The Bulletin



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The Bulletin

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In This Issue: 60th Street Tunnel Service ...Page 2

IRT ADOPTED LABOR-SAVING DEVICES 90 YEARS AGO

In the January, 2011 issue, we explained how IRT avoided bankruptcy by reducing dividends and payments to subsidiaries. In this issue, we will explain how the company perfected labor-saving devices.

About 1920, the Transit Commission was investigating the advantages of installing turnstiles in IRT's subway stations. This installation could reduce operating expenses and improve efficiency of operation. Since the subway was opened in 1904, the company used tickets at each station and cancelled these tickets by having passengers place them in a manually operated chopping box. With the exception of lightly traveled stations, this operation required the services of two or more men. Additional money was spent printing tickets and counting and recording cancelled tickets.

On July 15, 1921, the Transit Commission received an application from IRT for permission to install 500 automatic prepayment turnstiles in subway stations to replace the ticket choppers. On August 5, the Commission approved the turnstiles, but imposed certain conditions. The Commission had to approve the number and arrangement of the turnstiles at each station and could order the relocation and removal of any turnstile. Several turnstiles were installed at busy stations, to speed passenger traffic. Agents still provided change for passengers.

Turnstiles operated by the dropping of a nickel in the slot, which released the bar of the featherweight gate, allowing the passengers to pass through to the station platform. Each turnstile cost, installed, about \$500. A complete installation on the entire system

required about 1,000 turnstiles.

In 1921, IRT and BRT were experimenting with various types of door control by which one Guard could operate and close several doors in a train simultaneously. This type of electrical door control has allowed the use of automatic devices to prevent doors from closing and injuring passengers who would have been injured by hand-operated doors. The experiments established additional safety. Movement of the train was prevented until all doors were closed. These experiments in multiple door control, which were continuing, resulted in refinements and improvements that were satisfactory for subway operation.

On May 18, 1920, the Public Service Commission gave the company permission to install a door control and starting signal device in 982 subway cars. This device had been tested by the company for seven months previously. IRT wanted to have a Guard operate four or more cars, but the Commission was reluctant to approve the installation.

After spending \$2 million on this conversion, the company started operating MC trains where each Guard controlled two cars. Dates of operation are as follows:

March 25, 1921 — One Seventh Avenue train from 180th Street-Bronx Park

June 30, 1921 — 27 trains from 180th Street-Bronx Park

July 7, 1921 — One Lexington Avenue train from E. 180th Street

September 8, 1921 — 23 trains from E. 180th Street

610 cars were equipped with MU door con-

(Continued on page 7)

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

60TH STREET TUNNEL SERVICE by Bernard Linder

The Queens Boulevard IND Line transformed Elmhurst, Rego Park, Forest Hills, and Kew Gardens from quiet, sparsely populated suburban localities to busy, densely populated urban areas.

Riding increased rapidly as soon as the line was extended to Jamaica in 1937. Peak rush hour headway was improved to 3 minutes. When the Sixth Avenue Subway was opened in 1940, trains provided additional service, and the combined rush hour headway was improved to 2 minutes. But trains soon became overcrowded again as a result of the postwar building boom.

Without building another river tunnel, the Board of Transportation was able to increase local service on the underutilized local tracks. With GG trains running on a rush hour 5-minute headway, Brighton Local trains could operate on a 4-minute headway.

To reach Manhattan, trains would be diverted through a new 3,649-foot (0.69-mile) tunnel connecting the IND

at Queens Plaza with the BMT Broadway Subway, where the local tracks could accommodate the additional passengers. Trains started running December 1, 1955.

During the intervening years, riding increased and trains were again overcrowded. To increase local service, Queens needed another river tunnel. MTA built the 63rd Street Tunnel, whose upper level tracks extend from south of 36th Street to 57th Street, Sixth Avenue Subway and Broadway BMT Subway. On December 16, 2001, **•** trains were rerouted through the new tunnel,

⑤ service was cut back to Court Square, and additional **№** local service started running between 71st Avenue and Second Avenue via the 53rd Street Tunnel and Sixth Avenue.

At the present time, there is nearly twice as much Manhattan-bound rush hour service as there was before the 60th Street Tunnel connection opened.

60TH STREET TUNNEL CONNECTION SERVICE CHANGES

DATE	NORTH TERMINAL	SOUTH TERMINAL			
	BRIC	GHTON LOCAL			
December 1, 1955	71 st Avenue	Coney Island — weekday rush hour, midday, and early evening Canal Street—AM and PM rush hour put-ins Whitehall Street—layups after AM rush			
	RR/FOUR	TH AVENUE LOCAL			
January 3, 1961	71 st Avenue	95 th Street—weekday rush hour, midday, and early evening Canal Street—AM and PM rush hour put-ins 59th Street (Brooklyn) — PM rush put-ins			
	EE/BR(OADWAY LOCAL			
November 27, 1967	71 st Avenue Whitehall Street—weekday rush hour, midday, and ea				
	N/SEA	BEACH EXPRESS			
August 30, 1976	71st Avenue Coney Island—weekday rush hours, midday, early e Whitehall Street—AM rush layups and PM rush put- Coney Island Yard — AM rush put-ins Kings Highway—PM rush layups (B)				
	R/FOUR	TH AVENUE LOCAL			
May 24, 1987	71 st Avenue City Hall—AM rush put-ins	95 th Street—every day, all times Whitehall Street—AM rush layups and PM rush put-ins			
May 15, 1988	71 st Avenue City Hall—AM rush put-ins	95 th Street—every day, all times Canal Street, 36 th Street—AM rush layups and PM rush put-ins Whitehall Street turn trains—AM rush			
December 11, 1988	179 th Street 71 st Avenue—AM rush put-ins Chambers Street—AM rush put-ins	95 th Street Whitehall Street—AM rush layups Whitehall Street, Canal Street, 36 th Street—PM rush put-ins			

(Continued on page 3)

60th Street Tunnel Service

(Continued from page 2)

DATE	NORTH TERMINAL	SOUTH TERMINAL
June 10, 1990	36 th Street 179 th Street 179 th Street	95 th Street—midnight shuttle every day 34 th Street-Sixth Avenue—midnights every day 95 th Street—except midnights Whitehall Street—AM rush layups and PM rush put-ins Canal Street, Whitehall Street—late evening every day
September 30, 1990	36 th Street 179 th Street 71 st Avenue	95 th Street—midnight shuttle every day 95 th Street—rush hours Whitehall Street—AM rush layups and PM rush put-ins (C) 95 th Street—weekday midday and evenings, weekend mornings, after- noons, and evenings (D) Canal Street, Whitehall Street—late evening every day
October 26, 1992	36 th Street 71 st Avenue	95 th Street—midnight shuttle every day 95 th Street—weekday rush, midday, and evenings, weekend mornings, afternoons, and evenings Canal Street, Whitehall Street—AM rush layups, PM rush put-ins, and late evening every day
September 8, 2002	Pacific Street (local 95 th -36 th Streets, express 36 th -Pacific Streets) 71 st Avenue	95 th Street—midnight shuttle every day 95 th Street—every day except midnights Whitehall Street—AM rush layups, PM rush put-ins Canal Street— late evening every day
February 22, 2004	36 th Street 71 st Avenue	95 th Street—midnight shuttle every day 95 th Street—every day except midnights 36 th Street—AM rush layups (E) Canal Street, 36 th Street—PM rush put-ins Canal Street—late evening every day

