

The Bulletin



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In This Issue:
A History of the
Ⓐ Train
(Continued)
...Page 2

IRT OPERATED FREQUENT, DEPENDABLE SERVICE 75 YEARS AGO (Continued from August, 2011 issue)

When we were studying the July 1, 1924 IRT Subway rule book, we found that the titles of employees who dispatched trains were not the same as the present-day titles. They must have been changed to IND titles after Unification. Following are excerpts from this rule book.

TRAIN DESPATCHERS (This is the British spelling)

53. They have charge of the yard and sidings at stations where trains are made up, the movement of trains therein and of all transportation employees at those points. They are responsible for the expeditious and correct dispatch and movement of trains within the limits assigned them.

56. They must give the necessary directions for drilling and placing cars in proper positions in the trains, and see that trains leave on time.

58. They must not permit a train to start with a Motorman, Conductor, or Guard who is unfit for duty, or fail to report at once such unfitness to the Superintendent or Train Master.

59. They must see that the yard is kept in good order, that cars passing are properly inspected, and those requiring repairs are sent to the shop.

60. They must see that Train Clerks keep a record of the number of each car arriving at and departing from their stations, and that daily reports of the same are made in accordance with instructions.

TRAIN CLERKS

64. They have charge of the train records,

noting on the train sheets the arrival and departure of trains; the car numbers, the names of Conductors and Motormen, and shall ring the terminal bell for trains to start.

65. They shall keep a record of cars due for inspection and see that Despatchers are properly advised so that cars may be properly retired from service for inspection.

TRAIN STARTERS

67. They will have charge of the crewing of trains; must see that Conductors and Guards are in proper condition, and at their posts when train is ready to start, and in the absence of Train Clerks will ring the terminal bell to start the trains.

68. They will keep a daily absentee record of Conductors and Guards, and of employees filling the places of such absentees, and must submit such record to the Train Despatcher daily.

69. Train Starters at intermediate points will keep a record of the arrival and departure of all trains on a special train sheet.

70. They will report at once to nearest terminal Despatcher and to other intermediate Starters all unusual intervals with a view of regulating the train movement and restoring trains to their regular interval.

IRT CAR ASSIGNMENT

On most lines, IRT cars were not assigned numerically, but were assigned by types. Following is the 1937 assignment after the cars were converted to MUDC:

(Continued on page 18)

NEXT TRIP: FERN ROCK & 69TH STREET SHOP TOUR, OCTOBER 1

A HISTORY OF THE **A** TRAIN

by George Chiasson

(Continued from August, 2011 Issue)

Because the new Fulton Street structure from Van Sinderen Avenue to Pennsylvania Avenue was installed at a much higher gradient than the pre-existing structure above Pitkin Avenue, (in part to provide sufficient vertical clearance for the inbound Canarsie line to pass underneath) its now-sloping convergence with the existing steel along Snediker Avenue had to be re-engineered. The wide variance in height this created forced abandonment and removal of the station at Eastern Parkway, which was closed on November 17, 1918 (at which time its originating rush hour locals were dispatched from Manhattan Junction). On that date the new stop at Hinsdale Street was opened (above Pitkin Avenue, one block to the east and south), along with the first part of the new structure above Pitkin Avenue, which now received eastbound Fulton Street traffic via a temporary connection off the existing el above Snediker Avenue.

As part of the same project, the extension of new 3-track structure for the Fulton Street El east of Rockaway Avenue took shape through and around the existing steelwork. The first piece of it was finally opened on December 18, 1918 when all eastbound trains were redirected away from the existing alignment through the Manhattan Junction station and the older Snediker Avenue structure, and joined the Broadway-Canarsie Line through the new Atlantic Avenue station above Van Sinderen Avenue. From there they curved eastward onto the new (high) structure over Pitkin Avenue and into the Hinsdale Street station. Westbound Fulton Street trains continued to utilize the original Snediker Avenue and Fulton Street alignments, but with the eastbound service realigned, the station at Manhattan Junction (and formerly known as Manhattan Beach Crossing) was closed and removed. Originating/terminating rush hour locals were thus extended to the new Atlantic Avenue station and relayed on the tail tracks south of the platform, while express trains to and from Lefferts Avenue substituted Atlantic Avenue as a last stop before taking the express track (AM) or using it as their first stop when resuming local service (PM). In addition the former eastbound track on the Snediker Avenue structure became a stub-ended siding for the interim.

Concurrent with this change, and to enable an entirely new (and slightly lower) replacement structure to be erected, the Broadway el was put on a temporary realignment along the south edge of East New York Yard between the Chauncey Street and Alabama Avenue stations, which included a temporary station (Eastern Parkway) to replace the Manhattan Junction/Broadway platform. This temporary alignment was shared with

trains of the Lexington Avenue Line, and also required some modification to the curve at the south end of the Alabama Avenue station and its existing platform. Canarsie-bound trains continued to follow Broadway for a short stretch through the construction zone (likely on temporary structure) and utilized a separate platform (again, likely temporary as construction progressed) at what would become the site of the new Eastern Parkway/Broadway station before turning south to join the pre-existing lead onto the structure above Van Sinderen Avenue (opened October 16, 1918). In the other direction, trains from Canarsie continued to make two 90° turns (a right then an immediate left) while transitioning from the B, RB, & C alignment onto the el above Snediker Avenue, as they had done since 1906. However, eastbound Fulton Street trains now passed overhead as they turned from Van Sinderen onto Pitkin Avenues and there was no longer a grade crossing with the trains ramping up from the Canarsie Line. After stopping at the Atlantic Avenue/Snediker Avenue platform, trains from Canarsie then embarked onto another temporary structure which passed over the construction zone above Broadway and both tracks of the temporary Broadway alignment, then turned west and ramped down to merge with the temporary westbound Broadway track as it entered the interim station at Eastern Parkway. Though now required to make two sharp jogs and go slow through a pronounced downgrade to reach the temporary alignment of the Broadway El, this replaced what had been a zigzag through the former site of East New York Loop (left, right, left; all 90° turns) and served as a prelude to even greater operational efficiency to come.

On December 28, 1918 westbound Fulton Street trains were routed onto the new structure above Pitkin Avenue between Snediker and Van Sinderen Avenues, and also started passing through the new Atlantic Avenue station. From there they ramped downgrade to curve back onto Fulton Street, ducked beneath the lead from Broadway that was used by southbound trains to Canarsie, and merged into the new 3-track structure east of Rockaway Avenue. In turn the remaining original Fulton Street El structure between Van Sinderen and Snediker Avenues (including the existing lead into East New York Yard) was removed, which forced Fulton Street trains needing access to the yard (lay-ups and put-ins) to deadhead all the way from Downtown Brooklyn to the Broadway Line via Lexington Avenue. On January 7, 1919 a new yard lead was placed in service which eventually replaced the old Fulton Street El struc-

(Continued on page 3)

A History of the A Train

(Continued from page 2)

ture through Manhattan Junction, between Van Sinderen and Snediker Avenues. Westbound Fulton Street trains remained on a temporary structure between Hinsdale Street and (new) Atlantic Avenue through most of the following year, and the old connection from Pitkin Avenue to the Snediker Avenue structure was also retained but not regularly used. Trains were finally relocated to the permanent westbound track (and associated flyover of the Canarsie Line) on November 9, 1919, at which time trains from Canarsie were realigned to the former eastbound track on the Snediker Avenue structure, which had been again re-engineered to ease the sharp curves and pass under the Fulton Street Line. They were then crossed over to the existing westbound track south of the platform at (the original) Atlantic Avenue and from there continued onto the Broadway flyover and on their way to the Williamsburg Bridge. The balance of the original westbound alignment (south of the Atlantic Avenue cross-over) remained connected to the Fulton Street Line west of the Hinsdale Street station and could be used by trains from Grant and Lefferts Avenues to allow access to East New York Yard, for a routing to Manhattan via Broadway, or even a diversion to Downtown Brooklyn via Lexington Avenue.

Nevertheless, the rebuilding of East New York Junction also eliminated other previously available route alternatives from the Fulton Street Line, and combined with the partial nature of its upgrading made it impossible to integrate the entire Fulton Street main line into the renewed subway system as a whole. Ultimately, the Fulton Street El gained a split personality that it was never able to completely overcome. Traditional service was maintained from Park Row to Lefferts Avenue as part of the BRT/BMT Elevated network, using wooden el cars but operating in large part on fairly modern structures. In peak periods when express trains were running, some service continued to terminate at Grant Avenue as previous, while some was also shortlined at the new Atlantic Avenue station. And though the extension to Lefferts Avenue was built to subway standards and included 3 tracks, the middle iron was never utilized for anything but layups. Use of the Fulton Street Elevated as the main gateway between the Brooklyn Bridge and BRT's Brighton Line came to an end when it was converted to a subway route north of Prospect Park on August 1, 1920, and the "Franklin Shuttle" instituted in its place which did not travel onto the el at all. In the mid-1920s (ca. 1925), some morning rush hour locals began their runs at Grant Avenue instead of Atlantic Avenue, while additional PM express trains were being operated from the Sands Street stub to Lefferts Avenue (express Franklin to Atlantic Avenues), and the so-called "Franklin-Fulton

Express" (Franklin Avenue express to Lefferts) eliminated. By May of 1931 evening rush hour express service had been changed markedly, with all trains extended to Lefferts Avenue. Some ran express all the way from Sands Street to Atlantic Avenue, while others made all stops as far as Franklin Avenue before switching to the middle track (and making their next stop at Atlantic Avenue). In addition, all PM rush hour locals from Fulton Ferry were extended to Lefferts Avenue.

