

# The Bulletin



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

Vol. 54, No. 8

August, 2011

## The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

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## IRT OPERATED FREQUENT, DEPENDABLE SERVICE 75 YEARS AGO by Bernard Linder (Continued from July, 2011 issue)

At the beginning of 1936, Lenox and Lexington Avenue locals still operated trains with manually operated doors. About half of the 137<sup>th</sup> Street-Broadway locals also had manually operated doors, but the others were combination trains, IRT's designation for trains composed of MUDC cars and one or two HVreg (abbreviation for regular) cars with manually operated doors. Ten- and six-car combination trains were composed of HVreg cars at the front and rear of the train and MUDC cars in the rest of the train. Only one HVreg car was operated in five-car locals.

During the year, additional cars with manually operated doors, 3514 and 3517-3649, most of the 4223-4389 cars, and a few higher-numbered cars, were converted to MUDC. The remaining cars with manually operated doors, 3351-3513, 3515, 3516, 3650-3756, 3815, and 3915, were never converted to MUDC. But they were modified by adding steps for the Conductors and an iron box covering the gears controlling the center door.

Most of the work was performed in 1936, as shown in the following table.

CAR NUMBERS	FIRST CAR CONVERTED	LAST CAR CONVERTED
3351-3516	January 14, 1936	October 26, 1936
3517-3649	N/A	N/A
3650-3699	January 14, 1936	February 2, 1937
3701-38	July 24, 1934	November 29, 1934

3700, 3739-56, 3815, 3915	March 14, 1936	November 9, 1936
Hi-V trailers	January 16, 1936	November 20, 1936

On cars with high-voltage controllers, 600 volts d.c. power from the third rail was fed directly into the master controller, after which it was fed to relays that turned on the motors, accelerated them, and shut them off. The cars had manual acceleration with ten points of power in the master controller, five in series and five in parallel. A heavy duty spring prevented the Motorman from accelerating too rapidly.

On low-voltage cars, batteries supplied power to the master controller and to relays that controlled the 600 volt d.c. power supplied to the traction motors. The controller had only three points of power and acceleration was automatic.

### THE HYBRID FLIVVERS

The Flivvers were equipped with controllers and pneumatic equipment used by Hi-Vs, but rewired for Lo-V operation.

In 1915, there were 124 Composite motor cars, which were removed from the subway and were replaced by 124 Flivver motors, 4037-4160. The company expected to transfer the motors, trucks, and Hi-V control equipment from the Composites to the new Flivvers. But they changed their minds and installed Lo-V controls instead. Unfortunately,

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**NEXT TRIP: LIRR HILLSIDE/MORRIS PARK SHOP TOUR, AUGUST 6**

## A HISTORY OF THE **A** TRAIN by George Chiasson (Continued from July, 2011 Issue)

### GENESIS OF THE A TRAIN: PART TWO— THE FULTON STREET EL IN BROOKLYN Early Days On The Kings County Elevated (1888-1913)

The outer (outdoor) end of **A** uses the easterly portion of the former BMT Fulton Street Line, one of the original routes of the Brooklyn elevated system, as extended into Queens. Known as the Kings County Elevated Railway, the Fulton Street El was opened on April 24, 1888. It originated at the Fulton Ferry Terminal in Downtown Brooklyn, where a direct connection was available to the Brooklyn Bridge, and proceeded as far as Nostrand Avenue. In the initial stage all Kings County trains made a side relay via a short spur track to serve the Brooklyn Bridge's Sands Street terminal, but in a short time this novel maneuver was replaced by a set of outside platforms on the Fulton Street alignment one block away, from which access to the bridge became a pedestrian undertaking. The Brooklyn Bridge had its own cable-powered intramural railway that shuttled between Sands Street on the Brooklyn side and Park Row on the Manhattan side from its opening in 1883 until 1908, but some Brooklyn el service began to run through to Park Row on its own as early as 1898. Construction of the initial route was completed in a short time, and additional segments opened from Nostrand to Sumner and Albany Avenues on May 30, 1888; from Sumner & Albany Avenues to Utica Avenue on August 20; and from Utica Avenue to Rockaway Avenue on December 5 (a portion that included a long middle siding for relays between the Utica and Ralph Avenue stations). The structure was erected as far as Fulton and Sackman Streets (between Stone and Van Sinderen Avenues), but beyond that point a separate franchise was granted to a paper company called the Fulton Elevated Railway, once it was determined which route should be followed.

On March 3, 1889, some rush hour Kings County Elevated Railway trains were extended from Rockaway Avenue to Van Sic(k)len Avenue, stopping at "Manhattan Beach Crossing" (the original version of Broadway Junction, which was also variously known over time as Manhattan Junction and East New York Loop), Atlantic Avenue, Eastern Parkway, and Pennsylvania Avenue en route. On May 30, 1889 all service was extended from Rockaway Avenue to the Manhattan Beach Crossing station, located about at Fulton Street and Van Sinderen Avenue as a traffic interchange point to Long Island Rail Road steam trains on the former New York & Manhattan Beach Railroad (later the Bay Ridge Division), which was then at grade. The date indi-

cates that KCER was able to meet potential summer-time demand for access to the well-known beach destination at Brooklyn's resort oceanfront. At this early stage, no physical connection was made between the Fulton Street and Broadway-Brooklyn EIs (the latter having been opened by the Brooklyn Elevated Railroad four years previous), though they literally came within yards of each other. Past the station at Manhattan Beach Crossing, the Kings County line jogged south above Snediker Avenue, progressed to Pitkin Avenue, and there resumed its easterly course. Full service was opened to Atlantic Avenue on July 4, 1889 and then finally to Pennsylvania Avenue on November 18, with a temporary shuttle from that point to Van Siclen Avenue. When a new lay-up facility, known as "AB" Yard, was partially opened along Pitkin Avenue between Alabama Avenue and Hinsdale Street in December, all Kings County operations were extended to Van Siclen Avenue. The yard was finally completed by March 10, 1890 and then over the next two years the rest of the line took shape, following Pitkin Avenue to Euclid, Euclid to Liberty Avenue, and Liberty Avenue to the "City Line." Segments were opened from Van Siclen Avenue to Linwood Street on February 22, 1892; Linwood Street to Montauk Avenue on March 21, 1892; and finally from Montauk Avenue to the City Line (Grant Avenue) on July 12, 1894. A trolley car ramp for direct transfer from Liberty Avenue to the El was added at the east end of Grant Avenue station, on behalf of the Long Island Electric Railway Company., on April 24, 1897, but proved to be short-lived and was closed on April 1, 1901 (though the streetcar that used it continued to run on the surface of Liberty Avenue from Grant Avenue station to 95<sup>th</sup> Street (Rockaway Boulevard) until August 26, 1914).

At this time the stops along the way included Fulton Ferry, Sands Street, Tillary Street, Court Street, Boerum Place, Elm Place and Duffield Street, Flatbush Avenue, Lafayette Avenue, Cumberland Street, Vanderbilt Avenue, Grand Avenue, Franklin Avenue, Nostrand Avenue, Brooklyn and Tompkins Avenues, Albany and Sumner Avenues, Utica Avenue, Ralph Avenue, Saratoga Avenue, Rockaway Avenue, "Manhattan Beach Junction," Atlantic Avenue, Eastern Parkway (actually at Glenmore Avenue), Pennsylvania Avenue, Van Siclen Avenue, Linwood Street, Montauk Avenue, Chestnut Street, Crescent Street, and Grant Avenue. Of these 29, today's Fulton Street IND subway duplicates just seven—six along Fulton Street (Lafayette, Franklin, Nostrand, Utica, Ralph, and Rockaway Avenues) plus the present

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## A History of the **A** Train

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station on Pitkin Avenue at Van Siclen Avenue.

Due to the incredible ridership transfer at the Brooklyn Bridge, which crowded onto and off of Fulton Street trains at the Sands Street station, KCER built an alternative stub-end terminal there that was physically adjacent to the bridge's intramural railway terminal. As a result the original outbound platform at Sands Street was removed and starting on November 8, 1894 service was operated in alternating fashion to the new Sands Street stub and to the original terminal at Fulton Ferry (with a Ferry-bound-only intermediate stop at the original Sands Street platform). In August, 1896 the Fulton Street EI became the rapid transit gateway for trains serving the former Brooklyn, Flatbush & Coney Island excursion railroad to Brighton Beach, better known as the Brighton Line, which turned south at the Franklin Avenue station. After agreement was reached to extend some Brooklyn el services across the Brooklyn Bridge to Manhattan, a new physical connection was added from the Fulton Street Elevated, which literally cut its Tillary Street station in two and swerved into the private, "alley" right-of-way (similar to those on some of the elevateds of Chicago) that was used by the Bridge's intramural line. Most non-rush hour Fulton Street trains starting going across the East River to Park Row on November 1, 1898, with KCER's steam engines being exchanged for "bridge motors" at the Tillary Street cut-off, using electric power in the terminals on each side of the bridge and being pulled by cable across the structure. As for the Tillary Street station, its now-abbreviated platforms were called at by Park Row trains (both ways) or those bound toward Sands Street and Fulton Ferry, with the original outbound side being removed entirely. As things turned out, the clumsy motive power changeover at Tillary Street produced less than ideal results and was suspended on July 16, 1899, at which time Fulton Street trains resumed alternating service only to Fulton Ferry and the Sands Street terminal.

