

# The Bulletin



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

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## ***The Bulletin***

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## **HURRICANE IRENE STRIKES EAST COAST Subways and Commuter Rail Completely Shutdown – An Unprecedented Action by Bernard Linder and Randy Glucksman**

Hurricane Irene was born in the Caribbean Sea at 7 PM Atlantic Time, Saturday, August 20. In the following days, she achieved Category 3 status during her northward trek, causing flooding and damage to several Caribbean Islands. The East Coast of the United States was put on alert, and by August 24, evacuations began from the Outer Banks of North Carolina. Each day, at press conferences, elected officials detailed the steps that were being made to prepare for Irene's arrival. Following is a day-by-day summary of what took place in the New York metro area.

### **PREPARATIONS**

#### **THURSDAY, AUGUST 25**

Governors Cuomo (New York), Christie (New Jersey), and Malloy (Connecticut) preemptively declared states of emergency. On the same day, the Long Island Rail Road canceled Friday's Hunterspoint Avenue to Montauk trains along with weekend work projects. At an evening press conference, MTA Chairman Jay Walder stated that if there were sustained winds in excess of 39 mph, train service would be suspended. This action would be taken eight hours in advance of this occurring. All rail agencies began taking precautions and moving equipment to higher ground and storage locations away from low-lying areas. PATH crews prepared for potential flooding with sandbags and pumps, including a 1,000-gallon-per-minute, trailer-mounted portable diesel pump that could be used inside tunnels if necessary. Floodgates would also be utilized if needed at Hoboken

and Exchange Place. Portable pumps with all necessary hoses, and emergency generators were checked and tested. Amtrak canceled: *Auto Train* (#52/53), *Palmetto* (#90), *Silver Meteor* (#97/98), and *Silver Star* (#91/92) for trains originating between August 26 and 28. For August 27 and 28, the *Carolinian* (#79/80) and *Palmetto* (#90) were canceled.

#### **FRIDAY, AUGUST 26**

The unthinkable happened. MTA Chairman Jay Walder announced that effective noon Saturday, NYC Transit subways and buses, Staten Island Railway, the Long Island Rail Road, and Metro-North would shut down. This action is unprecedented. Mayor Michael Bloomberg issued the first-ever mandatory evacuation order for people living in the so-called "Zone A," the low-lying areas of the city, notably the Rockaways, Coney Island, Manhattan, and parts of Staten Island. It was estimated that roughly a quarter million people live in a "Zone A" area, but the shelter capacity that the city can provide could only accommodate 70,000. It was recommended that people go to and stay with friends. Fare collection was suspended on westbound LIRR Far Rockaway, Babylon, and Montauk trains as well as on New York City and MTA Long Island buses, and as of 8 PM at subway and railroad stations located in the mandatory evacuation areas. LIRR ran special shuttle trains between Far Rockaway and Valley Stream. After 8 PM, toll collection was suspended at the Cross Bay Veterans Me-

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**NEXT TRIP: FERN ROCK & 69<sup>TH</sup> STREET SHOP TOUR, OCTOBER 1**

## A HISTORY OF THE **A** TRAIN

### by George Chiasson

### (Continued from September, 2011 Issue)

#### ROLLING STOCK USED ON THE FULTON STREET ELEVATED, 1888-1956

##### Kings County and Early Elevated Equipment

When opened in 1888, the Kings County Elevated Railway was populated by 80 coaches that were provided by the famous Pullman car works of Chicago (100-179), all hauled by Forney-type 0-4-4T coal-fired, steam-powered locomotives. While not much is known about the motive power, the coaches were of a more or less standard design of the day, measuring a little over 48 feet long, just under 9 feet wide at the thresholds, and 12 feet 9 inches in height. Access was attained via open vestibules with manually-operated metal swing gates and seating was mostly longitudinal with a few transverse types gathered in the middle of the car. In sum they were virtual copies of the cars used on both the Manhattan els and the Brooklyn Elevated Railroad before the Kings County EI was formed, but with one very noteworthy exception: the window posts of the original Kings County fleet had a unique style of scroll that then set them apart from the rest of BRT's el car fleet as time progressed and their configuration evolved.

As service was extended to Van Siclen Avenue, 50 additional coaches were built by Pullman for KCER in 1889 (180-229) along with some more Forneys, ostensibly as a separate acquisition by subsidiary Fulton Elevated Railway. The final 15 coaches to be placed in service under Kings County tutelage (230-244) were built by Harlan & Hollingsworth of Wilmington, Delaware in 1893. At the time they were a notable supplier of rolling stock for the nation's budding rapid transit industry, including both the Kings County EI and then the a-building Metropolitan West Side company of Chicago. Altogether the Kings County fleet totaled 145 coaches and 44 Forneys through the 1890s, with little if any change until the first attempt was made to run through trains to Manhattan. In 1898 KCER took delivery of electric motor cars 245-264 and electric trailers 265-285 from the Wason works of Springfield, Massachusetts. These were not as ornately detailed as the earlier stock, but had center doors and cable grip equipment installed for use in crossing the Brooklyn Bridge. They used their electric capabilities to navigate in and out of the terminals at Park Row and Sands Street and the grips to cross the span, and then were propelled by steam engine once on the Kings County EI itself. Incredibly, they retained oil lamps for interior illumination and wood-fired stoves for heat as had the earlier cars. In addition, center doors and cable grips or cable depressors were installed on the original steam coach fleet (100-244), to

enable them to be hauled by either the new bridge motors to and from Manhattan, or the usual Forney locomotives on the Kings County line, during the time this service actually operated between November, 1898 and July, 1899.

As the BRT Company prepared to assume control of the Kings County Elevated (under the auspices of the Brooklyn Union Elevated Railroad) in 1899, its electrification was a priority item and third rail was available for use as early as January of 1900. Correspondingly, the "Bridge" motor and trailer cars of 1898 were quickly rebuilt as all-electric motor cars 500-540 (including electric interior lights) in 1899. These were supplemented by new electric gate motor cars 436-440 from Brill in 1900, which had slightly longer wooden bodies built on steel and wood under-framing. As of 1903, when steam drew its last train on the Fulton Street EI, such motors were still being used to haul the surviving KCER coaches, some still set up as non-electrified, oil-lit trailers and others by this time as electrified trailers. It appears that there was no multiple-unit capability in such trains during those years and the motor cars were switched in and out of them at terminals like the steam locomotives had been. During the summers between 1899 and 1905, the trailers were joined by open cars 3200-32, originally built for the Brooklyn, Bath & West End and the New York & Sea Beach excursion lines then electrified as trolley motors about 1897. On the Brooklyn elevated system they were used as electric trailers.

From 1901 to 1905 the balance of BRT's initial fleet was converted from steam-hauled coaches to electrified trailers numbered 1-271, while the motor cars were renumbered from the 400-series (ex-Brooklyn Elevated Railroad) and 500-series (ex-Kings County Elevated) to the 600-940 group. Of the Kings County's alumni, coaches 100-159 became "BU" Motor cars 700-758 (still as identified by the ornate window framing); 160-229 were re-identified as Trailers 191-256; and Harlan & Hollingsworth cars 230-244 became trailers 257-271. Finally, the 1898 bridge cars became motors 900-935, while the 1900 Brill electric motors became 628-632. Note that by no means was any of this rolling stock necessarily restricted to the Fulton Street EI after the mass electrification of equipment started in 1901, but by the end of 1905 what was being operated in service there were cars assigned to the "Eastern Division" of BRT (based at East New York): electric trailers in the new 1-271 series; and converted electric motors in the 600-632, 700-758, 800-859, and 900-936 groups, a jumbled

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

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fleet made up of both ex-Kings County and ex-Brooklyn Elevated cars, known collectively through time as “BU” cars. Unlike the earlier versions, these trains were equipped with the familiar multiple-unit control that survived to the end of their days and thus required no special switching around at terminals.