As it turned out, the period from about 1925 to 1931 was the nadir for the Fulton Street Elevated, after which ridership began to dip measurably with the onset of Depression. In this vein, rush hour service was adjusted on October 22, 1932 and several corresponding changes made to the infrastructure. In the morning, most local service originating at Lefferts Avenue ran to Park Row, while some Lefferts trips and all trains originating at Grant Avenue terminated at Fulton Ferry or the main (Brooklyn Bridge) station at Sands Street, where the two middle tracks were reconfigured as a relay spur. As a result Atlantic Avenue was no longer used as a short-turn point from the Downtown Brooklyn end, but a new local service was introduced between Lefferts and Atlantic Avenues which fed patrons onto connecting BMT subway trains at that location (to the Broadway-Brooklyn Local and 14th Street-Canarsie Lines). The reverse was true for the PM rush, with slight modification: Fulton Street Locals ran from either Park Row or Fulton Ferry to Grant or Lefferts Avenues, again with additional "shortline" service between Atlantic and Lefferts. Also, PM express trains either ran non-stop from Sands Street to Franklin Avenue, then all stops to Lefferts, or made all stops from Sands Street to Franklin Avenue and used the express track to Atlantic Avenue. The afternoon trips that had originated at the Sands Street stub, made all stops to Franklin, and then ran express to Atlantic Avenue were relocated into the middle relay tracks of the main station at the Brooklyn Bridge. As part of this service modification the 1894-built Sands Street stub was no longer in use and became a hand-throw-only siding as of January, 1934. Finally, as overall BMT elevated services had dwindled appreciably by this time period, the terminal at Park Row was scaled back to approximately half of its size (as rebuilt in 1895) in November, 1935, with another, smaller platform added back in January, 1936.

In 1924, Mayor Mike Hylan and the new Board of Transportation embarked on a public megaproject known as the Independent Subway ("Independent of the Wicked Interests" — so quoted), by which time BMT was struggling to survive as a viable entity. Immediately ahead of its transition, there were various attempts to improve the riders' lot despite a lack of available resources or political favor. In 1923 the first "C"-Type rolling stock was introduced on the Fulton Street El — the earliest such cars to be rebuilt from conventional,

(Continued on page 4)

A History of the A Train*(Continued from page 3)*

wooden, open-vestibule equipment in an attempt to start modernization of the pre-existing BRT "Elevated" system. Of significance was their 10-foot width at the threshold, which enabled them to finally take advantage of the Dual Contracts-standard loading gauge on the upgraded portions of the Fulton Street Line and the Lefferts extension, but also forced platforms on the rest of the line to be shaved back accordingly. Sands Street and Park Row included. The coming competition of IND brought an even greater urgency, if ultimately futile, for BMT to come up with a lightweight equipment design which could be engineered to operate on both the gilded el structures as inherited from BRT and the Dual Contracts subway network. By 1934 this effort had yielded two custom-built prototype trains (the Zephyr and the Green Hornet, so called) — multiple section articulated rapid transit vehicles which were ultimately assigned to serve the Fulton Street El from Manhattan to Lefferts Avenue. In 1936 a small fleet of similar capability was delivered, simply known as the Multi-Section car. As it turned out the negotiations for city takeover were already irretrievably underway, so the point was moot. Nevertheless, Multi-Section equipment did enable the inauguration of an entirely new, limited service which combined the Dual Contracts' 14th Street-Eastern route from Eighth Avenue in Manhattan with the outer end of the Fulton Street Line (that from Atlantic Avenue to Lefferts) on September 23 of that year. Coined as route "#17" (but not shown on signage as such), this was the only time that both types of right-of-way were able to be successfully integrated into one single service. However, because two of the Multi-Section cars coupled together (at 379 feet) was longer than the pre-existing platforms between Pennsylvania and Grant Avenues (at about 300 feet, or slightly more than the length of two 3-section "C"-Types), 14th Street-Fulton trains initially had to skip these stops. In addition, they ran express on the 14th Street-Eastern Line between Myrtle Avenue and Lorimer Street, all being strictly one-way trips to Manhattan in the AM and from Manhattan in the PM. Altogether, this service was intended to relieve some of the pedestrian crush that then existed at the Atlantic Avenue transfer point as Midtown Manhattan grew in importance as a destination. Outside of rush hours, the Multi-Sections were largely confined to the present L route (then the "16") from Eighth Avenue to Canarsie and released some of the Standards for redeployment elsewhere on the equipment-strapped BMT. Finally, there were still a handful of trains being shortlined between Lefferts and Atlantic Avenues at the "edges" of rush hour.

By September of 1937, some morning rush hour express trains were again starting at Grant Avenue instead of Lefferts, while in the PM rush all express trains

from Park Row and some from Sands Street were again made express from Sands Street to Atlantic Avenue, but with one additional stop at Franklin Avenue. As previous, the other express trains from Sands Street made all stops to Franklin Avenue and then took the middle track to Atlantic. 14th Street-Fulton service was slightly expanded on October 4, by which time the platforms had been sufficiently extended at Pennsylvania and Van Siclen Avenues, Linwood Street, Montauk Avenue, Chestnut Street, Crescent Street, and Grant Avenue to enable trains of Multi-Section cars to stop at these stations. Starting on November 20, 1937 all Saturday express service was routed to and from Park Row, being contained between Atlantic and Franklin Avenues toward Manhattan in the morning and toward Queens in the midday, as was then customary in a time of 5½-day workweeks. Saturday morning local service originating from Grant Avenue was discontinued on September 3, 1938, though some outbound trips were turned back at that location to layup as rush hour concluded.

THE FULTON STREET EL UNDER CITY STEWARDSHIP (1940-1956)

As planned, the Independent city-conceived rapid transit system overrode concerns about BMT's inherent incompatibilities and many issues surrounding the Manhattan els and IRT as well. A multiplicity of routes were proposed, discussed, modified, and (perhaps) discarded or held over for actual construction. By 1927 a Manhattan trunk line was well underway, originating at Inwood (207th Street) and traversing the length of Manhattan's West Side. By nature, this line penetrated a small bit of new territory at its upper end, but was in direct competition with the IRT Ninth Avenue El for much of its length. This was a recurring theme on two additional IND routes that began to take shape in the late 1920s — the Concourse Line in the Bronx (which closely paralleled IRT's existing Jerome Avenue Line) and a new subway from Downtown Brooklyn (outlet from tunnels beneath the East River) to Queens via the same Fulton Street corridor as BMT's elevated line. Geographically combining the formerly disparate territories of IRT and BMT in this manner was the consummate role played by the Independent Subway as it came to be; forging solely into new areas of service where there was none became (unfortunately) more of a side feature.

At any rate, construction of IND's Fulton Street Subway raged on through the early and mid-1930s, mainly right beneath the rumbling elevated. There were many proposals, yet lingering uncertainties, as to its ultimate destination, but come April of 1936, A service was extended to an interim underground terminal at the Rockaway Avenue local station. As previously noted, the BMT Fulton Street El and IND Fulton Street Subway thus duplicated each other over the next four years,

(Continued on page 5)

A History of the **A** Train

(Continued from page 4)

both charging 5 cents to enter but without free transfer between them. When the City of New York assumed control of the former BMT system on June 1, 1940 the Fulton Street Elevated was completely abandoned from the Brooklyn Bridge (a point east of the Sands Street station) to Rockaway Avenue. An island platform was created in what had been the express track at Rockaway Avenue to form a new terminal, and the former BMT el trains that had continuously plied some 9½ miles between Ozone Park and Lower Manhattan for 25 years (including the original eight miles between Grant Avenue and the Brooklyn Bridge) were bob-tailed to operate as a shuttle (with free transfer) from Rockaway Avenue to Lefferts Avenue, with a handful of morning rush hour trains still originating at Grant Avenue. Most likely in response to some political sensitivities, a "Fulton-Lexington" alternative route was established from Lefferts Avenue to Park Row during rush hours including early Saturday morning, Grant Avenue to Park Row otherwise (midday and Saturday late morning through afternoon). In a first, Brooklyn-bound Fulton-Lexington trains used the "back door" connection between the Hinsdale Street station and the senior structure above Snediker Avenue. Such trains stopped at the easterly platform of Atlantic Avenue, where they merged with train traffic from Canarsie then took the flyover to reach the Broadway-Brooklyn El, while those from Canarsie assumed the ramp to Broadway Junction and the 14th Street (now **1**) Line. In the opposite direction they used the Broadway-Canarsie connector immediately east of the (Broadway) station at Eastern Parkway and then followed the Fulton Street Line starting at the Van Sinderen side of Atlantic Avenue. Otherwise, the popular 14th Street-Fulton route continued to operate as before and gave riders at the extreme eastern end of the Fulton Street route some semblance of a complete menu of services, but in time these choices would degenerate.

On March 5, 1944 the remaining service to Park Row, Manhattan (by this time consisting only of the Myrtle and Lexington Avenue Lines) was discontinued and all trains curtailed at the former Bridge Street way station, which was reconfigured as the Bridge-Jay Street terminal. The extension of IND service to Broadway-East New York in December, 1946 brought about a direct link between several lines, enabling passengers using the 14th Street-Canarsie and Broadway-Jamaica Lines to freely transfer to and from **A** via a long bank of escalators which reached the Fulton Street Subway and (by extension) the Sixth and Eighth Avenue Subways. This was the first such interchange to again be available since the December, 1918 closure of old Manhattan Junction, and began to swing the balance of patronage (and usefulness) away from what was left of the Fulton

Street El. This trend accelerated when IND was extended all the way to Euclid Avenue in November, 1948, at which time there suddenly appeared a multiplicity of station locations along the Pitkin Avenue portion of both the ex-BMT el and the IND subway. The one-seat ride to and from Manhattan that **A** offered was definitely a determining factor, and persuaded most passengers who had a choice to head downstairs to IND. From a strictly geographic point of view, the only location that had both elevated and subway stations (completely unconnected) for the next 7½ years was Van Siclen Avenue, but the next IND station at Shepherd Avenue was situated almost directly midway between elevated stops at Linwood Street and Montauk Avenue, while the subway terminal at Euclid Avenue was just two short blocks east of the existing stop at Chestnut Street, and both offered downstairs access instead of a climb. Indeed, it was possible for a wily patron to walk down when both entering the system (via the Fulton Street Subway) and then leaving later on (via the Fulton Street El).

