

(A) Peak 2-minute headway for 12 minutes—September 12, 1938 schedule

The November 14, 2004 schedule is the most recent schedule in our files.

### SATURDAY

DATE	AM RUSH	MORNING	AFTERNOON	EVENING
This is an incomplete record.				
September 9, 1933	5, 4	5	5	6, 8
October 7, 1933	5, 4	5	5	6
January 15, 1944	5, 4	6	6	8
May 17, 1947	5	6	6	8
This is a complete record.				
December 16, 1950	6	6	6	8
January 5, 1952	6	7	7	8
July 5, 1952	8	8	8	8, 12
December 2, 1967	8	8	8	8, 10
November 6, 1971	10	10	10	12
December 17, 1988	10	10	8	12
2002	8	8	8	10, 12

The November 14, 2004 schedule is the most recent schedule in our files.

(Continued on page 3)

# NEW YORK DIVISION BULLETIN - JANUARY, 2011

## E Headways

(Continued from page 2)

SUNDAY			
DATE	MORNING	AFTERNOON	EVENING
This is an incomplete record.			
September 10, 1933	7, 6	5	6, 8
January 9, 1944	8, 6	6	8
This is a complete record.			
October 23, 1949	6	6	8
October 22, 1950	8, 7	7	8
December 30, 1951	10, 8	8	8
October 30, 1954	12, 10	10	10
July, 1971	12	12	12
November 11, 1973	15, 12	12	12
April 14, 1991	15, 12	12	12, 15
2002	12, 10	10, 8	10, 12
February 22, 2004	12, 10, 8	8	8, 10, 12

The November 14, 2004 schedule is the most recent schedule in our files.

## E CAR SERVICE

DATE	NUMBER OF CARS				
	MIDNIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
Weekdays					
September 7, 1933	2	3	2	3	2
January 16, 1934	2	3, 4	2	3, 4	2
Saturday and Sunday					
September 9, 1933	2	2	2	2	2

## SUBDIVISION "B" CAR ASSIGNMENTS

CARS REQUIRED DECEMBER 12, 2010

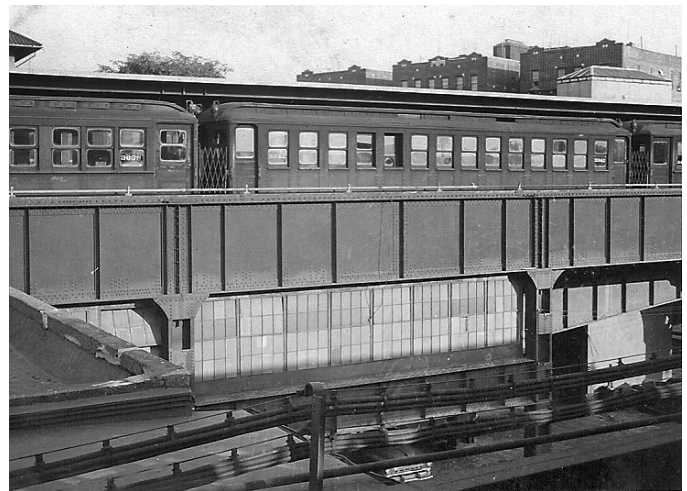
LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>A</b>	304 R-46	304 R-46	<b>L</b>	152 R-143, 40 R-160A	152 R-143, 24 R-160A
<b>B</b>	104 R-68, 112 R-68A	88 R-68, 104 R-68A	<b>M</b>	176 R-160A	160 R-160A
<b>C</b>	144 R-32	136 R-32	<b>N</b>	48 R-68A, 170 R-160B	32 R-68A, 180 R-160B
<b>D</b>	240 R-68	224 R-68	<b>O</b>	50 R-160A, 180 R-160B	50 R-160A, 170 R-160B
<b>E</b>	220 R-160A, 40 R-160B	220 R-160A, 40 R-160B	<b>R</b>	216 R-46, 20 R-160A	216 R-46, 20 R-160A
<b>F</b>	270 R-160A, 170 R-160B	260 R-160A, 160 R-160B	<b>S</b> (Franklin Avenue)	4 R-68	4 R-68
<b>G</b>	52 R-46	36 R-46	<b>S</b> (Rockaway)	12 R-46	12 R-46
<b>J/Z</b>	40 R-42, 112 R-160A	40 R-42, 112 R-160A			

# IRT Avoided Bankruptcy 90 Years Ago

(Continued from page 1)



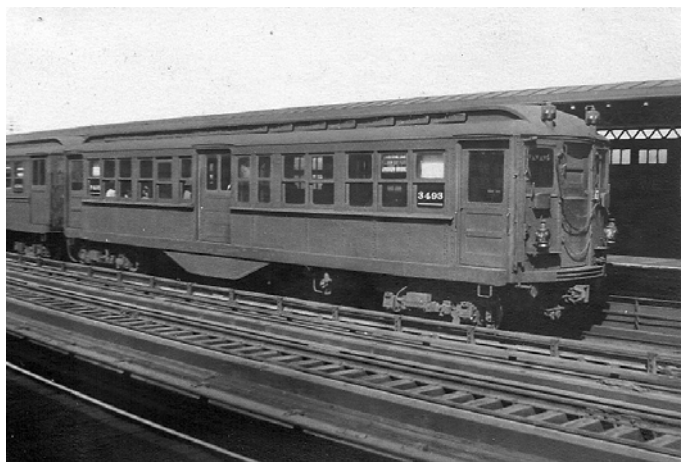
Hi-V train at Buhre Avenue, Pelham Line, October 2, 1955.  
Bernard Linder photograph