- (A) Canal Street effective April 28, 1986
- (B) Discontinued November 26, 1984
- (C) Canal Street effective April 15, 1991
- (D) Discontinued May 26, 1991; resumed July 26, 1992
 (E) AM rush 57th Street put-ins and 59th Street layups effective May 31, 2005

The May 31, 2005 weekday schedule is the most recent schedule in our files. 60TH STREET TUNNEL CONNECTION HEADWAYS—WEEKDAYS

DATE	ROUTE	AM RUSH	MIDDAY	PM RUSH	EARLY EVENING	
December 1, 1955	Brighton Local	4	12	4	10	
December 8, 1955	Brighton Local	5	12	5	10	
January 3, 1961	RR	6	12	6	10	
November 27, 1967	EE	4	10	4	10	
August 30, 1976	0	4, 5	10	5	10	
December 20, 1982	0	4, 5	10	4, 5	10	
April 28, 1986	0	4, 5	10	5	10	
DATE	ROUTE	MIDNIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
May 26, 1987	ß	20	4, 5	10	4½	10, 12
June 11, 1990	®	20	5	10	5	10, 12
May 28, 1991	0	20	5	10	6	10, 12
September 9, 2002	0	20	6	10	6	10, 12
May 31, 2005	®	20	6	10	6	10, 12

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BROOKLYN TROLLEY WORK CARS By Bernard Linder (Continued from March, 2011 issue)

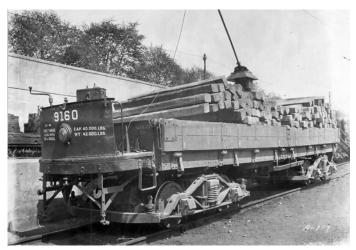


Flatcar with hoist 9133 at the 52nd Street rail bending room, June 30, 1952.

Bernard Linder collection



Your Editor-in-Chief and flatcar with hoist 9133 at the 52nd Street rail bending room, June 30, 1952. Bernard Linder collection

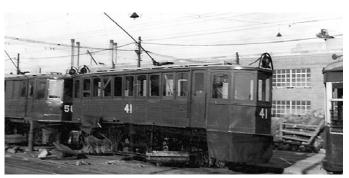


South Brooklyn Railroad gondola 9160 at 36th Street Yard in 1930.

Bernard Linder collection



Brooklyn & Queens Transit Car Maintenance Division car 9556, originally an express box car . Bernard Linder collection



Snow sweeper 41 at Crosstown Depot, December 18, 1948.

Bernard Linder collection



Snow sweeper 69 at Ninth Avenue Depot, February 18, 1955. Bernard Linder photograph

SOUTH BROOKLYN RAILWAY WORK EQUIPMENT



Locomotive 4, March 16, 1951.Bernard Linder photograph



Interior of locomotive 4, 39th Street Yard, March 11, 1955.

Bernard Linder photograph



Diesel 13. Bernard Linder collection

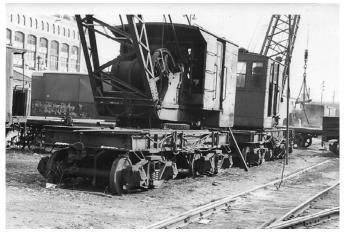


Diesel 20005, May 27, 1963. Bernard Linder photograph



Ash dump car 9980, 39th Street Yard, April 24, 1952.

Bernard Linder collection



39th **Street Yard, January 24, 1952.**Bernard Linder photograph

NEW YORK CITY SUBWAY CAR UPDATE by George Chiasson

Subdivision "A" Events

The pilot train of R-62s containing new E-Cam group boxes from Bombardier (1396-1400 and 1541-5) was back in regular road operation on 3 by the end of October, 2010. Additional R-62s with new group boxes were observed in passenger service by the end of December, 2010 (as denoted by the appearance of clean, shiny grid frames beneath), and it appears they are not being intermixed with unoverhauled R-62s. The installation of Bombardier E-Cam control groups should continue on the remaining R-62s well into 2011.

The use of one rotating 10-car R-62A train otherwise assigned to Corona Shop for (as begun on August 19, 2010) continued unabated through February 15, 2011.

As of November 17, 2010 R-142 units 6511-5 from the 2 and 6791-5 from **5** had been transferred to **4**. This reassignment included a change to **4** strip maps inside.

Same date, maintenance responsibility for the 20 single-unit R-62As assigned to \$\(\)/42nd Street Shuttle (1927-33, 1935-7, 1940, 1941, 1945, 1946, 1950-3, 1955, and 1956) was transferred from Jerome Shop in the Bronx (home of 4) back to Livonia Shop in Brooklyn, which covers equipment for 3. This reverses an identical transfer made on January 31, 2009 and restores the prior arrangement that dated to December ,1999.

Same date, R-142A unit 7216-20 had been forwarded from Westchester Yard to Kawasaki Railcar's plant in Yonkers, by flatbed truck, for "pilot" conversion to CBTC-equipped cars under Contract R-188. These will be joined at a later date by five more R-142As and when completed all 10 will be joined by one new car to create one of three complete 11-car CBTC-equipped pilot consists for testing on **7**. A total of 33 cars will be created in the prototype phase of the R-188 project (10 converted from R-142As for delivery at the end of 2011, 23 new for delivery in late 2012). Though presently unfunded, if the full R-188 contract were exercised it would yield a grand total of 506 cars overall, or 46 11car trains, for exclusive use on **1**. Again, if exercised the R-188 order would not be used to replace any existing equipment but rather force the reassignment of R-62As from **7** to other Subdivision "A" routes.

Subdivision "B" Events

As of October 7, 2010 some 24 Phase I R-32s were removed from passenger service on (and since October 6 occasionally (a)), which reduced the overall surviving fleet size from 240 to 216. Ten of these (3494/5, 3510/1, 3552/3, 3642/3, and 3694/5) were drafted for use on Subdivision "B" refuse trains out of 38th Street

and Coney Island, as well as to power the Coney Island gel train (pulling R-30 8429) during the autumn leaf season. Six others (3424/5, 3586/7, and 3718/9) were similarly assigned to the Pitkin-based gel train, which uses R-30 8558, and the rest (3370/1, 3630/1, 3786/7, and 3836/7) were simply "laid up." Of these 24, the six Phase I R-32s used on the Pitkin gel train were returned to revenue service in mid-January, 2011, but none of the other 18 cars are expected to be restored. There remained 222 Phase I R-32s assigned to 207th Street and 50 Morrison-Knudsen-overhauled R-42s at East New York as of February 15, 2011.

Staring on October 29, 2010, two rotating trains of Coney Island-assigned R-68s have been indefinitely assigned to Concourse Shop for **①**, as long-term SMS of the Concourse-based fleet (2500-2783) continues.