By the time that rush hour IND Fulton Street Express trains were initiated as far as Broadway-East New York in October, 1949, the trend of ridership redistribution in favor of the subway was already well established. This situation was boosted even more as time progressed, with Fulton Street El and Fulton-Lexington patronage declining rapidly in a corresponding manner. Just a year later the Lexington Avenue El was closed on October 13, 1950, and the Fulton Street El relegated to a full-time shuttle, supplemented only by continuing 14th Street-Fulton service in rush hours. Finally, as another part of the overall decline in fortunes being suffered by the Fulton Street El, the importance of Rockaway Avenue as a transfer point to the IND subway had been largely subsumed by the early 1950s. Effective June 26, 1952 all Fulton Street shuttle trains were rerouted to the existing station at Eastern Parkway on the Broadway-Brooklyn Line at night and on weekends, making their relay immediately west of the station. At such times all services (IND Fulton Street Subway, BMT Broadway-Jamaica, BMT 14th Street-Canarsie, and BMT Fulton Street Shuttle) were thus tied together at the new Broadway Junction interchange point in a manner distantly resembling that prior to the Dual Contracts.

On June 15, 1953 the New York City Transit Authority assumed all operation of the system and immediately pursued the extension of service over the former Long Island Rail Road line to the Rockaway peninsula. The outer end of the Fulton Street El was incorporated into this scheme over the following three years and its end finally came on April 27, 1956, at which time the rest of the original, pre-1915 line west of the 80th Street-Hudson Street station and its portions attendant to the Broadway Junction-East New York complex were closed. The "old" wooden "C" cars were summarily retired after 30-plus years of service, while the Multi-

(Continued on page 6)

A History of the A Train*(Continued from page 5)*

Section subway cars, which actually made their final 14th Street-Fulton trips on April 26, were retained for service to Canarsie (later Myrtle-Chambers), and eventually retired in the early 1960s. The Fulton Street elevated structure was soon demolished from the new subway ramp (a point just short of 76th Street) to Rockaway Avenue, as were various segments of the Broadway Junction complex, which remain so to the present. There was, however, one piece left behind for a much longer time. When the mainline from the Brooklyn Bridge to Rockaway Avenue was discontinued in 1940, one long structural "bent" was retained above the intersection of Fulton Street and Franklin Avenue, along with some of the fare collection facilities, to provide access to the remaining Franklin Shuttle. For many decades it was customary to obtain a transfer ticket for free movement between the shuttle and the IND subway station (in addition to surmounting a lot of stairs to and from the "ghost" elevated station). When the Franklin Shuttle was reconstructed between January, 1998 and October, 1999, the present surface level head house,

elevators and overhead passage were put in place, and this last, long-forgotten fragment of the Fulton Street El was at last being taken down in March, 1998.

As with the Ninth Avenue El, the passage of decades has dimmed New York's collective memory of the old Fulton Street El, but unlike the Ninth Avenue Line in Manhattan, many of the buildings that were so familiar to its long-departed riders survive in 2011. Unfortunately, the replacement A is underground of the former elevated route all the way through Brooklyn, so such potential links to the past go unnoticed. The stations along Fulton Street carry their fair share of the present-day ridership on A, but the split service pattern that has been its hallmark since 1956 (some trains to Lefferts Boulevard, others to the Rockaways), along with a gradual decline of the surrounding area has tended to inhibit patronage on the once-proud extension to Ozone Park, and we can only hope for some improvement in the future. Fair fortunes or foul, MTA New York City Transit's A trains continue to roll above and below Fulton Street some 70 years after the elevated was closed, and so they should far into the future.

(Continued on page 7)

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Subdivision "A" Events

R-142 units 6511-5 from 2 and 6791-5 from 5 were transferred to 4 on November 8, 2010.

Maintenance responsibility for the 20 single-unit R-62As assigned to S/42nd Street Shuttle (1927-33, 1935-7, 1940, 1941, 1945, 1946, 1950-3, 1955, 1956) was similarly transferred from Jerome Shop in the Bronx (home of 4) back to Livonia Shop in Brooklyn, which covers equipment for 3, on November 8, 2010.

The use of one rotating 10-car R-62A train on 1 that was otherwise assigned to Corona Shop (as begun on August 19, 2010) was discontinued on or about April 8, 2011.

R-142A unit 7211-5 was forwarded from 207th Street Shop to Kawasaki Railcar's plant in Yonkers by flatbed truck during the week of June 27-July 1, one car per evening. These join 7216-20 for "pilot" conversion to 10 CBTC-equipped cars under Contract R-188. 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 [or so], 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 11-car trains, for exclusive use on 7. 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.

As of early July, 2011, Corona-assigned single unit R-62As 2009 and 2013 were being used on the 239th Street Refuse Train that serves the Subdivision "A" Main Lines. Sister units 2019 and 2057 were being used on "7-Ash," based at Corona, which serves the Flushing and Astoria Lines along with the (Subdivision "B") Broadway Line.

Subdivision "B" Events

As of July 15, 2011 there remained 222 Phase I R-32s assigned to 207th Street (C, sometimes A) and 50 Morrison-Knudsen-overhauled R-42s at East New York (J/Z). A final long-term SMS is now projected for the active Phase I R-32 fleet, to be performed through 2012, while six Morrison-Knudsen-overhauled R-42s (4792/3, 4804/5, and 4820/1) were moved to Coney Island for (air conditioning) repair work as of February 21, 2011, with all but the last pair returned to revenue service on May 13. This would seem to indicate that the surviving Phase I R-32s and Morrison-Knudsen-overhauled R-42s are expected to remain in service for some time to come.

Open-ended R-46 "A-B" set 6206/7, which is the only permanently-joined couplet of its kind in the entire fleet,

(Continued on page 16)

A History of the A Train

(Continued from page 6)



Rockaway Avenue station, Fulton Street El, March 1, 1956.
Bernard Linder photograph



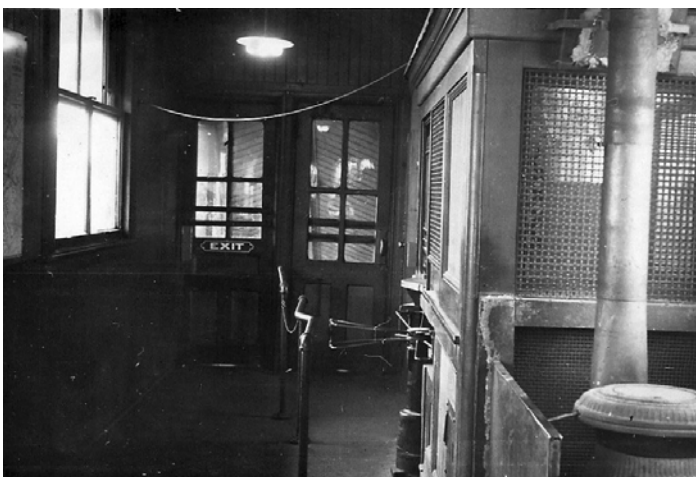
Rockaway Avenue station looking east, March 1, 1956.
Bernard Linder photograph



Atlantic Avenue station, Fulton Street El, March 26, 1956.
Bernard Linder photograph



Looking south toward Atlantic Avenue station, April, 1956.
Bernard Linder collection



Pennsylvania Avenue station, Fulton Street El, March 26, 1956.
Bernard Linder photograph



Pennsylvania Avenue station looking east, April 25, 1956.
Bernard Linder photograph
(Continued on page 8)

A History of the A Train

(Continued from page 7)



Van Siclen Avenue station, Fulton Street El, looking east, March 1, 1956.

Bernard Linder photograph



Southbound train approaching Montauk Avenue station, Fulton Street El, March 5, 1956.

Bernard Linder photograph



Looking east from Chestnut Street station, Fulton Street El, March 1, 1956.

Bernard Linder photograph



Fulton Street El at Euclid and Pitkin Avenues looking north, March 5, 1956.

Bernard Linder photograph



Fulton Street El at Euclid and Liberty Avenues looking east, March 5, 1956.

Bernard Linder photograph



Crescent Street station, Fulton Street El, looking west, March 26, 1956.

Bernard Linder photograph

Commuter and Transit Notes

No. 274
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Charging \$1 for a new *MetroCard* was approved as part of the December 30, 2010 fare increases (November, 2010 *Bulletin*), but it was deferred until a "future date." It appears that that "future date" has arrived, and per the July 27 Board meeting, will likely go into effect early next year. The delay is due to problems that have cropped up with the reprogramming of the system. MTA reports that it costs \$20 million a year to print and clean up the cards and the \$1 charge will help to offset this cost. MTA promises that there will be no surcharge for riders who follow the usual instructions of replacing the card by mail. Unlimited monthly cards, which presently cannot be refilled, would be reconfigured in the future to allow for re-use.

With some store leases in Grand Central Terminal expiring, there will be a turnover. Gone will be the Metrazur restaurant on the east balcony, to be replaced by an Apple store. Metrazur was paying \$267,000 annually, and Apple's rent will be \$1.1 million. Apple paid Metrazur \$5 million to break its lease and anticipates that this store will open for the holidays. Shake Shack replaces Zocalo in the lower level food court.

Building the East Side Access Project required the use of tunnel-boring machines. In an effort to save time and money, the contractor has opted to leave one of these machines buried 14 stories below Park Avenue. According to *The New York Times* (July 24) "a recent visit to the cutter's future crypt revealed a machine that evokes an alien life form that crashed to earth a millennia ago. Its steel gears, bolts and pistons, already oxidizing, appeared lifeless and fatigued. A wormlike fan, its exhaust pipe disappearing into the cutter's maw, was still spinning, its drone not unlike a slumbering creature's breath." Having completed its work, the 22-foot tall, 200-ton machine was encased in concrete during the last week of July.

In the wake of Chairman Jay Walder's announcement of his resignation effective October 21, on August 9 Governor Cuomo created an MTA Search Advisory Committee to recommend his replacement. Among those selected are former MTA Chairman Richard Ravitch, Gene Russianoff (Straphangers Campaign), Robert Yaro (Regional Plan Association), Mortimer L. Downey (a former MTA Executive Director), Fernando Ferrer (former Bronx Borough President and current MTA Board member), Bill Rudin (real estate developer) and Beverly Dolinsky (former Executive Director of the Permanent Citizens Advisory Committee to the MTA).

Governor Cuomo signed the bill prohibiting smoking at Long Island Rail Road and Metro-North outside platforms on August 15. The law becomes effective in 90

days. Please see the August *Bulletin* for details.

Since November 23, 2010, visitors to Grand Central Terminal have been able to take a self-guided tour either by renting an audio device or by purchasing an iPhone app or an MP3 player download (March *Bulletin*). Metro-North reports that through mid-May, close to 6,000 tours and 200 iPhone apps have been sold. April was the busiest month, with 1,060 tours taken. All of this has added about \$4,000 per month in non-passenger revenue to the bottom line.

