

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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For general inquiries, contact us at nydiv@erausa.org or by phone at (212) 986-4482 (voice mail available). The Division's website is www.erausa.org/nydiv.html.

Editorial Staff:
Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman
Contributing Editor:
Jeffrey Erlitz

Production Manager:
David Ross

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HUDSON-BERGEN 8TH STREET EXTENSION OPENS **by Marc Glucksman** **(Photographs by the author)**

On clear, crisp Monday, January 31, NJ Transit opened its most recent extension. The Hudson-Bergen Light Rail (HBLR) line was extended from its previous terminal at 22nd Street and Avenue E to 8th Street and Avenue C. At a cost of \$58.4 million, the one-mile extension brings the light rail to its farthest point south. Service will continue in the existing pattern (Tonelle Avenue-West Side Avenue/8th Street-Hoboken Terminal). Headways range from a best of 3 minutes to 30 minutes at night/weekend. The Bayonne Flyers, trains that skip several stops in a rush hour directional service, have also been extended.

While two NJ Transit bus routes do stop at the station, for now MTA NYC Bus continues to serve the 34th Street station exclusively with route S89. And while 34th Street and 22nd Street are in locations that are more conveniently accessed from Route 440 (a highway), 8th Street is located in a commercial area of Bayonne.

The mayor of Bayonne, Mark Smith, began the ceremony by introducing guests and giving effusive praise to the politicians and NJ Transit employees who made the event possible by helping to secure funding and passing legislation. There were more than a few mentions of the lack of "Bergen" in HBLR, and several of the speakers made mention of the continuing work of extending light rail to the former Erie Northern Branch.

When CNJ trains rolled past the 8th Street station in Bayonne for the last time, it was 1978. What had at one point been the CNJ

Mainline was reduced to the Cranford to Bayonne Scoot (usually operated with RDCs) from the 1967 Aldene Plan re-alignment until the termination of service. Member Jack May recalled riding here on the former Central of New Jersey main line. He pointed out that while the architecture of the light rail station is very similar to the CNJ station that had been there, it faces the opposite direction, away from the tracks. The extension itself narrows to one track south of 22nd Street before platforming two tracks at 8th Street.

The pace of light rail, both electric and diesel, continues unabated in New Jersey. NJ Transit cites a daily ridership of over 40,000 (out of a statewide total of 895,000) on HBLR alone, and credits all three lines with environmental and economic benefits. Hopefully we will have many more openings to attend in the future.



NJ Transit's newest extension at 8th Street, decked out with bunting for the occasion.

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NEXT TRIP: PATH HARRISON SHOP TOUR, SATURDAY, APRIL 9

BROOKLYN TROLLEY WORK CARS by Bernard Linder

In 1908, Brooklyn Rapid Transit operated a very large system that included 2,803 trolley cars in Brooklyn and portions of Queens. In 1906, the company renumbered its 555 work cars into the 9000-series, whose 1910 roster was published in the August, 1973 *Bulletin*. In this series, we will furnish a brief description of each type of work car.

9001-11—DERRICKS AND CRANE CARS

Cars were equipped with derricks, cranes, or hoists.

In September, 1962, cars 9006 and 9007 were transferred to NYC Transit's rapid transit system and numbered 20101 and 20102. The latter was renumbered again to 21 in 1966. In January, 1958, car 9011 was dismantled and the crane was installed on rapid transit flatcar 3074.

9101-83 AND 9200-45 — GONDOLAS

There were 114 standard double-truck gondolas, 12 small single-truck gondolas, and 3 single-truck trailer gondolas. 9112 was rebuilt with cabs at both ends. It was used as a flatcar for wheels and trucks.

9114-8 were single-truck ash cars.

9131-7 were flatcars with hoist for carrying track rails.

9138-9 were rebuilt to boxcars with snow plows at each end.

9155 was a single-truck car used for carrying car house scrap.

9161 was transferred to Branford on February 17-18, 1964.

9235-8 were single-truck cars used for carrying ashes and scrap metal.

9240 had a snow plow attachment.

9241 was sold to New York Rapid Transit Corporation's subway division in 1929 and renumbered to 3156.

9245 was a line car trailer.

9401-49 — BOX FREIGHT CARS

9408-25 were sand storage cars at the depots from 1933 to 1951.

9425 was transferred to Branford on February 18-24, 1964.

9445-6 were converted to Electrical Department work cars.

9447 was converted to an Electrical Department tower car.

9551-64 — EXPRESS-BOX FREIGHT CARS

Express service was operated from June 15, 1896 to January 1, 1909.

9551 was sold to South Brooklyn Railway in 1924 and was transferred to a siding at 15th Avenue under the Culver Line. Motors were removed and it was designated Kensington Freight Station. It was burned at the site in January, 1950.

9553-4 were converted to money collection cars.

9558-64 were built for the American Express Company and were later used to deliver the newspaper *Brooklyn Eagle*.

9601-8 — MAIL CARS

Mail cars were operated from 1899 to August 31, 1914.

Single-truck electrified horse cars were converted to mail cars.

9621-41—WRECKERS

Passenger cars were rebuilt as wreckers.

9651-99 — SAND AND SALT CARS

9651-60 were originally small single-truck 11-foot plows.

9671, 9673, 9675, and 9676 had root snow scrapers and side wings added in 1926.

9699 was rebuilt as a rail grinder in 1930. A curved roof replaced the deck roof in 1936.

9728-51—SAND CARS

Cars were originally passenger cars.

9730 was transferred to Branford on November 8, 1950 and renumbered to the original 1792.

9780-9809 — SNOW PLOWS

9780 was a double-track heavy plow. B&QT bought this plow from Richmond Railways, Staten Island, in 1934. The original number was 02.

9780-91 were small snow plows-blade plows.

9792-9800 were blade plows.

9799 and 9800 were bought by Branford for \$200 each. They arrived there on May 3, 1957.

9806 and 9807 were rotary plows.

9810-23 were root scrapers and snow plows. Cars were converted from single-truck passenger cars. 9810 was transferred to Warehouse Point, Connecticut on August 14, 1951.

9826-99—SNOW SWEEPERS

9826 and 9827 were bought from Richmond Railways, Staten Island, in 1934.

9831-46 were single-truck sweepers.

9832 was transferred to Branford on November 14-15, 1956.

9851-85, with open platforms at each end, were enclosed from 1906-8.

9900-99—MISCELLANEOUS WORK CARS

First series 9900-16 were scrapped 1907-33.

9900 was bought from Citizens Street Railroad, Detroit, Michigan in 1897. Its hydraulic lifting jack was removed and the car was renumbered Brighton 97 in 1899. It was converted from a parlor car to a pay car in 1907 and was renumbered to 9900 in 1906.

9901 and 9902 were rebuilt as pay cars in 1899 and 1900.

(Continued on page 3)

Brooklyn Trolley Work Cars

(Continued from page 2)

9903 was Built by Nassau Electric as private car 98 for its President and Directors. It was converted to a transfer distribution car and renumbered to 9903 in 1915.

9904 was a test car. It was scrapped in 1907.

9904 (second car) was a double-truck passenger car rebuilt as a transfer distribution car in 1922.

9905 was a small 2-foot gauge locomotive used by the Power Department.

9907 was converted to Supply Car 6 in 1906. It was rebuilt into single-truck passenger car 193 in 1909 and a one-man safety car in 1919.

9910 and 9914-6 were converted to line cars.

SECOND SERIES 9900-9916

9900-4 were double-truck sweepers bought from Eastern Massachusetts Street Railway in 1936.

9904 (second series) was a transfer distribution car.

9905 was express car 9903 from 1906-15. It was renumbered in 1915 and converted to a Track and Tool Department compressor car.

9907 was a bond test car.

9908 was a Track and Tool Department supply car.

9909 was converted from a pump car to a bond test car in 1911.

9910 was a rail testing car.

9911-3 were tower cars.

9914 was a line car.