The Fulton Street EI was partially electrified on July 18, 1899 when through trains off the Brighton Line were so operated inward of Franklin Avenue (when the equipment was available to do so). Full electrification came to the Fulton Street EI on January 22, 1900, but the rolling stock able to use it was limited in quantity for several years and steam-powered trains were needed as late as May 4, 1903. Sometime in 1900 (perhaps July 1) the first version of the "Fulton Street Express" was established in rush hours, running from Fulton Ferry to Grant Avenue-City Line, non-stop between Flatbush and Franklin Avenues, and also between Nostrand and Atlantic Avenues in the direction of heavy traffic (toward Manhattan in the AM and away from Manhattan in the PM). Fulton Street Locals were then interspersed among the express trains on the all-two-track line, mak-

ing all stops from the Sands Street Terminal and being turned back at Ralph Avenue or Eastern Parkway if not continued all the way to the City Line. As much as anything, the congestion this service pattern engendered led to the physical tie-in of the Fulton Street (KCER) and Broadway-Brooklyn (BER) els just east of the Manhattan Beach Crossing, as both were under the common control of the Brooklyn Union Elevated Railroad starting on May 24, 1900. On August 1 some Fulton Street Expresses were diverted to Cypress Hills via the outer portion of the Broadway-Brooklyn Line, including a stop on this connection at a platform called "East New York Loop" that was perpendicular to Broadway and located at the present intersection of Broadway and Williams Place, adjacent to New York City Transit's East New York maintenance complex. Its addition forced the original "East New York" station of the Broadway EI to be relocated slightly to the west, at which point it was re-christened "Manhattan Junction."

Sometime during the following year (no exact date known but the event was recorded by June 30, 1902), the mini-stop at Tillary Street was closed, as was the still-new station at East New York Loop by the end of 1903. Instead, a walkway was added at elevated level from the Fulton Street Line's Manhattan Junction station (formerly Manhattan Beach Crossing) to the like-named stop on the Broadway Line, and passengers exchanged places on foot. At about the same time, rush hour Fulton Street Locals that had been terminating at Ralph Avenue were extended to Manhattan Junction, discharged, and routed into East New York Yard for their relays. In 1906, when the original Brooklyn, Rockaway Beach & Canarsie right-of-way was converted into a rapid transit line, it connected to the Brooklyn el system via a ramp to the Fulton Street Line near its station at Eastern Parkway, literally decades before it was extended to Manhattan via the 14<sup>th</sup> Street-Eastern Line as today's **L** train (which started in 1928). In practice, the new Canarsie traffic was all routed to Broadway through the pre-existing connections at Manhattan Junction and thus used its short piece of the Fulton Street EI more as a "bridge." After a protracted process to fully electrify trackage across the Brooklyn Bridge, Fulton Street EI service was at last extended to Park Row, Manhattan on a full-time basis beginning on January 27, 1908. Included were all rush hour Express trains, a selection of Locals, and most non-rush hour trains, with the remainder continuing to serve the Brooklyn-side stub terminal at Fulton Ferry. At this time, morning rush hour Fulton Street Local trains originated at Eastern Parkway (via "AB" Yard) and ended at Park Row or Fulton Ferry, while PM trips started at Sands Street Terminal and ran as far as Ralph Avenue, Eastern Parkway (then into "AB" Yard), or Grant Avenue. Morning Fulton Street Expresses made all stops from Grant Avenue to Utica Avenue, then skipped ahead to Franklin and Flatbush Ave-

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nues before resuming local stops to Park Row. In the evening, Fulton Street Express trains ran non-stop from Park Row to Franklin Avenue, then stopped again at Ralph Avenue and all stations from that point to Grant Avenue. Some trips also skipped from Boerum Place to Cumberland Street and then made all stops to Ralph Avenue or Eastern Parkway (and then proceeded into "AB" Yard). It appears that the rush hour operation of through trains from the Fulton Street Line to the Cypress Hills terminal had also been eliminated by this time.

### The Fulton Street El and the Dual Contracts (1913-1940)

As part of the Dual Contracts executed in March of 1913, BRT's Fulton Street corridor was in for some major improvements, being as it was a major part of the Brooklyn elevated system. Topping the list was its first and only major extension, into the borough of Queens from the "city" (now borough) line at Grant and Liberty Avenues to Lefferts Avenue (as originally titled) in Ozone Park. In addition, a portion of the main trunk of the Fulton Street route was to be rebuilt from the original "lightweight" two-track structure of the 1880s into a more contemporary and substantial three-track structure, thus enabling a directional express operation to be instituted, similar to those on the Manhattan els. There were, however, strings attached, which later became fatal. As the main trunk of the Fulton Street Line was inextricably linked into the original core elevated system of Downtown Brooklyn (that is, without a firm plan to route it into the burgeoning BRT subway system, and without a ready manner to do so), it was rebuilt only from Franklin Avenue, the point at which the former Brighton Line connection was made, eastward to the Broadway Junction crossing. From that location the original route remained intact to Grant Avenue, from which the new extension to Lefferts Avenue was constructed on a modern, heavyweight three-track el structure. It should also be noted that, under the provisions of "Contract IV" (so-called) BRT's new or rebuilt lines were to be made capable of using the New York Municipal Railway "Standard" steel car. This meant that platforms on the new Fulton Street El from Nostrand to Rockaway Avenues; from 80<sup>th</sup> Street-Hudson Street to 119<sup>th</sup> Street-Lefferts Avenue; and eventually through the new Broadway Junction complex at Atlantic Avenue and Hinsdale Street, were set to 10-foot loading gauge, while the original stations from Franklin Avenue westward to the Brooklyn Bridge and from Pennsylvania to Grant Aves. remained at their original 9-foot loading gauge (at least initially). Reconstruction of the existing Fulton Street El started in June of 1914, with the first notable change being elimination of the siding near the Ralph Avenue station as of June 22, 1915, at which

time the PM rush hour Locals that used it were extended to Manhattan Junction.

The extension from Grant Avenue to Lefferts Avenue was opened on September 25, 1915, with non-rush hour service simply being so expanded, but rush hour schedules were revised substantially. In the morning Fulton Street Locals made all stops from Eastern Parkway or Manhattan Junction to both Park Row and Fulton Ferry, but only came out of Fulton Ferry (and probably the Sands Street stub) in the evening. In the morning rush hour Expresses operated from either Lefferts or Grant Avenues to Park Row and skipped all stations from Manhattan Junction to Franklin Avenue. In the PM, "Fulton-Lefferts Express" trains made stops at Sands Street, Lafayette Avenue, and Grand Avenue before skipping ahead to Manhattan Junction and then making all stops to Lefferts Avenue. At the same time an Express-Local called the "Fulton-Grant Express" started at Park Row, crossed the Brooklyn Bridge, then skipped Court Street and all stops from Flatbush to Franklin Avenues before making all local stops to Grant Avenue.

Finally, after more than a year of gradual reconstruction, the rebuilt three-track structure from Franklin Avenue to Manhattan Junction was put in service on December 27, 1915. The middle track was used by "Fulton-Lefferts Express" trains toward Manhattan in the morning and toward Queens in the evening, enabling them to overtake Locals at any point between Manhattan Junction and Franklin Avenue. In addition, an entirely new PM express service was created between Franklin and Grant Avenues that used the middle track as far as Manhattan Junction, then made all local stops. As now modified, Fulton Street Elevated stations east of Park Row and Fulton Ferry were located on the pre-existing structure at Sands Street, Court Street, Boerum Place, Elm Place and Duffield Street, Flatbush Avenue, Lafayette Avenue, Cumberland Street, Vanderbilt Avenue, Grand Avenue, and Franklin Avenue. Immediately east of that point trains entered the new three-track structure and called at Nostrand Avenue, Tompkins Avenue (replacing Brooklyn and Tompkins Avenues), Troy Avenue (replacing Albany and Sumner Avenues), Reid Avenue (now Malcolm X Boulevard, and replacing Utica Avenue), Ralph Avenue (in kind), Saratoga Avenue (in kind) and Rockaway Avenue (in kind), all of which were newly constructed (even those at identical sites) and configured as "local" stations. From that point trains passed back onto the original Fulton Street El to make pre-existing stops at Manhattan Junction, Atlantic Avenue, Eastern Parkway, Pennsylvania Avenue, Van Siclen Avenue, Linwood Street, Montauk Avenue, Chestnut Street, Crescent Street and Grant Avenue. From Liberty Avenue and Drew Street the new, heavier-weight three-track elevated structure continued to Ozone Park, then a rapidly developing neighborhood that was already criss-crossed by several traction routes and the

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LIRR Rockaway Beach Branch. Stations on this extension (and as most recently known) were located at 80<sup>th</sup> Street-Hudson Street, 88<sup>th</sup> Street-Boyd Avenue, 96<sup>th</sup> Street-Rockaway Boulevard, 104<sup>th</sup> Street-Oxford, 111<sup>th</sup> Street-Greenwood (all configured as local stops), and finally the terminal at 119<sup>th</sup> Street-Lefferts Avenue (now called Lefferts Boulevard).