MTA METRO-NORTH RAILROAD (EAST)

Without a doubt, the hottest days of the summer of 2011 took place during the week of July 18-23, with many new record temperatures being set. (In Newark it was 108 degrees.) New Haven Line riders were subjected to delayed trains of up to 60 minutes, along with some suspensions of service from Friday evening, July 22 through the following afternoon due to sagging catenary in several locations between South Norwalk and New Haven. Passengers aboard one of three stalled trains were stuck for over an hour without air-conditioning. Overloaded power systems also caused transformers and substations to shut down. As a result, trains were either blocked in or were disabled, causing significant delays on the entire line.

Around midnight July 25, a work train derailed west of Bridgeport. Although emergency crews responded immediately, due to the extent of damage and the location, the train could not be re-railed in time for the AM peak commute. Of the four tracks in this area, two (between Southport and Bridgeport) have been out of service continuously for the catenary and bridge replacement project. With one track in service in this area, a bottleneck caused delays and required combining five trains, which in turn caused some crowded conditions. East-bound passengers travelling between Stamford and New Haven were bused from Fairfield to Bridgeport. The train was re-railed by 10 AM, and service was reported as operating on schedule at noon. On June 24, 2011, a freight train derailed at the same location (August *Bulletin*) and ironically, on June 24, 2010, a derailment occurred in Stamford Yard (August and September, 2010 *Bulletins*).

While NJ Transit and LIRR commuters were dealing with delays caused by an Amtrak train derailment in Sunnyside Yard on August 10 (please see below), New Haven Line riders were experiencing delays of 10-15 minutes traveling eastbound and up to 30 minutes traveling westbound due to wire damage near Fairfield. Service was reported as operating on or close to schedule at 7:19 PM.

(Continued on page 10)

Commuter and Transit Notes*(Continued from page 9)***MTA METRO-NORTH RAILROAD (WEST)**

A new timetable was issued for the Port Jervis and Pascack Valley Lines effective August 14. There were minor time changes to some midday trains. This was the first timetable issued since implementation of the Quiet Car Program on June 1, and notes concerning use of cell phones and other audio devices aboard the designated cars (AM inbound and PM outbound) have been included. For Labor Day, September 5, and all other Monday holidays, there will be additional service with Train #88, which departs from Port Jervis at 4:07 PM, making all stops to Suffern, then operates via express to Secaucus and Hoboken (6:25 PM). Previously, there was a nearly 2½-hour gap between 3:10 and 5:27 PM.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

On July 19, Connecticut Governor Dannel P. Malloy announced that 25 additional M-8s will be purchased. This time, they would be single cars, rather than married pairs. The single cars will cost about \$3.325 million each, for a total of about \$93 million. Connecticut's (65%) share will be \$60.5 million and New York's (35%) will be \$32.6 million. Thanks to Westportnow.com for this report.

I later learned that these M-8s are to be unpowered and will replace M-4s (1987) and M-6s (1994-5).

Fare increase hearings for all rail and bus services were held at six locations in Connecticut during the week of August 22. On the rail side this would affect stations between Greenwich and New Haven, the three branches, plus Shore Line East. Connecticut's fares have remained unchanged since March 1, 2005, while Metro-North (East) riders saw increases in March, 2008 and December, 2010. While no tables of proposed fares had been published as this column was being completed, CDOT has indicated the proposed hike at about 16.4%, followed by an additional 1% increase each January 1 through 2018. The initial hike would take place on or after November 1 of this year. Shore Line East would lose its weekend service. Bus fares would rise by 10% along with some service cuts. No mention was made of the 1.25% fare increase for the purchase of the M-8s. The first one was to take effect on January 1, 2010, but was deferred since none of the cars were in service.

M-8s 9138-9, the first cars produced in Kawasaki's Lincoln, Nebraska facility, departed for the metropolitan area on August 11. Subchat.com reported that they were part of a Union Pacific train. All other cars delivered so far were produced in Japan and transported to the United States by ship.

MTA LONG ISLAND RAIL ROAD

The use of a "City Ticket" for Citi Field was approved

by the MTA Board at the July 27 meeting and went into effect over the weekend of August 6-7. Interestingly, since being introduced in January, 2004, riders destined to Shea Stadium, and now Citi Field, have been excluded from the program. Metro-North riders have been able to use City Tickets at the Yankees-E. 153rd St. station since it opened.

A mixed group of special timetables were issued for track work in Mineola that took place each weekend in August. There were folders for the Port Washington and Oyster Bay Branches and the City Terminal Zone, while the Ronkonkoma, Far Rockaway, Babylon, and Montauk Branches received timetable cards. New running rail was installed and repairs were made to the Willis Avenue grade crossing. While this work was in progress on August 14, the metropolitan area received torrential rains that caused brief suspensions of service on the Far Rockaway and Long Beach Branches. Nearby Lido Beach recorded 10.2 inches of rain by nightfall and more the following day. JFK Airport set a one day record for New York City when it reported 7.72 inches.

Due to the derailment of a NJ Transit train in Sunnyside Yard on August 11 (please see below) five Babylon and four Port Washington PM peak trains were canceled.

New timetables will go into effect on September 12 for maintenance and construction activities, plus some service adjustments. On the Main Line, middays, single-tracking will occur between Carle Place and Hicksville, affecting Port Jefferson and Ronkonkoma Branch trains. There is also single-tracking on the Montauk Branch between Babylon and Sayville for mechanized tie replacement and right-of-way cleanup. Bus service will be provided. On weekends, Ronkonkoma Branch trains will be single-tracked between Deer Park and Brentwood due to grade crossing renewal at the 2nd and 4th Street crossings in Brentwood. On the Long Beach Branch, single-tracking will be in effect between Valley Stream and Island Park to enable grade crossing work at Long Beach Road and Atlantic Avenue.

Member Bob Kingman, while passing by Kenwood Yard during the afternoon of July 24, spotted LIRR M-7 7766, atop a flatcar, on its way home. He originally saw this car (and friends) going north in May, 2009.

NJ TRANSIT

Commuters faced another commuting nightmare on August 9, when the last two of ten cars of Train #3823 (7:53 AM to Trenton) derailed in "A" Interlocking, as it departed from New York Penn Station. There were 300 passengers on board, who were evacuated. Immediately, *Midtown Direct* trains were routed to Hoboken, and cross-honoring was put into effect on PATH and NJ Transit/private bus carriers. Delays of up to 90 minutes were reported on the Northeast Corridor and North Jersey Coast Lines and numerous trains were canceled.

(Continued on page 11)

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

Shortly before 2 PM, it was announced that limited NEC and NJCL trains would operate from New York Penn during the evening commute, and those trains would be subject to 60-90-minute delays. Some trains were to be canceled/combined. With *Midtown Direct* service continuing to operate to Hoboken, passengers were advised that there could be 15-20-minute delays due to congestion. Later in the evening, some trains were canceled out of New York Penn and began their runs in Newark. Passengers were directed to use PATH. Amtrak *Keystone* service was suspended between Philadelphia and New York, with passengers being accommodated on Regional trains.

Service in and out of Hoboken was reported at 7:56 PM as operating on or close to schedule and at 11:16 PM for the Northeast Corridor and North Jersey Coast Lines. However, between 12:45 and 3 AM, service was suspended to/from New York Penn to enable the removal of equipment from the tracks. An advisory sent out at 4:49 AM reported an expectation of normal service for August 10, but that did not last long. Starting at 6:17 AM, due to single-tracking the delays were reported as 20-30 minutes. That quickly changed to 30-60 minutes and before 7 AM, *Midtown Direct* trains were again routed to Hoboken, and the same cross-honoring as the previous day, went into effect. At 9:50 AM, *Midtown Direct* trains were returned to New York Penn, and by 10:30 AM, delays in/out of New York were 10-15 minutes. Service was reported as operating on or close to schedule at 1 PM.

At 4:19 PM the following day, due to a derailment in Sunnyside Yard involving an Amtrak train, alerts were sent out advising that Northeast Corridor, North Jersey Coast Line, and *Midtown Direct* trains could experience 20-30-minute delays out of New York. There was also the possibility that some trains would be canceled or combined. Service was reported as operating on or close to normal shortly after 7 PM. LIRR canceled Train #452, the 5:26 PM to Port Washington.

Effective August 15, Train #2303 departs from Hoboken four minutes earlier, at 2:08 PM. A new timetable was not issued. However, new timetables were issued for the Main/Bergen, Montclair-Boonton, Morris & Essex, and Pascack Valley Lines effective August 14. A "Q" has been added below the train number to denote that there is a "quiet car" on the train. Getaway service was to operate on Friday, September 2 (pre-Labor Day Weekend). As can be seen below, three lines had time changes to permit midday track work.

MAIN/BERGEN: Kingsland Station, affecting five trains

MONTCLAIR-BOONTON: Bay Street and Montclair State University

MORRIS & ESSEX: Morristown to Dover – some Gladstone train times revised to maintain connecting service

at Summit

PASCACK VALLEY: Minor time changes for some midday connections at Secaucus Junction.

An article in the press of AtlanticCity.com reported that upon completion of the Pennsauken Transit Center project, the Atlantic City Line could see a 20% increase in ridership, or as many as 130,000 new travelers. Susan Ney Thompson, Interim Executive Director of the Casino Reinvestment Development Authority, which oversees the resort's Tourism District, said, "We think the rail connection to Atlantic City is a very positive development. We see it having a positive impact on both tourism and work force opportunities." One rider spoke of his trip home, which starts on the Atlantic City Line, then requires a change to PATCO at Lindenwold, another change to the *RiverLine* in Camden, and finally a change to the Northeast Corridor Line at Trenton.

From recent photos sent by member Bob Vogel, it appears that the platform at the Pennsauken *RiverLine* Station is essentially complete. The contract for Phase II that will build the platforms for the Atlantic City Line station was awarded at the July 13 Board meeting. This work is to be completed in late 2012 and open for service in early 2013.

The football lockout ended after 4½ months on July 25. At publication time, there was no further information on NJ Transit's web site other than the statement that Meadowlands rail service will operate for all Giants and Jets home games. Metro-North had also not yet issued any details on its joint service with NJ Transit.