9915-9 were sprinklers.

9920-9 were small single-truck gondolas and scrap metal cars.

9930 was a supply car rebuilt to single-truck passenger car 194 in 1910.

9931 was a scrap metal car (gondola).

9932 was an air compressor car.

9933 was a wrecker rebuilt to passenger car 181 in 1910.

9934-5 were line cars.

9936 was a wrecker rebuilt to passenger car 182 in 1910.

9937 was a wrecker rebuilt to passenger car 179 in 1910, then converted to a root scrapper in 1921 and renumbered to 9821.

9938 and 9939 were line cars.

9940-59 were air dump cars bought for subway construction work. The cars were transferred to New York Rapid Transit in 1916 and renumbered 3052-73 (not in order).

9960-3 were snow pushers and tow cars

9964-73 were ash dump cars.

9974 was a Blacksmith's wagon car.

9975 was a welding car or cupola car for welding rails.

9976-9 were double-truck trailers that carried rails and heavy elevated girders.

9980 was an ash dump car.

9981-6 were air dump cars transferred to New York Rapid Transit in 1916 and renumbered 3074-9.

9987- and 9988 were double-truck trailers that carried rails and heavy elevated girders.

9989 was a pay car. All pay cars were discontinued in April, 1932.

PARLOR CARS

From 1896-1907, parlor cars were operated as charter cars.

ORIGINAL NAME	NUMBER	DATE ASSIGNED	9000-SERIES NUMBER (A)	RE-NUMBERED TO	DATE	TYPE OF CAR
<i>Columbia</i>	99	1907	9990	798	1915	Passenger
<i>Montauk</i>	95	1907	9991	796	1911	Passenger
<i>Amphion</i>	96	1907	9992	797	191	Passenger
<i>Brighton</i>	97 (B)	1906	9993	9900	1916	Pay
—	98 (B)	1906	9994	9903	1915	Transfer distribution

(A) Number was not painted on car

(B) Never used this number

9998 was Birney car 7068 converted to a rail grinder from September-November 30, 1931.

9999 was converted to an instruction car on December 31, 1937.

SECOND WORK CAR RENUMBERING

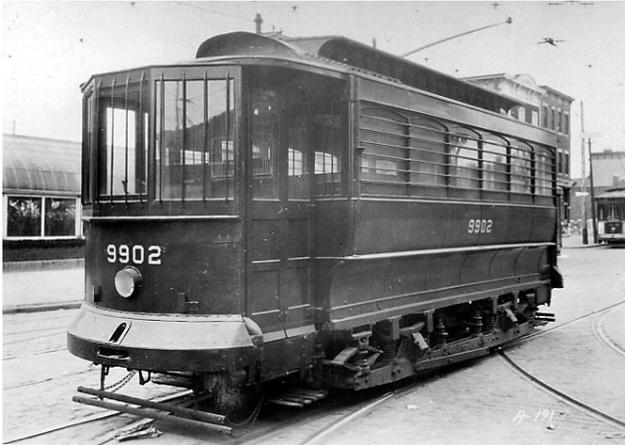
In November, 1948, the work cars that were still in service were renumbered again as follows:

SWEEPERS		PLOWS		SALT CARS/SCRAPERS	
NEW NUMBER	OLD NUMBER	NEW NUMBER	OLD NUMBER	NEW NUMBER	OLD NUMBER
1-22	9826-47 in order	61-71	9792-9802 in order*	81	9700
23-31	9849-57 in order	72	9804	82	9706
32	9859	73	9805	83	9810
33	9864	74	9809	84	9811
34	9865	75	9138	85	9812
35	9866	76	9139	86	9813
36	9870			87	9815
37	9871			88	9818
38	9873			89	9819

(Continued on page 4)

Brooklyn Trolley Work Cars

(Continued from page 3)



Pay car 9902 at Ninth Avenue Depot in 1930.
Bernard Linder collection



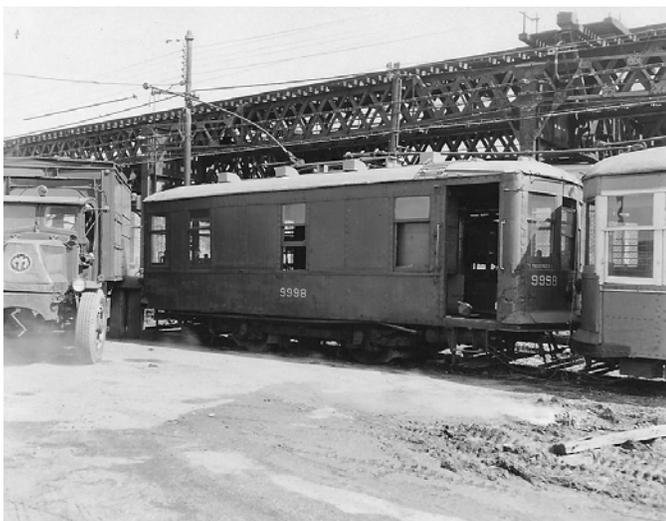
Bond test car 9907 at Avenue Z and Shell Road, March 24, 1955.
Bernard Linder collection



Rail grinder 9699.
Bernard Linder collection



Sweeper 21 in Flatbush Depot Yard, November 30, 1949.
Bernard Linder photograph



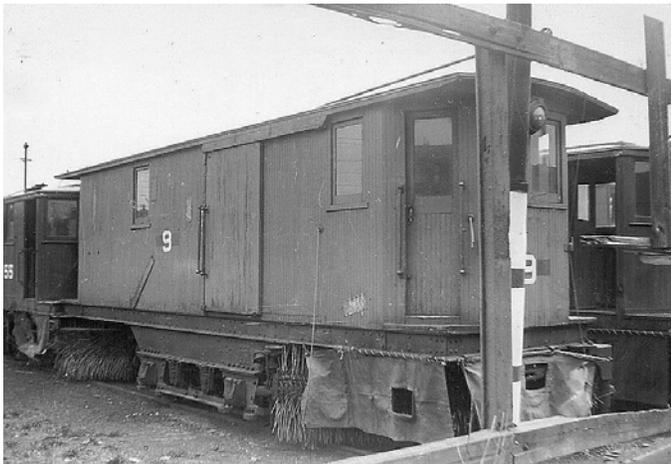
Rail grinder 9998, ex-Birney 7068, at Avenue Z and Shell Road, March 24, 1955.
Bernard Linder collection



Interior of rail grinder 9998.
Bernard Linder collection
(Continued on page 5)

Brooklyn Trolley Work Cars

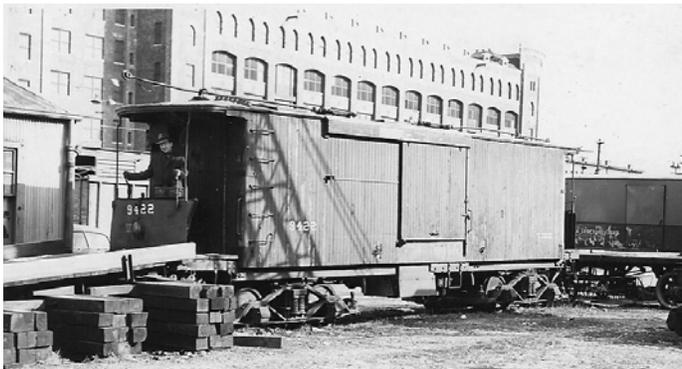
(Continued from page 4)