In 1903 BRT added 100 new BU motor cars (1200-1299) from a variety of builders including (Osgood) Bradley of Worcester, Mass.; J.G. Brill of Philadelphia, Pennsylvania; and the Laconia works in that small New Hampshire city. These were “closed” cars with standard lift sash, and otherwise basically identical to the five Brill motors of 1900. For service they were scattered around the BRT elevated system of the time, including the line on Fulton Street. During 1904 and 1905 these in turn were supplemented by 100 additional new motor cars (1300-99) from Brill, the Cincinnati Car Company, and the Jewett works—this time designed as “semi-convertibles” with retractable window sash for summer ventilation—which were likewise assigned to many routes including Fulton Street. The design of these cars was actually related to BRT’s first new large order of elevated rolling stock, the 1000-series “arch roof” motor cars that had been delivered in 1902 and were assigned to the “Southern Division” lines, based at the 36<sup>th</sup> Street barn early on. With the Dual Contracts improvements of 1915 (as applied to the Fulton St. El), additional trailers were brought in from the Southern Division to provide for the Lefferts extension and the new express services; a few at first and then more as the West End Line was changed to a BRT subway route in 1916. With conversion of the Brighton Line to a subway service on August 1, 1920, some of the 1000-1119-series “arch roof” semi-convertible cars were shifted to East New York and as a result wound up on the Fulton Street El for the first time.

### THE “C” CARS

In 1921, as the bankrupt BRT was fading from the scene, a means was sought to begin the installation of Multiple-Unit Door Control on elevated rolling stock. MUDC was a system that allowed the doors of several cars to be controlled from one or two central positions along the length of any given train. This would significantly save on labor cost as all trains in their original form had required that one man be present on each set of vestibules, or at one central position on each of the “Standard” BRT subway cars, to open and close the doors. MUDC was developed as follow-on to a multiple door-opening system for individual cars that was developed on other American rapid transit properties before World War I (Boston, Chicago, Philadelphia), and had been initially tested as early as 1920. In order to apply MUDC to rolling stock assigned to its aging elevated system, the prototype conversion of six standard el cars

into two permanently-joined 3-car sets was undertaken at the 39<sup>th</sup> Street Shops. By early 1922 this yielded the first two sets of so-called “C” cars, which were composed of two former 1400-series “BU” motors sandwiched around a lone former trailer.

The “C” was in reference to an overall reorganization of BRT/BMT rolling stock undertaken at that time (approximately 1920-2), wherein some Standard subway cars were also “unitized” (if you will) into a “B” group, with those left in their original single-unit configuration becoming the “A” group. The wood and steel frames of the “C”s component el cars were strengthened, their original open vestibules entirely enclosed (with Motorman’s cabs relocated to the immediate front where appropriate), and new doors cut into the body sides, clustered in pairs at what had been the center of each car. The MUDC controls were positioned only at the ends of each 3-car set, such that it was possible to operate the doors of up to 6 cars (two 3-car sets) from a single Conductor’s position in a train. In addition, the interior seating was modified to all-longitudinal in nature to accommodate additional crowding, and the sills of each set extended outward as part of its reinforcement.

The two prototype sets of “C” cars were thus initially and briefly assigned to the Broadway-Brooklyn Local (actually a BRT subway route) on January 25, 1922, where they provided a successful demonstration of the MUDC system. The company then authorized the conversion of additional such equipment, but its actual implementation had to await sufficient funding. As a result of their reinforced steel sills, the “C” cars would require platforms that subscribed to BRT’s Dual Contracts standard of 10 feet, as opposed to the 9 feet that had been heretofore used on its elevated lines. This was a key reason the “C” cars were to be assigned to the Fulton Street El, the only pre-existing route where such platforms had been included in the overall 1915-9 reconstruction from Franklin Avenue to Hinsdale Street, as well as on the Lefferts Avenue extension. Whether it had been done previously is unclear, but by the time the prototype “C” cars were initially placed in service on the Fulton Street El during 1923 the line’s remaining platforms, as well as those at Sands Street and Park Row on either side of the Brooklyn Bridge, had to be similarly altered.

“Production” of the “C” cars was begun at the new Coney Island Shop complex in 1924, with a total of 25 additional 3-car sets taking shape by the middle of 1925. As previous these were made up from two 1400-series motors and one 100-series trailer, but unlike the first two conversions sported “quarter-point,” outside-hung doors that were designed to improve passenger flow. The Coney Island-built cars were also equipped with an enclosed wood and canvas “passageway” that connected the three sections. This was one of several omissions that had been cited by riders on the first two

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prototypes, and the pilot sets also received them retroactively at the end of the process. In the end the "C"-car project consumed 48 of the 1400s, 6 of the 1200-series motors, and 27 trailers in the 138-190 group that had been originally procured for the Brooklyn Elevated Railroad lines (built by Osgood Bradley, 1893-4). After initially being deployed on the Franklin Shuttle in February, 1925, they began providing all base service on the Fulton Street Line in September, supplemented in peak periods by the same old gate cars that had been running all along. In 1926 the "C" cars were finally renumbered as a group to 1500ABC-1526ABC, having carried their individual component car numbers up to that time. Then, as the economy slipped into Depression a few years later, an attempt was made to set up units 1502ABC and 1503ABC for an early version of one-man operation (or "OPTO" as presently known), but protestations and safety concerns prevented their implementation as such in 1933 and they were put back to their prior configuration. Ultimately the "C" cars would toil on Fulton Street virtually without further change for over three decades, being retired with abandonment of the line for IND conversion on April 27, 1956.

**THE "BU" GATE CARS**

With the subsequent arrival of "D"-Type steel Triplex equipment, enough rolling stock was on hand to eliminate the need for wooden cars on Eastern Division subway lines in August of 1927, and as a result many of the oldest surviving motor cars (those in the 800-series and the 600-619 group that had been converted from original steam coaches by 1905) were removed from service. At that time the 1300-series "BU" motors of 1905 assumed a more dominant position on the remaining el services, including their supplementary role on Fulton Street. The very last of the 800-859 series motor cars was retired by the end of 1930, leaving mixed trains of 1-271 series trailers with 600-, 700-, 900-, 1200-, and (especially) 1300-series motors to roll through the rest of the decade. They remained in use almost exclusively during rush hours on Fulton Street, however, with the MUDC-equipped "C"-cars handling base service to take advantage of their reduced manpower requirements.