Through February 15, 2011 at least 12 4-car sets of R-46s at Jamaica (group 5482-5821) have been re-fitted with a third air compressor as salvaged from retired R-44s. Their specific car numbers have been random, but these particular units tend to be gathered in **G** service, where the added compressor is helpful in quickly recharging the lone units operated, as well as assuring the proper maintenance of reservoir pressure. When, as anticipated, **G** service is relocated from Jamaica to Coney Island, it will then be assigned single 4-car units of R-68s or R-68As, which are already equipped with three compressors each.

A lone train of R-46s equipped with a third rail sleet scraping system was used on during the Northeast snowstorm of December 26, 2010 and then again at various times through January 2, 2011. This was the first notable appearance of an R-46 train in service since the mid-summer of 2010.

Door enablers were installed on all remaining R-68s assigned to Concourse and as of February 15, 2011 have also begun to appear on the R-46 fleet.

Retired Equipment and Non-Revenue Events

All 276 retired R-44s, plus Staten Island R-44 "SI" 402, remain in storage around the system as of February 15, 2011 and await final disposition. Of these, about 232 remain intact (though not necessarily functional) while others have had some key components removed, including the air compressors mentioned above. One or two trains have been seen drifting around from time to time into the early weeks of 2011 performing "school car" duties. A small number of retired Phase I R-32s and Morrison-Knudsen-overhauled R-42s also remained on NYCT property in early 2011.

Following an undisclosed mishap in October, 2010, all eight of the retired R-33 "Redbirds" that had been re-

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New York City Subway Car Update

(Continued from page 6)

tained for non-revenue uses, mainly related to the refuse trains, were removed from active duty at Coney Island and 38th Street Yards. These included 8812/3. 8834/5, 8996/7, and 9000/1, which spent the rest of autumn in repose at Concourse Yard before moving over to 207th Street, where they remained as of February 15, 2011. Use of these eight had been far less than consistent since our last look in 2008, with refuse train duties most often being handled by allocated pairs of 60-foot SMEEs assigned to Coney Island (slant R-40s, R-40Ms) until these were eliminated in February, 2009. Phase I R-32s from Jamaica were used until May of 2010 and Phase I R-32s from 207th Street thereafter. As described above, 10 Phase I R-32s were removed from passenger service and assigned to this duty on a permanent basis in October. One other pair of retired Redbirds, cars 8888/9, was similarly assigned to refuse train duty out of Westchester Yard through the summer and into the early fall of 2010, but it too has been withdrawn and is expected to join its sisters in the line awaiting eventual disposition. These 10 cars are from

the group of 58 mainline R-33s that went through a mini-overhaul at the end of their service lives in 2002, all of which survive in one form or other (mostly as rider cars RD402-RD439) but for 9074, which was reefed to yield its mate, 9075, as a permanent exhibit near the Queens County Courthouse.

Also in storage since the latter half of 2010, though not necessarily as yet awaiting disposition, are single-unit R-33s 9315, 9335, 9336, and 9340. Like the mainline R-33s, these four cars had appeared at 207th Street by mid-November and remained stationary as of February 15, 2011. As always, non-revenue car assignments are fluid and subject to change, but what changes do occur tend to be at a slow pace. The following R-33S assignments were gathered in early December, 2010 and were the first complete listing since late 2007.

At Corona: 9307, 9308, 9309, 9310, 9323, and 9325 At 239th Street: 9311, 9312, 9313, 9314, 9316, 9318, 9322, 9324, 9326, 9329, and 9332

At 207th Street: 9317, 9319, 9320, 9328, 9330, 9331, 9333, 9334, 9337, 9338, 9341, 9342, 9343, 9344, and 9345.

IRT Adopted Labor-Saving Devices 90 Years Ago

(Continued from page 1)

trol by June 27, 1921.

Conversion proceeded rapidly, as shown in the following table.

DATE	FLIV- VER MO- TORS	FLIV- VER TRAIL- ERS	LO-V MO- TORS	LO-V TRAIL- ERS	STEIN- WAY	HI-V MO- TORS	HI-V TRAIL- ERS
1920			98	42			
1921	124	62	400	175	83		
1923						264	132

By 1923 all Lo-Vs, Flivvers, and Steinways were converted to MU door operation.

Most of the following Hi-Vs were also converted: 3757-4024 and 4382-4514. A few other 4200s and 4300s were also converted.

Although the work was completed in 1923, the first two-man train was not operated until April 28, 1924 (see table below).

TERMINAL	LINE	FIRST TWO-MAN TRAIN	ALL TWO- MAN TRAINS	NUMBER OF TRAINS
E. 180 th Street	Lexington Avenue	April 28, 1924	May 7, 1924	30
180 th Street- Bronx Park	Seventh Avenue	May 7, 1924	May 22, 1924	26
145 th Street- Lenox Ave- nue	Seventh Avenue (Sunday)	_	May 18, 1924	N/A
Woodlawn	Lexington Avenue	May 23, 1924	June 4, 1924	22
242 nd Street- Broadway	Broadway- Seventh Avenue	June 2, 1924	June 21, 1924	45
Astoria	Queens	July 1, 1924	July 3, 1924	4
Corona	Queens	July 3, 1924	July 11, 1924	N/A

From December 28, 1923 to August 13, 1924, IRT converted 464 gate elevated cars to MU door control. Narrow doors were installed at the ends, which were enclosed in a vestibule. The Motorman's cab, which was not relocated, remained behind the vestibule.

With fewer employees, IRT was able to make a profit on a five-cent fare. But it was forced to declare bankruptcy when riding declined during the Depression.

Commuter and Transit Notes

No. 269 by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

In his budget, Governor Andrew Cuomo, like his predecessor, has proposed taking dedicated funding from MTA. This time it is \$165 million in Metropolitan Mass Transportation Operating Assistance (MMTOA) that would be used to pay debt service on State-issued, voter-authorized bonds. General revenues should be used for this purpose.

MTA METRO-NORTH RAILROAD (EAST)

Here's an FYI. Through mid-February, each M-2, M-4, and M-6 car had snowstorm-related repairs an average of four times.

Full (October 17, 2010 timetables) service returned to the New Haven Line as of March 7, and also on the Waterbury Branch. However, that day, significant rains caused a washout (150 feet wide and 2 feet deep) at MP 19.5, between Bethel and Redding, which resulted in a suspension of Danbury Branch service. Bus service was provided from Danbury and Bethel via express to South Norwalk. Shuttle train service was also provided between Wilton and South Norwalk. Work began immediately to rebuild the track. Limited rail service was restored to Branchville. Passengers also had the option of using Main Line New Haven or Harlem Line trains. Because the area was inaccessible, a 150-foot roadway had to be constructed so that an estimated 100 truckloads of fill could be delivered to rebuild the track foundation, which will be in the shape of a pyramid: 50 feet at the base narrowing to12 feet at the top to accommodate the 8½-foot track. Trains that remained in the Danbury Yard were moved to Southeast using the Beacon (nee Maybrook) Line. A two-week suspension of service was expected; however, service was restored on the morning of Friday, March 18.