Sweeper 9, May 3, 1951.
Bernard Linder photograph



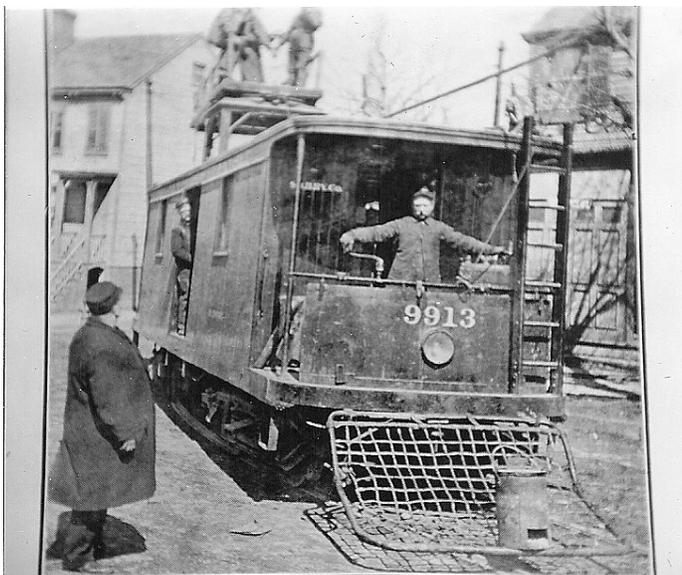
Snow plow 9780 in Flatbush Depot, November 30, 1949.
Bernard Linder photograph



Box freight car 9422, January 24, 1952.
Bernard Linder collection



Your Editor-in-Chief in box freight car 9422, 39th Street Yard, January 24, 1952.
Bernard Linder collection



Tower car 9913.
Bernard Linder collection



Tower car 9913, March 11, 1955.
Bernard Linder photograph

Hudson-Bergen 8th Street Extension Opens
(Continued from page 1)



Dignitaries, including NJ Transit Executive Director James Weinstein, Bayonne Mayor Mark Smith, and U.S. Senator Robert Menendez cutting the ribbon.



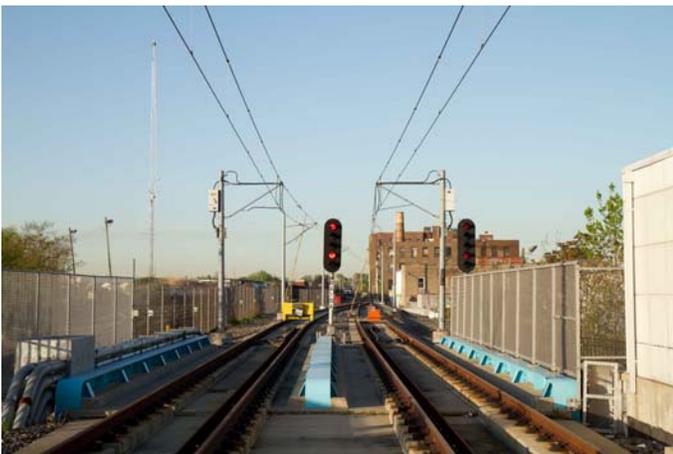
A two-car train heads northbound over the viaduct.



A northbound train leaves the station from Track 1.



A southbound train enters Track 2.



Looking south from 22nd Street station—two tracks become one.



On May 6, 2010, the 8th Street station was under construction. A sign showed the \$58 million cost.

Commuter and Transit Notes

No. 268
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

On January 19 and 20, in order to repair catenary in the vicinity of Noroton Heights, four AM westbound trains were canceled/combined. In addition, one eastbound and two westbound Shore Line East trains that normally operate through to Stamford were terminated in New Haven. Passengers were accommodated on other trains.

President Howard Permut announced on February 1 that the railroad was forced to take the unusual step of cutting New Haven Line peak hour service by 10% due to more than half of the cars being sidelined with storm damage. At one point, 163 out of 320 active electric cars were sidelined. (LIRR had 146 out of 1,006 out of service.) A Reduced Winter Schedule was issued for the period February 7-March 6, and for each intermediate Saturday, a Sunday schedule was operated. When I picked up copies at Grand Central Terminal, I was surprised to see that it was not the usual professional timetable folder, but two stapled, double-sided pages, copied on 8½" x 14" paper. The first of the pages had a letter from President Permut detailing the reasons that this was being done; the schedules were on the other page. "Real" copies were available the following week. Of note is that in the regular timetable (October 17, 2010-April 2, 2011), a bicycle symbol indicating that up to 15 bicycles are permitted per train appears above the train number on selected trains. On the Reduced Winter Schedule Timetable, bicycles are not permitted. **One final note – the "Martini-style" glass that denoted the presence of a Bar Car has been removed from this edition.**

For weeks, 67,000 New Haven riders had to squeeze into overcrowded cars with barely room to stand. Additional diesel-hauled trainsets have been brought over from the Hudson and Harlem to replace some M-2/M-4/M-6 sets, and buses have replaced some runs on the branches.

On February 4, Connecticut Governor Dannel P. Malloy announced a plan to add rail cars to the New Haven Line. I wondered where these cars were coming from. Had Metro-North made arrangements to lease some of the idle NJ Transit Comet IIIs, or were the cars coming from elsewhere? The answer was found in *The NC Advertiser*, which reported that the Governor had authorized the replacement of two 7-car diesel Waterbury Branch trains with CT Transit buses. In fact, buses had been replacing trains on this branch as early as January 25.

The Connecticut Rail Commuter Council held a special meeting in Stamford on February 16 to discuss the recent problems on the New Haven Line. Commuters

were invited to join Metro-North, CDOT, and elected officials to express their frustrations.

Ridership increased last year by 1.5%, making it the second busiest year (2008 was higher, 81.1 million vs. 82.3 million). After 15 consecutive months of ridership declines, March marked the reversal of this trend. Here are the results by line: Hudson (+1%), Harlem (+0.3%), and New Haven (2.8%), with the largest increase coming from the intra-Connecticut section between Stamford and New Haven.

On-time-performance (OTP) for 2010 was 97.5%. Remember that only the December 26-27, 2010 blizzard has been taken into account, as all of the other storms took place this year. 2010 also marked the first complete year that the new Yankees-E. 153rd Street station was open. It accounted for 700,000 rides, about 250,000 more than in 2009. Regular, non-game day ridership more than doubled from 2009. For this year, the railroad is anticipating a modest 0.7% ridership increase.

Metro-North riders may now receive train schedule information via their cell phones through a program that was launched on February 18. This is the same program that LIRR debuted as a pilot on January 25, 2010. To obtain information on either railroad, simply text your request to 266266 (which spells CooCoo) (as an example "*Tarrytown to Grand Central*"), and you will get an immediate response. The service is free, but standard text messaging fees apply.

Mileposts for January reported that the finishing touches on upgrades were recently applied to Philipse Manor, Scarborough, and Ossining, where new platforms with canopies were installed. At Philipse Manor the existing overpass was rehabilitated, and a new one was installed. Elevators were added and the stairs were enclosed. Sixteen Hudson Line stations have now been rehabilitated.

Installation of a new signal system on the 24-mile Danbury Branch continues on schedule. For those who are interested in the technical aspects, **Mileposts** reported the following installations:

- 38 of 114 welded-in-place insulated joints
- 23 of 24 GPS-located milepost signs
- 1 of 13 dual-track electric/manual switch machines
- 21 of 33 track signal foundations
- 8 of 31 utility poles for the new catenary

A locomotive-driven cable plow train ran over the entire branch and plowed to a depth of five feet below the surface adjacent to the track to identify underground obstructions that could hinder the installation of new power, signal, and communication cables, work that is

(Continued on page 8)

Commuter and Transit Notes*(Continued from page 7)*

scheduled to begin in May. Other construction activities continue through the winter months and beyond. When completed in the fall of 2012, the Danbury Branch will have a state-of-the-art signal system and Centralized Traffic Control. All trains will be seen and controlled from Metro-North's new Operations Control Center.

Since November 23, for \$5 (adult), \$4 (seniors/disabled), and \$1 (children), you can rent an audio device at the specially marked "GCT Tour" windows across from the gold kiosk topped by a clock, and learn everything that you ever wanted to know about this historic station, which will celebrate its centennial in 1913. Depending on your time and interest, this self-guided tour can take anywhere from 30 minutes to an hour. Also available is an iPhone App, or an MP3 player download, which can be purchased for \$3.99.