In April, 1939 all remaining 1200- and 1400-series "BU" gate cars were removed from service on the Flushing and Astoria shuttles and sent to the Eastern Division, where they turned up on the Fulton Street El as a consequence. Conversion of these to "Q" and "QX" cars continued into 1940 and ultimately there were just 27 standard 1200s and 4 1400s remaining by 1941. After the Fulton Street Elevated was closed west of Rockaway Avenue on June 1, 1940 the "C"-cars assumed all remaining service, but were occasionally spelled by mixed trains of trailers with 1300-series motor cars when shortages arose. Traditional elevated

equipment was also used on the new Fulton-Lexington service, consisting of mixed trailers and "BU" gate motors in the 600- and 900-series, plus 1000- and 1300-series semi-convertibles along with the 31 surviving unconverted 1200s and 1400s. The remaining 1000-series arch roof semi-convertibles were withdrawn in 1943, then consists of truly mixed wooden elevated cars finally disappeared from the Fulton Street El when the Fulton-Lexington route was discontinued on October 13, 1950. Some 1300 series "BU"s, with trailers, remained as fill-ins until July 1, 1952 when the use of aged 1-271 series non-motorized cars was discontinued. The 1300s then appeared with decreasing frequency, but could still be found running on Fulton Street with the "C" cars from time to time until its closure for conversion to an IND route on April 26, 1956.

**THE "GREEN HORNET" AND THE "ZEPHYR"**

Throughout its existence, BMT continued in its quest to come up with an acceptable design that could be universally operated on both its elevated and subway systems. In 1934 this effort manifested itself in the form of two custom-built prototype trains that were produced during a difficult economic time in direct cooperation with a pair of car builders. Both were designed as lightweight, stubby-looking, 5-section articulated units, sized to the subway's 10-foot loading gauge, that were intended to be operated in "stand-alone" fashion and not in trains. The first to appear was coined "The Green Hornet" after a popular radio show of the time, as it was built of riveted aluminum by the Pullman Standard Company of Chicago and painted a dark green color. In addition to MUDC and even one-man capabilities, the "Green Hornet" contained a number of highly-advanced interior and operational features like brown leather seating and forced air ventilation, as well as a door chime system similar to that now taken for granted. The car body design did revert to a single set of doors located in the middle of each section, as the prototype "C" cars had received, but measured 170 feet in overall length, compared to the combined 135 feet of one 3-section unit of "C"-cars. It was initially displayed at Park Row in May, then placed in base service on the Fulton Street El beginning July 23. It was not usually used on Fulton Street in rush hours, but during that time it might have been seen instead on the Franklin Shuttle. The car (that being all five sections) was originally numbered 7000/8000/9000/8001/7001, but in 1937, after arrival of the Multi-section units, it was changed to 7003A-B-C-B1-A1.

A few weeks after the "Green Hornet" arrived, a similar unit was delivered from the Budd Company of Philadelphia, built of fluted stainless steel, which inspired the nickname "Zephyr." That was a well-known family of streamlined stainless steel passenger trains being operated by the Chicago, Burlington & Quincy Railroad in those years that looked quite similar. The "Zephyr" was

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almost identical in size to the "Green Hornet" (10 feet wide and 168 feet long), and mimicked most of the operational and passenger comfort features that the "Green Hornet" contained, but had even further advances such as interior destination signs and indirect, almost restaurant-quality, interior lighting. It also had a somewhat pinched "quarter point" door arrangement in each section, but the individual door openings were rather narrow at about 3 feet each. The "Zephyr" made its press run on July 16, 1934 and was also displayed at Park Row, then entered base service on the Fulton Street Line starting September 6. Like the "Green Hornet", the car tended not to operate in rush hours, but was also used on the Franklin Shuttle by September of 1936. The unit carried individual car numbers of 7002/8002/9001/8003/7003 for each section in its first few years, and was changed to 7029A-B-C-B1-A1 in 1937. Both the "Green Hornet" and "Zephyr" were used on the Fulton Street Line until it closed in June of 1940, and in fact were the first pieces of BMT rolling stock actually capable of displaying proper Route "13-Fulton" signage when doing so. Both were then reassigned to the Franklin Shuttle, where they respectively played out their service careers. The Pullman Standard "Green Hornet" had a poor track record and was retired in early 1941 (scrapped September, 1943), while the Budd "Zephyr" lasted, in decreasing frequency, until 1954. August 4, 1954 was the last day the "Zephyr" operated. Budd would later produce one more experimental train for New York City in 1949 (10 cars under Contract R-11), but not ensnare a production order until it provided 600 R-32 and R-32A cars in the 1960s.

### THE MULTI-SECTION CAR

As the next logical step following the two experimental trains of 1934, BMT placed two orders totaling to 25 5-section articulated units in 1935, one of ten from St. Louis Car Company, and another of fifteen from Pullman Standard. Known as "Multi-Section" cars, their bodies were constructed of riveted alloy, with interiors of painted sheet metal. Though lightweight in mass and thus able to operate on both BMT's elevated and subway lines, the "Multis" were very much unlike the experimentals inside with traditional rattan seating, exposed interior light bulbs, and fixed ventilators with small supplemental electric fans, as opposed to forced air ventilation. Also in contrast to the prototypes, the "Multi-Section" cars were equipped with couplers and able to be trainlined; they also had Conductors' MUDC at each end and were not capable of one-man operation. One 5-section car measured 179 feet in overall length and 10 feet 1 inch wide at the thresholds, with trains planned of up to three units together. The latter series of cars from Pullman Standard were delivered first between March and June of 1936 (numbered

7014A-B-C-B1-A1 to 7028A-B-C-B1-A1) and made their first trips on the "16" 14<sup>th</sup> Street-Canarsie service on May 5. It also turns out that at least one train of "Multis" did make a test run to Park Row on June 18, 1936, but the cars were never used on the Fulton Street EI in regular service. The cars from St. Louis (numbered 7004A-B-C-B1-A1 to 7013 A-B-C-B1-A1) were then delivered between June and August of 1936, with one mixed train set being operated on the Canarsie Line as a successful demonstration of universal compatibility on July 13, by which time they were in non-continuous use. Finally, the "Multi-Sections" were placed in full-time operation at the inception of 14<sup>th</sup> Street-Fulton rush hour service on September 23, 1936, and released some of the Standards for redeployment elsewhere on the equipment-strapped BMT. Otherwise they remained on the 14<sup>th</sup> Street-Canarsie Line during off-peak times, and continued to see rush hour duty on 14<sup>th</sup> Street-Fulton Specials until they were discontinued on April 26, 1956 (a service for which the route "17" was designated but never seen on signage). Eventually the "Multi-Section" cars were also assigned to the "10" Myrtle-Chambers route after the Fulton Street EI was closed, and then finally retired in 1961.