Pay car Hi-V 3342 at E. 180th Street, Dyre Avenue Line, June 29, 1955. Built by the Pennsylvania Railroad, this was the first steel railroad car in the United States.  
Bernard Linder photograph



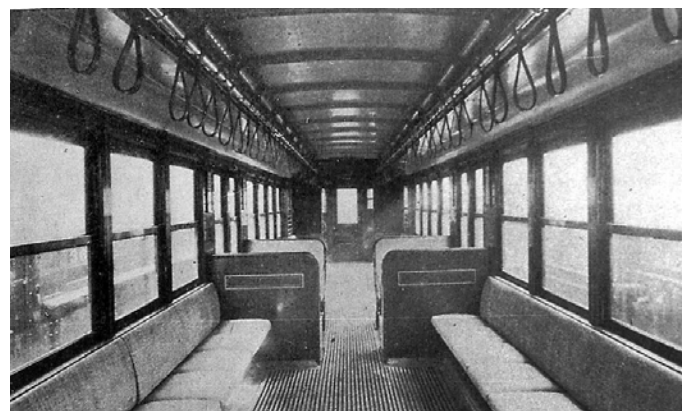
Hi-V 3421 was outfitted with four doors as an experiment in 1909.  
Bernard Linder collection



Hi-V 3493 on the Pelham Line at Whitlock Avenue, April 28, 1946.  
Bernard Linder photograph



Deck roof Hi-V 3680 at 125th Street-Broadway.  
Bernard Linder collection



Interior of a deck roof Hi-V from the 3650-3699 series before the center door was added.  
Bernard Linder collection

(Continued on page 5)

## IRT Avoided Bankruptcy 90 Years Ago

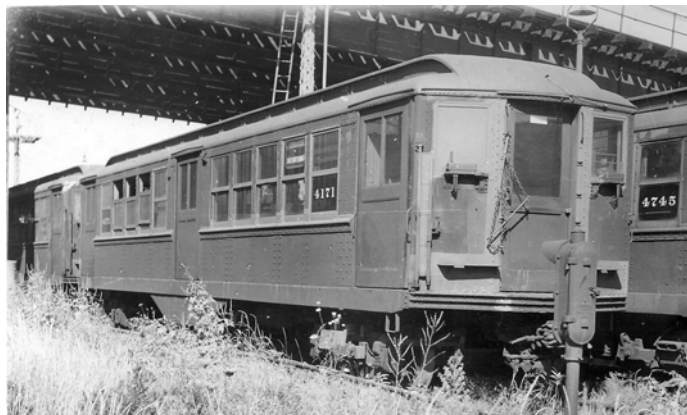
*(Continued from page 4)*



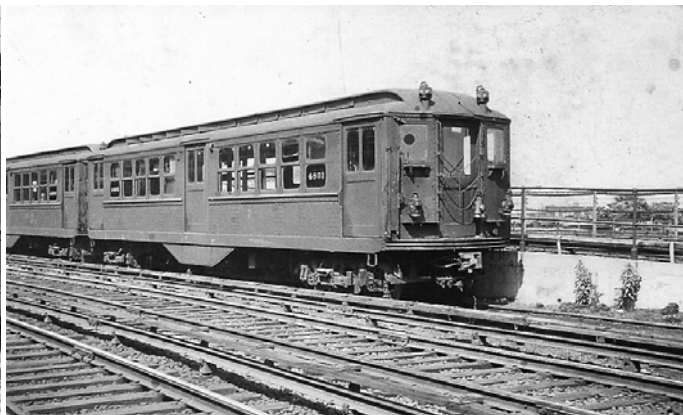
**Hi-V 3893 at 125<sup>th</sup> Street-Broadway.**  
Bernard Linder collection



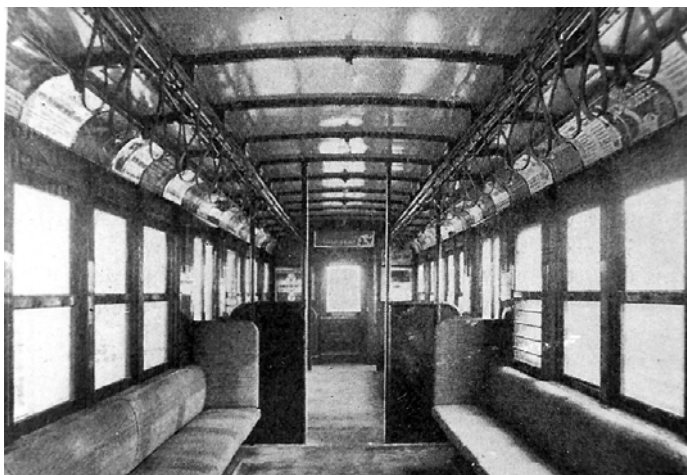
**Flivver pay car in E. 180<sup>th</sup> Street Yard, June 5, 1959.**  
Bernard Linder photograph