MTA METRO-NORTH RAILROAD (WEST)

As was reported last month, icing conditions on the Hudson River caused the Newburgh-Beacon Ferry to be replaced by buses on January 5. It took until the afternoon of January 24 to affect the Haverstraw-Ossining Ferry. A few days of warmer weather allowed restoration of the latter effective February 15; however, Newburgh-Beacon remained suspended at publication time.

West of Hudson ridership grew by 5% last year on the Pascack Valley Line, but on the Port Jervis Line there was a decline of 4.8%.

The overall OTP for the lines was 96.5% and 95.4%, respectively.

Two public hearings were held February 16 on a proposal to raise fares on the Tappan Zee Express (TZX), Transport of Rockland (TOR), and TRIPS, the dial-a-ride service for the disabled and elderly. Fares were last increased on May 1, 2009. TZX fares would go from \$2 to \$3, senior/disabled from 60 cents to \$1, and transfer charges would be eliminated. TOR and TRIPS fares would rise from \$1.50 to \$2, transfers from 30 cents to 50 cents, senior/disabled from 40 cents to 75 cents, and transfers would go from 15 cents to 25 cents. In addition, there would be service reductions on all routes. If approved, the changes would likely go into effect on April 4.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The latest report is that the long-overdue inaugural run of the M-8s is to take place next month.

MTA LONG ISLAND RAIL ROAD

Due to a derailment of *Acela* #2158 (9 AM Washington, D.C., 12 noon New York Penn), which was headed to Boston, PM Peak LIRR service was affected on February 7. There were no reported injuries. TV news video showed lead car 2007. This incident took place at 12:25 PM, and blocked one of the four East River Tunnels. Sixteen eastbound trains were canceled: Port Washing-

ton (6), Port Jefferson, Ronkonkoma and Far Rockaway (1 each), Long Beach (2), and Babylon (5). Commuters were accommodated on trains that departed between 1 and 7 minutes later, but there were three trains for which the delay was 11, 18, and 20 minutes. NJ Transit reported train delays of 20-30 minutes due to an inability to get some trains out of Sunnyside Yard. The *Acela* was not re-railed until after the PM rush.

NJ TRANSIT

Over the weekend of January 22-24, Track 5 at Newark Penn Station was out of service to allow preliminary construction work for the new interlocking that was authorized in 2006. When completed, Raritan Valley Line riders will have the same transfer capabilities at Newark Penn Station as do other Northeast Corridor riders.

Weather greatly affected January's on-time performance (OTP), which was the worst since January, 2005. *The Star-Ledger* reported that trains were late six or more minutes 8.8% of the time. Here are the statistics: Atlantic City (96.9%), Main/Bergen (93.3), Montclair-Boonton (91.7), Morris & Essex (91.7), Northeast Corridor (86.1), North Jersey Coast (89.7), Pascack Valley (95.3), and Raritan Valley (94.3). Some of the reasons can be found further in this column.

On January 26, the state of New Jersey responded to the Federal Transit Administration (FTA) that it would not repay the \$271 million that has been demanded in repayment for the canceled \$8.7 billion ARC Tunnel Project. "Repayment isn't required because the project couldn't proceed for reasons beyond the state's control. In addition, the Federal Transit Administration is seeking far more than it advanced to New Jersey under its New Starts transit-funding program," the state said. "There is no legal basis to require NJT to repay any of the funds in question. Repaying any amount would be deeply counterproductive and harmful to the citizens and taxpayers of New Jersey." Stay tuned.

Continuing on this subject, New Jersey's two U.S. Senators, Robert Menendez and Frank R. Lautenberg, announced a new Hudson River Tunnel proposal at a press conference on February 7. No representatives from either the Governor's office or NJ Transit spoke. Guess what – it is what was originally proposed years ago, a connection to the existing NY Penn Station, but is being referred to as "Penn Station South." Some of what differs from the now-killed ARC project is that Amtrak would be involved and there would be no deep-cavern station under 34th Street. Amtrak is proposing to spend \$50 million for preliminary engineering and design on what is called the "Gateway Project," which could cost \$13.5 billion. This price includes a new Portal Bridge and a four-track right-of-way east of Newark. The tunnel would accommodate thirty additional trains per hour. The table below shows how the increased service would affect each railroad.

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Commuter and Transit Notes

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SERVICE	EXISTING	PROPOSED
Amtrak – Northeast Corridor	4	12
Amtrak – Empire Service	1	3
NJ Transit	20	33
Long Island Rail Road	37	38
Metro-North (Hudson & New Haven Lines)	0	6
TOTAL	62	92

This proposal also contains a plan to extend MTA NYC Transit's 7, not to Secaucus, but for it to curve east five blocks to a location south of Penn Station at approximately Seventh Avenue.

In the January/February 2011 issue of *Railgram*, The Lackawanna Coalition, a commuter advocacy group, suggested that NJ Transit, instead of purchasing 100 additional multi-level cars and 10 dual-mode locomotives, use that \$386 million for another purpose. Since Governor Christie canceled the ARC Project, there is no need for this equipment. The idea is to overhaul all 230 Arrow IIIs, not only the 170 NJ Transit has committed to doing, because an MU fleet is better suited to handle the hilly terrain and frequent stops along the Morris & Essex Lines. In addition, the group recommends that NJ Transit install dual-tap motors and transformers, with automatic switching between the two electrical systems (12kv and 25kv). This would allow through service to New York Penn Station.

I received a report that Comet-Ibs 5224 (trailer) and 5155, 5158, 5159, and 5166 (cabs) were spotted in Amtrak's Chicago coach yard on January 27. The sender believed that the cars belong to Caltrain, and were headed to Amtrak's Beech Grove Shops for overhaul and eventual service on the Capitol Corridor.

While waiting for my train at Secaucus during the evening of February 17, I saw an eastbound train that was departing from the lower level and observed that locomotive 1001 was leading the six-car train of Comet Vs, which had PL42 4000 on the west end. I could not determine whether the first Comet V was a cab or trailer, so unanswered was the question: was there no available cab car, or was the 1001 placed there for some other reason? It was certainly the first time I had seen 1001 with an in-service train. This engine is one of a group of locomotives that were rebuilt by MPI from a model GP-40-FH-2 to a MP-20-GP switcher. 1001 (ex-4130) was one of ten second-hand locomotives (4130-9) that were acquired in 1987 and rebuilt by Morrison-Knudsen. They were formerly Burlington Northern, Conrail, Milwaukee Road, Missouri-Pacific, Rock Island, and Union Pacific locomotives.

There has been a continuing battle over Princeton University and its plans to move the Princeton railroad station 460 feet south of its existing location so that it can construct a brand new arts center in the

area. Numerous meetings have been held over the past year with members of the community and commuters, who for the most part have supported the construction of the arts center but oppose moving the station. The most recent news, as reported by the *Trenton Times* on February 2, is that the university abandoned its plan to build the center after local officials declined to voice their support for zoning approvals at a lengthy public meeting on January 31. The issue of continued support of the shuttle service between Princeton and Princeton Junction on the Northeast Corridor came up, when the Princeton University spokesman presented a letter from Governor Christie supporting the project, but indicated that the state would not give a guarantee that service would continue. He then argued that the university's plan offered the best promise for the "Dinky"'s survival. According to Division members at the meeting, the townspeople felt that the best way to preserve the operation was to increase ridership, and that would be by not moving the station farther away from the center of Princeton, where a sizeable number of passengers walk to reach the MU cars. The subject of converting the line to light rail, so it could be extended to run through the campus and via University Place to Nassau Street, was also brought forth by several speakers from the town. On February 3, an article in the *Princeton Planet* reported that Deputy Majority State Assembly Leader Reed Gusciora (D-Princeton), commended Princeton University President Shirley Tilghman's decision to keep the "Dinky" in its current place and move the location of the proposed arts center.