### THE BLUEBIRD PCC RAPID TRANSIT CAR

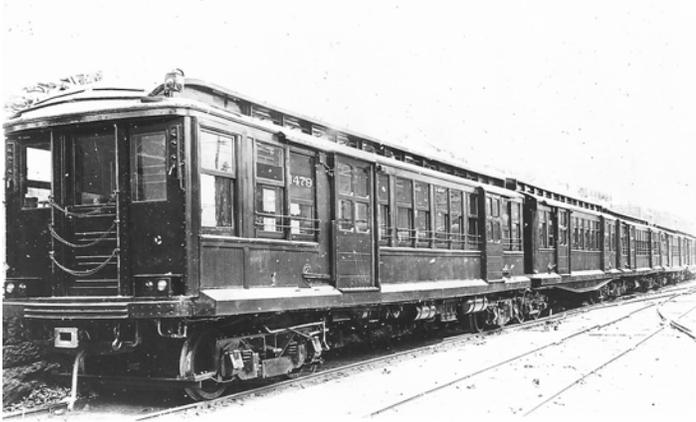
After the "Multi-Sections" were delivered in 1936, BMT developed a successful prototype adaptation of PCC streamliner technology (of which it was an early practitioner on its surface lines) to rapid transit use. The "Compartment Car," also called the "Bluebird," was another multi-section articulated vehicle, but this time consisted of three portions instead of five, and measured just over 80 feet in total length and 10 feet in width. Its body was constructed of riveted lightweight alloy panels and finished in an attractive two-tone blue and white paint scheme which gave the car its nickname. It had painted sheet metal on the inside, mohair seat upholstery, "bull's-eye" incandescent lighting and the same kind of interior signs as were on the "Zephyr." Like on the "Green Hornet," twin door pockets were applied in the middle of each section but were enlarged to accommodate passenger flow, and mirrors were installed within to attract riders away from the doorways. The prototype unit (8000) was built by the Clark Equipment Company in 1938, again being designed for stand-alone, one-man operation as evidenced by its lack of couplers and external Conductors' controls. Further ease of operation was anticipated through its utilization of a multiple-function "Cineston" controller, which united the tasks required for power and braking. After an introductory publicity run from City Hall to Queensboro Plaza via the Broadway Subway on March 29, 1939, 8000 was assigned as an extra to midday and weekend service on the Fulton Street EI, where it remained until the line's closure on June 1, 1940. Given that by the time of its arrival the decision to publicly unify the sys-

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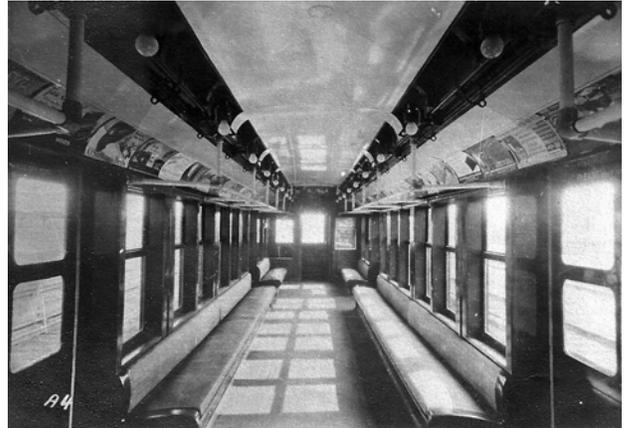
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**FULTON STREET ELEVATED ROLLING STOCK**



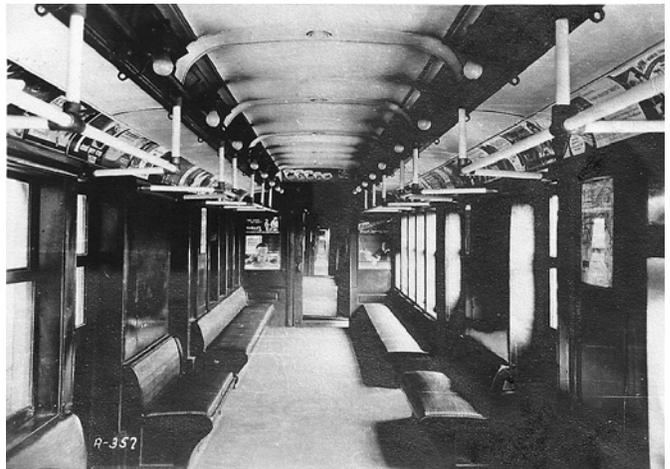
**Cars 1479, 181, and 1478 became unit 1503 circa 1925.**  
Bernard Linder collection



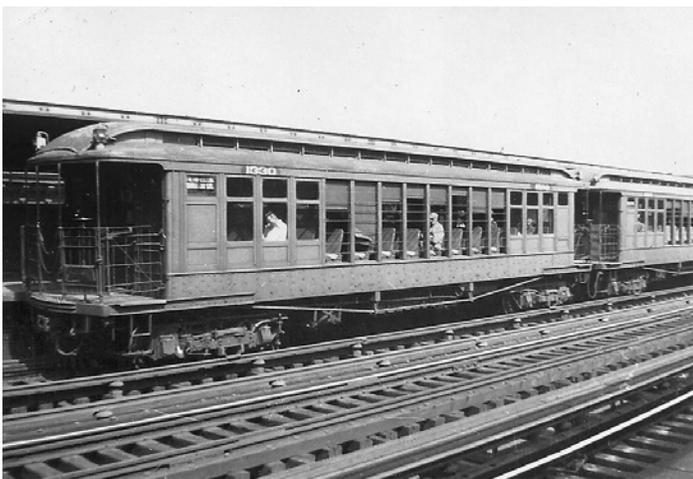
**Interior of a "C" car, with doors at the ends of the car.**  
Bernard Linder collection



**Odd unit 1501, with doors near the center of the car, September 13, 1955.**  
Bernard Linder photograph



**Interior of odd units 1500 and 1501, with doors near the center of the car.**  
Bernard Linder collection



**Car 1330 at Gates Avenue, August 24, 1946.**  
Bernard Linder photograph



**Interior of car 1394 at Bridge-Jay Street, September 15, 1950.**  
Bernard Linder collection

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**Duffield Street station, Fulton Street Elevated, looking west ("Green Hornet").**  
Bernard Linder collection



**The "Zephyr."**  
Bernard Linder collection



**Interior of the "Zephyr."**  
Bernard Linder collection



**The "Bluebird."**  
Bernard Linder collection



**Interior of "Bluebird" 8003, November 26, 1954.**  
Bernard Linder photographs



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tem had long since been made, little further effort or money was expended to apply the "Bluebird" as a long-term solution to the BMT lines' rolling stock dilemma. An order for 50 units was hurriedly placed with Clark Equipment later in 1939, but was reduced to five by the Board of Transportation. Delivery then took place after Unification, so these last pre-war cars became little more than curiosities on various subway lines between 1941 and 1955. After the Fulton Street El was shut, car 8000 was briefly used on the Franklin Shuttle, then withdrawn in

1942. It was scheduled to be upgraded to the same standards as production cars 8001-8005 as soon as the parts could be procured, but this action was ultimately negated by World War II restrictions and it languished in the yards until scrapped in 1957 (the others ceased operating on March 7, 1955). While quite advanced, if not revolutionary for its time, the "Bluebird" was a dead-end as far as the Board of Transportation was concerned. Its cause was soon taken up by the Chicago Rapid Transit Company., predecessor to the Chicago Transit Authority, which propagated the rapid transit application of PCC technology for the next 20 years.

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**Hurricane Irene Strikes East Coast**

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morial and the Marine Parkway-Gil Hodges Memorial, Verrazano-Narrows, Throgs Neck, and Bronx-Whitestone Bridges. Bridges could remain open unless wind speeds reached 60 mph. Toll collection was also suspended on the NJ Turnpike and Garden State Parkway at a cost of \$2.3 million and \$2 million, respectively. These figures include overtime and storm preparations.

**SATURDAY, AUGUST 27**

Hurricane Irene made landfall on the coast of North Carolina shortly after daybreak, packing 90 mph winds, with higher gusts. All MTA-operated rail and bus lines, NJ Transit, and PATH began their orderly shutdown by midday. There was one exception: the Rockaway Park/Far Rockaway to Euclid Ave. Shuttle continued until 4 PM. NJ Transit Light Rail and buses operated until 6 PM, Westchester County's Bee Line and Suffolk County Bus until 8 PM. Transport of Rockland (TOR) ran its regular schedule all day, but halted Tappan Zee Express (TZX) service since Metro-North ended its service early.