PORT AUTHORITY TRANS-HUDSON CORPORATION

During early August, as the NJ Transit train that I was aboard passed South Street Yard, the trainsets were mostly PA-5s. However, mixed in were two solid trains of PA-4s. Could this mean that all of the PA-1 to PA-3s have left the property?

PORT AUTHORITY OF NEW YORK & NEW JERSEY

You could have heard the outrage – raise the peak hour tolls on the George Washington Bridge and the Lincoln and Holland Tunnels by \$4, to \$12 (for E-ZPass users) and to \$16 (50%) for those who pay cash? Tolls on the three crossings (Bayonne, Goethals and Outerbridge) to Staten Island would rise by \$7, to \$15. This year, PATH fares would increase from \$1.75 per trip to \$2.75. The fare for 10-, 20-, and 40-trip *SmartLink* cards would rise from \$1.30 per trip to \$2.10, one-day passes from \$6 to \$8.25, and 7-day passes from \$18 to \$29. 30-day passes would increase from \$54 to \$89. Senior fares would remain \$1. Although both Governors Cuomo (New York) and Christie (New Jersey) claimed that these reports were news to them, reporters told a different story. The Port Authority (PA) had been planning a \$2 toll increase for several months, citing reduced toll collections due to the economy and the increased costs for security and building the World Trade Center as reasons for the need for additional

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

revenues. Nine public hearings were held on August 16. On August 15, Glenn Thompson, the New Jersey reporter for WNBC-TV, reported the difficulty that he had in locating the sites where some of these hearings were to take place. And even using a GPS, it was unclear where the precise location actually was. On August 18, Governors Cuomo and Christie jointly announced the following increases: tolls up by \$1.50 in 2011 and 75 cents each December from 2012-5 (cash tolls up by \$2 on top of this); PATH fares up 25 cents a year for 4 years.

After Governor Christie canceled the ARC Tunnel Project last year, he was able to get PA to redistribute its \$1.8 billion contribution to fund road and highway repairs in his state. *The New York Times* reported that some New Jersey politicians said that these increases were a way for Mr. Christie, who has sworn off tax increases, to squeeze revenue from the commuting public. John S. Wisniewski, Democratic Chairman of the State Assembly's Transportation Committee, said, "If you say that you're not going to raise taxes on anybody to fund transportation, it's disingenuous to take money from the Port Authority and have them raise tolls, and act as if you're not responsible. The toll increase is Chris Christie's toll increase."

Then, at an August 9 press conference, Governor Cuomo stated that PA's proposal was a nonstarter. Later that evening, WCBS-880 reported that all of the talk of doubling tolls, etc. was merely a ruse to give the two Governors cover over what the plan really is: a \$2 increase during peak hours and a 50-cent PATH fare increase.

METROPOLITAN AREA

The Liberty Historic Railway, Incorporated, a state historical rail advocacy group, has released its study that shows the feasibility of a streetcar serving the 1,200-acre park, linked to the Hudson-Bergen Light Rail Liberty State Park station, and also to its large park-and-ride lot. The streetcar would also serve, and perhaps utilize, the ex-Central Railroad of New Jersey terminal within Liberty State Park, a preserved historic structure. Its web site, www.lhry.org/index.shtml, provides additional information. On June 22, the North Jersey Transportation Planning Authority approved three studies, including one using a heritage streetcar loop that would serve Liberty State Park.

AMTRAK

Amtrak has released a free iPhone app, which permits passengers to plan trips, purchase tickets, check schedules and train status, and view station information.

MISCELLANEOUS

Member Raymond Berger prepared this table, which compares light rail/streetcar, rapid transit, trolley coach,

and commuter rail operations by location in the United States. Please note that it does not include tourist lines, people movers, historic operations, or monorails, nor does it include systems proposed or under construction. The purpose of this exercise is to inform the reader of the increase of these operations in the hope of encouraging personal inspection, riding, and photography.

LOCATION	LIGHT RAIL/ STREET- CAR	RAPID TRANSIT	TROLLEY COACH	COMMUTER RAIL
Albuquerque				✓
Atlanta		✓		
Austin	✓			
Baltimore	✓	✓		✓
Boston	✓	✓	✓	✓
Buffalo	✓			
Charlotte	✓			
Chicago		✓		✓
Cleveland	✓	✓		
Dallas	✓			✓
Dayton			✓	
Denton	✓			
Denver	✓			
Houston	✓			
Los Angeles	✓	✓		✓
Memphis	✓			
Miami		✓		✓
Minneapolis	✓			✓
Nashville				✓
New Haven				✓
Newark	✓			
No. New Jersey	✓	✓		✓
So. New Jersey	✓	✓		
New Orleans	✓			
New York City		✓		✓
Norfolk	✓			
Oceanside	✓			✓
Philadelphia	✓	✓	✓	✓
Phoenix	✓			
Pittsburgh	✓			
Portland	✓			✓
Sacramento	✓			
St. Louis	✓			
Salt Lake City	✓			✓
San Diego	✓			✓
San Francisco	✓	✓	✓	✓
San Jose	✓			✓
Seattle	✓		✓	✓
Washington, D.C.		✓		✓
Total	30	13	5	21

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Facing an \$8 billion debt, MBTA is considering a fare

(Continued on page 13)

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

increase. Fares have remained unchanged since January 1, 2007.

A solar power company that would like to install solar panels atop the Boston Engine Terminal's nearly 8-acre roof has approached MBTA, Massachusetts' largest consumer of electricity. Similar installations are proposed for its Readville Yard and Billerica facilities.

On July 26, MBTA reported that 14,000 votes were cast to determine the new color scheme for the 20 locomotives that are being purchased from MPI and are due to begin arriving at the end of 2012. Half who voted chose scheme #3 that adds black to the traditional silver, purple, and yellow. A large "T" will appear on each side, with a smaller version on the engine's front.

Governor Deval Patrick named MBTA General Manager Richard Davey, who has served since March, 2010, Secretary of Transportation on August 4. He replaces Jeff Mullan, who is returning to the Boston law firm where he is a partner.

According to a report issued on August 1, the Green Line extension to Medford is delayed again, and Fairmount upgrades are moving along, but the Red Line/Blue Line Connector may never happen. The Green Line extension is one of the public transit projects required under the amended State Implementation Plan that are required to be built by the Commonwealth as air quality mitigation measures for the Central Artery/Third Harbor Tunnel. The projections for the Green Line Extension project have been refined. Under the revised timeframe, passenger service would begin no earlier than the fall of 2018 and no later than the summer of 2020. The schedule is contingent on MBTA taking full ownership of property required for construction. With the Red/Blue Line Connector, the problem is escalating costs and the inability to identify funding sources. The complete report can be found at www.eot.state.ma.us/downloads/sip/SIP_AnnualRpt2011.pdf Thanks to member Todd Glickman for these reports.

PHILADELPHIA, PENNSYLVANIA

The Philadelphia Chapter of NRHS announced that the "Farewell to the Faithful Silverliners" would take place on Sunday, September 25. For details, please contact the chapter at www.trainweb.org/phillynrhs/ or via mail at P.O. Box 7302, Philadelphia PA 19101-7302. The fare is \$50.

Member Alfred Gaus, Jr. sent a June, 2011 Silverliner V Progress Report. During June, six additional cars entered service (details were reported in the August **Bulletin**) for a total 21 in service. Eight cars were shipped to SEPTA for final testing. All car shells have been in Philadelphia since January, with 61 at the final assembly facility. The remaining 29 were stored at the Philadelphia port due to lack of storage space at the Wecacoe plant. 702, which was the test car, returned to

Philadelphia at the end of June to undergo complete testing and inspection prior to being delivered to SEPTA.

The headline was, "Amtrak power failures throwing SEPTA off track." Reading the fine print, in June, riders on the Chestnut Hill West Line (CHW) were delayed (i.e. arrived more than 6 minutes late) 31 times by power problems and 40 times by Amtrak dispatching. (CHW is one of seven SEPTA lines operating wholly or partially on Amtrak trackage.) This represents 11% of the schedule, as opposed to 9% for the Regional Rail system as a whole. Power issues listed include malicious damage (pipes thrown onto the catenary), sagging wires due to extended periods of 100+-degree heat and "voltage disparities between Amtrak and SEPTA lines". The last is unclear, as both Amtrak and SEPTA use the same nominal electricity (11,000v, 25 Hz). Delays on CHW affected 11% of arrivals, compared to 9% for the system as a whole.

There is some genuinely good news for a change, because SEPTA's 2010 ridership of 334 million passengers was the highest since 1989, up 4% since 2009. Better yet, the added \$43.5 million in revenue more than paid for the extra \$37 million in operating costs. Nothing's perfect: Regional Rail's increase was less, and the Airport Line was actually down 9%, but it was still the best year for Regional Rail since 2008. It should get better steadily as the Silverliner Vs gradually make their way through the system. Thanks to member David A. Safford for these two reports.

Member Bob Wright sent these comments. "Phase 1 of the catenary project (July **Bulletin**) is being done on the Manayunk/Norristown Line on the outbound track. There are numerous temporary wire supports up, and trains that go through on this track are operating on slow orders — not sure if this is merely the heat we've had lately or if it will stay that way once the weather cools down. The project is supposed to last for nine months and the next schedule for the line (effective August 28) shows the same pattern in effect as now — every 2 hours in middays (half the usual service) with all trains on the inbound track through the work zone (16th Street Junction to Ivy Ridge). With the August 28 schedules, the Fox Chase Line will be bused in middays. I believe this is for track work but have not heard for sure. The catenary in this area dates to the early 1960s as opposed to other lines on the Reading 'side' where the catenary dates back to the original early 1930s electrification. To add to the note on Silverliner car 299 in the August **Bulletin**, one end does not have the red/blue striping (on the side opposite the Engineer's position). I believe there was some sort of accident repair and the decal has not been reapplied. It looks a bit odd and is a throwback to the pre-2000 look of these cars (which I prefer) without any window or end striping — truly Silverliners! Recently, more Broad Street Subway

(Continued on page 14)

Commuter and Transit Notes*(Continued from page 13)*

cars have received the bare-metal treatment first applied to 666. I've heard that about another 4-5 have had this done — the orange paint around the windows is stripped and the metal finish is left, with the exception of an orange stripe above the window line. Apparently the fleet is going through a rehab and all cars will be given this treatment. I've had occasion to pass through Girard station on the Broad Street Subway and the rehab underway there is taking shape. Considering what an awful condition this station was in, the upgrade is very dramatic."