On January 31, a ceremony was held at 8th Street in Bayonne to mark the opening of Hudson-Bergen's 24th station (and last for a while). (Please see story on page 1.) Member Jack May analyzed the new schedule and reported, "on weekends the headways between the two services when they run together between Liberty State Park and Newport, instead of a 10-minute combined headway, cars in one direction come with alternate gaps of 5 and 15 minutes and in the other with 6 and 14. That's terrible scheduling."

A new interlocking south of Danforth Avenue was recently placed into service south of this station. Concurrent with the new schedule, two outbound AM trips drop out at Danforth Avenue and go into service northbound. They follow *Bayonne Flyers*, which operate via express to Essex Street. There is also one of these turns in the afternoon. The federal stimulus program funded this \$15 million project.

An alignment for a HBLR extension from West Side Avenue station has been recommended by a consultant. It was selected from three options and would run from the West Side Avenue station through the park-and-ride lot, the lot of a vacant warehouse, over Route 440, ending south of the car dealerships near the Bayfront site. The Board of Directors is expected to approve

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

the \$214 million project at next month's meeting, and forward it to the NJ Transit Transportation Planning Authority, which is expected to hear it by the Summer. One comment that added to this report from *The Jersey Journal*, was, "NJ Transit tore down the old CNJ bridge over West Side Avenue, replaced it with a brand new pedestrian crossing, and will now have to replace that!"

The eight PCCs that are being held for the once-proposed Bayonne trolley to the former Military Ocean Terminal are still at the HBLR yard. The cars are shrink-wrapped to help prevent further deterioration.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

What was termed a commercial power outage caused a suspension of Newark AirTrain service for about 1½ hours during the late afternoon of February 7. Buses were used to shuttle passengers over the route. Newark Airport (Terminals A and B) and a number of communities surrounding Newark and were also affected.

PORT AUTHORITY TRANS-HUDSON CORPORATION

Last year ridership increased on PATH by 2.3% over 2009. The 73.9 million trips taken amounted to 1.6 million additional riders. This increase has been attributed to the improving economy and to the defection of NJ Transit riders who saw their fares increase by 25% last May 1.

AMTRAK

Believe it or not, on May 1, Amtrak will celebrate its 40th anniversary, and will kick off a yearlong celebration. Some of what is planned includes issuance of a commemorative book and documentary by an Emmy-award-winning producer, which will be available for purchase. There will also be a "museum" train consisting of one F-40, one P-40, three baggage cars to display historical exhibits, and an Amfleet dining car that will tour the country. Four P-42DCs representing the different color schemes (phases) are being repainted into historic colors. Phase I to Phase IV are locomotives 156, 66, 145, and 184. According to member Dennis Zaccardi, who sent this report, 145 has been painted silver, with red/white/blue striping. The years "1971" and "2011" bracket the engine number on the sides.

On February 14, Amtrak announced that it would begin the procurement process for 40 *Acela* cars, which would be added to the 20 *Acela* trainsets. It has been a well-known fact that the 8-car sets are vastly overpowered and adding two cars per set would not diminish their performance, but would add 130 seats per train. Once the funding is approved, it is expected that the cars would be in service in FY 2014.

INDUSTRY

In Charlotte, on January 20, Kinki-Sharyo unveiled its model LFX-300 low-floor hybrid LRV, which the company now refers to as ameriTRAM™. This car was

tested on Charlotte's 9.6-mile light rail system. According to *Railway Age*, "The company says ameriTRAM™ is powered by e-Brid™, a propulsion technology that enables operation powered by overhead catenary or on-board lithium-ion batteries. The e-Brid™ technology charges the batteries while running on catenary power. In battery mode, e-Brid™ uses electricity stored from regenerative braking. Depending on conditions, ameriTRAM™ can run on battery power for up to five miles, seemingly addressing concerns of range limitations expressed by some skeptical rail advocates."

METROPOLITAN AREA

On February 10, the Staten Island Ferry *Governor Herbert H. Lehman* was being auctioned on eBay with a starting price of \$500,000. When launched in 1965, it was one of three boats that were purchased at that time – the others were the *John F. Kennedy* and the *American Legion*. This ship was retired in 2007 and was purchased by a Bronx salvage company for \$152,500, but it opted to leave the boat intact. Several days after the date of sale, there was no further information.

MISCELLANEOUS

With the change in leadership in the House of Representatives from Democratic to Republican control comes a threat to the pro-rail policies of the previous years. News reports on February 10 told of possible cuts of \$244 million in Amtrak funding and \$1 billion from the high-speed rail program. This came a day after the Obama Administration called for a \$53 billion investment in high-speed and inter-city rail over the next six years.

REST IN PEACE

Joe Gagne, ERA #308, who had been our longest-tenured member, passed away of cancer on February 7. Joe joined ERA on December 8, 1935, and told me that meetings were held in the New York City apartment of founder E.J. Quinby. Joe graduated from Pratt University as an engineer and worked for General Electric and later the Long Island Rail Road. In those years, he lived in Amagansett, New York. Many years ago, Joe became a contributor to this column, sending articles about Tri-Rail. We spoke regularly and I visited him several times during visits to Florida, where he resided after retiring from LIRR.

HIGH SPEED RAIL

On February 16, Florida's Governor, Rick Scott, saying, "the risk far outweighs the benefits," killed the state's high-speed rail project, becoming the latest (Republican) governor to cancel an already-approved rail project. The other states are Ohio and Wisconsin.

According to the article in *The Tampa Tribune*, members of Florida's Congressional delegation were stunned by this announcement and promised to explore ways to retain the project. With this action, Governor Scott rejected \$2.6 billion in federal funds and the pos-

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sibility of creating more than 20,000 jobs. John Mica (R), the Florida Congressman who is the Chairman of the House Transportation and Infrastructure Committee, even made a last-minute plea to keep the project, which would have linked Tampa, Orlando, and Miami. California Governor Jerry Brown has already requested that those funds be redirected to his state for its high-speed rail project.

MORE WINTER STORMS OF 2010-2011

It started with the Blizzard of December 26-27, 2010, where an average of 12-20 inches fell. During January and February, 2011, the Northeast was hit by snowstorms on an average of every 3-4 days, which began on January 7 (6-12 inches) and January 11 (9-24 inches), all of which were covered in the February *Bulletin*.

Storm #4 arrived on January 20, leaving 1-8 inches. LIRR, Metro-North, and NJ Transit ran regular weekday schedules. NJ Transit implemented systemwide cross-honoring and advertised that trains could operate with 10-15 minute delays. PATH reported no delays.

Due to the brutally cold weather, on January 24 Amtrak service between New York City and Albany was suspended. In its press release, Amtrak explained that the sub-zero temperatures caused some signals and equipment to freeze. Some alternate bus transportation was arranged. Long-distance service west of Albany was unaffected. All service was restored for the next day.

On January 25, there was a surprise snowstorm (#5), because it was not forecasted in any of the weather reports that I heard, but the amounts were only a few inches in most areas. Because of weather-related equipment shortages, Metro-North replaced three of the four through trains from Wassaic to Grand Central Terminal with shuttles that required passengers to transfer to electric trains at Southeast. In the afternoon, the service plan was repeated, with passengers having to change to a diesel train at Southeast. This was continued off, but mostly on, through 6 PM February 13. Through at least mid-February, buses replaced trains on the Waterbury Branch and would do so until further notice. A revised busing schedule went into effect February 14.

There was only one reported delay on LIRR's Montauk Branch. NJ Transit did not report any major service disruptions.

Storm #6 arrived during the commute to work on Wednesday, January 26, and these plans were formulated as of that afternoon for the next morning:

LIRR: 14 of the 143 westbound trains normally scheduled each weekday would be canceled: Port Washington (1), Port Jefferson (2), Hempstead (2), Far Rockaway (2), Babylon (4), Long Beach (2), and West

Hempstead (1). Service east of Ronkonkoma and Spenk would be operated by bus. This all came with the caveat that if snow accumulations reached 10-13 inches, service would be suspended.