**Flivver trailer 4171 in 239<sup>th</sup> Street Yard, September 2, 1958.**  
Bernard Linder photograph



**Lo-V train in E. 180<sup>th</sup> Street Yard, June 11, 1957.**  
Bernard Linder photograph



**Hi-V interior (3700-4024 series).**  
Bernard Linder collection



**Lo-V interior.**  
Bernard Linder collection

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# Commuter and Transit Notes

No. 266  
by Randy Glucksman

## MTA METRO-NORTH RAILROAD (EAST)

As reported in last month's *Bulletin*, additional service operated for the Army-Notre Dame game at Yankee Stadium on November 20, 2010, and mirrored what is typically operated for Yankee games. PDF copies of the schedules were posted on the Internet. Pre-game, six Football Specials (one Hudson, two Harlem, and three New Haven) operated, making limited stops. Also, five Upper Hudson expresses that are not scheduled to make a Yankees-E. 153<sup>rd</sup> Street stop did so. Post-game, there were two Hudson Line trains: one all stops to Croton-Harmon, and one express to Croton-Harmon and then local to Poughkeepsie. Two Harlem Line trains made limited stops between Bronxville and Southeast. The New Haven Line offered three options: local to Stamford; express to Stamford, then local to New Haven; and all stops from Mt. Vernon East to New Haven.

## MTA METRO-NORTH RAILROAD (WEST)

On December 30, 2010, Metro-North increased fares and NJ Transit riders who use the Main/Bergen and Pascack Valley Lines also saw their fares go up, although for them, the effective date was January 1, 2011. The reason is that for several years fares at some New Jersey stations were "held down" so that they would not exceed those charged in New York. Under the terms of the service agreement with NJ Transit, Metro-North is required to make up the difference in cost between what is charged and what the fare should be on tickets sold. In past years when Metro-North raised its fares, NJ Transit waited until it had a system-wide increase; however this time it is being implemented because it was part of the fare increase package that went into effect on May 1, 2010. But wait, that is not all. Passengers boarding at Suffern and Mahwah and from Montvale to Westwood destined to New York Penn are still liable for an additional fare increase the next time that Metro-North raises its fares. The same holds true for Hoboken passengers at all stations from Suffern to Allendale and Montvale to Woodcliff Lake.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

On November 15, 2010, Governor Jodi Rell took a ride on an M-8. An article in *The Stamford Advocate* pictured the Governor in front of car 9111, which had her name in a sign above the windows.

The inaugural run of the M-8s did not occur in December. On December 15, 2010, CDOT announced that it would take place after the first of this year due to an electrical interference problem, which must be addressed. At the time, 24 cars had been delivered by Kawasaki. Thanks to *Progressive Railroading* for this report.

## MTA LONG ISLAND RAIL ROAD

Port Washington Branch service was suspended shortly after 7 AM on November 19, 2010 due to a person being struck and killed by a train at Auburndale. Limited service resumed at 7:39 AM, with 20-minute delays reported.

Timetables with "Season's Greetings" and effective dates of December 13, 2010-March 6, 2011 were issued. In addition to the Holiday Eve service, which was reported in the December 2010 *Bulletin*, extra New Year's Eve service to/from New York Penn operated on the Port Washington, Port Jefferson, Ronkonkoma, Hempstead (inbound only), Far Rockaway, Babylon, Long Beach, and Montauk (outbound only) Branches. Additional train service will operate on January 17, 2011 (Martin Luther King Day) on the Port Washington, Port Jefferson, Ronkonkoma, Babylon, and Montauk Branches. And finally, because on Presidents Day (February 21) a weekend schedule is being operated, trains have been added on the Port Washington, Port Jefferson, and Ronkonkoma Branches.

Taking a cue from PATH's successful "Meet the Managers" program, LIRR will hold its first one on January 25, 2011 with a kick-off at New York Penn, Kew Gardens, Forest Hills, and Woodside between 4 and 7 PM. A different branch will be represented each month.

## NJ TRANSIT

TGIF notwithstanding, if you were aboard or about to board a Northeast Corridor train just before 7 AM on Friday, November 19, 2010, your commute was a bit tough, especially if you were aboard Train #3703 (6:17 AM New York Penn/Jersey Avenue) when this train became disabled near Metropark as a result of damage to the overhead wires. Three of the four tracks were affected. This resulted in significant delays and a temporary suspension of outbound service from Rahway to Trenton while Amtrak crews worked to make repairs. Cross-honoring was in effect on NJ Transit and private carrier buses to/from the Port Authority Bus Terminal. Starting at 7:25 AM, train delays were reported in the 30-60-minute range. At 7:55 AM, westbound service was suspended. Service was restored to two of the three affected tracks at 8:30 AM, yet the 30-60-minute delays remained. Westbound trains continued to bypass Metropark due to Train #3703 blocking the tracks. Passengers were unable to disembark from the disabled train until a rescue train could be moved into position on the adjacent track. This took some time because the overhead wires had to be stabilized at the scene. As a result, the passengers aboard Train #3703 were delayed about two hours, until they could be transferred to

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**Commuter and Transit Notes***(Continued from page 6)*

the rescue train – #3705 (6:42 AM New York Penn/Jersey Avenue), which was likewise delayed. Normal service resumed at Metropark at 9:30 AM, but delays continued throughout the morning. Crews worked through the day to make repairs. Commuters were advised to expect 10-15-minute delays for their home-bound trips.