Cinders reported additional details about the August 28 schedule change affecting the Lansdale-Doylestown Line as a new signal system is cut in on the south end of this line. A new controlled siding between Colmar and Chalfont, called "Link," will replace the shorter "Forest" siding north of Chalfont. 16 weekday off-peak Lansdale trains are being extended to the new siding, making stops at Fortuna, Colmar, and Link Belt. Upon completion, there will be just three stations (New Britain, Del Val College and Doylestown) that will not be served by these trains.

Cinders also reported that SEPTA has rebuilt three of the abandoned yard tracks at Chestnut Hill East. During the last "Farewell to the Silverliners" trip that took place on October 24, 2010, I took a photo of the area, and it certainly qualified for some major work. Effective with the new schedules, the yard has the capacity to store 20 cars, and will be used for this purpose during mid-days. This will relieve congestion at Roberts Yard caused by deliveries of Silverliner Vs.

PITTSBURGH, PENNSYLVANIA

As of August 1, PAT began phasing in its smart card fare system with University of Pittsburgh faculty, staff, and students who began tapping their university ID cards on the target of new fare boxes that have been installed on LRVs and buses. PAT has named its smart card *ConnectCard*. The more than 40,000 UP population will get free rides on the transit system as a result of the University paying PAT \$6.8 million for this year of service. In the coming months, fare policies will be established before *ConnectCard* is expanded to other riders. Thanks to member Mel Rosenberg for this article from **The Pittsburgh Post-Gazette**.

WASHINGTON, D.C. AREA

Because sufficient numbers of Virginia Railway Express (VRE) riders have questioned CEO Dale Zehner as to when the (ex-Metra) Gallery cars will be replaced (there are approximately 20), he responded as follows. "On July 1, VRE issued a Request for Proposals (RFP) for 8 new rail cars with toilets. The RFP also has options for 42 additional cars (5 cab cars, 22 cars with toilets, and 15 cars without toilets). The cars are re-

quired to be compatible with our current fleet of cars. VRE has been very successful at this 'option style' bidding. In 2004, VRE issued a proposal for 11 cab cars with an option for 50 additional cars. Ultimately, VRE was able to procure all 61 cars (we now actually have 71 new rail cars). In a similar procedure, VRE issued an RFP for 2 locomotives with options of up to 18 more. I am pleased to report that we were successful in this endeavor as well. Our 15th locomotive is currently in service and the remaining 5 are on their way." He added that currently there is only funding in place for the first eight cars, but the agency will work to "cobble" the money to purchase all 50 cars.

The extreme heat caused delays of 5-15 minutes to MARC and 5-10 minutes to VRE service in July. Track components can expand; contract, or shift in severe heat or temperature swings, requiring slower speeds.

NORFOLK, VIRGINIA

In advance of The Tide's August 19 opening, on August 11, a car struck an LRV that was making a test run. No injuries were reported, but the driver left the scene. Police are investigating and have video footage to assist. Free rides were provided over the weekend, with revenue service commencing on August 22. Thanks to member Phil Hom for this report.

CHICAGO, ILLINOIS

Beginning this month, the program that permitted all seniors traveling on Metra, CTA, and PACE to ride free has ended. Low-income seniors who are enrolled in the Illinois Department of Aging's Circuit Breaker Program will continue to ride free under that program. Seniors not enrolled in this program will pay approximately half of the regular fare.

On July 21, CTA exercised a 300-car, \$317 million option with Bombardier for 5000-series cars. Previously 406 cars were ordered. For CTA, it will be the first time that cars with a.c. technology are being purchased. The cars will be built in Plattsburgh, New York.

MILWAUKEE, WISCONSIN

Here is news on a proposed commuter line for which I had not previously reported — Southeastern RTA (SERTA). On July 25, plans were canceled for a 33-mile commuter rail line with nine stations, linking Kenosha and Racine with Milwaukee (KRM). The trains would have operated over UP and CP trackage, along with Amtrak's *Hiawatha Service*. SERTA was created in July, 2009 with the authority to construct, operate and manage the KRM Line. Its web site (www.sewisrta.org) shows photos of Colorado Railcar DMUs as the equipment that would have been used. At its final meeting, SERTA requested that the \$6 million that Congress had allocated for the project be directed to bus systems in the aforementioned cities, if legally possible. Much of the agenda was dictated by the Legislature because in the 2011-3 state budget, lawmakers ordered that the

(Continued on page 15)

Commuter and Transit Notes

(Continued from page 14)

Southeastern RTA and its Dane County counterpart be dismantled, along with two other regional transit authorities that had been authorized but never formed. Remember that it was Wisconsin's Governor, Scott Walker, who canceled the proposed Milwaukee-Madison rail project (December, 2010 **Bulletin**). Thanks to **Mass Transit Magazine** for this news.

DALLAS, TEXAS

Dallas Area Rapid Transit (DART) received approval from the Federal Transit Administration (FTA) when it issued its Finding of No Significant Impact (FONSI) on July 21, to proceed toward construction of its Dallas-Oak Cliff streetcar project. The 1.6-mile streetcar line is a collaborative endeavor involving the North Central Texas Council of Governments, City of Dallas, and DART as well as FTA. FTA awarded the agencies \$23 million in Transportation Investment Generating Economic Recovery (TIGER) grant funding for the transit project, which will provide streetcar service from near Union Station in downtown Dallas to the intersection of Colorado Boulevard and Beckley Avenue in Oak Cliff. The \$35 million project also includes \$12 million in Regional Toll Revenue funds. When completed in December, 2013, the line will provide a much-needed link between downtown and North Oak Cliff via the Houston Street Viaduct over the Trinity River and offer easy connection to other transit options at Union Station.

SALT LAKE CITY, UTAH

When the Mid-Jordan and South Jordan extensions opened on August 7, 16 miles were added to the 64-mile TRAX light rail system. UTA also modified the route structure so that there are now three lines: Blue (Sandy Civic Station to Salt Lake Central Station), Green (West Valley Central Station to Salt Lake Central Station) and Red (Daybreak Parkway to University Medical Center). In order to fund these lines, bus service was cut by 10% and 90% of all bus routes were changed as UTA cut, shortened, or combined them to mesh with the new TRAX lines.

Extensions to Salt Lake City International Airport (6 miles) with six stations and Draper (3 miles) with three stations are projected for completion in 2013. A *Front-Runner* extension from Salt Lake City to Provo is expected to be complete in 2014.

ALBUQUERQUE, NEW MEXICO

On August 10, it was announced that reduced weekday schedules would go into effect on August 29, and for weekends on September 10. The latter would remain through the end of October and starting Saturday, November 5, a Winter weekend schedule will be implemented. A special schedule will be in effect for the New Mexico Wine Festival during Labor Day Weekend.

In its August Newsletter, *Rail Runner* reported that the Sandia Pueblo station, its thirteenth, would open soon.

It will be located between Downtown Bernalillo and Los Ranchos/Journal Center. Still to come – Zia Road, between South Capitol and Santa Fe County/NM 599.

PORTLAND, OREGON

September 10 marked ten years of TriMet's MAX Red Line service to Portland International Airport (PDX). Ten million rides have been taken on this line.

HONOLULU, HAWAII

On July 19, the state's Department of Commerce and Consumer Affairs threw out one of two protests made by Bombardier over the award of the contract for LRVs, which was made to Ansaldo Honolulu, a joint venture of Ansaldo STS and Ansaldo Breda. Bombardier's argument centered on language in the proposal regarding limited liability. In its best and final offer, the company offered to change the language to have a cap on potential liability. As a result, the company's bid was considered disqualified. Bombardier had ten days to file an appeal with the Circuit Court. Thanks to member David Erlitz for this report from **The Star Advertiser**.

TORONTO, ONTARIO, CANADA

On July 22, the first train of Bombardier-built Red Rockets entered revenue service. The first train was delivered in October, 2010 and had been undergoing testing. All 70 trainsets are being assigned to the Yonge-University-Spadina Line, which will enable the non-air-conditioned 1974-80 Hawker-Siddeley (H-4 to H-6) cars to be scrapped. Details were reported in the August **Bulletin**.

LUXEMBOURG, GERMANY, AND THE NETHERLANDS

My wife and I took advantage of a "make-up" riverboat cruise on the Mosel and Rhine Rivers. While this was not the itinerary that we originally planned last year, it was a wonderful trip. Here is the back story: Some may remember that in mid-April, 2010, the Eyjafjallaökuhl Volcano in Iceland erupted, and its ash cloud caused the cancellation of air service to/from Europe for six days. We were scheduled to fly to Bucharest, Romania via London during that period for a 7-day riverboat cruise from the Black Sea to Budapest. Without any flights operating, we could not go. We were given the opportunity to take a cruise this year. This would be our second such cruise; the first one, from Prague (Nuremberg) to Budapest, was detailed in the July, 2006 **Bulletin**.

On July 27, we departed from Newark Airport and changed planes at Amsterdam's Schiphol Airport, to one that took us to Luxembourg. The equipment for this flight had to be replaced, and so we left nearly one hour late. Because the hotel had not checked that our flight was delayed, their van was not waiting for us. We then opted for a bus that cost €1.5 (US\$2.25) per person, which dropped us nearly in front of our hotel, which was directly across the street from the railway station. After checking in, we proceeded to explore Luxembourg City and took a two-hour walking tour, where we visited the

(Continued on page 17)

New York City Subway Car Update

(Continued from page 6)

was out of **A** service as of February 18 and could be mated to one set of ex-JFK Express "A-A" cars to form a 4-car unit.

The occasional use of R-46 trains on **F** recommenced during the PM rush hour of May 9, 2011. Coincident with the new schedule to be in effect in June, they were to be used in limited numbers (up to 3 8-car trains) on **F** during both rush hours. This pattern was begun on the morning of June 24 and continued through July 15, 2011 with as many as five 8-car trains appearing in any given period, which has also included middays and early evenings.