During a March 3 visit to Grand Central Terminal, I spotted two pallets loaded with Hudson and Harlem Lines timetables near Track 35. Thinking that perhaps these were the April 3 edition that had arrived early, it turned out to be the October 17, 2010-April 2, 2010 edition with a "Revised February 7, 2011" date.

Steve Lofthouse reported that the two SPVs, which had been stored for several years at Hudson Interlocking, were removed during February.

MTA METRO-NORTH RAILROAD (WEST)

Port Jervis/Pascack Valley Lines timetables were issued effective March 13, coinciding with NJ Transit's schedule change.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The M-8 inaugural run occurred March 1 on Train #1349 (10:30 AM Stamford). (Editor's Note - I have moved this item forward every month since December.) Member

Ron Yee, who was aboard, reported the consist as W-9109-9108-9113-9112-9117-9116-9115-9114-E. Ron added: "The trip went flawlessly, receiving rave reviews by the riding public. They ride nicely, a smoother ride than the M-7, and the new style seats with the improved lumbar support design also provide the person seated behind a couple of extra inches of legroom as the seat-back is thinner and more hollowed out. The seats are comfortable; the interior design and color combinations are quite attractive. The PA system is very clear, a vast improvement over the scratchy sounding speakers of the older cars." The return trip to Stamford on Train #1336 departed at 2:10 PM.





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Commuter and Transit Notes

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Ronald Yee photographs

Two days later I found this trainset on Track 11. With an open door, and several Metro-North employees marveling over the new train, I went in to have a look and take some photos. Besides all of the features that Ron described above, I noted the new car smell, bright interior, large restroom, and at each seat there is a standard a.c. outlet.

It is planned to have 26 M-8s in service this spring, and with about 10 cars being released for service each month, there should be 80 by the end of this year. All 380 should be in service by the third guarter of 2013.

Shore Line East riders who board at Westbrook will soon have a new station as a result of a land swap in which the town garage will move to nearby state-owned land. The cost is in the \$10-15 million range and the station will almost mirror the one in Guilford. Two 200-foot-long platforms will replace the present low-level ones, and there will be a pedestrian overpass. Parking will be expanded from 40 spaces to 189. Construction is expected to begin this fall, with work being completed in 18 months. Thanks to member David A. Cohen for sending this report from *The New Haven Register*.

MTA LONG ISLAND RAIL ROAD

Timetables were issued for the period March 7-May 16, to support construction activities on the Main Line and Montauk Branch. Weekday middays, trains single-track between Queens Village and Merrillon Avenue and between Babylon and Sayville for tie replacement. On weekends, there are outages between Harold and Shea Interlockings to enable waterproofing of the Queens Boulevard Bridge. Holiday Eve service operates on March 17 (St. Patrick's Day), April 18 and 19 (Passover), and April 22 (Good Friday) on the Port Washington, Port Jefferson, Far Rockaway, Babylon, and Long Beach Branches. There were also minor time

changes.

There was a special Montauk Branch timetable for March 2-4, to enable Sperry Rail testing. Depending on the day, buses replaced trains between Montauk and Speonk, or Speonk and Patchogue, or Patchogue and Babylon.

Several months ago, member Larry Kiss had suggested to LIRR management that a stop be added at Bellport for Montauk Branch Train #2732 and this has now been done. As a result, the arrival time at Speonk is two minutes later – 6:10 PM.

The weekend of April 9-10 a state-of-the-art, microprocessor-based signal system will be cut over at Wantagh and Amityville (Babylon Branch). Special timetables will be published.

Having completed the specifications for an M-9 car, there are plans to advertise a request for proposals (RFP) mid-year, with a contract award in 2012. The M-9 was developed from the M-7, with improvements added to the M-8s. At present the number to be purchased was not mentioned; however, the Twenty Year Capital Needs Assessment – 2010-2019 specified that 170 would be required to replace the M-3s and additional cars would be needed to support the East Side Access Project. A more recent document, the Proposed 2010-2014 Capital Program, took into account the current fiscal problems and reduced the number to 84 because there is only funding for the first two years.

NJ TRANSIT

It is a rare occurrence, but during the morning commute of February 24, unable to reach the Port Authority Bus Terminal, NJ Transit routed buses to Secaucus Junction, Newark Penn Station, and Hoboken. Systemwide cross-honoring was put into effect and also on PATH. The reason was an accident that began at 7:25 AM in the Lincoln Tunnel involving a motorcycle, two NJ Transit buses, and a Monsey Trails bus, which required the closing of the center tube. The motorcyclist was critically injured, and 61 bus passengers were injured, 13 severely. At 10 AM, there were two-hour delays. The cause of the accident was under investigation.

Additional service on the North Jersey Coast Line was operated between Bay Head and Long Branch on Sunday, March 6, in support of the St. Patrick's Day Parade that took place in Belmar. The result was hourly service between the aforementioned stations, eastbound 9:21 AM-6:21 PM and westbound 8:46 AM-7:46 PM.

Timetables issued effective March 13 coincided with the return of Daylight Saving Time. Getaway service operates May 22, July 1, and September 2 on the Main/Bergen/Port Jervis, Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, and Raritan Valley Lines. Weekend/major holiday timetables will be in effect on Memorial Day (May 30), Independence Day (July 4), and Labor Day (September 5). There were also minor changes to most lines in addition to what appears

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Commuter and Transit Notes

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below.

- ATLANTIC CITY: Beginning March 14, and continuing until further notice, train service is replaced by Academy buses on Monday-Thursday nights. There was no information why this is being done
- MAIN/BERGEN: Minor changes to connecting times at Secaucus Junction
- MONTCLAIR-BOONTON: Several time changes to PM peak and evening trains
- MORRIS & ESSEX: New train, #309, departs from Hoboken at 7:37 AM making all stops to Summit. Train #409, formerly the 7:34 AM Hoboken/ Gladstone, now departs at 7:55 AM. Train #6656 (3:43 PM Dover/Hoboken) has added stops at Short Hills and Milburn, and Train #6654 (3:23 PM Dover/Hoboken) now operates via express between Summit and Maplewood. Train #858 (5:51 Mount Olive/Hoboken) has added stops at Mountain Station, Highland Avenue, Orange, and East Orange
- NORTHEAST CORRIDOR: Train #3830 (7:58 AM Trenton/New York Penn) now stops at North Elizabeth. Train #3873 (6:11 PM New York Penn/ Trenton) has replaced Train #3173, which departed at the same time but operated only as far as Jersey Avenue
- NORTH JERSEY COAST: Trains will stop at Monmouth Park when the racing season begins. At publication time, the dates had not yet been made public. There were also minor time changes
- PASCACK VALLEY: Minor time changes
- RARITAN VALLEY: Sunday mornings, hourly service has been restored. Starting with the August 3, 2008 schedules, trains departed from Raritan every two hours between 6:18 AM and 12:18 PM and from Newark every two hours between 7:38 AM and 1:39 PM. With the return of Trains #5513, 5517, 5521, 5508, 5512, 5516, the Saturday and Sunday schedules are again the same.