The month of December, 2010 began with another service disruption on the Northeast Corridor. At 11:48 AM, catenary wires west of Secaucus came down, causing extensive delays. Cross-honoring was in effect on PATH at Newark, Hoboken, and 33<sup>rd</sup> Street. Midtown service was diverted to Hoboken and hourly service was operated between Newark and Trenton and Long Branch. By 5:45 PM, all tracks were returned to service; however, *Midtown Direct* service continued to operate to/from Hoboken until the first train on December 2 – Train #6201 (12:40 AM New York Penn/Dover).

On December 6, 2010, Train #6610 (5:52 AM Dover) became disabled with stuck brakes at around 7 AM west of Portal Bridge. Because the crew was unable to rectify the problem, a rescue locomotive was dispatched; however, releasing the brakes proved to be a lengthy process. Ultimately the passengers on this train were delayed 90 minutes. Immediately, cross-honoring on PATH was put into effect. Up to 60-minute delays were reported for *Midtown Direct*, Northeast Corridor, and North Jersey Coast Line trains. By 11 AM, the delays were down to 10-15 minutes and at 2 PM, service was reported operating on or close to schedule.

The third incident had a shorter duration (7:13-7:45 AM) on December 9, 2010. It was again caused by catenary problems and resulted in a temporary suspension between Trenton and Princeton Junction. Cross-honoring was in effect on NJ Transit and Suburban buses. Trains were reported as operating normally shortly after 9 AM.

In all of the aforementioned incidents, buses were used to substitute for disrupted rail service. However, on December 13, 2010, due to a protracted early morning delay on the George Washington Bridge, bus tickets were cross-honored on the Main/Bergen and Pascack Valley Lines.

Twenty-one additional trains operated on Thanksgiving Day to and from New York on the Morris & Essex, Northeast Corridor, and North Jersey Coast Lines; however, this information was not conveyed in the regular timetables, but could be found online. The Morris & Essex added three trips in each direction. Because there is already half-hourly early morning service on the Northeast Corridor from Trenton, only one additional train, at 6:44 AM, was necessary. Outbound, there were eight extras between 9:03 AM and 1:35 PM. The North Jersey Coast Line had two extras in each direction, and

there was just one on the Raritan Valley Line.

The Board of Directors voted to hire a law firm to seek legal advice “to protect rider interests and insure a fair resolution” of the Federal Transit Administration’s request for repayment of \$271 million that was spent on the now-cancelled ARC project. Also approved was a resolution to contract with the lowest responsible bidders for components for an in-house reliability project for 170 (of 230) Arrow IIIs. The project, which will see replacement of main inductors, inter-car control cables, air spring locks, air suspension bellows, and car body resurfacing membrane material, is estimated to cost \$15.6 million.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

A new timetable dated November 7, 2010 replaced the April 26, 2009 edition.

On December 3, 2010, the Port Authority released a preliminary \$7.2 billion FY 2011 budget that calls for no increase in the \$1.75 PATH fare. \$247 million is provided for the PA-5s and upgrade of the signal system.

**AMTRAK**

Since the Keystone Line (Philadelphia to Harrisburg) was upgraded in 2006, there has been a 40% increase in ridership. Amtrak and PennDOT spent \$145 million on his project. Thanks to the Delaware Valley Association of Rail Passengers for this news.

For the first year of expanded Lynchburg/Washington, D.C. service (October 1, 2009-September 30, 2010), ridership exceed expectations. 126,072 passengers were carried, exceeding the goal of 51,000 by 147.2 percent. Also exceeded was the revenue goal of \$2,580,000 when \$6,337,457.42 (145.6% over the goal) was generated. Thanks to Bob Hansen for this report.

The usual Thanksgiving (November 23-29, 2010) timetable for Northeast Corridor services (Form T-5) was issued. To make it easier to determine which day each train would operate, the format was changed to list all of the days in a grid so that if the train operated, the box below was shaded and had a check. This made the booklet almost an inch larger. The timetable listed four “Holiday Extra” trains (numbered 1054 and higher) in each direction between New York Penn and Washington, D.C., which all ran on Sunday, November 28. Last year there was on less westbound train. Amtrak again reported that cars could be borrowed from commuter rail agencies. There were reports of additional Holiday Extras in the form of digital images courtesy of member Bob Vogel.

**METROPOLITAN AREA**

The newly rebuilt Roosevelt Island Tramway opened on November 30, 2010 after a \$25 million makeover. This line, which had been out of service since March 1, had been due to reopen between last August and September (March, 2010 *Bulletin*).

**MISCELLANEOUS**

Theodore W. Kheel, the long-time labor negotiator,

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## Commuter and Transit Notes

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passed away on November 12, 2009 at the age of 96. **The New York Times** described him as the go-to guy, be it a newspaper, teacher, or transit strike; he mediated them all, on the local level and the federal. President Lyndon Johnson called on him to mediate 10 days of negotiations that averted a nationwide rail walkout in 1964.