The following 36 Jamaica-assigned R-46s are equipped with three air compressors per four-car unit and until July 5, 2011 were generally assigned to **G**: 5502-5, 5550-3, 5574-81, 5594-7, 5670-3, 5762-5, and 5818-21. They now are part of the Jamaica-based R-46 fleet used on **F** and **R**.

Door enablers were installed on all remaining R-46s at Jamaica and about half of the fleet at Pitkin (so far only in the 4-car 5822-6205 group) as of July 15, 2011.

As R-68s gradually entered service on **G** (see below), the presence of single, 4-car R-46 units was diminished in a corresponding manner, with the last two sets departing that line after service on July 5, 2011.

Through July 15, 2011 two rotating trains of Coney Island-assigned R-68s, and occasionally R-68As, have been assigned to **D**, as long-term SMS of the Concourse-based fleet (2500-2783) continued. Since October 29, 2010 this borrowed equipment had been physically transferred to Concourse Yard, but it is now being operated from Coney Island and swapped out on a day-to-day basis.

Starting on June 18, Coney Island-assigned R-68s and R-68As were assigned to regular service on **N** and **Q** on weekends to balance out the fleet mileage against the R-160s. Prior to that time the Car Equipment Division had difficulty gaining access to the (then) 510-car R-160 fleet for inspection and maintenance purposes because most of the time they were being continuously utilized in passenger service, while the R-68s and R-68As tended to be laid up during off-peak times when **B** (their chief assignment) did not operate.

With the start of the new schedule, R-68As (and R-68s) were generally removed from base service on **N**, though occasional, isolated trains might still be observed, as one was on June 27.

The very first trip on which a set of Coney Island R-68s (2784-2915) was used to serve **G** occurred Thursday, May 5, when cars 2786/7/5/4 departed Church Avenue and arrived at Court Square at 2:02 AM. Two sets of R-68s were then used daily as a way of allowing

operating personnel (at the time based out of Jamaica, but with many to move to Coney Island with the work when the summer schedule went into effect) to re-familiarize with this equipment. Two more sets of R-68s were added on May 23 and then two more on June 13 for a total of six, or about half of **G**'s rush hour requirement of 13 4-car trains (52 total).

The full-time operation of R-68s on **G** commenced with the new schedule of June 26, 2011 but was then supplemented by a few lingering sets of Jamaica-based R-46s being operated by Coney Island crews for several days, as they continued to occupy layup slots at Coney Island until all were eventually relayed home to Queens. The first day of **G** operation using 100% 4-car sets of R-68s was Wednesday, July 6, 2011.

This transformation ostensibly ended 35 years of almost continuous use of R-46 equipment on **G**, néé "GG". Such service initially began during the cars' delivery phase in September, 1976, at which time they basically replaced the last of the pre-war IND R-1 to R-9 cars still running from 71st-Continental Avenues to Smith-9th Streets. Mixed among other SMEE types (R-10s and R-32s) on GG, the R-46s were usually, but not always, made up into 6-car trains through that initial period, as they were then set up as "A-A" or "A-B" couplets that could be arranged in various multiples of two. The R-46s were briefly removed from GG between January, 1981 and June of 1982, during the HPT-2 truck debacle. They were again taken away for an extended period starting on May 16, 1985 and replaced by R-32s in that interim, although they were again used on an occasional basis after the major schedule change of May 24, 1987 that saw the swap of Queens terminals between **N** (to Astoria) and **R** (to Continental Avenue). Beginning on October 14, 1988 then-unrebuilt R-46s (in 6-car trains) and GOHd R-32s (in 8-car trains) shared service on **G**. The first sets of rebuilt R-46s, still set up in couplets, arrived on **G** during January of 1991 and basically assumed all service as of March 20, being spelled by an occasional R-32 train for many years thereafter. Sometime in 1995 the "A-B" R-46s were re-configured into permanently-linked 4-car "A-B-B-A" sets and so used on **G**, joined by an "A-A" set of (renumbered) 6200s to form the requisite 6-car trains. By 1996 the use of R-32s on **G** had all but ended, and when it did occur was most often represented by an odd 10-car consist borrowed from **E** or **F** if so required. The very last recorded observation of an R-32 train on **G** thus occurred on October 18, 1999. The base **G** requirement of 12 6-car trains of R-46s (72 total) survived unchanged from March, 1991 through December 17, 2001, when the line was truncated at Court Square during peak hours and 4-car sets used exclusively at all times, which reduced the maximum requirement to 40

(Continued on page 17)

New York City Subway Car Update*(Continued from page 16)*

cars total (10 4-car sets). In the years from 2001 to 2011 **G**'s rolling stock again remained virtually unchanged (though the route itself was variously curtailed from Continental Avenue to Court Square and then finally extended from Smith-9th Streets to Church Avenue in 2009), until the long-rumored switch to R-68s took place between May 5 and July 5, 2011.

R-143 A-car 8277, which was extensively damaged in an accident at Canarsie during June, 2006 and had been shipped to Kawasaki's facilities in Yonkers and Lincoln, Nebraska for possible structural restoration, was returned to NYCT during April, 2011 and might still be repaired, but would be done in-house. Its three mates (8278, 8279, and 8280) are also still in limbo at 207th Street and have been moved in and out of the shop several times since 2008.

"Seatless" R-160B train 8713-22 was removed from **E** service on April 22, 2011 (Good Friday) and shipped back to Coney Island. After spending about a month in the shop to have its flip-up seats and supplementary stanchions removed and the original interior configuration restored, the entire train then resumed passenger service on **N** and **Q** as of May 23, 2011.

As an element of the new schedules going into effect on June 26 (and in support of the 100% assignment of R-160's to **N** and **Q**, at least on weekdays), 50 additional R-160A-2s were also gradually transferred to Coney Island, in part reversing a 20-car shift that occurred in June, 2009 to accelerate retirement of the R-32s, R-40Ms and Morrison-Knudsen-overhauled R-42s then at Jamaica. These changes took place as follows, all from Jamaica (**E**, **F**, sometimes **R**) to Coney Is-

land (**N**, **Q**):

Alstom R-160A-2s 9143-52 on May 6, 2011

Alstom R-160A-2s 9163-7 and 9173-7 on June 13, 2011

Alstom R-160A-2s 9158-62 and 9183-7 on June 19, 2011

Alstom R-160A-2s 9168-72 and 9188-92 on June 27, 2011

Alstom R-160A-2s 9153-7 and 9178-82 on June 30, 2011.

Though the use of R-160s on **R** was officially eliminated under the new schedule of June 26, 2011 (maximum requirement of 232 R-46s), they were on hand in the usual sparse quantities (3-4 trains on weekdays) by July 8, 2011.

Retired Equipment and Non-Revenue Events

As of June 4, 2011 single-unit World's Fair R-33s 9317, 9320, 9328, 9338, and 9343 had been removed from work service, but since the last Update cars 9315, 9335, 9336, and 9340 were reactivated, which yielded an overall quantity of 30 remaining cars as of July 15, 2011. In place of 9328, World's Fair R-33 9329 was moved from 239th Street to 207th Street, where it assisted as a utility motor for the refuse train and signal dolly. To make way for the transfer of R-142As 7211-5 to Kawasaki in Yonkers and the annual summer track renewal at 207th Street Yard, 12 of the 14 retired Morrison-Knudsen-overhauled R-42s formerly assigned to Jamaica (4550/1, 4616/7, 4620/1, 4674/5, 4704/5, and 4784/5) were shifted to storage at Pitkin Yard. By mid-June of 2011 the 10 Phase I R-32s permanently assigned to work service out of Coney Island and/or 38th Street Yards had received "1" pre-fixes ahead of their road numbers, as such: 13494/13495, 13510/13511, 13552/13553, 13642/13643, and 13694/13695.

Commuter and Transit Notes*(Continued from page 15)*

sights of interest and learned the history of the Grand Duchy of Luxembourg, as it is officially known. At the present time there is no tram system; however, a posting on the Internet reports that one is planned in the near future. A visit to the Société Nationale des Chemins de Fer Luxembourgeois (CFL) railway station found that all passenger trains were electrically powered. I noted single-level push/pull trains and Bombardier-built double-decker EMUs. There was also an identical one of the latter, operated by SNCF for its "ter service," as well as a SNCF TGV set. We did not sleep well on the plane, and as we had been up for about 32 hours, after dinner we returned to the hotel and got a good night's sleep. The following morning after breakfast, we perused some of the stores and then checked out of the hotel. Our riverboat cruise began in Remich, a city on the Mosel River about one-half hour away, and

we used the local bus, again at a €1.5 fare.

After checking in and stowing our luggage, we walked into Remich and also back and forth across a (free) bridge spanning the Mosel River connecting Luxembourg with (Nennig) Germany. I don't know how it was in pre-European Union days, but today there are no checkpoints, and traveling between Luxembourg and Germany is as seamless as going between any of our states, tolls notwithstanding. The ship departed after midnight for our first stop in Bernkastel, Germany. During the remainder of the trip, we would make stops at Cochem, Koblenz, Mainz, and Cologne, Germany with Amsterdam as our final stop. In each city, there were local guides to take us around.

Until we reached Koblenz, we traveled on the Mosel River with its almost endless hills that produce numerous varieties of wine and beautiful scenery. The ship passed through a number of locks in the course of traveling along the Mosel. After Koblenz we were on the

(Continued on page 19)

LIRR HILLSIDE AND MORRIS PARK SHOP TOUR

by Marc Glucksman
(Photographs by the author)

On Saturday August, 6 the Division conducted a tour of LIRR's Hillside and Morris Park Facilities. The group met up at LIRR's Jamaica Station. From there everyone boarded a Hempstead-bound train, one of those designated to stop at the Hillside Facility stop. As we de-trained and checked in, our guides took us through various areas of the shop. Since it fully opened in 1991 nearly every system of the electric MUs, from the trucks and wheels to the air conditioning and motors, is maintained inside of this building. The approximately 170 M-3s and 836 M-7s all visit this shop on a regular basis for most of their repairs and upgrades. Some of the work on the bi-level coach fleet is also performed here.