*(Editor's Note: After reading the Fulton Street history, I recalled that my supervisor, who designed the Contract 4 electrical wiring, told me about the problems encountered in rebuilding Brooklyn Rapid Transit. The operating officials requested that the large tower east of Broadway Junction (●) be located where the Towerman could see the marker lights of every train. Because the Engineers could not determine the exact location, they built a scale model of the tower and the tracks. It was displayed at headquarters for several years and eventually vanished.)*

*As soon as the Fulton Street El east of Nostrand Avenue was rebuilt, the residents complained that the street was much darker. When the people living west of Nostrand Avenue saw the rebuilt line, they objected and must have said "not in my backyard." The original NIMBYs were able to stop Brooklyn Rapid Transit from rebuilding the rest of the line.)*

As another component of the overall Dual Contracts improvements, the entire Broadway/Manhattan Junction/East New York Loop complex was reconstructed in the 1917-9 period to eliminate the grade crossings. First to appear, starting in 1917, was a new multi-track piece of structure above Van Sinderen Avenue that extended from Fulton Street to Pitkin Avenue, which in concert with the existing piece of the Fulton Street El over Snediker Avenue (also between Fulton Street and Pitkin Avenue) would create a six-track "funnel" for the Fulton Street and Broadway-Canarsie corridors that was anticipated as a means of relieving the crush of interchange at Manhattan Junction. Since the 1906 start of BRT el service to Canarsie, the Manhattan Junction complex had come to act as an "X" of sorts, where passengers from the outer ends of three lines (Fulton Street, Canarsie, and Broadway) were sorted toward two distinct destination points—Downtown Brooklyn (via Fulton Street and Lexington Avenue) or Lower Manhattan (via the Williamsburg Bridge). By separately consolidating the Broadway-Canarsie and Fulton Street Lines at an expanded Atlantic Avenue station, such transfers could be accomplished by simply crossing the platforms, or using a single passageway as opposed to navigating a series

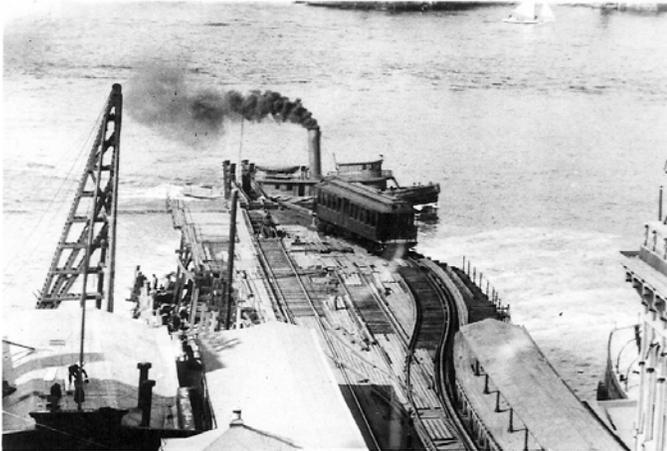
of stairs and passageways. Meanwhile, passengers from the outer end of the Broadway Line seeking direct service to Downtown Brooklyn could avail themselves of the existing Lexington Avenue El. In the end, this re-configuration would enable the outright elimination of the existing Fulton Street station at Manhattan Junction and some station realignment at the three-way meeting point of the Canarsie and Fulton Street Lines. It would also eliminate several slow, sharp turns required, especially by Canarsie trains, to navigate the Manhattan Junction complex, and (even later on) provide a logical point of entry from the proposed 14<sup>th</sup> Street-Eastern route, which would finally expedite commutation to and from Midtown Manhattan.

About September of 1918 "AB" Yard was closed and removed, being replaced in function by a small northward expansion of the former Brooklyn Elevated Railroad yard at East New York. As soon as it was removed work began to install a new, higher elevated structure over Pitkin Avenue, as an extension of that now standing above Van Sinderen Avenue, to a point west of the existing station at Pennsylvania Avenue. When complete it would become part of the Fulton Street Line, and included an entirely new station at Hinsdale Street. As of October 16, 1918 temporary ramps were opened that allowed Fulton Street trains to navigate between the pre-existing structures over Pitkin Avenue (at the Pennsylvania Avenue station) and Snediker Avenue (at the Eastern Parkway station). In addition, trains bound for Canarsie were routed onto the new structure above Van Sinderen Avenue from a connecting ramp off the Broadway Line, immediately east of the existing Manhattan Junction station, almost as far as Sutter Avenue. This greatly simplified train movements by replacing the existing series of five 90° grade-level turns (right from Broadway onto the connector, left from the connector onto Fulton Street, right onto Snediker Avenue, stops at Atlantic Avenue and Eastern Parkway, right over Pitkin Avenue, and finally left onto the structure above the former Brooklyn, Rockaway Beach & Canarsie right-of-way) with one long, sloping right-hand curve from Broadway onto the new structure above Van Sinderen Avenue. Along the way this new structure included a new and much larger station stop at Atlantic Avenue and a made a long, graceful left-hand curve straight onto the pre-existing (1906) el over the former steam railroad alignment.

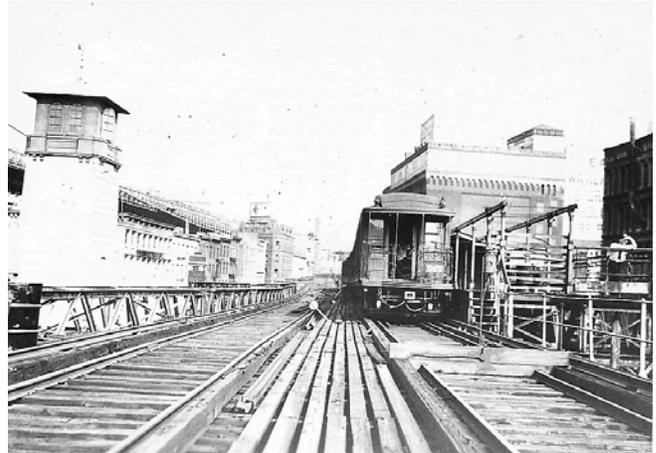
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**Fulton Ferry in 1907.**  
Bernard Linder collection



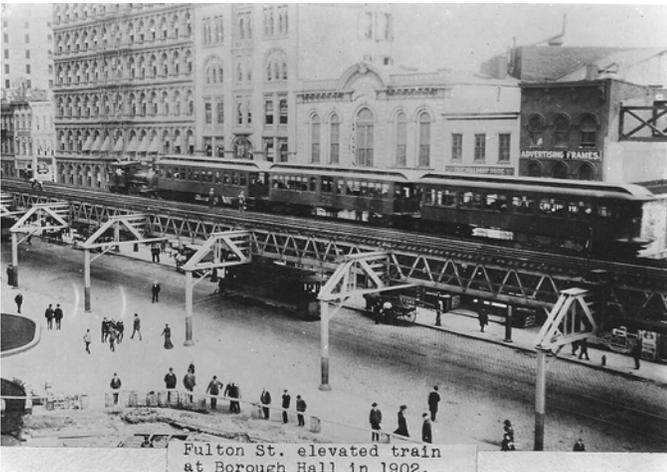
**Fulton Ferry, June 30, 1939.**  
Bernard Linder collection



**Fulton Ferry looking west on its last day of operation, May 31, 1940. The station was open only during rush hours.**  
Bernard Linder collection



**Looking north toward Fulton and Court Streets in 1883.**  
Bernard Linder collection



**Fulton Street El at Borough Hall in 1902.**  
Bernard Linder collection



**Fulton and Tillary Streets looking north, June 9, 1941.**  
Bernard Linder collection

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**Under the Fulton Street El in Downtown Brooklyn.**  
Bernard Linder collection



**Fulton Street El at Flatbush Avenue, looking west.**  
Bernard Linder collection



**Fulton Street El at Franklin Avenue, looking west.**  
Bernard Linder collection



**Eastbound train at Reid Avenue station, Fulton Street El, May 27, 1940.**  
Bernard Linder collection



**Fulton Street El, Saratoga Avenue station, looking east.**  
Bernard Linder collection



**C-Types on the Fulton Street El, Rockaway Avenue station, after Unification.**  
Bernard Linder collection

# Commuter and Transit Notes

No. 273  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

On July 21, MTA Chairman and CEO Jay H. Walder announced his resignation effective October 21, to join MTR (Mass Transit Railway) Corporation in Hong Kong as CEO and as a member of the Board of Directors. MTR is a publicly traded company that operates rail services in Asia and Europe, and is involved in a wide range of business activities, including consulting and property development. Among Mr. Walder's legacies will be his "Making Every Dollar Count," countdown clocks in stations, streamlining MTA, and renegotiating contracts with vendors to save money. Owing to financial reasons, there were three fare increases and severe service cuts under his watch as well as the layoff of 4,500 employees. Mr. Walder became the tenth Chairman of MTA on October 5, 2009. At press time there was no announcement as to his successor. He was in the second year of his six-year term, earning \$350,000 a year. The former MTR CEO earned \$2 million annually, according to press reports.

On MTA's home page, with the lure of a \$5,000 grand prize, developers have been invited to create the "Next Great App" that would help fellow riders. Smaller prizes will go for apps that are judged to do the most to help train and bus riders and bridge and tunnel motorists better navigate MTA's system and those that are deemed most popular by the public. MTA is not contributing any of the prize money. At present there are more than 40 apps, which range in cost from free to \$4.99.

## MTA METRO-NORTH RAILROAD (EAST)

At the end of the New York State legislative session (mid-June), a bill was passed prohibiting smoking on the outdoor platforms of Metro-North and Long Island Rail Road stations. It becomes effective 90 days after Governor Cuomo signs it. At publication time, it had not been signed. New Jersey has had such a law since April 15, 2006. Smoking was already banned in New York City subway stations, and inside Metro-North and LIRR stations and enclosed platforms.

The covers of the timetables that went into effect June 27 contain logos for CooCoo and Metro-North Train Time™. Details were reported in the July *Bulletin*.

Heavy rains affected the metropolitan area during the midday of June 23, causing a temporary suspension of service on the Hudson Line from Croton-Harmon to Tarrytown. Between Pleasantville and Chappaqua (Harlem Line), there were delays due to high water conditions and debris on the tracks.

A freight train derailment near Bridgeport late in the evening of June 24 blocked all four tracks causing service disruptions to Metro-North and Amtrak. Westbound trains terminated at Bridgeport and eastbound trains at

Fairfield. Limited bus service was provided between those stations, and passengers were advised to find alternative transportation. The following morning, the same service plan was in effect, but as the morning passed the delays ranged from 15-20 and 30-45 minutes. At 1:19 PM, service was reported as operating on or close to schedule.