### HIGH-SPEED RAIL

In a follow-up to last month's news concerning the newly-elected governors who campaigned against rail projects in their respective states, **Railway Age** reported that the Wisconsin Sierra Club staged a series of demonstrations in support of the project on November 22, 2010. **Mass Transit** magazine reported that despite what could happen in Wisconsin, the states of Minnesota and Illinois are continuing their own work on this project. Dan Krom, Director of the Minnesota Department of Transportation's high-speed rail office, said that until told otherwise his team "will continue planning train service from the Twin Cities through Wisconsin. Wisconsin contributed \$300,000 to MnDOT's \$1.2 million rail planning, which will identify the best route from Minneapolis to Milwaukee."

It was announced on December 9, 2010, that the \$1.95 billion in high-speed rail funds which were forfeited by the states of Ohio and Wisconsin would be reallocated to California (\$624 million), Florida (\$342 million), and New York (\$7.3 million). The remainder will be distributed to ten other states.

According to a report in **Mass Transit** magazine, Talgo will shut down its manufacturing operations in Wisconsin next year due to the cancellation of the rail project. It plans to keep a maintenance base to service the two trainsets that it is building for Amtrak's *Hiawatha* (Milwaukee/Chicago) service.

DATE	OPERATOR	AREA	LINE	NOTES
January or February	Sacramento RTD	Sacramento, California	Green Line	1.1-mile extension to Sacramento International Airport
May	Hampton Roads Transit	Norfolk, Virginia	The Tide	Begins service, 7.4 miles, 11 stations
June 11	Denton County Transportation Authority	Denton, Texas	A-Train	Denton to North Carrollton 21 miles, 5 stations
August 7	Utah Transit Authority	Salt Lake City, Utah	Mid-Jordan Extension	10.6 miles, 10 stations
August 7	Utah Transit Authority	Salt Lake City, Utah	South Jordan Extension	5.1 miles, 4 stations

December	Dallas Area Regional Transit	Dallas, Texas	Orange Line (Phase I)	Bachman to Las Colinas 5.4 miles 2 stations
December	GO Transit	Toronto, Ontario	Georgetown Line	Extension to Kitchener 4 stations, 33.5 miles
?	NJ Transit	Bayonne, New Jersey	HBLRT	8 <sup>th</sup> St. Station opens, 0.3 mile
?	Los Angeles Metropolitan Transportation Authority	Los Angeles, California	Expo Line Phase I	7 <sup>th</sup> / Metro to Expo/Crenshaw Culver City, 8.6 miles, 7 stations
?	BART	San Francisco, California	Dublin / Pleasanton	West Dublin, a fill-in station between Castro Valley and Dublin/Pleasanton

### SCHEDULED FOR 2011

In the table below is latest available information about transit projects and expansions of service that are scheduled for this year.

### OTHER TRANSIT SYSTEMS

#### BOSTON, MASSACHUSETTS

Four years after \$55 million was approved to upgrade the area surrounding the Yawkey station, work began on November 15, 2010. Of that amount, \$13.5 million will be used to improve the rail station. The balance has been designated for improvements to the area. When completed next year, the "T" will double the number of daily trains and offer direct access to South Station to the east and Framingham and Worcester to the west.

Timetables dated November 22, 2010 were issued for all lines except the Needham, Greenbush, and Old Colony Lines, as these were not changed nor reprinted. The current timetables still say "Reprinted January 11, 2010, Effective May 18, 2009." Member Todd Glickman, who sent copies, added that the South Station/Back Bay Timetable was not printed due to lack of requests; it's on-line only.

Although not in time for this past holiday season, MBTA issued a request for proposals with the goal of getting a vendor on board to market "T" merchandise. In 2000, the transit agency invested \$27,000 in inventory, \$9,000 for a company to manage a Web store, and between \$1,500 and \$4,000 to repaper highway billboards to direct people to Gifts@MBTA.com, and sold just \$2,500 in merchandise in six weeks. After being criticized by a **Boston Globe** columnist, then-General Manager Kevin Sullivan closed down the operation and donated most of the goods to charity. The belief is that this time the venture will be more successful.

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

ful as on-line shopping has grown considerably. There is a site, [www.zazzle.com](http://www.zazzle.com), which sells "T" merchandise, and when apprised of this, General Manager Richard A. Davey said, "I'm going to have to have my lawyers call Zazzle. I'm not sure they're a licensed broker."

On November 28, 2010, *The Boston Globe* reported that there was a limited amount of licensed merchandise being sold by Boston Jean Company, and a few days later, GM Davey signed a contract with WardMaps of Cambridge, a Porter Square business specializing in original and reproduction antique neighborhood maps. The "T" will earn 10% of each sale.

Ridership was at its highest level in two years in October, 2010, when there were 1.3 million riders on an average weekday. The gains occurred despite a slight over-the-year drop in the number of bus riders and a larger decrease in commuter rail users. The overall gains represented a nearly 1% increase over October, 2009, with the biggest gains taking place on the Red, Orange, and Blue Lines, where average weekday ridership in October totaled 532,400, its highest level in four years. Ridership growth occurred in eight of the first ten months of 2010, after the numbers fell in every month of 2009.

This month, the "T" will begin a three-month test of Quiet Cars on the Fitchburg and Franklin Lines. One car on each train will be so designated. The results of an on-line survey conducted in October (December, 2010 *Bulletin*) found that in just two weeks, more than 4,400 people responded, 86% of whom endorsed the idea. More than 2,000 posted comments such as "Yes, yes! A thousand times yes!"