So far, just for the month of December, the state of New Jersey has been billed \$333,281 in legal fees fighting the federal government's attempts to reclaim \$271 million in funding that it provided for the now-canceled ARC project. This irked Assemblyman John Wisniewski, D-Middlesex, Chairman of the Assembly Transportation Committee, who wanted to know why a D.C. law firm was hired that charges \$485 per hour for attorney services, \$125 per hour for clerks and law assistants, and \$90 per hour for paralegals. He said that there are many good law firms in New Jersey that do not charge \$485 per hour. NJ Transit countered that "Patton, Boggs is a highly regarded professional firm that is working to save state taxpayers as much money as efficiently as

possible."

On March 2, Governor Christie announced that he is ready to invest in a rail tunnel between New Jersey and New York, but only if the project is a good deal for New Jersey taxpayers. In a statement on March 11, the Governor said "We have a better project that I know at some point someone will come to us and ask us to contribute to, and we will stand ready to do that. But we will do that as partners with the federal government and Amtrak, and we will do that, I am certain, only under the condition that New York City and State contribute as well."

Eleven Comet Is (5105, 5108, 5129 (cabs) and 5707, 5714, 5715, 5717, 5721, 5731, 5733, and 5743 (trailers)) that had been on lease to AMT since July, 2008 have been returned and will be put up for sale. AMT also purchased 14 Comet 1bs, around the same time.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

The cost of the Transit Hub at the World Trade Center site has jumped from \$3.26 billion to \$3.44 billion. What is being constructed is Architect Santiago Calatrava's "bird-like" design of glass and steel. When proposed in 2003, the project was to cost \$2.2 billion. That price has risen due to higher-than-expected costs to ship (from Spain) the elliptical steel arches that will make up the ceiling. One feature of the original design that has been lost due to cost is the retractable roof and several special support columns. Nonetheless, the transit center is expected to serve about 250,000 people daily who transfer between PATH and 2345ACJ2, and is set to open in 2014.

AMTRAK

Timetable folders (W2, W4, W10 and P55) were issued for the Northeast Corridor, *Keystone*, and the *Ethan Allen/Vermonter* effective March 14. The national edition is still scheduled for May 10.

METROPOLITAN AREA

The New City train station is looking for a new home and owner. Presently situated on the property of the former Vanderbilt Lumber Company in New City, New York, where it has been since being built 135 years ago, the present property owner would like to remove it so that a senior housing complex can be constructed. New City was the terminus of the branch of the same name and was a predecessor of the New Jersey & New York Railroad, which eventually was owned by the Erie Railroad. The line branched off today's Pascack Valley Line, 4.1 miles to the south at Nanuet. The earliest timetable in my collection, dated September 27, 1931, shows daily "Motor Service" was provided. As recently as a few years ago there had been a proposal to relocate the wood and slate building to a shopping center about a mile away, but an inspection found that a majority of the rafters, posts, beams, and roofing material had rotted

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and the original interior had disappeared ether through neglect or in its capacity as storage for lumber. In case you know If a location that is available, the building measures at 38 by 16 feet with a roof overhang on all sides. The builder would like to begin construction next spring.

MUSEUMS

The Shore Line Trolley Museum (Branford) has announced this preliminary schedule: April 30 – Members Day, May 1-29 – open Saturdays/Sundays, May 7/8 – Rapid Transit/Guest Operator, May 21 – Antique Autos. After May 30, the museum will be open daily through Labor Day, September 5.

THE WINTER OF 2010-1

Snowstorm #10 arrived in the early morning hours of February 21, Presidents Day. Besides the fact that weekend/holiday schedules were in effect on LIRR, Metro-North, NJ Transit, and PATH, there were no reported delays. The metropolitan area received 2-4 inches in New York City and 4-6 inches in the areas north and west of the city. With this storm, the winter of 2010-1 became the third snowiest in New York City history with 60.9 inches recorded in Central Park. For the record, #1 and #2 are 1995-6 (75.6) and 1947-8 (63.2).

Storms on March 7 and 10 deposited more than ten inches of rain in some areas. Metro-North's Danbury Branch was affected. (Please see above for details.)

HIGH-SPEED RAIL

Following the announcement by Governor Rick Scott to scrap plans for Florida's high-speed rail program, several members of the State Legislature attempted to make an end run around the Governor's rejection. One idea was to investigate the legality of what Governor Scott had done and also of getting the funding transferred to a regional transit agency such as the Tampa Bay Area Regional Transportation Authority. Amtrak was another possibility; however, some Florida politicians did not want to cede control of the project.

On February 24, following the successful launch of the Space Shuttle Discovery (on its 39th and final mission), Governor Scott rejected the latest plan, one which had been prepared by U.S. Senator Bill Nelson, Tampa Mayor Pam Iorio, Florida State Representative Kathy Castor, and United States Representative John Mica, R-Winter Park. Their plan isolated the state from any liability with regard to cost overruns or operating costs in order to satisfy the Governor. On February 25, the State of Florida was granted another week to reverse its decision.

Meanwhile, Senators from states along the Northeast Corridor sent a letter to Transportation Secretary Ray LaHood on February 28, requesting that the funds be redirected to projects on the Northeast Corridor. They cited the fact that this corridor accounts for about a fifth

of both the nation's gross domestic product and population, has the nation's only operating HSR line, and has received less than 2% of the \$10.5 billion that has been approved for HSR. Apparently none of that mattered, as Secretary LaHood awarded \$2.4 billion to the State of California. A decision was pending on the disposition of the remaining funds.

In early March, two Florida State Senators sued Governor Scott, citing the fact that all three branches of the government must be free to act on any laws and rules set forth; no single entity (executive, legislative, or judicial) can act without the approval of the other two branches. On March 4, the Florida Supreme Court sided with the Governor. Thanks to member Dennis Zaccardi for these reports.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Construction of a new (20th) Orange Line station was approved by MBTA. When completed in three years, Assembly Square in Medford will be located approximately halfway between Sullivan Square (Charlestown) and Wellington (Medford). This came about through an agreement between the transit agency and a developer, Federal Realty Trust, under which the state gets the real estate rights to build the station and entrances and realign track.

And there is more expansion news. As a result of a land exchange between the Massachusetts Department of Transportation and Pan Am Railways, it looks like the Green Line extension beyond Lechmere to Somerset and Medford will proceed. More importantly, the agreement also provides for all the trackage and property rights necessary off the Worcester Main Line to allow future passenger service from Worcester to Ayer. This will provide a connection between the Worcester and Fitchburg Lines, and a potential future connection to North Station and trackage rights for future service from Lowell through Nashua and Manchester to Concord, New Hampshire. That project would be sponsored and funded by the State of New Hampshire, similar to current Rhode Island service.