METRO-NORTH: Due to ongoing weather-related equipment shortages, a number of New Haven Line trains were to be canceled and combined. Overnight, there was a derailment, when at 12:27 AM a New Canaan train led by M-6 9002 overshot the New Canaan station due to slippery rails and whiteout conditions. Metro-North spokeswoman Marjorie Anders said that this train had departed from Grand Central Terminal at 11:32 PM. There were no reported injuries, and the train was re-railed at 2 PM Thursday.

NJ TRANSIT: Beginning at 3:45 PM Wednesday through Thursday afternoon, the center doors of railcars would not be used, and cross-honoring would be in effect.

There was a break of about 12 hours before Storm #7 arrived during the overnight, dumping snow in amounts ranging from 4-20 inches, with Central Park recording 19.1 inches. My snowplow service called at 5:30 AM to tell me that he was in the neighborhood, so I should move my car to enable him to clear the driveway. When I came back inside, my wife, who had been the watching the news, fell back to sleep while I watched the events as they unfolded.

LIRR: Service was suspended at 3:46 AM and when it was restored, the Hempstead and West Hempstead Branches were excluded. They resumed later in the morning. Delays of up to 60 minutes were reported. Bus service was continued east of Ronkonkoma and Spenk until the following morning. During the afternoon, scattered delays were reported on some branches. Complicating things was a broken rail at Cold Spring Harbor that necessitated single-tracking. Passengers had to change to a diesel train at Hicksville, which, according to a report that I saw on the news, came with a 2½-hour headway. When it came time to go home, commuters found that LIRR had put into place a "Snow Recovery Schedule," which resulted in train cancellations/combinations on the Port Washington, Port Jefferson, Ronkonkoma, Hempstead, and Far Rockaway Branches.

METRO-NORTH: At 4:30 AM, all service was suspended, but at 5:20 AM, I received an alert that service was resuming on the Hudson and Harlem Lines on a Saturday schedule. New Haven service resumed at 9 AM, but on a Sunday schedule and without service on the New Canaan, Danbury, and Waterbury Branches. Regular weekday schedules were resumed on Friday, but with some cancellations on the New Haven Line due to the continuing equipment shortage. On Saturday, January 29, a Sunday, rather than a Saturday schedule was in effect on the New Haven Line.

NJ TRANSIT: The first indication that it would not be a

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normal commute came with an alert at 4:17 AM advising that there could be train cancellations/combinations and possibly delays up to 30 minutes. Between 6:07 and 10 AM, Jersey Avenue service was canceled and passengers were advised to use New Brunswick. For most of the afternoon a message on NJT's website reported that rail service was subject to scattered 10-15-minute delays. By the time commuters began their return home, there were 20-30-minute delays on trains departing New York Penn Station. Trains were canceled/combined on all lines.

MTA Chairman Jay Walder made the decision to pull all NYC Transit and MTA Bus buses off the streets at 12:30 AM in order to prevent a recurrence of buses being stranded, as they were during the December 26-27, 2010 Blizzard (February *Bulletin*). This decision also affected MTA Long Island Bus. NJ Transit also suspended all bus service. As the snow was removed from the roads, buses slowly returned.

PATH reported 15-minute delays during the AM Peak.

Member Dave Safford reported, "SEPTA's entire bus system was shut down, with crews working through the night and into the middle of January 28 to rescue trapped buses. 30 bus routes are still suspended as of this writing (9 AM January 28). Subways and els were without major reported incidents, although express service was canceled, and Regional Rail soldiered through with up to 30-minute delays. I infer from SEPTA's site that all trolley lines are suspended, except that Route 15 (Girard) is running with bus substitution."

Virginia Railway Express operated its "S" (for special schedules and snow days) schedule on Thursday, January 27.

Storm #8 began on February 1, and was a two-day storm, with mainly snow in the northern and western suburbs for the first day. Post-midnight the region was hit by an ice storm, reportedly the worst in nearly 40 years.

LIRR: Initially a Sunday schedule (with peak hour fares) was being operated with some significant delays; however, by late morning, the daily schedule was resumed. Because of the Sunday schedule, there was no service to Hunterspoint Avenue or Long Island City, so NYCT honored LIRR tickets at Woodside.

METRO-NORTH: On February 1, Train #1582 (8:07 PM to New Haven) derailed near Cos Cob. The following morning, Waterbury train service resumed, but was quickly suspended due to road conditions. For most of the day, delays were reported on the New Haven Line, with a temporary suspension of the New Canaan Branch due to a fallen tree.

NJ TRANSIT: On February 2, center doors were not used on rail cars. The morning commute was a disaster,

with power and signal outages that for a period of time caused a suspension of all service including the Princeton "Dinky." A co-worker told me of his 3½-hour commute from Metropark to New York Penn Station.

PATH: 15-minute delays were reported during the morning peak period.

METRA: Member Jim Beeler reported that Metra attempted to operate a Sunday schedule on Wednesday and did not accomplish even that. On Thursday it operated a modified rush hour schedule (a few cancellations/consolidations). A special schedule was posted on the Internet, which added two PM expresses to the Naperville and Route 59 stations. CTA Rapid did well and operated all lines except the Yellow (Skokie) and ground portions of the Pink & Brown throughout the storm. Pink & Brown shutdowns were short and Skokie was about 24 hours – a pretty good performance.

Storm #9 began on Saturday morning, February 5, with a winter weather advisory in effect for the areas north and west of New York City due to rain and freezing rain. Because it was a Saturday, those schedules were in effect, except for the New Haven Line, which was operating a Sunday schedule. (Please see above.) Fortunately, it turned out to have no major effect on service.

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

Member Todd Glickman reported that for the first time, he received an email alert in advance, which told him which trains would be canceled. This occurred on February 2, and in addition to specifying the train numbers and departure times of those trains, an alternative train was suggested.

Like their counterparts in New York, "T" riders have not had a pleasant time commuting this winter. Complaints about missing and late trains prompted MBTA's General Manager to say that "January was one of the most challenging months at...MBTA in recent memory." A meeting was scheduled with MBCR, the contract operator for commuter rail, to discuss the problems that occurred. Additionally, the delays that Red and Orange Line riders suffered were attributed to rolling stock "that exceeds the 25-year useful life intended by the manufacturer." Note to MBTA – NYCT is operating 46-year-old R-32s. The Blue Line fleet, which dates from 2005, performed well.

MBTA unveiled its first new locomotive in 23 years on February 7 at South Station. Todd wrote: "this engine, the 010, entered service on 1/28, and ran all last week on the North Side. I rode on a train pushed by it on 1/29, and also had a cab tour on 1/30. During today's media event, the 010 was on the inbound side (usually the control cab side), with the standard engine on the outbound side. I guess if something happened to 010, they could just push it in as usual and the VIPs would

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never know the difference." 011 entered service on February 11.

NETransit reported these additional details. Last June 2, the MBTA Board authorized the purchase of up to four MP-36PH-3C locomotives from the Utah Transit Authority (UTA) (July **Bulletin**) and the lease of up to seven others. 010 and 011, ex-UTA 13 and 14, were built in 2009, but were never operated in UTA service. They have been repainted into MBTA colors and have been upgraded to MBTA specs. MBTA is awaiting delivery of the first of 20 MPI model HSP-46 locomotives (1200-1219) in 2013. Those units will have 4,600 horsepower, hence the "46."

Proposals for the mid-life overhaul of 74 Kawasaki bi-levels (700-49 and 1700-9 and 1711-24), which were built in 1990-91, were received on January 28 and are being evaluated. The contract would come with options to repair wreck-damaged car 1710 and overhaul cars 750-81. The latter were built in 1997-8 and 2001-2.