After a lunch break, we met again at the Morris Park Shops. Opened in 1889, the present fleet of LIRR's diesel and dual-mode engines (DE/DM-30AC and MP-

15AC) are the current occupants of a long line of equipment that has been there over the years. Some of this history is preserved by the presence of the engine house and roundtable, the only ones still in regular use on LIRR.

We also visited the "boneyard," a rear area of the facility that has a mix of equipment to be scrapped and saved. Caboose C-66 is a sister unit of C-60, which is presently in the New York Transit Museum. M-1s 9745/6, which have also been designated for preservation, were parked next to the employee station.

Thanks again to the staff of both LIRR facilities and Sid Keyles for coordinating this trip.

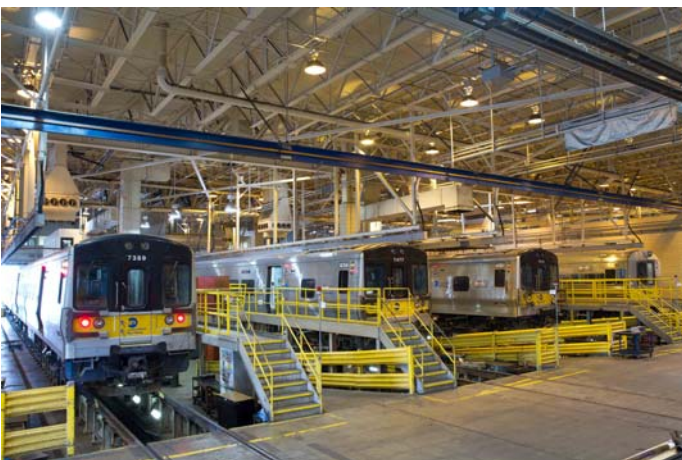
Our next trip is October 1, a day trip to Philadelphia to visit the Fern Rock and 69th Street Shops.



M-7s move into Hillside Maintenance Facility.



M-3s 9804/3 and 9792/1 undergo maintenance while showing off the blue stripe.



A full house of M-3s and M-7s.

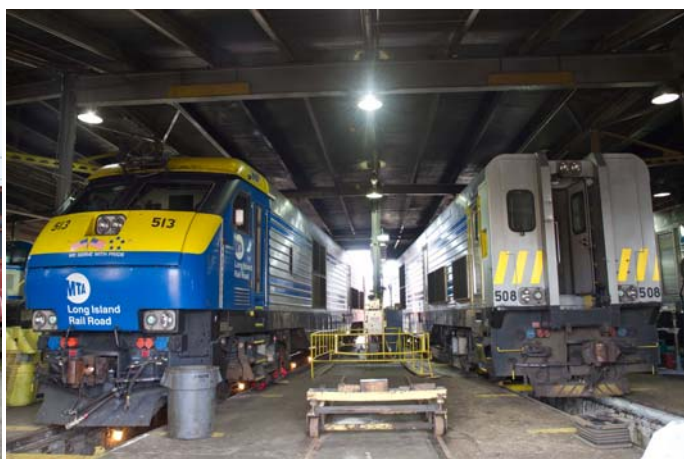


M-7 7483 passes museum M-1s 9745/6 on its way to Flatbush Avenue after stopping at the Morris Park employee station.

(Continued on page 19)

LIRR Hillside and Morris Park Tour*(Continued from page 18)*

Unrestored caboose C-66. Restored sister unit C-60 is on display in the New York Transit Museum.



DM30-ACs 508 and 513 show both ends over the pit in Morris Park Engine House.

Commuter and Transit Notes*(Continued from page 17)*

Rhine River, famous for its castles, vineyards, and, of course, the Lorelei Statue. Contrary to what I believed, there were numerous freight trains interspersed with the passenger trains, and there were tracks on both sides of the Rhine. Engines that resembled the ALP-46 powered some trains. We had some free time in each city visited and I was able to photograph trains at the Koblenz, Cologne, and Amsterdam railway stations. At no time was I asked why I was taking photos! There were trams in Heidelberg, Cologne, and Amsterdam. Heidelberg also had a funicular to connect the Schloss (castle) with the city. In Bernkastel, the former railway station now houses a restaurant.

The cruise ended in Amsterdam and we stayed for two additional days, which gave us time to explore the city, its museums, and other attractions. Our visit coincided with a Gay Pride Celebration, and the city was more crowded. We purchased 48-hour transit cards (€11.50, or a bit more than US\$16), which contain a RF chip that you tap on the device in each car upon entering. As cars arrive at a stop, the tram's PA instructs to tap your Transit Chip Card as you leave. I had a few hours to ride the Metro, which did not exist during our last visit in 1976. The first line opened the following year. There are presently four lines: 50, 51, 53, and 54, Line 52 is under construction and not scheduled to open until 2017. Portions of some lines are served by more than one route. Due to major tunnel reconstruction, Metro service was suspended from Centraal Station to Amstel Station from July 23 to September 4. In its place is bus route 59, which serves three of the four closed stations. Nieuwmarkt Station could not be served by buses due to the streets being too narrow. The trip on the Route 59 bus took about 15 minutes and once on the platform,

the first train to arrive was a Line 54, which I rode to the Bijlmer ArenA station. I detrained to take some photos and boarded an inbound Route 54 to Van der Makeweg, where I transferred to a Route 53 train that I rode to Gaasperlas, the terminus. This train took me to Van der Makeweg. Up until this time, I rode in cars from the originally deliveries (1-44) but the next train, a Line 50, used cars in the 70-106-group, which arrived in 1996-7. I detrained at Heemstedestraat and rode an inbound train to Station Zuid and waited for a Line 51 train, which used cars from the 45-69-series.

This line is unusual in that it runs from Centraal Station (Amstel on this day due to the construction project) on third rail; however, at Station Zuid, a pantograph is raised and the car then operates using overhead power for the rest of its trip to Westwijk. Along the way, it is joined by Tram Route 5, which diverts at Oranjestraat to its terminus at Binnenhof. Due to the height differences of the cars, there are both low-level and steps to a high-level platform at the stations where both lines operate, just as Pittsburgh's PAT did when LRVs and PCCs were being used. I returned on a Line 5 car since it stopped at our final museum for this trip – The Van Gogh. (We had previously visited the Jewish Museum, Rijks Museum, and Anne Frank House.) At the conclusion of our visit, we rode a Line 5 car to Dam (Dam Square), had an enjoyable dinner, and returned to the hotel to pack for our early morning departure. After checking out of the hotel, a Line 2 car took us to Centraal Station, where we boarded an NS (Nederlandse Spoorwegen) train for the 13-minute ride to Schiphol Airport. The fare was €4.20 (US\$6) per person. Riverboat cruising is a very enjoyable way of traveling.

JERUSALEM, ISRAEL

Member Dave Klepper reported that the LRT opened on August 19. We will have more in the October issue.

(Continued on page 20)

Around New York's Transit System

New Entrance to Fulton Street Transit Center Opens

On August 1, MTA and elected officials opened a new entrance to the Fulton Street Transit Center at 135 William Street in Manhattan. The entrance, which includes a restored mural and a gate from the McAlpin Hotel that were originally installed in the **A C** station in 2000, is expected to ease congestion between the **2 3**

and **A C** stations that are part of the complex.

Work on the transit center is more than 50 percent complete, and the project is expected to be finished in June, 2014, with components being placed into service as they are completed. For example, additional entrances at 129 William Street and 150 Fulton Street are expected to open in 2012.

Commuter and Transit Notes

(Continued from page 19)

BANGKOK, THAILAND

Less than two weeks after Todd Glickman gave his talk on "Transit Systems of Asia" at the July Division meeting, he was back in Asia as part of his job at MIT. "My first stop was Bangkok, Thailand. At the meeting, I showed pictures of the elevated BTS Skytrain that has been in operation since December 5, 1999, and mentioned that a significant extension of the Sukhimvit Line would be open later this year. On this trip, I learned that five new stations on the east end of the line will open on August 12, 2011, extending past On Nut, the current terminal. The new stations are: Bangkok Chak, Pun-nawithi, Udom Suk, Bang Na, and Bearing. I noticed that ticketing machines are already being modified. Since BTS Skytrain has distance-based fares, previously one would look up the zone of the destination station on a chart, and push the corresponding zone button on the ticket machine. The machine would then display the fare required, and coins would be inserted to vend the ticket. The new system has a chart that shows instead of a zone number, the cost of the ride from the originating station. One then pushes the button for the

corresponding fare amount, inserts the coins, and the ticket is vended.

"Later this year, on December 5, four new stations will open on the Silom line, south of the current terminal station Wongwian Yai. The new stations are: Pho Nimit, Ratchada-Rajapreuk, Wuthakard, and Bang Wa. Additional extensions of each line are planned, but not yet in construction. For those who are interested, the opening dates have been carefully selected, as August 12 is the birthday of the Queen of Thailand, and December 5 that of the King of Thailand. Each day is a major holiday in the country, and events of significance are often scheduled on those dates."

FROM THE HISTORY FILES

90 Years Ago: On September 1, 1921, the Toronto Transit Commission took over the operations of the Toronto Railway Company and the Toronto Civic Railway.

40 Years Ago: On September 1, 1971, Boston's South Shore (now Red) Line opened to Quincy Center, a distance of 6.25 miles via a flying junction north of the Columbia station. A 3.2-mile extension to Braintree opened on March 22, 1980. Quincy Adams, an intermediate station, opened on September 10, 1983.

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

IRT Operated Frequent, Dependable Service 75 Years Ago

(Continued from page 1)

LINE	TYPE OF CAR OR NUMBERS
Lexington Avenue-White Plains Road	Lo-V
Lexington Avenue-Jerome Avenue	Lo-V
Lexington Avenue-Pelham	Hi-V combination trains
Seventh Avenue Express-180 th Street Bronx Park	Lo-V, Flivvers (A)
Broadway-Seventh Avenue Express-242 nd Street	Hi-V combination trains, a few Lo-V (B)
Seventh Avenue-Lenox Avenue Local	Hi-V combination trains
Broadway-Seventh Avenue-137 th Street Local	Hi-V combination trains
42 nd Street Shuttle	3650-3 and 4015-24
Flushing and Astoria	Steinways 4025-36, 4215-22, 4555-76, 4700-70, and 5628-52 and Lo-V 4771-83

(A) Flivvers provided less than half of the rush hour service

(B) About five Lo-V trains