There is a correction to the report in last month's *Bulletin* regarding the cars that would be replaced by the Rotem bi-levels. The current word is that the 500- and 1500-series MBBs will be replaced first, but time will tell. Thanks to Todd Glickman for these reports.

*BUFFALO, NEW YORK*

*Railway Age* reported that problems in overhauling Niagara Frontier Transportation Authority (NFTA) Metro's 27 LRVs have led to the layoff of 23 employees at Gray Manufacturing Industries (GMI), which is located in Hornell, New York. GMI is working as a sub-contractor to AnsaldoBreda. So far, just two of the cars have been completed as of last July, and were awaiting return to NFTA. It appears that quality control, including problems with the communication system and concerns over what effects would result from fire, is the cause. The issues can be addressed, according to NFTA spokesman C. Douglas Hartmayer, adding that NFTA has asked the head of AnsaldoBreda's North American operations to meet with NFTA to discuss the problem.

*LINDENWOLD, NEW JERSEY*

Member Lee Winson reported that PATCO raised one-

way fares by 10% effective January 1 as follows:

Lindenwold, Ashland or Woodcrest and Philadelphia - \$3.00, a 30 cent increase

- Haddonfield, Westmont, or Collingswood and Philadelphia - \$2.60, a 25-cent increase
- Ferry Avenue and Philadelphia - \$2.25, a 20-cent increase
- Broadway or City Hall and Philadelphia - \$1.40, a 15-cent increase
- Any two New Jersey stations - \$1.60, a 15-cent increase
- Any two Philadelphia stations - \$1.40, a 15-cent increase

On December 15, 2010, PATCO's Board awarded a \$194,197,337 contract to overhaul all 120 cars to Alstom. The Federal Transit Administration is providing \$69 million in funding. PATCO President John J. Matheussen said that this is the most cost-effective way to deal with the issue of aging equipment, since replacing the cars was estimated to be considerably more expensive. The work being done includes installation of new brake, propulsion, and signaling systems, door operators, HVAC systems, lighting, signing and messaging systems, and floors; adding an on-board diagnostic system; and ADA improvements. The news is not good for railfans, or many others who enjoy looking out the front window, but the Operator's cab will be enclosed. There will also be new, modern interiors, including new seats.

*PHILADELPHIA, PENNSYLVANIA*

Things are not going well for the Silverliner V test train, according to an article from *The Philadelphia Inquirer* (November 19, 2010) sent by member Dave Safford. "The train that has been in revenue service since October 29, 2010 continues to have problems (although it has been in service), causing delivery of further production cars to be set back pending solutions. Internal communications problems and poor adhesion causing it to stall on hills are the major issues. SEPTA blames the problems on software. Three production cars were to be delivered and six more were due by the end of last month, but in addition to the technical problems there have been problems hiring competent staff at the South Philadelphia assembly plant (what 10% unemployment?) and late delivery of material from South Korea where the components are made for assembly in Philadelphia. Rotem has promised to hire more workers (competence not specified) and send over more South Koreans to supplement the local workforce. No revised delivery date was specified."

Member Bob Wright sent this Silverliner V report. "The cars are getting onto just about all the lines. I happened upon them on a late-PM peak run on the Chestnut Hill West Line a few weeks ago as they were pulling into Market East Station. I was entering the other platform to catch a train on my 'home' line - Norristown, and they turned a number of heads as they came into the sta-

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## Commuter and Transit Notes

(Continued from page 9)

tion. I was thinking about taking a quick hop up and back on them but didn't have time. As it turned out, that was a good move on my part, as they conked out on that run and were unable to make the turn for their inbound trip (they have had a few break-in problems). This week they were concentrating on the Cynwyd Line, which has limited service and can (and frequently does) operate with a single car. I've heard that 701 served the line on its own a few times and the 801-02 train filled in on other runs. I went to ride them on a run to Trenton on the morning of November 13, 2010, but they did not make the trip and a train of Silverliner IVs subbed for them. Last Saturday (November 20, 2010) I tried again and they were running. The ride is nice and the announcements are automatic and very clear, supplemented by video screens and an LED display at each interior end. The Conductors were kept busy lifting and dropping the traps between stops even though most of the stops are low-level platforms. I only had time to ride to Holmesburg Junction, where I turned for an inbound that showed up a few minutes late. It was an impressive ride and I look forward to riding them more as they go into service. They did not operate over Thanksgiving weekend."

Bob also reported: "the 'R' signs on the cars are becoming harder to find as the new gray signs are more common. I noticed that University City Station has had the R-1/2/3 designators on its sign panels covered over and this seems to be happening slowly at other stops that have the 'R' signs on the station name panels. I see Manayunk and Wissahickon daily and the R6 lives on at both stops, at least for now."

Dave Safford also sent the next two reports: "SEPTA is giving up on its parking lot payment cards, saying that the magnetic stripes were being disturbed by being carried near cell phones and the like. So it's back to quarters, because SEPTA can't handle paper money or make change at its parking lots. The Delaware Valley Association of Rail Passengers noted acidly that this is on a par with SEPTA's abandonment of its ticket vending machines in 2007 when U.S. currency was redesigned, while NJT managed just fine. Their spokesperson wondered if SEPTA could be trusted to operate their proposed fare collection system if they can't manage the much simpler and now abandoned systems."