In New York City and around the region, elected officials continued urging residents living in flood-prone areas to evacuate, but there were some who elected not to do so and would later have to be rescued by boat. Highways in flood-prone areas such as Westchester County were shut down at 6 PM. The Port Authority closed its five airports (JFK, LaGuardia, Newark, Teterboro, and Stewart) as of noon. They all reopened on Monday.

The table lists the last trains that were operated on each branch. In most cases, they were the regularly scheduled weekend or weekday trains, but there were also some "Specials."

BRANCH/ LINE	LAST OUTBOUND	LAST INBOUND
<b>MTA Long Island Rail Road</b>		
Port Washington	12:19 PM New York Penn	1:40 PM Port Washington
Ronkonkoma	12:16 PM New York Penn	12:40 PM Ronkonkoma
Greenport	6:53 PM (Friday) Ronkonkoma	10:11 AM Greenport
Port Jefferson	12:35 PM Huntington	11:07 AM Port Jefferson
Huntington	12:23 PM New York Penn	1:00 PM Huntington
Oyster Bay	10:52 AM Jamaica	10:39 AM Oyster Bay
Hempstead	12:42 PM Atlantic Terminal	1:19 PM Hempstead
Far Rockaway	11:12 AM Atlantic Terminal	12:50 PM Far Rockaway
Babylon	11:40 AM New York Penn	1:10 PM Babylon
Long Beach	11:45 AM New York Penn	12:26 PM Long Beach
Montauk	1:05 AM Jamaica	9:44 AM Montauk
Speonk/Patchogue	12:31 PM Babylon	12:05 PM Speonk
<b>MTA Metro-North Railroad</b>		
Hudson	11:45 AM Grand Central Terminal	11:40 AM Poughkeepsie
	12:20 PM Grand Central Terminal	12:00 PM Croton-Harmon
Harlem Wassaic	1:21 PM Southeast	10:26 AM Wassaic
Southeast	11:48 AM Grand Central Terminal	11:34 AM Southeast
North White Plains	11:55 AM Grand Central Terminal	12:08 PM North White Plains
New Haven	12:07 PM Grand Central Terminal	11:56 AM New Haven
Stamford	12:10 PM Grand Central Terminal	11:30 AM Stamford
New Canaan	12:57 PM Stamford	12:27 PM New Canaan
Danbury	12:11 PM South Norwalk	10:43 AM Danbury
Waterbury	11:34 AM Bridgeport	10:19 AM Waterbury

*(Continued on page 9)*

**Hurricane Irene Strikes East Coast**

*(Continued from page 8)*

NJ Transit		
Atlantic City	12:00 PM 30 <sup>th</sup> Street	12:40 PM Atlantic City
Bay Head Shuttle	11:21 AM Bay Head	1:46 PM Long Branch
Bergen	12:15 PM Hoboken	11:28 AM Waldwick
Gladstone	1:09 PM Summit	11:56 PM Gladstone
Main	12:25 PM Hoboken	11:12 AM Suffern
Montclair/Boonton	12:10 PM Hoboken	1:05 PM Bay St.
Morris & Essex	12:11 PM New York Penn	12:09 PM Dover
Northeast Corridor	12:14 PM New York Penn	12:01 PM Trenton
North Jersey Coast	12:07 PM New York Penn	12:06 PM Long Branch
Pascack Valley	12:20 PM Hoboken	11:37 AM Spring Valley
Port Jervis	1:25 PM Hoboken	10:46 AM Port Jervis
Raritan Valley	12:38 PM Newark	11:16 AM Raritan

Metro-North's equipment was moved to safe locations. About 100 M-2/4/6s, 120 M3s and M7s, 20 or so M-8s, and 6 push/pull trainsets were stored inside Grand Central Terminal. Croton-Harmon, North White Plains, and Brewster were also used. Once the storm passed, equipment inspections found that not one car was damaged!

**SUNDAY, AUGUST 28 – MORNING**

Hurricane Irene arrived in the metropolitan area during the early morning a slightly diminished, yet still dangerous Category 1, but was subsequently downgraded to a Tropical Storm. More than 2 million people, including your News Editor, lost power. For me, it was a little over 29 hours, but for far too many, it lasted into the following week. Some rivers overflowed their banks and there were some that set new high-water records. Property damage for the storm will reach into the billions of dollars. FEMA officials were already on site, and President Obama declared most of the affected region a "disaster area." News reporters were calling Irene one of the top 10 disasters to befall the United States, putting her in a category with 9/11 and Hurricane Katrina.

**RESTORATION OF SERVICE**

**SUNDAY, AUGUST 28 - AFTERNOON**

After the storm passed, transit agencies began making assessments of their facilities and preparations for the resumption of service. The first to come on line, at 4:30 PM, were limited, fare-free buses in the city, in this order: Manhattan, the Bronx, followed by Queens and Brooklyn, then Staten Island. Late in the evening, it was announced that service would resume on the Port Washington (half-hourly east of Great Neck), Ronkonkoma, Huntington, Hempstead, Babylon, and West Hempstead Branches only. Service remained suspended on the Port Jefferson, Oyster Bay, Far Rockaway, and Long Beach Branches as well as east of

Ronkonkoma and Babylon.

**MONDAY, AUGUST 29**

**MTA LONG ISLAND RAIL ROAD:** As was to be expected, the aforementioned services operated with some delays. Later that morning, service came back to the Far Rockaway. Long Island Power Authority problems in the vicinity of St. James prevented a restoration of service to Port Jefferson. Due to large numbers of trees down, Oyster Bay was still out; it was hoped to have one track in service for the PM rush, but that did not happen. For the PM commute, train service resumed to Port Washington. Long Island City, Port Jefferson, Oyster Bay, Long Beach, Greenport, and Montauk were still out.

**MTA METRO-NORTH RAILROAD (EAST):** Right-of-way inspections found that a mudslide had undermined the tracks at Spuyten Duyvil, while another at Ossining had damaged 300 feet of third rail. There was also a non-functioning signal system, no signal or third rail power on the Upper Harlem Line, flooding (4 feet of water) at the Tuckahoe station and also at various stations and parking lots, and trees that fell at other locations, etc. Beacon's underpass was completely under water. The Port Jervis Line had washouts and fallen trees at numerous locations. Photos showing the damage were available in a "By MTA Photos" Flickr web site. At one point there were 535 photos.

By late morning, there were reports of test trains operating to Croton-Harmon, North White Plains, and New Haven. Service was resumed at 2 PM between Grand Central Terminal and Croton-Harmon and North White Plains, using a Sunday schedule. Off-peak fares were in effect. The New Haven Line and its branches remained out due to continued electric and signal power problems caused by downed trees.

At 4 PM, Hudson Line service was extended to Poughkeepsie and to New Haven. All that remained was the Upper Harlem beyond North White Plains, the three New Haven Line branches, and of course the Port Jervis and Pascack Valley Lines.

**NJ TRANSIT:** Due to flooding at Trenton and Hoboken, plus similar conditions at other locations, of the commuter rail lines only the Atlantic City Rail Line operated. The Newark, Hudson-Bergen, and RiverLines resumed, and buses were on a modified weekday schedule. Tickets and passes were accepted on PATH, private carrier buses, and NJT Bus and Light Rail.