Recognizing that a \$15 fine for a first offense fare evasion is not a deterrent, a bill has been filed in the State Legislature to increase to the fine to \$150. In addition, offenders will only have three weeks to pay, vs. the current one year, plus their names would be reported to the Registry of Motor Vehicles to prevent scofflaws from renewing their driver's licenses. The fines — which also include \$100 for a second offense and \$250 for a third or additional offense — have not risen since 2007, "T" officials said. If the bill were approved, the fine for a second offense would be \$250, and \$500 for a third. It is believed that the fare evasion rate is about 3%, which amounts to \$13.5 million based on 2010's total fare revenue of \$451 million.

After a "Winter of Discontent" over how commuter rail

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operated, some state officials are looking at other options. According to a report on *EnterpriseNews.com*, Lt. Governor Tim Murray said MBTA is eyeing a potential takeover of commuter rail operations when the Massachusetts Bay Commuter Railroad Company's contract expires in June, 2013. MBCR has been the "T"'s operator since 2003 (succeeding Amtrak) and was awarded several extensions. Member Todd Glickman thinks this idea may have merit and deserves serious consideration. A bi-partisan group of State Legislators along with Transportation Secretary Jeffrey B. Mullan believe that the time is right to hold hearings on these problems. They called reliable service on the "T," which provides more than 1 million rides a day, "essential to the economy and quality of life of the Commonwealth."

This comes on the heels of a significant delay to Train #P508 (6:55 AM Worcester), which, due to mechanical problems, arrived almost two hours late on February 28. After a repair and testing, this locomotive was assigned to Train #P523 (5 PM South Station/Worcester) and a half-hour after departing from South Station had another failure. The following train, #P525 (5:15 South Station/ Framingham) coupled to it and P523 arrived in Worcester nearly three hours late. It was later determined that the locomotive had a broken crankcase, but the morning problem was caused by a failed governor. Wait, that's not all - there was another engine failure, with a different engine; however, this time is was on Fitchburg Line Train #429, which departed from North Station at 5:20 PM. Shortly before 6 PM at Waltham, the crew reported a mechanical failure. Passengers waited until another train arrived, coupled up to the disabled train, and pushed it to South Acton, where the trains were taken out of service. About 250 passengers from both trains waited until 8 PM, when another train arrived, finally reaching Fitchburg at 9 PM.

To help alleviate its aging locomotive problems, MBTA is leasing five MARC locomotives for \$150,000 each annually. They are model GP-40-WH-2 52, 59, 61, 63, and 67, which were retired after delivery of new MPI locomotives. *NETransit* reported that they were evaluated by the Providence & Worcester. New locomotives on order are not scheduled to arrive until 2013. Thanks to Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

On Thursday, March 3, 247, the first PATCO car to leave, departed for overhaul at Alstom's Hornell, New York facility. Alstom was awarded a \$194,197,337 contract for the 120-car fleet (January *Bulletin*). Thanks to member Bob Vogel, who was on hand to record this historic event.

ERA member and retired PATCO Superintendent Bill Vigrass provided this additional information. "Eleven

cars will be shipped, two per week, Monday and Wednesday until 11 are in Hornell (ex-Erie RR shop). Single car 116, which was fire-damaged several years ago (floor heat), will serve as a mock-up car. There will then be a pause of about six months while these cars are evaluated and detailed planning and implementation will begin. Silk Road, a Women's Business Enterprise (WBE) also qualified to meet federal requirements for Disadvantaged Business Enterprise credits, will transport the cars. They have a very good reputation for careful handling. PATCO single cars 101-125 will be made into married pairs, except for 116, which is the odd one. The Operations Department does not care for single cars and currently none are scheduled. Twocar trains or doubles provide most off-peak service. This program has been delayed for several reasons during the past five years and at last it is moving. The original 75 PATCO I cars were built in 1968 so are now 42-43 years old with about two million miles on each car as well as having obsolete electronics, components which are no longer available. Cars 247-248 were selected to go first since they had the worst reliability record. 'Worst is First!' This will be an ongoing program for up to five years. Once into production, two cars per month will be shipped out and two cars received, tested, and put back into service." Bill closed his email with: "Bill Vigrass, Supt. 1972-84 - now retired but always watching!"

Member Dave Safford reported that using the entire year as a basis of comparison, PATCO reported a 3.1% increase in ridership from 2009 to 2010.

There is new life in the \$1.3 billion, 18-mile Camden-Glassboro Rail Line. The State of New Jersey and Delaware River Port Authority (DRPA) have resolved differences and there is also to be a study to enhance operations on the Atlantic City Line. The writer of this email wrote, "I've suggested to NJ Transit that a stop be made at North Philadelphia and at the Philadelphia Zoo." A contract will soon be awarded for the environmental analysis. There is also a proposed Woodcrest Station stop and one to serve the Atlantic City International Airport in Galloway Township on the Atlantic City Line. DRPA has agreed to advance some of the funding but has no interest in operating the line. Thanks also to *The Gloucester County Times* for this report.

PHILADELPHIA, PENNSYLVANIA

Two weeks after the last snowstorm, SEPTA car shortage problems continued. On February 16, 51 of 354 cars were out of service. As a minimum of 315 is needed for normal operation, this meant some riders were again squeezed into short consists. In a letter distributed to riders and posted on the Internet, General Manager Joe Casey apologized to his customers, noting that the new cars are still largely stuck in manufacturing/testing limbo. Several months late, delivery is still stuck at three cars in service, with the hope that two

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more will be released shortly.

During one of February's many cold days, February 17 to be exact, there was a report in *The Philadelphia Inquirer* that at Thorndale. a rider told of having waited in 20-degree plus wind chill weather for over an hour with no SEPTA service at all. Suddenly an Amtrak train diverted from its normal *Keystone* (Harrisburg-Philadelphia) service picked them up and made all SEPTA stops to 30th Street, clearing the platforms of fresh frozen commuters. Kudos to the Amtrak personnel who made this decision!

On February 21, cars 803 and 804, the first two made-in-U.S.A. Silverliner Vs, entered revenue service. They were coupled to the three Korean-made units already in service for a five-car maiden run as Train #501 (5:17 AM Lansdale/Center City). They were to run on four lines that week. Thanks to Dave Safford for these reports.

Dave subsequently wrote that he finally got the time to ride the Silverliner Vs. "Despite the fact that this run, the 4:23 PM originating at Temple U station, was the fivecar set's first since ending its morning runs several hours earlier, it was 25 minutes late. On-board personnel said they didn't think that the delay was due to equipment problems, but they really didn't know. The first thing I noticed upon boarding the front car (beyond the fact that I was the only railfan on board) was that the railfan seat was cordoned off with yellow crowd control tape. The Conductor said that this was to allow the Engineer to exit his cab guickly when needed. The light came on. The TWU has been locking horns with SEPTA over the agency's decision to install half-car-width control cabs. The resolution, for now anyway, seems to be that the railfan seat goes in, but it can't be used. Otherperformed beautifully: smooth acceleration, smooth ride, gentle but firm braking. Train announcements are recorded and repeated on the video screens scattered throughout the length of the car. I had mistakenly suggested earlier that these were for advertising. Electronic displays on the exterior identify train destination. The only issue from my standpoint is the uncovered traps at the third points of the car where the exits are located. The Conductor left the trap adjacent to the opposite track closed, but the boarding side trap down for the length of the trip."