Todd also sent a report from **The Boston Globe** about a proposal to extend green lights for C/Cleveland Circle cars so they can travel more quickly along Beacon Street. This system would only be installed at intersections that would not have a detrimental effect on overall traffic flow. An MBTA spokesman said that MBTA supports any initiatives that present an opportunity to improve service for its customers. The Silver Line already has this system.

BUFFALO, NEW YORK

Two-and-a-half years late, but fresh from a \$1.5 million overhaul, LRV 114 was welcomed back to Buffalo on February 7. After 27 years of service, the entire fleet is slated to undergo an overhaul in a \$40 million program. According to the report that was published in **The Buffalo News**, kindly sent by member Howard Mann, before the overhaul, the car had deteriorated into a rusted hulk. The car now sports new seats, flooring, heating, axles, traction motors, automated PA systems, LED signs, and a new-car smell. The original contractor went bankrupt and the Italian company AnsaldoBreda took over as the prime contractor. Do not rush up to Buffalo just yet — the overhauled cars must undergo testing and are not expected to be in revenue service until the summer.

PHILADELPHIA, PENNSYLVANIA

Member Lee Winson reported that as of mid-January, he saw weekend trains composed of Silverliner IIs and Silverliner IIIs in service on the West Trenton Line. The crews told him that the trains run well. He added: "In thinking about it, I guess it's rare these days to have a train with manually-operated doors and no PA system."

Lee also reported that new timetables for the Market-Frankford, Broad Street, Trolley, and former Red Arrow Lines were issued effective February 13. He did not

notice any changes, but the Juniper Street station, served by Trolley Routes 10, 11, 13, 34, and 36, will become the 13th Street Trolley Station. The public timetables refer to this stop as 13th & Market Street.

After listening to complaints from riders that without letters or colors, schedules for the different lines were hard to tell apart (at present they are all teal) and hard to find in the station racks, with the release of spring rail schedules next month, SEPTA will have colored bars across the top of the timetables. However, they will not be the same colors as were used previously. Instead, 13 different colors, one for each branch, will be used. A complete list of the new color scheme will be published next month.

The Silverliner V train did not operate from January 8-29.

Dave Safford sent the next three reports. "SEPTA is planning to go to the bond market to borrow \$252 million to finance the fleet of Silverliner Vs and do a make-over of the Wayne Junction station. Repayment is intended to be made over 30 years through 'anticipated' grants from the Federal Transit Administration." In answer to a question that I posed regarding how SEPTA initially planned to pay for the cars, Dave replied: "I believe that the financing was to be 80% FTA grant, 16.7% state funds, and 3.3% local funds; however, the failure of the state to fork over its share led to the proposed bonding.

"In for a penny, in for a pound. On the heels of the aforementioned, SEPTA announced on January 27 a \$175 million bond issue to finance a new 'smart card' fare collection system. Financing would be through the Philadelphia Industrial Development Corporation, using a process that 'allows foreign investors to invest in job-creating U.S. projects in return for U.S. residency.'"

The good news is that Regional Rail riders will be warmer this winter. The bad news: the reason is, they will be packed in more tightly due to a shortage of cars. About 10% (26 of 315 cars needed) of the fleet is out of service on any given day, lately because of winter-related issues. SEPTA was counting on having Silverliner Vs available, but only three are in service with no certain date for the arrival of any more (three more have been in "testing" for weeks without being put into regular service).

Member Alfred Gaus Jr. sent the following news: The Fox Chase station finally opened for business on January 17, after being under construction since last February, which itself was delayed from the original October, 2009 date. This was because the city dawdled in issuing the required permits, etc. All of the columns are in for the Ryers high-level platform project at Cottman Avenue, but there is no sign of the platforms themselves. Workers are erecting a curved wall near the parking lot. It is amazing that concrete can be poured even in sub-freezing weather. Silverliner IV 294 still

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sports the original (older) style pantograph. He observed this car on his Fox Chase train in early February.

BALTIMORE, MARYLAND

MARC will introduce new Penn Line schedules on March 14, which expand service with eight trains of six or seven cars each vs. the current schedules that call for six trains with seven to nine cars each. This will result in a net gain of seating with two AM and two PM trains that make an additional round-trip. MARC believes that reducing the consists will minimize the stress on the locomotives. 70% of MARC riders travel between Baltimore and Washington, D.C. between the hours of 6 and 9 AM and 4 and 7 PM. Since 1996, Penn Line ridership has grown by 95%. Member Steve Erlitz, who sent this report, wrote, "This has been talked about forever, and will take more crews."

WASHINGTON, D.C. AREA

Interim General Manager Richard A. Sarles had the "interim" removed from his title after the WMATA Board voted to make him the "permanent" General Manager and Chief Executive Officer. The effective date was January 27. Mr. Sarles had most recently served as Executive Director of NJ Transit and has had a 40-year transit career. Thanks to member David Erlitz for this report.

Over the long holiday weekend of February 18-22, Metro terminated its Blue and Orange Lines at Metro Center from the west and at L'Enfant from the east in order to do major track work. The Smithsonian and Federal Triangle stations were closed. Passengers used a bus bridge for the bypassed stations. Thanks to member Steve Erlitz for this news.

Virginia Railway Express (VRE) held public hearings during February to consider changes to the fare tariffs, including reducing the Step-Up fare to ride Amtrak trains by up to \$5, discontinuing the group fare discount, and making changes to the VRE bicycle policy. When the Step-Up fare first began, VRE paid Amtrak the \$10 fee. Over the years VRE began shifting the cost of this fee to its riders, so now they pay this fee entirely. With ridership outpacing VRE's ability to provide seats, VRE is looking at the possibility of shifting some riders back to Amtrak trains as a way to open up capacity on VRE trains. The change to the bicycle policy would see a return to a previous policy whereby only collapsible bicycles would be permitted. Again, this is being done to provide seating to a growing ridership. Upon Board approval, the proposed changes could occur next month.

Mass Transit News reported that when there are service disruptions on either MARC or VRE, Metrorail carries the displaced riders at no charge to the commuters or the those agencies. MARC spokesman David Clark says that it is considered a transit courtesy. From per-

sonal experience I can tell you that when PATH cross-honors NJ Transit rail tickets, there is always an employee with a hand-counter to register everyone who enters the PATH system. Later, a bill is sent to NJ Transit.

PITTSBURGH, PENNSYLVANIA

After twice suspending installation of new fareboxes that accept smartcards due to currency acceptance problems, the Port Authority restarted the project in January. PAT has named the cards *ConnectCards* and fareboxes will have an orange target panel for riders to tap. Cash will still be accepted. Thanks to member Mel Rosenberg for sending this article from the **Pittsburgh Post-Gazette**.

MEMPHIS, TENNESSEE

Member Andre Kristopans reported the Madison Avenue Trolley Line suspended operations on September 13, 2010 due to overhead wire issues. At publication time, a temporary bus service continues.

TAMPA, FLORIDA

The "official" opening of the Whiting Street Extension took place on January 31. According to member Dennis Zaccardi, the event that took place on December 19, 2010 was a "soft" opening.

Following the defeat in last November's election of a one-cent increase in the sales tax for rail, road work, and expanded bus service, Hillsborough transit planners developed a new plan, which would connect Tampa International Airport and downtown. The 12.4-mile line would cost \$825 million, less than the previous \$1.7 billion proposal. Details such as funding sources have still to be determined.

SOUTH FLORIDA

On January 28, **The Miami Herald** reported that Tri-Rail's Board voted to close the Miami Airport station sometime this spring for about two years. The reason is to accelerate construction and save money, as much as \$11 million, while the new \$1.7 billion Miami Intermodal Center is built. Tri-Rail passengers destined to MIA will detrain at the Hialeah station and ride shuttles, which Tri-Rail officials estimate should add about three minutes to their trip. When completed in the spring of 2012, the new station will bring all mass transit, including Amtrak, Metrorail (via a new extension), and an automated train called the MIA Mover, under one roof. Perhaps in the future, high-speed rail to Orlando and Tampa will also be included.