New York City subways officially resumed at 6 AM, although there were reports that trains were operating earlier.

MTA Staten Island Railway had resumed at midnight and PATH at 4 AM. Due to no Metro-North service, Bee Line buses were reported to be extremely crowded, and some bypassed stops for that reason. TOR resumed at 1 PM, and TZX at 2 PM, using a Saturday schedule (since it does not operate Sundays) to match Metro-North's service.

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**Hurricane Irene Strikes East Coast***(Continued from page 9)***TUESDAY, AUGUST 30**

**MTA LONG ISLAND RAIL ROAD:** During the afternoon, eastbound service returned to Oyster Bay as well as Huntington/Smithtown and Babylon/Speonk. Unannounced, trains also ran to Hunterspoint Avenue. Repairs were continuing east of Speonk and Ronkonkoma. The railroad reported that hundreds of employees were working around-the-clock to enable East End service to operate for the Labor Day weekend. In a goodwill gesture, since there were still some local power outages that could have affected the TVMs, the higher on-board fees were waived. Starting with Train #876, the 5:55 PM departure from New York Penn Station, service was restored to Long Beach.

**MTA METRO-NORTH RAILROAD (EAST):** For the AM commute regular weekday service operated on all lines except for the Upper Harlem (Southeast to Wassaic, which had busing provided by MTA Bus), New Canaan, Danbury, and Waterbury. New Canaan service was restored at 3:57 PM.

**METRO-NORTH (WEST):** Damage to the Port Jervis Line was described as "catastrophic." There are three wash-out locations near Sloatsburg, plus a 400-foot section of track washed out to a depth of 8 feet south (railroad east) of this station; significant damage to several rail bridges and suspected significant damage to the signal system, which was exposed and under water. Metro-North retained an engineering firm to perform a thorough inspection of 14 miles of infrastructure to determine the full extent of necessary repairs and determine required environmental permitting. Major construction work would follow. It will take months to rebuild the infrastructure required to reinstitute train service. It was subsequently determined that 100,000 tons of stone would be required to rebuild the damaged roadbed. In the meantime, replacement bus service is being provided to Ramsey/Route 17 (please see detailed listing below). 2,300 daily passengers from Orange County who are affected also have the option of having their monthly and weekly tickets honored on the Hudson Line. Sloatsburg in Rockland County adds 67, of whom 56 commute during the AM peak.

At some point, 8 engines and 43 coaches that were trapped in the Port Jervis Yard will likely be moved to NJ Transit's Meadows Maintenance Complex. This move was anxiously awaited by area railfans for the rare mileage over which this equipment would travel.

**NJ Transit:**

- *Midtown Direct* – Normal service
- Montclair-Boonton – Service suspended between Little Falls and Mountain Lakes due to storm damage
- Northeast Corridor – Due to the flooding at Trenton, service operated between New Brunswick

and New York Penn Station, with 20-minute headways eastbound and hourly westbound during the morning. There was also 20-minute service from Jersey Avenue, but by 9 AM, the parking lot was full. The 3900-series outer zone expresses were cancelled

- North Jersey Coast Line – Normal, except for cancellation of 3500-series (South Amboy) trains
- Raritan Valley – Normal service, subject to delays caused by storm damage
- Hoboken Division – Normal service, but passengers bound for New York Penn Station were advised ride to Hoboken and use PATH at no charge and avoid transferring at Secaucus Junction

**WEDNESDAY, AUGUST 31**

**MTA LONG ISLAND RAIL ROAD:** Full service was restored to Long Beach and Port Jefferson. Starting with Train #2716 (6:17 PM Jamaica), eastbound service resumed to Montauk, and westbound with Train #2711 (10:38 PM Montauk).

**MTA METRO-NORTH RAILROAD (EAST):** Waterbury service resumed. Busing continued between Wassaic and Southeast, while the Danbury remained suspended. This changed for the PM commute when Train #949 departed from Grand Central Terminal at 3:44 PM to Wassaic. Southbound service resumed with Train #990 (6:03 PM to Southeast).

**MTA METRO-NORTH RAILROAD (WEST):** MTA Chairman Jay Walder granted Metro-North President Howard Permut a waiver of procurement rules and other legal requirements consistent with applicable law, "to proceed with expenditures, procurements and repairs in the most expedited fashion possible." Mr. Walder described the situation on the Port Jervis Line as "an emergency, involving danger to life, safety or property that requires immediate action." It is presently not known what the cost of the repairs will be, or where the funds will ultimately come from.

**NJ TRANSIT:** Train service to/from Trenton returned in time for the AM commute, with advisories that there could be 30-45-minute delays due to ongoing signal problems caused by the Trenton flooding. Once again, on the North Jersey Coast Line, the 3500-series trains were canceled. For Main/Bergen and Pascack Valley Line riders, the advisory to avoid transferring trains at Secaucus was lifted.

Montclair-Boonton Line service resumed with Train #1003 (3:32 PM Hoboken), but trains continued to bypass Mountain View in Wayne until 5:30 PM. Raritan Valley trains bypassed Bound Brook for a few days due to flooding. Until the afternoon of September 14, all passengers at Raritan, Somerville, Bridgewater, and Bound Brook were advised to board on westbound Track 1, when service resumed to all stations except Bridgewater. On September 16, trains returned to their normal tracks and the following day trains began stopping at

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**Hurricane Irene Strikes East Coast**

(Continued from page 10)

Bridgewater.

In the following days, there were delays on various lines due to single-tracking in the off-peak so that crews could make additional repairs.

**THURSDAY, SEPTEMBER 1**

**MTA LONG ISLAND RAIL ROAD:** I was surprised to find an email sent late in the evening advising that all 11 branches would have service this morning, work on the Ronkonkoma-Greenport having been completed.

**MTA METRO-NORTH RAILROAD (EAST):** Akin to completing a crossword puzzle, with the return of Danbury Branch trains at 5:31 AM, all of Metro-North (East) was operating.

**MTA METRO-NORTH RAILROAD (WEST):** Bus services (7 days/week) were instituted from all Port Jervis Line stations, as can be seen in the table below. PDFs of the timetables could be found on the Internet.

STATION(S)	DATE	TO
Port Jervis and Middletown	Thursday, September 1	Beacon <sup>2</sup>
Harriman <sup>1</sup>	Saturday, September 3	Ramsey/Route 17
Tuxedo and Sloatsburg <sup>1</sup>	Tuesday, September 6	Ramsey/Route 17
Salisbury Mills/ Cornwall	Thursday, September 8	Ramsey/Route 17
Otisville	Monday, September 12	Beacon <sup>2</sup>
Campbell Hall	Monday, September 12	Beacon <sup>2</sup>

Notes:

1 – Harriman/Tuxedo/Sloatsburg bus combined effective September 10

2 – Beacon service eliminated effective September 10 in favor of Ramsey/Route 17

Parking permits from stations from Salisbury Mills west at are being honored at Harriman, but commuters who choose to drive to Ramsey/Route 17 must pay for parking. In cooperation with NJ Transit, temporary schedule changes were made as of September 1, whereby all Port Jervis trains that run express in New Jersey were canceled. Others ran as locals between Suffern and Hoboken, while one began its run in Ridge-wood. Adjustments were also made to some Main/Bergen Line trains. MTA Bus is providing 40 buses for the all of the stations that connect to Beacon, while Leprechaun Lines (with subcontractors) handles the remaining stations, using 15 coaches. On September 13, coaches from Starr Tours were being used on the Harriman run.