More rain during the evening of July 8 caused a shutdown of the Waterbury Branch, with bus replacement. Rail service resumed the following morning.

Beginning July 11 and continuing through November, AM Peak Upper Hudson Line riders between Poughkeepsie and Peekskill board trains on Track 1, the out-bound track. This is being done to accommodate track work.

That same evening, one wheel of the second car of Hudson Line Train #767 derailed near the former 59<sup>th</sup> Street station, approximately five minutes after its 6 PM departure from Grand Central Terminal. The 300-600 passengers aboard were either evacuated to street level via emergency exits or a rescue train. No injuries were reported. For the information of readers who have not ridden a train outbound from Grand Central Terminal, for almost the first mile, trains travel at restricted speed, not exceeding 10 mph. Delays were in the 5-10-minute range.

Sir Paul McCartney launched his "On the Run" 2011 World Tour with concerts at Yankee Stadium (8 PM-midnight) on July 15 and 16. Generally the same level of service was operated as is done for evening baseball games. PDF versions of the timetables were available on the Internet. NYCT subways also operated extra service.

En route to Amtrak's 40<sup>th</sup> Anniversary celebration in New Haven on July 16, member Andrew Grahl emailed, "I just passed the new station with new signs installed called Fairfield Metro. The station seems finished with the neighboring roadways and parking areas under construction. It is just east of the current Fairfield station." A sign in Grand Central Terminal announced that a public hearing was to take place on August 1 at MTA Headquarters to set the fares for this station, which is to open on or about October 16. The fares would be equal to those charged for the existing Fairfield station.

## MTA METRO-NORTH RAILROAD (WEST)

During the week of June 20-24, the Haverstraw-Ossining Ferry was suspended in order to install a new dock in Ossining. Van service was provided to/from Tarrytown.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

Member Bill Zucker reported that during a trip to West-

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chester in mid-June, he observed what he believes was the third set of M-8s. "I saw cars 9100-1 and 9106-7, but could not see the rest of the consist, which was going south by using the overpass north of Woodlawn as we were proceeding toward Wakefield. I saw another M-8 consist running light north from Grand Central, paralleling us as we left, but it was not in service. As far as I know, there have not been too many, if at all, reports of units in the 9100-9 group, so this may well be the new consist."

CDOT issued a Shore Line East timetable effective June 27. Per the agency's website, this was done for the addition of a "Friday Only" train, which operates through September 2; however, the (previous) April 4 edition included this train.

**The Journal News** (June 19) reported that Metro-North had 26 M-8s, which comprise two eight-car trains and one six-car train that operate 130 out of 1,766 trips each week. All 380 M-8s are expected to be in service by June, 2014.

### MTA LONG ISLAND RAIL ROAD

A special timetable was issued for the drainage work on the Port Washington Branch that took place over the weekends of June 24-26 and July 9-10. Please see the July *Bulletin* for details.

The usual special timetable was issued for the Yankees/Mets series that took place at Citi Field July 1-3.

Prior to the July Division meeting, I was at Hunter-spoint Avenue, at the time that *The Cannonball*, Train #2710, was to make its 4:06 PM departure. The train is composed of 12 bi-levels bracketed by a pair of dual-mode locomotives. Because of its length, only ten cars can platform. The two westernmost cars are for Hamptons Reserve passengers. I was told by two of the car



attendants that cars 4061 and 4055 are usually assigned to this service. My own observation concluded that nearly every seat was taken. And yes, there was a *Cannonball* drum head sign on the engine.

A special joint ticket with NJ Transit was available for attendees going to the U2 concert at the Meadowlands on July 20. It could be purchased at ticket offices or TVMs for an additional charge of \$10.50. As was reported in the June *Bulletin*, NJ Transit operated direct rail service from Hoboken and Secaucus Junction, and alerts were sent out advising of possible track changes at Secaucus Junction. In fact, as I passed through this station one day earlier, the digital sign advised at the Meadowlands trains would be on Tracks G and H.

Over the weekend of August 2-4, some train service will be replaced by buses between Speonk and Montauk to enable repairs to the Hill Station Road Bridge in Hampton Bays. The structure was damaged after being hit by a truck. A special timetable is being issued.

### NJ TRANSIT

Although the incident began just before 1 AM on June 21, the effects continued into the AM peak. The "incident" was a transformer fire in a substation near Jersey Avenue (New Brunswick), which was extinguished around 2:30 AM. However, overhead power was lost on most of the Northeast Corridor from Trenton to New York. Cross-honoring was put into effect on NJ Transit and private carrier buses as well as PATH. The plan was to operate limited diesel service on the North Jersey Coast Line to Hoboken and route *Midtown Direct* service to Hoboken. However, this never came to be, as power was restored at 5 AM between Rahway and New York. Passengers from Trenton and stations east received the good news at 6:45 AM when service was restored with Train #3920 (6:46 AM to New York Penn). Jersey Avenue service resumed with Train #3714 (7:55 AM to New York Penn). Trains operated under some restrictions and with 15-30-minute delays. At 10:24 AM, Northeast Corridor service was reported as operating on or close to schedule.

Two days later, on June 23, shortly after 7:30 AM, another power supply problem caused a suspension of the Northeast Corridor and North Jersey Coast Lines. PATH cross-honoring was put into effect at Newark, Hoboken and New York, and a short time later on NJ Transit and private carrier buses. *Midtown Direct* trains were again routed to Hoboken. At 8 AM, with power restored, delays of up to one hour were reported. By 10:30 AM, the delays were reduced to 20 minutes and at 11:30 AM, service was reported as operating on or close to schedule.

Later that day, the homeward-bound commute started off with an advisory that all service was suspended in/out of New York Penn after 4:30 PM due to another power supply problem. Cross-honoring was put into place immediately. At 5:53 PM, service resumed but

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

due to limited power, train speeds were reduced, resulting in 60-90-minute delays. Between 6 and 7 PM, eastbound *Midtown Direct* trains were diverted to Hoboken. By 9 PM, delays were reduced to 10-15 minutes, and it was not until 5:28 AM the following morning that all services were reported as operating on or close to schedule. While this was going on, Pascack Valley Line trains were temporarily suspended between New Bridge Landing and Spring Valley due to flooding in Westwood. Bus service was provided. In all of the above Northeast Corridor incidents, Amtrak trains were also affected, but unless the duration is prolonged, they typically "fall off the radar" and don't get reported.

More delays – shortly after 4 PM July 8, due to a trespasser incident in Woodbridge, all service was suspended between New York Penn and Trenton. Within ten minutes, North Jersey Coast Line trains resumed, making local stops to Rahway, and by 4:30, service resumed with 30-60-minute delays. Passengers traveling westbound to Trenton from Metuchen were told to travel eastbound to Edison to connect to a westbound train to Trenton as service was suspended at Metuchen. At 6:23 PM, service was resumed to Metuchen. Delays were reduced to 15-20 minutes by 8:08 PM, and reported as operating on or close to schedule an hour later. Another trespasser fatality occurred shortly after 11 AM July 19, which affected Northeast Corridor and North Jersey Coast Line trains westbound between Elizabeth and Trenton, and eastbound between Linden and New York Penn. The westbound service was reported as operating on or close to schedule at 1 PM, with all services back to normal at 2 PM.

Timetables were issued for the Morris & Essex (June 19) and North Jersey Coast Line (June 25) for the following reasons:

- M&E: Midday work on the Gladstone Branch's power supply system requires bus substitution between Gladstone and Summit through August 12 and affects six round trips. Buses depart from Gladstone up to 27 minutes earlier than the normally scheduled train
- North Jersey Coast Line: Extra Summer service to the New Jersey Shore

What is new to these two timetables is commercial advertising. A full panel ad for "Ned Stevens Gutter Cleaning" appears in the M&E, while there is a smaller version in the North Jersey Coast Line timetable.

NJ Transit released the results of its first ever customer survey, with a scale of 0-10, with 0 being "unacceptable" to 10, which is "excellent." Overall satisfaction earned an "acceptable" 5.2. Rail, which accounts for almost 31% of the riders, earned a 4.5. The lowest scores were for Handling Service Disruptions and Fares

(3.4) and Announcements/Information during Service Disruptions (3.8). Among the positives were Employee Performance (6.1), Security (6.4), and Safety (6.8). The other overall scores were Bus (5.5), Light Rail (6.5) and Access Link (disabled riders) (7.5). Details can be found on NJ Transit's website.

According to *pressofAtlanticCity.com*, ACES service, which has not been profitable since its February, 2009 start, may not be continued after the three-year pilot. As has been reported in the February, June and July **Bulletins**, the service was suspended between January and May 13 due to low ridership. According to the casino policy, ridership statistics are not reported, but casino executives stress that fare revenue was not supposed to cover the operating costs. The goal was to draw New York customers who ordinarily would not travel to Atlantic City due to lack of car ownership or not wanting to ride on a bus. Although you might not see them elsewhere on NJ Transit, ALP-44s are used on these trains. Digital images sent by member Bob Vogel showed 4405 and 4409 were used June 25 and seem to be the units that are regularly assigned to this service.

In early July, NJ Transit's website had no updated information regarding rail service to the Meadowlands, beyond what was reported in the June **Bulletin**, as the ongoing stalemated talks between players and management were still not resolved. The Giants and Jets websites showed pre-season games being scheduled for August 21 (Jets vs. Bengals), August 22 (Giants vs. Bears), August 27 (Giants vs. Jets), and September 1 (Eagles vs. Jets). Regular season home games are scheduled to begin for the Jets on September 11 (vs. Cowboys), and for the Giants (vs. Rams) on September 19. There was also no word on the joint NJ Transit/Metro-North service from New Haven. This would be the third year for this service.