CHICAGO, ILLINOIS

Alexander D. Clifford was named Metra's Executive Director and Chief Executive Officer effective February 1. Mr. Clifford most recently served as the Executive Director-High-Speed Rail for Metro, working as an ombudsman with the California High Speed Rail Authority. The CEO position had been vacant since the suicide of Phil Pagano on May 7, 2010.

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Opening of Metra's 35th Street station will be delayed until May. Thanks to member Jim Beeler for sending these two reports.

CHESTERTON, INDIANA

The Northern Indiana Commuter Transit District (NICTD) reported that in 2010, which was Year 2 of Phase 2 of the catenary replacement project, 19.3 track miles were completed. For Year 3 (2011), the plans are to complete 10.3 miles, and ten outages between April and August are planned for the section east of Dune Park.

An \$800,000 Transportation Investment Generating Economic Recovery (TIGER) federal stimulus grant coupled with local funds is being used to evaluate the options for relocating NICTD's tracks off Michigan City streets and building a new station.

NEW ORLEANS, LOUISIANA

The planning process is well along to add new streetcar lines and connect the existing ones in the Crescent City. Using funding from the TIGER, FTA Small Starts, and FTA New Starts programs, three phases are envisioned to add 2½ miles. Phase I will extend the Canal Street Line to the Union Passenger Terminal, served by Amtrak and Greyhound and local buses. Phase II will bring service into the French Quarter and adjacent neighborhoods. Finally, Phase III will connect the Convention Center with the Riverfront and Canal Street Lines. At one time New Orleans had many streetcar lines, including Freret, Jackson, Magazine, and Desire.

DENVER, COLORADO

Amtrak trains have moved to a temporary station at 1800 21st Street as of February 4, to enable construction work at Denver Union Station for the planned commuter rail.

SAN FRANCISCO, CALIFORNIA

As it begins its budget process for FY2012, Caltrain is facing a \$30 million deficit and is looking at some major service cuts. This number is based on the assumption that SamTrans is expected to reduce its annual contribution to approximately \$4.8 million, a reduction of approximately \$10 million. If the other funding partners follow suit, the budget shortfall is expected to be \$30 million. Under the current schedules there are 86 weekday trains (including 22 expresses), 32 Saturday trains, and 28 Sunday trains, plus four express trains on each weekend day. The latter were added on January 1. Under the current budget scenario, cuts could be as severe as a reduction in service to 48 trains that would operate only during the weekday commute. All other service would be eliminated, including non-peak hour weekday and weekend service, and service south of the San Jose Diridon station. The schedule also would require the suspension of service at up to seven of the following stations: Bayshore, South San Francisco, San

Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara, and College Park. Also under consideration is the elimination of service for special events, such as baseball games. A 25-cent fare increase is also a possibility.

The problem stems from the fact that Caltrain is the only Bay Area transit system without a dedicated source of funding. Its funding comes from the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority, plus fares, which last year accounted for just 44% of the operating budget. For the past three years, salaries have been frozen at Caltrain, and employees have taken furlough days. Other efficiencies have been implemented and fares have been increased. Four weekday trains were eliminated as of January 3 (December 2010 *Bulletin*). Public meetings were scheduled for February and March.

BART formally dedicated its 44th station on February 18, during a ceremony at West Dublin/Pleasanton. This is a fill-in station between Castro Valley and Dublin/Pleasanton that closed the longest gap between BART stations, 10 miles. Riders will find 1,200 parking spaces. The official opening date was February 19.

HONOLULU, HAWAII

On January 19, one day after the Federal Transit Administration (FTA) issued its "record of decision" (ROD), the City of Honolulu announced that it expected to break ground on its planned \$5.5 billion LRT project this month. A ROD indicates the project met all the requirements of the environmental review process, which has been the largest roadblock to putting shovels in the ground. There are still a few technical issues to be resolved at the local level and issuance of a "letter of no prejudice" from FTA that would allow the use of city funds on the 20-mile project connecting East Kapolei with Ala Moana Center. Thanks to David Erlitz for sending this report from *The Honolulu Star Advertiser*. In a subsequent email, David reported that the groundbreaking was scheduled for February 22.

TORONTO, ONTARIO, CANADA

A section of the Yonge-University-Spadina Subway was closed over the weekend of January 29-30 between Bloor-Yonge and Union Station to enable installation of a new crossover. Bus service was provided between these stations. University-Spadina trains were turned back north at Union Station and Yonge Line trains were turned back north at Bloor-Yonge.

JERUSALEM, ISRAEL

Member Dave Klepper reported that the opening date for the light rail keeps getting changed and has now been moved from April to May. The trial runs in April will carry passengers.

FROM THE HISTORY FILES

60 Years ago: On March 1, 1951, the final streetcar operated from West Orange to Newark via the West

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Around New York's Transit System

Another Storm Disrupts Subway Service

This winter's weather has been unusually cold and stormy, with several storms depositing snow that covered the ground in December, January, and part of February.

The January 26 storm, which disrupted traffic again, forced NYC Transit to suspend morning rush hour service on the following lines:

- **A** between Rockaway Boulevard and Far Rockaway
- Entire **B**
- **D** between 36th Street (Brooklyn) and Coney Island
- **F** between Church Avenue and Coney Island
- **N** between 59th Street (Brooklyn) and Coney Island
- Entire **Q**
- Franklin Avenue Shuttle
- Rockaway Park Shuttle
- **2** between 241st Street and 149th Street-Grand Concourse
- **5** between Dyre Avenue and E. 180th Street

Service was probably resumed on all lines later in the day.

Meteorologists blame this disagreeable weather on a persistent high pressure area over Greenland. This high pushed the jet stream farther south and allowed cold air to remain in this area. The jet stream also steered

storms along the eastern seaboard.

Excavation Completed for Second Avenue Subway's West Tunnel

The tunnel boring machine (TBM) has completed mining 7,200 feet, the entire west tunnel of the Second Avenue Subway. In May, 2010, the 485-ton, 450-foot-long machine started mining from E. 92nd Street. The TBM will be disassembled and pulled back to E. 92nd Street, where it will start its second run and mine the east tunnel in the spring.

This TBM was manufactured by the Robbins Company about 30 years ago and was first used in the 63rd Street Tunnel in the 1970s. It was also used on at least four other projects before it was reconditioned and rebuilt in Newark, New Jersey.

This line is being built in phases. Phase One will provide service by extending **C** from 57th Street to 96th Street with ADA-accessible stations at 72nd Street, 86th Street, and 96th Street. There will be entrances to the existing Lexington Avenue-63rd Street station at E. 63rd Street and Third Avenue.

When trains start running in December, 2016, this will serve more than 200,000 people a day and reduce overcrowding on the adjacent Lexington Avenue Subway by as much as 13 percent, 23,500 fewer riders on an average day. It will also reduce travel times by 10 minutes or more (up to 27 percent) for passengers on the far East Side or trips from the East Side to Manhattan's West Side.

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Market St. branch of Route 21/Orange.

30 Years ago: On March 3, 1981, the Metropolitan Transportation Authority formed the Metro-North Commuter Rail Division, with Peter Stangl as President. This was done to consolidate the various MTA administrative

functions relating to commuter rail services provided by Conrail and became the foundation for the takeover, which occurred on January 1, 1983, when the Metro-North Commuter Railroad, now known as MTA Metro-North Railroad, assumed full responsibility for the operation of the Hudson, Harlem, and New Haven Lines.

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

Brooklyn Trolley Work Cars

(Continued from page 5)

SWEEPERS (CONTINUED)		SALT CARS/SCRAPERS (CONTINUED)	
NEW NUMBERS	OLD NUMBERS	NEW NUMBERS	OLD NUMBERS
39	9874	90	9820
40	9875	91	9822
41	9879		
42-46	9885-9* in order		
47-55	9891-9 in order		
56	9877		

*9796, 9885, and 9889 were not renumbered