Effective September 19, a new service plan went into effect with 17 weekday rail trips, 10 during the peak hour (5 AM and 5 PM) and 7 off-peak (3 inbound and 4 outbound), serving all stations between Port Jervis and Salisbury Mills, to Harriman. From there passengers had to transfer to a bus that ran directly to Ramsey/Route 17. Bus shuttles continue from Harriman, Tuxedo, and Sloatsburg and from all stations at other hours

and on weekends to Ramsey/Route 17. MTA Bus runs the express and local buses between Harriman and Ramsey/Route 17. Leprechaun will run any other bus trip to Port Jervis when the train is not running. On weekends, MTA Bus runs all bus service, including any bus trips to Port Jervis not covered by train. This is Metro-North's largest busing operations.

**SERVICE ON OTHER TRANSIT SYSTEMS**

**AMTRAK:** In addition to what was reported above, Northeast Corridor service was shut down by 8 PM. Partial *Keystone* service resumed as of 3 PM Monday. Amtrak restored much of the service along the East Coast, with full *Acela* service between Washington and Boston, and most Northeast Regional trains between Richmond/Lynchburg/Washington and Boston, effective Wednesday, August 31. Service remained suspended west of Richmond to Newport News, *Empire* service between Albany and Buffalo, and for these trains - #48/448 and 49/449 (Lake Shore Limited), #50/51 (Cardinal) east of Indianapolis to Washington, D.C./New York, #63/64 (Maple Leaf) between Niagara Falls and Albany, #79/80 (Carolinian), #89/90 (Palmetto) and #290/291 (Ethan Allen Limited). The Ethan Allen Limited returned on September 1.

Just in time for Labor Day weekend, service returned to the Empire Corridor. Amtrak's press release (September 1) reported that the only segment not back was between Richmond and Newport News, but that would return on September 3.

**MBTA:** Due to its location, regular services operated on Saturday, but on Sunday all services were suspended. More than a hundred trees or large branches were removed from the right-of-way. Commuters were promised a normal rush hour for Monday and with the exception of the D/Riverside, which came back at mid-day after a final clean-up, they had a normal commute.

**PATCO:** The last train was at 12:05 AM Sunday. Service resumed at 4 PM Sunday, after inspections of the line were completed.

**SEPTA:** Normal service Saturday except on the Airport, Chestnut Hill West, Paoli/Thorndale, Trenton, and Wilmington/Newark Lines, which shut down at 5 PM due to Amtrak suspending its own service. The rest of SEPTA, instead of closing at 12:20 AM Sunday, closed at 11 PM Saturday. As closing time neared, passengers were permitted to ride free in an effort to clear the streets before the center of the storm hit. Subway and El service resumed at 10 AM Sunday with delays during the afternoon. Trolleys and buses returned on a route-by-route basis, except for Routes 101 and 102, which presumably resumed in the following days. Due to Amtrak not operating, Regional Rail also did not run. On Monday afternoon, SEPTA's web site reported Regional Rail service was suspended on the Cynwyd, Paoli/Thorndale, Norristown, and Trenton Lines. Service had resumed on Fox Chase, having earlier had shuttle

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## Hurricane Irene Strikes East Coast

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buses.

According to news reports, SEPTA chose not to remove two trainsets (one Silverliner IV, one push/pull) from Trenton, which became flooded when the Assunpink Creek overflowed. SEPTA spokesman Richard Maloney defended his agency's decision by saying that they didn't think that it would be that bad. One of our members checked *The New York Times* archives and found an article from July 22, 1975, reporting on a major flood in Trenton. Water reached as high as the train windows and the Assunpink Creek crested at 18 feet. By September 2, nine cars had been retrieved (four returned to service – five were being examined). The remaining seven (push/pull set) still in Trenton, awaited Amtrak's approval for their removal, and when finally repatriated were also found to be in need of extensive repairs. On August 31, everything was back to normal except for the Trenton Line, which operated as far as Levittown, with shuttle buses to Trenton. A member who visited the Trenton station reported that even though PA announcements were being made, the shuttle bus Operator made the extra effort to walk through the concourse calling out, "SEPTA bus shuttle to Levittown! SEPTA bus shuttle to Levittown!" These buses left 18 minutes before the scheduled train departure. Full train service to Trenton returned on September 6.

On the West Trenton Line (September 2) trains were moving very slowly between Yardley and Woodbourne because of track, signal, and grade crossing damage. A

large CSX crew was repairing the grade crossing signals at Edgewood Road (near the Yardley station). Trains were manually flagged across the highway.

**MTA Maryland:** Baltimore Light Rail and Subways shut down at 9 PM Saturday. A decision about MARC service on Monday was to be made by 6 PM Sunday. Buses and the subway opened at 6 AM, but due to unstated problems, were not fully functional until 11 AM. Light rail also experienced some minor problems. For Monday, normal service operated on the Camden and Brunswick Lines, but on the Penn Line, an "S" schedule was in effect. Operating an "S" schedule clearly did not work when people were trying to get to work. Train #511 (5:40 AM Perryville) departed Odenton 36 minutes late due to overcrowding.

**WMATA:** Metro remained open until 3 AM, and all lines re-opened at 7 AM.

**Virginia Railway Express:** Operated a normal schedule on Monday; however, passengers were warned to expect minor intermittent delays due to signal outages, which CSX personnel were addressing.

In closing, the restoration of subway and regional rail services could not have been done in such a short amount of time if not for the hard work done by hundreds of rail workers who toiled under adverse conditions.

This article could not have been completed without the assistance of the following members to whom our thanks go (alphabetically): Russell Avvocato, Steve Erlitz, Todd Glickman, Andrew Grahl, Bill Ingolia, Joe Korman, Henry Raudenbush, Dave Safford, Bill Vigrass, Bob Vogel, and Lee Winson.

## Around New York's Transit System

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between this station and the Fulton Street Transit Center.

The northbound **R** platform reopened in November, 2009. Passengers will be able to access the southbound platform through two underground passageways, the newly constructed underpass or the entrance from One Liberty Plaza.

The \$20 million project to reopen the southbound platform was funded by the Port Authority and MTA.

### Vignelli Subway Map Returns—Online

On September 16, MTA unveiled The Weekender, its new weekend home page. Designed to provide a simple picture of what can be a very complex group of subway service changes each weekend, the home page features an electronic version of the 1972-era Massimo Vignelli-designed subway map, but using current route colors. Mr. Vignelli was involved in the creation of this new weekend home page, along with collaborators

Beatriz Cifuentes and Yoshiki Waterhouse.

Users can click to display service by line, by borough, or by station. Routes that do not normally operate on weekends, such as **B**, are "ghosted." A station that is bypassed because of a service diversion is depicted with a blinking dot; a solid dot signifies that the station is being served.

### On the Go! Touch Screen Travel Station

On September 19, MTA officials introduced the On the Go! touch screen travel station. This interactive device features a 47-inch flat panel screen that displays subway service status, escalator/elevator status, and neighborhood maps. The device also allows the user to obtain travel information, local history, reviews of local restaurants, and other information.