A Newark Light Rail timetable was issued effective June 25, replacing the April 2 edition. One weekday afternoon trip to Branch Brook Park now departs two minutes later.

At its July 13 meeting, the Board approved a \$1.895 billion operating budget and a \$1.16 billion capital program for FY 12, which started July 1. With an increase of \$33.2 million in operating assistance, there will be no fare increase this year. On the Capital Program side for rail, the funding will enable the continued purchase of multi-level cars and electric and dual-power locomotives and state-of-good repair projects for rail and light rail.

Also approved was a \$13.8 million contract for construction of Phase II, the final phase of the Pennsauken Transit Center project. In Phase II, two 300-foot-long, high-level platforms will be built on either side of the elevated Atlantic City Line tracks, with a 100-foot canopy on each platform. Two sets of stairs will be constructed, as well as two elevators. The second phase

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**Commuter and Transit Notes**

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also includes construction of a 280-space parking lot, a dedicated bus drop-off/pick-up area, drainage improvements, installation of a passenger communication system and a restroom facility, as well as resurfacing and curbing and lighting improvements to Derousse Avenue.

Phase I, for which ground was broken in October, 2009, is currently underway, and covers the River Line elements of this project, including a 200-foot platform with 60-foot canopy. The work is being performed under a separate \$2.1 million contract, which also includes installation of infrastructure and conduit for communications, security, and ticket vending machines, grading, drainage, lighting, and public art. The project is expected to be completed in late 2012 and open for service in early 2013.

**The Asbury Park Press** reported that officials also announced plans to aggressively pay down debt over the next 10 years to allow the agency to use “pay as you go” financing for capital improvement items and projects to save money to the spent to keep the system in good repair. But transit advocates said money earmarked to buy new trains should be shifted to fix the electrical problems on the Northeast Corridor that caused three power outages last month. Others commented that some of the off-peak weekend service cuts should be restored on HBLR and for NLR on weekends.

**AMTRAK**

Additional stops for the 40<sup>th</sup> Anniversary Train will be: Boston (South Station) (August 6-7), Freeport, Maine (August 13-14), Burlington, Vermont (August 20-21), Rensselaer, New York (August 27-28), Scranton (Steamtown), Pennsylvania (September 3-4), St. Louis, Missouri (September 10-11), Galesburg, Illinois (September 24-25), Chicago (Union Station) (October 1-2), Jackson, Michigan (October 8-9), Seattle, Washington (October 22-23), and Portland, Oregon (October 29-30). Amtrak’s press release had “TBD” for September 17-18 and October 15-16. Thanks to Bob Hansen for this news.

Amtrak was the beneficiary of a \$562 million loan, which will be used for the purchase of 70 Sprinter ACS-64 electric locomotives that are being built by Bombardier. The funds come from the Federal Railway Administration’s Railroad Rehabilitation and Improvement Financing (RRIF) program. It is expected that hundreds of manufacturing jobs will be created in several states. The first locomotives should be in service by 2013. For details please see the December, 2010 **Bulletin**.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

As I passed the 33<sup>rd</sup> Street terminal during the afternoon of July 18, trains of PA-5s occupied all three tracks. When I asked one of the Customer Service Agents if he had seen any of the older cars, he told me that they occasionally show up.

**MUSEUMS**

The Shore Line Trolley Museum (Branford) reported that on Members’ Day (April 30), Georgia Power Company 948 made its first run after a major, multi-year restoration. This car had not seen regular passenger service since Atlanta’s streetcar lines quit in 1949. It was preserved as a body in Atlanta, and in 1965 was acquired by the museum. Most of the body restoration was completed by the late 1970s. An attempt to use surplus Canadian trucks under the car was partially successful and the car saw very limited use in the mid-1980s. Because the trucks were not suitable, in the late 1990s, the correct ex-Atlanta trucks were located, having gone to Korea and back. These trucks were re-manufactured at the museum in the past decade. Thanks to member Jeff Hakner for supplying additional details.

The Rockhill Trolley Museum will be holding a PCC celebration on Saturday August 27, featuring the return of, and tenth anniversary of the retirement of Public Service PCC 6 (formerly Transport of New Jersey and NJ Transit) and the 75<sup>th</sup> anniversary of the first production of PCC cars. For those who are interested in attending with a preference to travel aboard a chartered motor coach from Northern New Jersey/New York City, contact Matt Nawn at 814-447-9576 for further information.

**INDUSTRY**

On June 27, the Federal Transit Administration announced the award of \$1.6 billion for 27 transit projects. The table below lists projects that have existing full funding agreements.

AMOUNT	CITY	STATE	PROJECT NAME
\$40,179,000	Denver	CO	West Corridor LRT
\$45,000,000	St. Paul-Minneapolis	MN	Central Corridor LRT
\$215,000,000	New York	NY	Long Island Rail Road East Side Access
\$197,182,000	New York	NY	Second Avenue Subway Phase I
\$86,249,717	Dallas	TX	Northwest/Southeast LRT MOS
\$100,000,000	Salt Lake City	UT	Mid Jordan LRT
\$80,000,000	Salt Lake City	UT	Weber County to Salt Lake City Commuter Rail
\$96,000,000	Northern Virginia	VA	Dulles Corridor Metrorail Project Extension to Wiehle Avenue
\$110,000,000	Seattle	WA	University Link LRT Extension

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**Commuter and Transit Notes**

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Pending Full Funding Grant recommendations:

AMOUNT	CITY	STATE	PROJECT NAME
\$20,000,000	San Francisco	CA	Third Street Light Rail Phase 2 - Central Subway
\$80,000,000	Denver	CO	Eagle Commuter Rail
\$45,000,000	Hartford	CT	New Britain - Hartford Busway
\$40,000,000	Orlando	FL	Central Florida Commuter Rail Transit - Initial Operating Segment
\$55,000,000	Honolulu	HI	High Capacity Transit Corridor Project
\$75,000,000	Houston	TX	North Corridor LRT
\$75,000,000	Houston	TX	Southeast Corridor LRT

Small Starts:

AMOUNT	CITY	STATE	PROJECT NAME
\$15,000,000	Oakland	CA	East Bay BRT
\$23,490,000	Riverside	CA	Perris Valley Line
\$42,630,000	San Bernardino	CA	E Street Corridor sbX BRT
\$15,000,000	San Francisco	CA	Van Ness Avenue BRT
\$5,450,573	Fort Collins	CO	Mason Corridor BRT
\$24,163,000	Roaring Fork Valley	CO	VelociRFTA BRT
\$28,398,554	New York	NY	Nostrand Avenue BRT
\$24,229,796	Austin	TX	MetroRapid BRT
\$21,274,000	King County	WA	West Seattle BRT (RapidRide)

Other projects:

AMOUNT	CITY	STATE	PROJECT NAME
\$4,990,000	Statewide	AK	Denali Commission
\$14,970,000	Statewide	AK/HI	Alaska/Hawaii Ferries

Rep. John Mica (R-Florida), chair of the House Transportation Committee, with support of fellow Republicans, has proposed a six-year transportation funding bill that would sharply cut highway and transit funding and curtail Amtrak by 25% and also high-speed rail projects. Their \$230 billion proposal falls short of the Obama Administration's \$556 billion request. Rep. Bill Shuster, (R-Pennsylvania), who heads the committee's railroads subcommittee, said the bill considered 125 mph the minimum for a project to be designated high-speed; the Department of Transportation's threshold is 110 mph. The new definition could affect several projects already underway across the country.

Worse than that, several emails reported that the privatization plan for the Northeast Corridor could severely impact commuter operators, including NJ Transit. Although the proposed legislation stipulates that commuter services would be continued at current levels, it is unclear what are the impacts if that "private" operator increased the trackage or user fees for using the line.

Also unstated is how conflicts would be resolved.

Andrew Grahl sent a link to Kinkisharyo's website - [www.ameritram.com](http://www.ameritram.com) - where on the home page you are asked to imagine the company's ameriTRAM™ in these cities: Charlotte, Atlanta, Dallas, Seattle, and Washington, D.C. When you change the city, the color scheme of the car changes, as does the background to reflect that particular city's skyline.

**OTHER TRANSIT SYSTEMS**

*BOSTON, MASSACHUSETTS*

On Saturday, June 18, in anticipation of hundreds of thousands of fans who were expected to turn out to celebrate the Boston Bruins' Stanley Cup victory at the TD North Garden, MBTA increased service to near rush hour levels on the Blue, Orange, and Red Lines. Commuter rail service operated on a regular Saturday schedule, but was enhanced with additional cars. Extra trains were on standby for deployment to the busiest lines. Free parking was provided at Anderson Regional Transportation Center, and a special round-trip rail ticket was sold for \$10. After the event, it was reported that an unprecedented 120,000 passengers were carried inbound, up substantially from the typical 67,000 who ride daily. Twenty-one extra trains were operated.

MBTA has created a page on its website to show the apps that riders can use while navigating its system. This came about after MBTA released a beta feed of real-time data of train locations, and developers went to work on creating user-friendly apps. The first one was launched on June 17, and details are available at <http://www.mbta.com/apps>. Delivering real-time, GPS-based tracking information, the apps work on multiple platforms, including mobile web, Android, iPhone, and BlackBerry.