Cinders reported that with the production of Silverliner Vs well behind schedule, and a chronic shortage of serviceable cars, SEPTA may be taking another look at leasing some of NJ Transit's stored Comets as well as one or more of the idle ALP-44s. SEPTA's electric locomotive roster includes one similar unit, 2308. The other

seven are AEM-7s.

On February 24, the Delaware Valley Association of Rail Passengers (DVARP) asked SEPTA to stage a test of its proposed electronic fare collection system on two Regional Rail lines and conduct public hearings before proceeding with the newly funded system. SEPTA's proposed system would require passengers to tap their fare cards before boarding in Center City, and again upon de-boarding at a suburban station, with the fare calculated and deducted electronically. It appears that inbound rides would not be charged, but the outbound rides would be charged double. DVARP believes that this system would be used fraudulently, with patrons riding in for free, then taking a bus back, paying only the one-way fare.

There is a controversy over the "M" or "F" stickers that SEPTA personnel affix to monthly tickets that have been used to identify the purchaser as being either male or female since 1981. Trans-gendered passengers are raising this issue. The transit agency maintains that the stickers are designed to prevent passes from being shared (in a typical male-female household). However one self-described activist said that the policy does not make sense because any two women or men can share passes. This may all go away when SEPTA changes over to a smart card system in the future. The only other railroads that I am aware of that do this are LIRR and Metro-North. Thanks to member Lee Winson for this report.

At the February Division meeting, member Allan Breen gave me a SEPTA "Stop Assistance Card." To use it, a passenger completes this 3"x5" card by filling in the route, direction (N/S/E/W), and destination (transit stop). This form has been around for a while; it has a copyright date of 1989.

Allan also reported that a Valentine's Day special train ran on the Market-Frankford Line on February 13. Mayor Nutter performed a wedding aboard the chartered train, which operated at slow speed to enable riders to view 50 love-themed rooftop murals that make up the "love letter." A reception was held later at SEPTA Headquarters. The fare was \$45. or \$80 for a couple. Allan wonders if this was the most expensive transit ride ever.

Timetables were issued effective February 13 for the Broad Street, Market-Frankford, and Trolley Lines 10, 11, 13, 15, 34, and 36; February 14 for Routes 101, 102, and the Norristown High-Speed Line. Regional Rail timetables changed March 13. To address riders' complaints that the timetables looked identical, (the best descriptions of) the colored stripes which were added above the line names are as follows:

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LINE	STRIPE COLOR		
Airport	Magenta		
Chestnut Hill East	Green-Gold		
Chestnut Hill West	Turquoise		
Cynwyd	Violet		
Fox Chase	Orange		
Glenside Combined	Light Purple		
Lansdale/Doylestown	Brown		
Manayunk/Norristown	Red		
Media/Elwyn	Blue		
Paoli/Thorndale	Green		
Trenton	Pink		
Warminster	Gold		
West Trenton	Purple		
Wilmington	Lime		

PITTSBURGH, PENNSYLVANIA

PATransit cut weekend LRT service effective March 27. Previously, the Blue (Overbrook) Line ran to both Library and South Hills Village while the Red (Beechview) Line ended at Castle Shannon all week, with some Red service to South Hills Village rush, basically putouts and layups. New schedules have all weekend Blue to Library, Red extended to South Hills Village, with weekday pattern unchanged (but with less service...). Thanks to member Andre Kristopans for this news.

BALTIMORE, MARYLAND

How could events that took place nearly 70 years ago across the Atlantic Ocean affect MARC? The answer comes from a report in *Mass Transit* Magazine. It has been documented that the Nazis used the French National Railway (SNCF) during World War II to transport French citizens, Jews, and others to death camps. One survivor, Leo Bretholz, wants SNCF to fully disclose its involvement between January 1, 1942 and December 31, 1944 before being able to bid on operating MARC service. A bi-partisan group of State Legislators supports legislation backing this requirement. Keolis, a SNCF subsidiary, has submitted a bid to replace CSX as MARC's operator. In January, SNCF's Chairman made an apology in Florida, where this also became an issue. Other states, including California and Virginia, also raised this issue, but California's then-Governor Schwarzenegger vetoed the bill and last year Virginia Railway Express awarded Keolis the contract over the protests of holocaust survivors.

Thanks to member Steve Erlitz, who sent copies of

the March 14 MARC timetables, the details of which were described in the March *Bulletin*. Even though the combined timetable includes the Camden Line, only the Penn Line had changes.

WASHINGTON, D.C. AREA

Washington D.C.'s District Department of Transportation (DDOT) is requesting expressions of interest for operators to operate and maintain the existing and future citywide streetcar system. The District of Columbia has initiated construction of the first two segments of a 37-mile streetcar network including a two-mile segment along H Street NE and Benning Road NE, and a 0.5-mile segment on Firth Sterling Road in Anacostia. The H Street/Benning Road segment is planned to be operational in 2012 with a private operator in place by August 2011. The first three Inekon-Skoda streetcars are on the property, and more will be acquired. Thanks to member Phil Hom for this report.

WMATA is considering realigning the routing of the Blue and Yellow Lines by June, 2012. This is being done to improve service reliability with an eye on the extension to Dulles Airport in 2014. There is also a possibility that new colors could be introduced. The original designer of the map is being brought back to revise the map based on what will be approved.

As been reported previously in this column, Virginia Railway Express (VRE) ridership is outpacing the agency's ability to match the demand. CEO Dale Zehner, in an email dated February 24 reported: "We finally did it! On Wednesday, February 16, 2011, we carried over 20,000 trips in one day. 20,133 to be exact. As I shared with you last week, this only continues to stretch our already constrained capacity."

The availability of parking is another critical issue, especially at Fredericksburg, Leeland Road, Brooke, Broad Run, Manassas, Manassas Park, and Rolling Road. These are some possible solutions:

- FREDERICKSBURG Construct a new station named Spotsylvania, with 500 parking spaces that could be expanded to 1,000, that would be built with the expectation that the vast majority of Fredericksburg riders would use this station. Unfortunately, it would take about 3 years for that station to be constructed. In the meanwhile, a parking task force is to be created to look for some creative options to the parking situation in Fredericksburg
- LEELAND ROAD AND BROOKE Expansion is in the final design for both stations, and VRE is hoping to have sufficient funding to expand both of these lots by roughly 200 spaces.
- BROAD RUN Work is underway to design a garage. There are many complicating factors, including height issues because of the local airport, and something definitive is several years away

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ASHEVILLE, NORTH CAROLINA

Approximately 77 years after it last operated, a 1927 Brill Birney safety car may one day again be carrying passengers. After being retired, 119 was sold and eventually ended up with an Asheville family who lived in it for decades, thus preserving much of the structure. The car is now owned by the Craggy Mountain Line (founded in 2001), which operates 3.45 miles of former Southern Railroad trackage. Members are working on the car, which still needs wiring and other aesthetic interior details before it can be placed into service. Thanks to member Joe Canfield for this news.