"SEPTA has received an Energy Star award from EPA for cutting energy use at its headquarters at 1234 Market Street by 12%. Not so exciting? But this saved \$100,000 in energy costs in fiscal 2008-9, money which is now available for other budgetary needs. LED lighting and wind turbines on the building roof are the next steps to be explored."

In SEPTA's 2012 Capital Budget, Lee Winson found

the following under 2015-2022:

- Trolley Routes 23 & 56 Infrastructure Improvements: \$189,000,000
- Trolley Routes 23 & 56 Vehicle Purchase: \$130,000,000
- Elwyn to Wawa Rail Service — Restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, to a new terminus at Wawa: \$57,370,000

Lee also reported that SEPTA is extending Route 15 to the new Sugar House Casino on Delaware Avenue, the first new trolley track built in many years. Some photos showing the construction can be seen at <http://www.trainweb.org/phillynrhs/RPOTD101111.html>. This site reported: "The use of the term 'new' rail is relative, as during the excavation of the street, a previous incarnation of a trolley line, complete with rails and cobblestones, is being unearthed. The single track ran to Delaware Avenue and had not seen revenue service since the 1920s when it was PRT's Route 59, although it was used by work cars to access PRT-owned piers along the river into the mid-1950s."

PITTSBURGH, PENNSYLVANIA

The Pittsburgh Port Authority (PPA) on November 24, 2010, announced that Pittsburgh public transit services will be cut 35% on March 13, 2011 due to a \$7 million budget shortfall, in turn due, in part, to a \$27 million cut in state funding. Forty-seven transit routes will be eliminated completely. Adding insult to injury, transit fares are rising this month by 25 cents in zone 1, and 5 cents in zone 2, with an extra 25 cents for transfers. The PPA Board estimates that an additional 9,000 cars will come in and out of downtown Pittsburgh as a result of these changes. Thanks to Dave Safford for this report from

**The Philadelphia Inquirer.**

WASHINGTON, D.C. AREA

In May, 2009, MTA Maryland put out a request for proposals for a new rail operator to take over the operations of the Camden and Brunswick Lines from CSX, which had expressed its intent to get out of the passenger business. However, on November 15, 2010, the contract was withdrawn prior to the bids being opened because the state decided that the level of competition was insufficient. The contract will be re-bid in the future. In the meantime, CSX is under contract until 2012 and will continue operating the two lines but at an additional \$1 million cost to taxpayers. Thanks to member Steve Erlitz for this news.

TAMPA, FLORIDA

On December 6, ahead of its December 15, 2010 opening, member Dennis Zaccardi and his son visited the Whiting Street Extension and found that everything seemed to be completed except for placement of benches.

CLEVELAND, OHIO

(Continued on page 11)

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

Member Andre Kristopans reported that after carefully investigating, he found that the Waterfront LRT went to weekdays only on April 4, 2010 (December, 2010 **Bulletin**). On August 22, there was just a minor schedule change. Additionally, service was cut from "full service" to weekday rush and weekend daytime November 9, 2008.

*CHICAGO, ILLINOIS*

Metra ridership declined on seven of the eleven lines during September, 2010, due to the recession and unemployment. The largest decline (10%) occurred on the UP North (Kenosha) Line, where the ill-fated schedules with the single-tracking finally had to be withdrawn. These comparisons were made to September, 2009 ridership.

Based on the emails of nearly 1,000 people, Metra plans to test Quiet Cars this month on the Rock Island District. The policy will be in effect between 6-9 AM and 3:30-6:30 PM in the first and last cars of each train. The reason that this line was selected is that it is owned by Metra and is self-contained with a downtown station and yard that is not shared with other lines. With the addition of Metra and MBTA (please see above), of the six largest commuter systems, only the MTA railroads, LIRR and Metro-North, do not yet have such a program.

*SEATTLE, WASHINGTON*

An across-the-board 25-cent fare increase was implemented on January 1, 2011. There was also a change in the use of bus transfers, which limits their use on neighboring transit systems.

*PORTLAND, OREGON*

Civic Center Drive in Gresham became TriMet's 85<sup>th</sup> MAX station when it opened on December 1, 2010. It is located between the Gresham City Hall and Ruby Junction/E. 197<sup>th</sup> Avenue stations. Planned since 1997, construction of this \$3 million station was deferred until there was enough development and density in the area to support it.

*SAN FRANCISCO, CALIFORNIA*

Beginning January 3, 2011, Phase Two of the California Cable Car Infrastructure Improvement Project caused a six-month closure. In this phase, SF Muni and the Department of Public Works will replace aging underground components and repave 17 blocks between Drumm Street and Van Ness Avenue. Look for a July re-opening.

On December 6, 2010, SF Muni and the Market Street Railway Company unveiled PCC 1071, the first of 16 PCCs that are being rehabilitated by Brookville Equipment under an \$18.7 million contract. Ten cars from this group were originally purchased by the Twin City Rapid Transit Company, which sold 30 to Public Service Coordinated Transit in 1953. PSCT eventually became NJ

Transit, which sold the 11 PCCs in 2004. This project is part of a larger \$31.5 million fleet expansion program that calls for overhauling 26 additional historic cars. The project is expected to be completed in two years. Thanks to **Progressive Railroading** for this news.