Since June 27, following a successful test of quiet cars on various lines, all peak hour commuter rail trains have had this feature. Richard Davey, General Manager of MBTA, said he believes the program will bring "civility and serenity" to the daily grind. Mr. Davey also said that depending on their popularity, additional cars could be added on each train. The quiet car is the one closest to the locomotive, which contrasts with Metra, which moved the location of its quiet car away from the engine (July *Bulletin*) due to noise issues.

As was reported last month, the "T" did in fact vote to end the refund program for service-related delays with the start of the 2012 fiscal year on July 1. It is anticipated that \$1 million will be saved.

*The Boston Globe*, in a July 11 editorial, urged the "T" to pursue using the "Grand Junction Railway," a little-used but strategically located three-mile rail line that connects Allston and Cambridge and could be used to route some Framingham/Worcester Line trains away from the congested South Station to North Station. The state of Massachusetts purchased this line last year.

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

Presently used by a daily freight train and for shuttling of equipment, this routing would provide some much-needed service to riders. A feasibility study is presently underway, and the estimates for crossing gates and new signals range from \$5-10 million. With expansion of South Station still years away, *The Globe* supports the "T"'s plan. Member Todd Glickman believes, "there are going to be a lot of NIMBYs chiming in on this one."

For a two-week period that began on July 12, a survey was conducted on the MBTA website, in which the public was asked to vote on one of three proposed design schemes for the yet-to-be-delivered fleet of 23 MPI locomotives. The schemes were designed by MPI and feature the "T"'s purple color, but differ in the number of gray stripes running along the side and in placement of the "T" logo. Thanks to Todd Glickman for this report.

*LINDENWOLD, NEW JERSEY*

Approximately three years after experimenting with wrapped cars, car 262 was observed on July 6 with advertising for AmeriHealth New Jersey. Bob Vogel, who sent a digital image, reported that when PATCO wrapped a car in an ad for its Freedom Card to see whether it worked, the agency concluded that it did, but it was best to leave the windows uncovered. Subsequently it wrapped a car or two. Apparently the person who concluded that the windows should remain uncovered must have been replaced, or did not get the email!

On July 1, PATCO implemented the 10% fare increase that was deferred from January 1. Thanks to member Allen Breen, who gave me copies of the new timetable and fare card. All fare zones went up, and as an example, a ride from Lindenwold, Ashland, or Woodland to Center City now costs \$3, up 30 cents. The lowest fare, between Philadelphia stations, went from \$1.25 to \$1.40. Senior fares, valid off-peak only, rose 8 cents to \$0.70.

*PHILADELPHIA, PENNSYLVANIA*

Member Bob Wright wrote as of mid-June, "There are now 3 trains of Silverliner Vs in service, primarily on peak-hour trains and generally consisting of 6 cars. They are being used for crew training in the midday period. No service is scheduled on weekends for some reason — not sure if this is devoted to training, etc. also. They were on my 'usual' homebound train for a few weeks and I was getting used to them but there are still minor 'bugs' to be worked out."

SEPTA's 2010 Annual Report has been issued, and member Lee Winson reported that there is much emphasis on the Silverliner V and the Pennsylvania-based suppliers whose parts are being used. Separately, 84% of SEPTA's contracts went to Keystone State firms.

During the course of his travels, member Alfred Gaus Jr. has been keeping track of the Silverliner IVs that have the older style pantographs, and has found mar-

ried pairs (129-130, 167-168, 316-317, 368-369, 380-381, 384-385) and single cars (294, 296 and 299). "299 was the first Silverliner done up in the red/blue striping around the window area, probably in 2000. This car is also somewhat different because the SEPTA logos are printed in a slightly thicker letter style. It still retains that lettering. The other cars got slightly thinner letters, which is not really noticeable unless 299 is coupled with another car." His 6:47 AM train from Fox Chase had Silverliner Vs for two consecutive weeks, but on June 15, the train developed stuck brakes, which he heard was attributed to a computer glitch. Nonetheless, in the following days, Silverliner-IVs were used. The Ryers station (Fox Chase Line) received high-level platforms during the week of June 12.

Alfred also reported that PCC IIs 2321 and 2334 have digital signs, and there are others that also are so equipped.

The week of June 27 saw the introduction of a fifth train of Silverliner Vs. Bob Vogel emailed digital images with details that 23 were in service: 703-709, 801-816. On July 6, Bob reported that CSX delivered 819 and 820 from Rotem's South Philadelphia plant.

On July 18, the panel appointed by Governor Corbett to propose a means of securing adequate transportation (all forms) funding, recommended a package of revenue enhancements, including an increase in the wholesale gasoline tax that would hike retail at-the-pump prices by roughly 22 cents. Dave Safford opines: "As the Governor has made 'no new taxes' a virtue trumping motherhood and apple pie, receipt of added money from enactment of the recommendations has approximately the likelihood of the construction of a nuclear power plant in Times Square."

*BALTIMORE, MARYLAND*

On June 28, it was announced that the Federal Transit Administration gave its approval for the proposed Red Line to move into the preliminary engineering phase. As proposed, this new 14.5-mile, east-west line would connect Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Center Campus, and run mostly in dedicated surface rights-of-way with tunnels under Cooks Lane, downtown, and Fells Point. Once construction begins (2013), this light rail line is expected to be completed in 2020. The project could cost approximately \$1.8 billion in 2010 dollars.

*WASHINGTON, D.C. AREA*

MARC issued new timetables effective May 9. Member Steve Erlitz, who kindly sent copies, wrote that there were very minor changes.

Virginia Railway Express advised riders on July 1 that since it expected a lot of lucky commuters to leave early for the holiday weekend, its biggest consists (8 cars) were assigned to Fredericksburg Line Train #303

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**Commuter and Transit Notes**

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(departing Union Station at 3:35 PM) and Manassas Lines Trains #327 and 329 (departing Union Station at 3:45 PM and 4:25 PM).

There were reports on June 29 that the first portion of Washington, D.C.'s light rail system on H Street and Anacostia would not open until late 2013 instead of the fall of 2012. Various reasons were given, including ongoing contract negotiations over the design-build process and where substations and catenary would be placed. Added to this is the need to double the fleet of three streetcars to six. The three presently on hand were built in the Czech Republic by Skoda-Inekon and were shipped to the United States in December, 2009. They have been stored in Metro's Greenbelt Yard. In Anacostia, tracks have been installed along Firth Sterling Avenue Southeast from Suitland Parkway to South Capitol Street. The community is discussing possible ways for the tracks to be extended to the 11<sup>th</sup> Street Bridge. Washington, D.C.'s Department of Transportation has held three public meetings for residents to identify 10 potential routes.

**NORFOLK, VIRGINIA**

Hampton Roads Transit announced on June 28 that Tide light rail revenue service would begin on August 22. In advance of this, there will be three days of free riding, after which the fare will be \$1.50. Test cars began operating over the line on June 18. Service was originally scheduled to begin in January, 2010, but that date was moved several times.

**ATLANTA, GEORGIA**

Fares are going up for MARTA riders following approval of the FY2012 Budget at its Board's June 22 meeting. The base fare will rise from \$2 to \$2.50 in early October, making it one of the highest in the nation and matching NYC Transit's single-ride MetroCard. The previous increase took place on October 3, 2009, when fares were raised by 25 cents to \$2.

**SOUTH FLORIDA**

After keeping everyone waiting, including member Dennis Zaccardi (who happily sent this report), Governor Rick Scott approved the 61-mile SunRail commuter project. The Governor's Transportation Secretary made the announcement in Tallahassee on July 1, to proceed with the \$1.2 billion project on existing CSX tracks from Deland through downtown Orlando to Poinciana (near Kissimmee). SunRail is expected to carry 4,300 weekday passengers on the initial 31-mile segment when it opens in 2013 and 7,400 by 2030. However, it will not serve the Orlando attractions or Orlando International Airport. (By contrast, the light rail system Hillsborough County voters rejected last November was projected to carry 21,250 daily passengers on the 28-mile route.) A groundbreaking ceremony, which was attended by a

number of elected officials and Transportation Secretary Ray LaHood, was held on July 18 on the site of the future Florida Hospital station in downtown Orlando. Also present were Florida Department of Transportation Secretary Ananth Prasad and Federal Transit Administrator Peter Rogoff, who signed the SunRail Full Funding Grant Agreement (FFGA).

Dennis also wrote: "Just when I thought that it couldn't get any worse for Florida transportation, Hillsborough Regional Transit Authority (HART) has eliminated light rail from its Master Plan and Pinellas Suncoast Transit Authority (PSTA) has to return \$1.2 million to the Federal Transit Administration."

**Railway Age** reported that Florida DOT gave Bombardier notice to proceed on the design of bi-level coaches and cab cars on July 18.

**CHESTERTON, INDIANA**

NICTD issued new timetables reflecting the 2% fare increase that went into effect on June 1. Thanks to member Jim Beeler for sending copies.

**CHICAGO, ILLINOIS**

Governor Pat Quinn signed legislation on July 7 requiring CTA, Metra, and PACE to come up with a shared fare card by 2015, something that riders have sought for many years. According to the article in **The Chicago Tribune**, which was sent by Jim Beeler, the major sticking point has been Metra's incompatibility with the CTA and PACE fare systems. Also included in the aforementioned legislation is the installation of Wi-Fi access on Metra. Separately, Metra is studying placing automatic external defibrillators (AEDs) on its trains.