CHICAGO, ILLINOIS

Metra reported a slight decline in ridership last year. The 81.4 million riders represented a loss of 1.1% from the 82.3 million who were carried in 2009. A Metra spokeswoman blamed downtown Chicago employment and the city's budget problems, because the July 3 and Venetian Fireworks celebrations were canceled. Those dates are typically high-ridership days for the transit agency. Metra, however, benefited from the Blackhawks Stanley Cup rally.

After completing the December, 2010 column, my Dell laptop crashed and was replaced by an Apple. Some things fell through the cracks. One was the fact that the S. "Lou"Jones/Bronzeville station on Metra's Rock Island District Line did not open on December 15, 2010. The opening date will be Sunday, April 3, just in time for Chicago White Sox home opener that takes place at nearby U.S. Cellular Field on April 7. 26 inbound and 21 outbound weekday trains, plus all weekend trains, will serve the station. There will be additional service for White Sox games. A formal dedication is planned for May. Thanks to member Jim Beeler for these reports.

Railway Age reported that Illinois Governor Pat Quinn signed legislation on March 7 that would create a Southeast Commuter Rail District. The proposed 33-mile Metra line would serve 20 communities and link Crete's Balmoral Park and LaSalle Street Station, with additional stops in Crete, Steger, South Chicago Heights, Chicago Heights, Glenwood, Thornton, South Holland, Dolton, and at the 115th Street, Gresham, and 35th Street stations. Projected to cost an estimated \$778 million, it would provide service to one of the last regions in the metropolitan area without access to Metra. *ST. PAUL, MINNESOTA*

Four University Avenue bus routes had their stops relocated in early March to permit construction of the Central Corridor LRT. Construction began last summer on the 11-mile line. Service is projected to begin in 2014.

HOUSTON, TEXAS

On February 24, Metro's Board of Directors voted to award Siemens a contract for 19 LRVs. This follows a

forced cancellation of a similar contract to CAF (December, 2010 *Bulletin*) over a violation of the "Buy America" rules. Delivery of the first car is expected in October, 2012. This early delivery date came about due to a cancellation of an option for cars by the Utah Transit Authority. The cars, which will be built in California, require some modifications for use in Houston.

PORTLAND, OREGON

Member Mark Kavanagh reported that RDCs 1702 and 1711 entered service on January 24. The pair was acquired at a cost of \$75,000 each from the Alaska Railroad in October, 2009 to supplement the unreliable Colorado Railcar DMUs. Built by the Budd Company in 1953 and 1952 for the New Haven Railroad as 129 (model RDC-3) and 121 (model RDC-2), Penn Central renumbered them 82 and 96. They were sold a few years later, going their separate ways until the Alaska Railroad bought them in 1985-6. Prior to entering service, Trimet upgraded the cars. It is amazing that 58 years after they rolled out of the Red Lion plant in Philadelphia, they continue to do what Budd intended for them to do.

SAN RAPHAEL, CALIFORNIA

On December 16, 2010, SMART (Sonoma Marin Area Rail Transit District) awarded Sumitomo and Nippon Sharyo a \$57 million contract to build 18 DMUs for use on its 70-mile line, which will have 14 stations when it opens in 2014. Deliveries are scheduled to take place between the end of 2013 and mid-2014. The contract comes with options for up to 146 additional units.

LOS ANGELES, CALIFORNIA

With deliveries of Rotem bi-levels, the ex-NJ Transit Comets are being returned from lease to the Utah Transit Authority. A friend emailed a digital image showing at least four of these cars awaiting transfer surrounded by freight cars.

TORONTO, ONTARIO, CANADA

Transit veteran David Gunn has returned to the Toronto Transit Commission (TTC), an agency for which he was the General Manager from 1995-9. He will serve in an unpaid capacity to balance the agency's books for 2012. His travel and living expenses will be paid for by TTC.

LONDON, ENGLAND, UNITED KINGDOM

For the 2012 Olympics, aka Games of the XXX Olympiad, a proposal is being considered to operate London Underground 24 hours/day between July 27 and August 12, 2012.

JAPAN

In the wake of the horrendous earthquake that struck this nation on March 11 and the tsunami that followed, rail operations could be suspended though the end of this month. Four trains with passengers were missing. Limited services were operated on Monday, March 14, the first weekday following the disaster.

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Around New York's Transit System

Heavy Rain Knocks Out Flushing Line

To service between Manhattan and Queens was suspended early on Friday, March 11 because heavy rains exacerbated an existing water condition and damaged signals in the Steinway Tunnel. Service operated between Queensboro Plaza and Main Street, with shuttle bus service operating between Vernon-Jackson and Queensboro Plaza.

After 10 PM Friday, and for the entire weekend, a single-track shuttle operated between Times Square and Queensboro Plaza. Planned weekend work on the Sea Beach and Astoria Lines was cancelled so that service could operate to/from Ditmars Boulevard.

Normal **7** service was expected to resume by the morning rush on Monday, March 14.

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FROM THE HISTORY FILES

75 YEARS AGO: On April 13, 1936, the Philadelphia & Suburban Transportation Company was created from the Philadelphia & Garrettstown Railway. More familiarly known at the Red Arrow Lines, the company was purchased by SEPTA on January 29, 1970.

50 YEARS AGO: On April 9, 1961, LAMTA abandoned the last Pacific Electric rail line – the Los Angeles to Long Beach Interurban Line. Rail service was restarted by the Southern California Rapid Transit District on July 14, 1990. Member John Pappas fills in some of the back-story. "At the time, LAMTA had seriously sought retention of the line, as it came close to paying its way and enjoyed decent ridership. Among other projects, they tried a PCC on the line with success and rehabili-

tated one of the famous "Blimps" to include reupholstered interiors and the standard two-tone exterior paint scheme...the only blimp so-treated.

"Unfortunately, this ran afoul of PE's parent, Southern Pacific, who had sold the passenger service with the proviso that all passenger rail would cease in due course. SP gave their final edict to that end in early 1961 and the LAMTA scheduled the conversion at their next schedule change, to the regret of both management and passengers. Not quite 30 years later, SCRTD recreated the line largely along the same right-of-way, spending \$1.1 billion in the process. The result is nothing short of the ideal in modern light rail design, which draws some 80,000 passengers each weekday...far in excess of what the old line carried."

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

60th Street Tunnel Service

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60TH STREET TUNNEL CONNECTION HEADWAYS—WEEKENDS

SATURDAY			SUNDAY				
DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
			® /FOURTH A	VENUE LOCAL			
May 30, 1987	10	10	12	May 24, 1987	15, 12	12	12
June 1,1991	No Service			June 10, 1990	15, 12	10	12
August 1, 1992	10	10	12	May 26, 1991	No Service		
November 18, 1995	10, 8	8, 7	12	July 26, 1992	15, 12	10	12
September 14, 2002	8	8	12	November 13, 1995	15, 12	10, 8	12
May 3, 2003	12	12	12	September 8, 2002	15, 12	10	12
February 28, 2004	8	8	10, 12	April 27, 2003	12	12	12
				February 22, 2004	15, 10	8	12

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