*LOS ANGELES, CALIFORNIA*

The much-awaited debut of Metrolink's cars with crash-resistant technology occurred on December 9, 2010. Metrolink has dubbed these stainless steel bi-level Rotem-built cars as "Guardian." Ten cars entered service across the Metrolink system, and as more cars are approved for service, they will be used to augment Metrolink's current fleet. All 137 cars are expected to be in service by late 2012.

*OCEANSIDE, CALIFORNIA*

Steve Erlitz reported that while driving on I-5 in December, 2010, he spotted 6-7 NJ Transit Comets still with NJ Transit markings in the Coaster yard.

*HONOLULU, HAWAII*

According to a study completed last month, the cost of building Honolulu's light rail system will be at least \$7 billion, not the \$5.27 billion that was estimated by the city. This determination was based on the theory that construction and operating costs will replicate the experience of many peer projects in cities without previous rail development, or the optimistic federal fund assumption will not be fully realized. Thanks to member David Erlitz for this news.

*TORONTO, ONTARIO, CANADA*

On November 22, 2010, the Toronto Transit Commission awarded a US\$274 million contract to extend the Yonge-University-Spadina Line 1.6 miles from Downsview and build two stations: Sheppard West and Finch West. Construction was to begin immediately, with an expected late 2015 opening. Future contracts will extend the line 3.7 miles and add four stations: York University, Steeles West, Highway 407, and Vaughn Corporate Centre.

By the end of this year, GO Transit plans to extend the Georgetown Line to Kitchener-Waterloo, Guelph, and Acton with two morning and two evening trains. Some new infrastructure is being built, including a storage facility in Kitchener and ticketing service at new stations in Acton, Guelph and Kitchener. This extension, which will cost \$18 million, adds 33.5 miles to the system.

**FROM THE HISTORY FILES**

*80 Years ago:* Between January 6 and January 25, 1931, the Lackawanna Railroad initiated electric service to Gladstone and extended electric service to Dover.

*50 Years ago:* On January 24, 1961, the final "Almond Joy" cars for Market-Frankford Elevated service arrived. Philadelphia's own Budd Company constructed 270, which ran until they were replaced by the ABB-built M-4s at the end of 1999.

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

## Around New York's Transit System

### New Transfer Point in Downtown Brooklyn

On December 10, 2010, a new free transfer connection was opened between the Jay Street **A C F** station and the Lawrence Street **N R** station. It is anticipated that 35,000 passengers will use this connection each day.

The north end of the Lawrence Street station is only a short distance from the Jay Street station. Two escalators, one stairway, and an ADA elevator were installed at this connection.

The Jay Street-Borough Hall station, newly renamed Jay Street-Metrotech, was rehabilitated. Two ADA ele-

vators were installed, the fare controls at the south end of the station were rearranged, and the power supply was upgraded. New lighting a new communication system, new flooring, and new wall tiles were installed. Additionally, the Lawrence Street station was renamed Jay Street-Metrotech, so the entire complex is known by one name.

Next year, two new free transfer points will be placed in service — Broadway-Lafayette **B D F M** to uptown **6** at Bleecker Street, and **7** at 45<sup>th</sup> Road-Courthouse Square to **G** at Court Square.

### IRT Avoided Bankruptcy 90 Years Ago

*(Continued from page 4)*

vated riding declined appreciably. In 1922, there were 25,775,835 riders less than the previous year, compared to 1921, which showed a slight gain over 1920. The Sixth Avenue Elevated, which was only a short distance from BRT's Broadway Subway, lost nearly 11 million passengers while BRT's subway line gained more than 15 million passengers. It is believed that many elevated passengers eventually preferred the subway.

In 1921, IRT operated a large rapid transit railroad. Miles of road were: subway 72.82; elevated 41.88; total

114.70. Very frequent service was provided by 4,148 cars, whose age was shown in the table on the left below. Average speed was 16.7 miles per hour.

From 1910 to 1916, the average wages of employees rose one cent or less each year. It rose slowly during the wartime years and rapidly as a result of the postwar inflation (see table on right below).

Because the company was not allowed to charge more than five cents, it had difficulty making a profit. To remain solvent, IRT's engineers used the latest technology to perfect several labor-saving devices, which will be described in the next issue.

YEAR		AVERAGE HOURLY WAGE OF EMPLOYEES (CENTS)		
NUMBER OF IRT CARS BUILT		YEAR	MOTORMEN	CONDUCTORS, GUARDS, AND TICKET AGENTS
Prior to 1890	717	1916	28.67	24.63
1891-5	169	1917	30.99	27.52
1896-1900	—	1918	33.98	28.53
1901-5	1,220	1919	47.43	41.28
1906-10	325	1920	61.88	55.03
1911-6	931	1921	65.31	57.27
1917	309			
1918	477			
1920-1	—			
TOTAL	4,148			

## SUBDIVISION "A" CAR ASSIGNMENTS

CARS REQUIRED DECEMBER 12, 2010

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>1</b>	340 R-62A	290 R-62A	<b>5</b>	330 R-142	330 R-142
<b>2</b>	330 R-142	330 R-142	<b>6</b>	400 R-142A	400 R-142A
<b>3</b>	250 R-62	240 R-62	<b>7</b>	352 R-62A	330 R-62A
<b>4</b>	240 R-142, 110 R-142A	240 R-142, 100 R-142A	<b>S</b>	10 R-62A	10 R-62A