Effective June 12, the Chicago Transit Authority increased the hours of operation on the Green, Orange, and Brown Lines in order to provide earlier service to Midway Airport on weekends. Trains now begin about one-half hour earlier than previously. Also, on the Brown Line, on weekday and Saturday evenings the last train from Kimball to downtown departs at approximately 1 AM rather than 12:30 AM. The last train from downtown to Kimball departs at approximately 1:30 AM rather than 1 AM. On the Orange Line, on Sunday mornings and evenings the first train from downtown to Midway Airport leaves one hour earlier at approximately 4:55 AM. The last train to Midway departs from downtown 1½ hours later, at approximately 1:25 AM. The first train from Midway to downtown will leave one hour earlier, at approximately 4:30 AM. The last train to downtown from Midway leaves at approximately 1 AM.

**MINNEAPOLIS, MINNESOTA**

Northstar sent an advisory early on Saturday, July 16 that all train service, including the special Twins baseball service, would not operate that evening due to a freight train derailment near the Fridley station. BNSF crews were working to restore service, which was expected to resume on Tuesday morning, July 19. How-

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**Commuter and Transit Notes**

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ever, that did not occur, and so passengers were once again bused downtown. The rail service resumed for the afternoon commute home. Northstar later reported that the derailment was caused by torrential rain.

**DENTON, TEXAS**

Pete Donner was in Denton for the opening of the Denton County Transportation Authority's new DMU A-Train, which began revenue service on Monday, June 20. It operates during weekday AM peak, PM peak, and early evening periods, with additional later evening service on Fridays. Saturday service is provided from 10:30 AM until midnight. Headways average 25 minutes during peak periods and 100 minutes on Saturdays. Bus service operates during weekday middays. The A-Train originates in downtown Denton and travels 21 miles southeasterly (paralleling I-35E), terminating at the Trinity Mills station, located in Carrollton, where across-the-platform transfers can be made to DART's Green Line. Intermediate stops are made at Med Park,

Highland Village/Lewisville Lake, Old Town, and Hebron. The line was built on a former Dallas, Garland & Northeastern Railroad (ex-Katy) freight line and is single-tracked except at several stations where double tracking was installed, increasing service availability (the Texas edition of the **SPV Comprehensive Railroad Atlas of North America** shows that before reconstruction, the line was out of service north of Lewisville).

DCTA has ordered eleven Stadler Bussnag AG GTW 2-6 DMUs (similar to those operated by Capital Metro in Austin) for service. However, the cars will not be delivered until next year. During this interim period, 50-year-old-plus RDCs, ex-VIA Rail Canada, have been leased from Trinity Railway Express (TRE), operating in two-car trains with a second crew member assigned to operate the door traps. Stations currently have a temporary high-level platform for ADA compliance, which will be removed when the new low-floor cars are placed into service. Four two-car trains are required for current service levels and a fifth pair was observed in the storage yard which is located between the Hebron and Old

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**NEW YORK DIVISION NEWS**

At our July 15 meeting, Chairman Bill Erland presented the Herman Rinke Award to Andrew Grahl, who was recognized for his many years of service as Program Chairman. Andrew thus becomes the 23<sup>rd</sup> member so honored.

Many of our newer members may not know who Herman Rinke was. Herman was a very active member who served as ERA's National Secretary for many years and passed away on May 31, 1976.

The award winners are as follows:

RECIPIENT	DATE	RECIPIENT	DATE
Gerry Landau	—	Eric Oszustowicz	1992
Joseph Prinzivalli	—	Glenn Smith	1993
Ed Watson	—	Randy Glucksman	October 21, 1994

RECIPIENT	DATE	RECIPIENT	DATE
Bill Zucker	—	Charles Akins	June 21, 1996
Arthur Lonto	1979	David Ross	November 21, 1997
Bernard Linder	1982	Howard Rose	December 18, 1998
Raymond Berger	1984	Bill Fahey	2002
John Erlitz	1985	Jeff Hakner	June 21, 2002
James Mattina	June 8, 1987	Sid Keyles	June 20, 2008
Jeffrey Erlitz	1989	Michael Glikin	June 20, 2008
Roger Arcara	1990	Andrew Grahl	July 15, 2011
John Schluter	1991		

**SUBDIVISION "B" CAR ASSIGNMENTS**

The following are different from the assignment published in the January, 2011 *Bulletin*:

**CARS REQUIRED JUNE 26, 2011**

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>B</b>	40 R-68, 176 R-68A	40 R-68, 152 R-68A	<b>L</b>	152 R-143, 24 R-160A	152 R-143, 24 R-160A
<b>E</b>	240 R-160A, 20 R-160B	240 R-160A, 20 R-160B	<b>M</b>	184 R-160A	160 R-160A
<b>F</b>	24 R-46, 270 R-160A, 140 R-160B	8 R-46, 270 R-160A, 140 R-160B	<b>N</b>	230 R-160B	220 R-160B
<b>G</b>	52 R-68	40 R-68			
<b>J/Z</b>	40 R-42, 120 R-160A	40 R-42, 112 R-160A	<b>R</b>	232 R-46	232 R-46

**Commuter and Transit Notes**

*(Continued from page 15)*

**Town stations.** *(Editor's Note: Given these car requirements, and the fact that TRE performs the heavy maintenance, it is likely that at some time, all of the RDCs (2001-13) will see service on this line. I was unsuccessful in my attempts to confirm this with DCTA.)* The yard is used for vehicle storage, cleaning, and minor repairs. A maintenance building is under construction within the yard and until the completion of the new building, cars are deadheaded to TRE's West Irving facility for major repairs. Herzog Transit Services operates the A-Train and TRE. In spite of their age, the RDCs appear to be in very good condition inside and out; the air-conditioning systems were able to handle the nearly 100-degree temperatures that occur in the Dallas area during the summer.

Timetables are printed on legal-sized paper (folded in quarters) and show seven morning inbound trips (4:57-7:33 AM) and twelve PM inbound trips (3:19-8:57 PM). There is hourly "Station Shuttle" service between 10:32 AM and 1:32 PM. Outbound trains depart from DART's Trinity Mills Green Line station with six AM trips (5:07-8:18 AM) and nine PM trips (3:42-8:01 PM). Included in the schedule are trips that run as far as Old Town in both directions and then lay up in the yard. Three Friday-only PM trips depart from Denton at 8:05, 9:49, and 11:38 PM and from Trinity Mills at 8:41 PM, 10:41 PM, and 12:11 AM.

Single-trip fares are \$3 and the \$6 day pass is also accepted on DCTA buses on trips within Denton County. For travel to/from the Trinity Mills station (which is located in Dallas County), a \$10 daily Regional Pass must be purchased. In addition to DCTA-operated buses and trains, the Regional Pass is accepted on all DART buses and trains, Fort Worth Transit System buses, and Trinity Railway Express trains. Monthly passes are also available for the various fare types. DART fare enforcement agents perform random checks on the A-Train under contract to DCTA. The starting date was supposed to be December 6, 2010.

**SALT LAKE CITY, UTAH**

The first of 77 new Siemens S70 LRVs entered service on July 7. Member Andre Kristopans informed me that this group is numbered 1101-1177.

**ALBUQUERQUE, NEW MEXICO**

In its July newsletter, Rail Runner's Director explained the reasons that weekend Rail Runner service would be discontinued, and they were purely financial. After the State Legislature had completed its work, it was determined that there would be \$1.2 million less than FY2011, so the Board voted 6-5 to end the weekend service. When Rail Runner began to Santa Fe in 2008, a portion of that service was paid for with CMAQ (Congestion Mitigation Air Quality) funds that can only be used for a three-year period to support operations

based on federal regulations. That three-year clock runs out in FY12, and has resulted in the \$1.2 million budget reduction; however, the service would run through the end of this month. But then on July 15, the Board reversed its decision (14-1) after receiving comments from the public, and instead there will be some reductions of weekday service, e.g., buses replace selected train runs, train combinations, etc. During the winter months, Saturday service will be reduced to the current Sunday service. On July 18, Rail Runner celebrated its fifth anniversary.

**PORTLAND, OREGON**

The groundbreaking ceremony for the 7.3-mile MAX Milwaukie Line took place on June 30. The \$1.49 billion project will connect Portland State University to downtown Milwaukie and includes a new bridge over the Willamette River. A September, 2015 opening is planned.

**SAN FRANCISCO, CALIFORNIA**

Faced with a budget deficit, and after four public meetings, Caltrain raised fares by 25 cents as of July 1. Caltrain reported that members of the public, including customers, frequently commented that they would be willing to pay more to ride Caltrain if the increased fares helped to resolve the immediate budget crisis. The daily parking fee was also raised to \$4 and the monthly to \$40. Caltrain's daily ridership is approximately 40,000 and their fares cover roughly 44% of operating costs. During the public meetings, some suggested that Caltrain should charge what it costs to operate the system; however, that would have meant that fares would have had to been increased by more than 100%! Despite warnings earlier in the year that service might have to be reduced, for now, the service levels will not change.

**SAN DIEGO, CALIFORNIA**

By the middle of last month, it was anticipated that a pair of PCCs would be operating on the new Silver Line, a clockwise loop between 12<sup>th</sup> & Imperial and America Plaza. During May, The Metropolitan Transit System Board of Directors accepted ownership of the first streetcar, 529, from San Diego Vintage Trolley, Incorporated, a subsidiary of MTS. This was one of three cars purchased from a never-operated South Lake Tahoe heritage trolley. *(Editor's Note: My wife and I visited that property in October, 2001, and I reported details in the November, 2001 Bulletin).* That group purchased them from San Francisco Muni. Two cars came from SEPTA: 2186 (via the St. Louis Museum of Transportation) and 2785. A sixth car was formerly NJ Transit 10. 529 has been painted in the original San Diego colors of the 1930s and '40s: Kelly green body, carnation crème accents, and plum on top. With the addition of a wheelchair lift at the front door, the car is ADA compliant. Round-trip fares will be \$2, \$1 for seniors. Thanks to the San Diego Electric Railway Association for the details and to Pete Donner for the report.

*(Continued on page 17)*

**Commuter and Transit Notes**

*(Continued from page 16)*

**HONOLULU, HAWAII**

The light rail project was awarded \$55 million from the Federal Transit Administration's New Starts Funding Program on June 22. The level of funding that was received is significant since the total amount of funds for New Starts for FY 2011 was reduced from the \$1.998 billion level enacted in FY 2010 to \$1.597 billion, a 20% or \$401 million reduction in the total program. Thanks to member David Ertlitz for this news.

**TORONTO, ONTARIO, CANADA**

Member Joe Canfield sent an article from *The Globe and Mail* (May 27) reporting on the testing of the Toronto Transit Commission's (TTC) new Red Rocket subway cars, and stating that the first trains were soon to enter service. The six-car trains have no doors separating the cars, so they can accommodate between 150-200 additional riders. Bombardier was awarded a contract for 39 trainsets in December, 2006 (March, 2007 *Bulletin*). In May, 2010, TTC exercised an option for 31, upping the total to 70. Pictured in the article was lead car number 5411. The series will run from 5381-6076.

Ground was broken on June 17 for the Toronto-York-Spadina Subway Extension (TYSSE) project, a 5.3-mile extension of the Yonge-University-Spadina subway from the Downsview station. There will be six new stations: Sheppard West, Finch West, York University, Steeles West, Highway 407, and Vaughan Corporate Centre. The project is scheduled for completion in 2015.

PCC cars returned to the 509/Harbourfront Line between Union Station and Exhibition on weekends beginning July 16. The Red Rockets, as they are referred to in Toronto, operate from 11 AM-7 PM through Labour Day, September 5.

**OTTAWA, ONTARIO, CANADA**

On June 16, Ottawa's City Transit Commission approved the "business case" to purchase six additional DMUs. There will also be two passing tracks that will allow four trains to operate at once and increase the O-Train's peak service headway from 15 minutes to 8 minutes, nearly doubling capacity. The C\$59 million required for the upgrade will be offset by the reduction in the cost of transit service adjustments during LRT construction, additional O-Train revenue, and reduced bus requirements. O-Train service began on October 15, 2001. Ridership continues to grow from the original 5,100-6,400 to more than 12,000 today. Thanks to Pete Donner for this news.

**MONTREAL, QUEBEC, CANADA**

Agence Métropolitaine de Transport (AMT) received the first of 20 ALP-45DP (dual-powered locomotives) on June 16. Bombardier is also constructing 26 for NJ Transit under a joint procurement at its facility in Kassel, Germany. This unit, like its NJ Transit siblings, was shipped from Hamburg to Newark. From there, it moved

to Montreal under its own power. The group will be numbered 1350-69. NJ Transit unveiled its first unit, 4500, at Newark on May 11 (June *Bulletin*).

**JERUSALEM, ISRAEL**

According to a report in *The Jerusalem Post*, which was forwarded by member Howard Mann, the light rail opening may be delayed by three months to November. The main problem is the traffic lights. After years of arguments, the light rail finally won "preference" at intersections. This means trains will get a green light as they approach an intersection, and cars will have to wait. But CityPass, the operator, still has to program nearly 100 traffic lights and embedded sensors along the tracks that will trigger the lights to change. Unfortunately, there is also a political effect because CityPass, which is a conglomerate of French companies that won the bid to build the light rail system, is experiencing severe infighting between the Alstom and Veolia companies. *The Marker*, an Israel newspaper, reported that infighting, including a labor dispute between the train drivers and Veolia, as well as European Muslim pressure on the French companies to pull out of the Israeli project, has contributed to the delays.

But there is more to the story. My son Marc sent a report that on Tuesday night, July 5, independent arbitrators ruled that the LRT must open on August 19, and that the traffic lights could be reprogrammed later. CityPass officials decried the decision, saying that without traffic light preemption, the running time would be lengthened from 40 to 80 minutes, due to trains being affected by rush hour and traffic jams. The opening date has been changed three times from the original 2007 opening.

**FROM THE HISTORY FILES**

**50 YEARS AGO:** On August 28, 1961, New Jersey Governor Robert Meyner proposed that New Jersey purchase and operate the Hudson & Manhattan Railroad (H&M). In the September, 1961 *Bulletin*, it was reported that the New York State Legislature approved the purchase of H&M only if the Port Authority built a new trade center, which it eventually did. On September 1, 1962, the (then) Port Authority of New York took over the operation and began to upgrade the infrastructure and equipment. St. Louis Car Company was awarded a contract for 160 PA-1 cars that began arriving in 1965. There were subsequent orders for new cars (PA-2 and PA-3) and in the mid-1980s, the PA-4s replaced the 1958 Class "K" cars. PA5s are now replacing the PA1-PA4s.

**20 YEARS AGO:** In August, 1991, FL-9-AC 2040, the first overhauled unit by ABB, arrived at Harmon Shop. There would be ten – seven for Metro-North (2040-6) and three for the Long Island Rail Road (301-303). After a few years, the latter were returned to Metro-North and remained out-of-service until they were scrapped.

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

## Around New York's Transit System

### Abandoned LIRR Right-of-Way Near Sheepshead Bay

More than a century ago, the Long Island Rail Road operated 13 trains a day on the Manhattan Beach Line to a hotel and a race track. But it was unable to compete with Brooklyn Rapid Transit, which charged only a nickel and operated frequent service to Manhattan. The railroad discontinued service in 1924.

The railroad's original route south of Avenue U was a 20-foot right-of-way just west of E. 18<sup>th</sup> Street across the street from your Editor-in-Chief's house. The line was eventually relocated alongside Brooklyn Rapid Transit's Brighton (now **B** **D**) Line. The original tracks were removed in 1910 and the land was sold in 1924. The 12 lots on the west side of E. 18<sup>th</sup> Street were only 28.44 feet deep because the railroad apparently owned the right-of-way just west of the houses. Recently, the city's Finance Department ruled that the right-of-way was an ownerless alley, although, unlike most other alleys, it was not publicly navigable.

Meanwhile, several homeowners built and expanded their houses on the right-of-way. One homeowner filed a lawsuit invoking a version of squatter's rights. The railroad's spokesman refused to comment on potential litigation, but believed that it still owned the right-of-way.

*(Editor's Note: The newspaper article mentions a 520-foot abandoned right-of-way, but the 1899 Atlas shows tracks on the west side of E. 18<sup>th</sup> Street between Avenue S and Avenue Z. Are there any more ownerless alleys?)*

*The phantom staircase to the platform — mentioned in the New York Times article about the right-of-way — is at Gravesend Neck Road and E. 16<sup>th</sup> Street, not Avenue V and E. 16<sup>th</sup> Street as stated in the article. Portions of the platforms, which are still visible, were in service until 1924.)*

### Staten Island Transfer Privileges

The back of the November, 2010 Staten Island bus map shows unusual transfer privileges between Manhattan and Staten Island transit lines. *MetroCards*

allow free transfers between Staten Island Railway and Staten Island local buses. *MetroCards* also allow free transfers between Staten Island Railway or Staten Island local buses and the following transit lines in Manhattan (Whitehall Street, Bowling Green, and South Ferry are near the ferry, which is free, but Fulton Street **4** **5** is ¼-mile from the ferry and Fulton Street **2** **3** is a mile away):

STATION	LINE
Bowling Green	<b>4</b> <b>5</b>
Wall Street	<b>4</b> <b>5</b>
Fulton Street	<b>4</b> <b>5</b>
Fulton Street	<b>A</b> <b>C</b> <b>J</b> <b>Z</b> <b>2</b> <b>3</b>
South Ferry	<b>1</b>
Rector Street	<b>1</b>
Broad Street	<b>J</b> <b>Z</b>
Whitehall Street	<b>R</b>
Rector Street	<b>R</b>
Wall Street	<b>2</b> <b>3</b>
<b>BUSES</b>	M5, M15, M20

### Heat Knocks Out Some Countdown Clocks

Countdown clocks in 13 Subdivision "A" (IRT) stations were turned off as a precaution during mid-July, as the temperature in rooms containing equipment controlling the displays exceeded 120°F. NYCT reported that it was working on finding a solution to the extreme heat in the communication rooms. The stations were: Spring Street, 77<sup>th</sup> Street, Intervale Avenue, Park Place, 191<sup>st</sup> Street, 145<sup>th</sup> Street-Lenox Avenue, Clark Street, Gun Hill Road, 79<sup>th</sup> Street, 59<sup>th</sup> Street-Columbus Circle, 145<sup>th</sup> Street-Broadway, Utica Avenue, and 86<sup>th</sup> Street-Lexington Avenue (express platforms only).

### IRT Operated Frequent, Dependable Service 75 Years Ago

*(Continued from page 1)*

certain cars did not accelerate in unison with other cars. Therefore, cars with similar characteristics were kept together and were never cut from ten-car consists.

The Flivvers were operated on the Seventh Avenue Express, the only express that did not run during the midnight hours when trains were cut to five cars for midnight locals.

We believe that they were designated Flivvers because it was a 1920s slang word describing a vehicle

that did not run well. The 1936 unabridged Webster's Dictionary defines it as a cheap automobile or something that does not fulfill expectation.

The Flivvers were certainly troublesome, but they furnished faithful service for four decades.

### ARRANGEMENT OF SUBWAY MOTORS AND TRAILERS

Motors and trailers on ten-car trains were arranged so that they could be cut to five-car midnight locals:

M-T-M-T-M-M-M-T-M

Motors and trailers on six-car locals were arranged so that they could be cut to five-car non-rush hour locals, as follows:

M-M-T-M-T-M