The first device is at the Bowling Green station. They were to be installed shortly at Grand Central and Roosevelt Avenue, as well as at LIRR's Atlantic Terminal and Metro-North's Grand Central Terminal. This project is currently in the pilot stage.

# Commuter and Transit Notes

No. 275  
by Randy Glucksman

## MTA Metro-North Railroad (East)

A meeting was held in Westport on August 18, and *The Hartford Courant* reported that Metro-North and CDOT brass got an earful from commuters, not only those who were trapped on board Train #1532 (1:34 PM to New Haven) on July 22, but also long-simmering complaints about uncaring and rude Conductors, unreliable trains, and a culture of disregard for passengers. Metro-North President Howard Permut and Connecticut's then-acting (he got the job on August 25) Transportation Commissioner, James Redeker, emphasized that part of the problem is the aging, long-neglected infrastructure, which includes century-old power stations and catenary. Jim Cameron, Chairman of the Metro-North Commuter Council, said "Commuters have lost confidence in the railroad they have to ride every day."

President Permut had written an "open letter" and apology explaining that 60% of the catenary from west of Pelham to New Haven has the new constant tension system, but there are the sections of the four-track line between Norwalk (CP 241) and Milford (CP 261) that do not. That work is underway on eastbound Tracks 2 & 4, between Southport (CP 248) and Bridgeport (CP 261). The New York section was completed in 1993, while the much larger Connecticut portion began in 1996. Completion is expected in 2015; however, Metro-North reported that it would work with CDOT to rebuild this line as expeditiously as possible.

The Hartsdale station (Harlem Line) was listed on the National Register of Historic Places, joining Grand Central Terminal, Poughkeepsie, and Philipse Manor as one of four Metro-North stations to be so designated. The announcement was made by the New York State Office of Parks, Recreation and Historic Preservation, which made the recommendation last fall. The listing occurred July 11, 2011, and makes the station eligible for grants for restoration and preservation work under the New York State Environmental Protection Fund (EPF). Hartsdale's Tudor Revival-style building of brick, stucco and timber building was built in 1914 to replace an earlier, smaller, wood-frame structure. It was designed by architects Warren and Wetmore, who also designed Grand Central Terminal. Hartsdale is used by about 3,000 people each weekday. Inside, the building has a red tile floor and built-in wooden benches that are used by the tenant, Starbucks, which invested about \$400,000 in building improvements, including upgrading the restrooms, prior to opening in 2000.

As I don't collect the so-called the small "TDI" timetables, I tend to ignore them. However, a news item in the Summer, 2011 edition of *Mileposts* caught my attention, and as I happened to be in Grand Central Termi-

nal, I picked up a few examples of the current issue – June 27 to October 15. Lo and behold, the time-honored tradition of listing trains vertically has been replaced by a horizontal format that mimics the larger versions of the line timetables, including a strip map on the cover. For some reason, I had the previous edition for Tarrytown and compared them. The previous edition was folded into three panels with one additional fold, whereas the current one has four panels. The current edition also has less advertising.

During August, work was well underway to build the Apple Store in the location formerly occupied by the Metrazur Restaurant (September *Bulletin*).

There were virtually no comments at the public hearing about the fares at the new Fairfield Metro Station, which will be equal to Fairfield. As was reported in the August *Bulletin*, the station could open on or about October 16. On August 26 my son Marc and I were photographing trains along the New Haven Line, but due to the construction of the access road, we were unable to reach the station.

The new timetables that will go into effect on October 16 add weekday and weekend service to the Hudson and Harlem Lines, reflecting a response to recent ridership increases. Specifics will be published when the timetables are issued. Also with this timetable change, Metro-North (East) launches its own Quiet Car pilot starting with 36 AM/PM peak hour trains that operate between Grand Central Terminal and Poughkeepsie, Beacon, Wassaic and Danbury. Conductors will issue "shh" cards. Again, specifics will be published when the information is available.

The New Haven Line Meadowlands brochure was issued and is essentially the same as last year, with one tiny time change – the westbound train departs New Haven at 9:04 AM, one minute later than in 2010. *Meadowlands Service* is scheduled to operate on the following Sundays for 1 PM games: September 18, October 9, 16, 23, and 30, November 27\*, December 11\*, 18\*, and 24\*, and January 1\*. (\*Denotes that the game time could be changed, and if so, this service will not operate.) The November 13 and December 27 games presently do not have 1 PM kick-off times; however, if they are changed to 1 PM, this service will operate.

## MTA METRO-NORTH RAILROAD (WEST)

During July, following NJ Transit's June expansion of the Quiet Car Program to the Hoboken Division, which includes the Port Jervis and Pascack Valley Lines, Metro-North conducted a survey. Of the 1,022 riders questioned, 82% were satisfied with the current program (27% - very satisfied and 55% satisfied). Almost a

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**Commuter and Transit Notes**

*(Continued from page 13)*

fifth moved to the Quiet Car, while 4% moved out. This program has been made permanent on west-of-Hudson trains.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

As of August 1, 34 M-8s had been delivered, and 30 were accepted for service. The first 38 (9000-9137) were constructed in Kobe, Japan – the balance are being built in Lincoln, Nebraska. 9138-9 were shipped east on August 11 (September *Bulletin*). It is expected that 60 will be in service by the end of 2011.

There listing appears on Metro-North’s home page and provides the current status of the M-8s.

DELIVERED TO NEW HAVEN YARD	UNDER INSPECTION AND TESTING BY KAWASAKI	CONDITIONALLY ACCEPTED BY METRO-NORTH	INFORMATION PROVIDED
34 (Total)	4	30	8/1/2011
34 (Total)	8	26	6/14/11
32 (Total)	12	20	6/6/11
28 (Total)	8	20	5/16/11

En route to the August Division meeting, I observed that 9126-7 were at the Kawasaki plant in Yonkers. About two weeks later, they were joined by 9103 and 9132.

Fare increases for New Haven Line riders boarding at Connecticut stations are proposed for November 1. Some sample monthly fares: Rye, \$237 to \$247; Stamford, \$264 to \$308; and New Haven, \$394 to \$459. As part of this process, there would also be fare hikes every January 1 starting in 2013 and continuing through 2018. At that time, the New Haven monthly ticket will cost \$487.

Later this year, CDOT will test bicycle hooks for the M-8s. Two designs have been selected and will be fabricated by SportsWork, Incorporated.

**MTA LONG ISLAND RAIL ROAD**

On August 16, a pilot program was launched using wireless, hand-held ticket issuing machines (TIMS) that allow passengers to purchase tickets on board trains with major credit cards or a ‘debit-as-credit’ card. Initially, this is only available between Ronkonkoma and Greenport. Crewmembers have been issued an Apple iPhone 4 equipped with a PaySaber cradle device that uses a LIRR-designed app that prints tickets. Passengers are not exempt from paying the higher on-board service charges if their boarding station has a TVM or open ticket window. Passengers will also be able to use credit cards to make bar cart purchases on the North Fork Wine Train departing Ronkonkoma for Greenport

at 5:21 PM on Fridays.

The usual special timetable for the U.S. Open (August 23-September 11) was issued. Service did not operate on August 28, due to Hurricane Irene (please see cover story). Because additional days were lost due to the remains of Tropical Storm Lee, the Men’s Finals were rescheduled to September 12, and stops were added to Port Washington Branch trains, which are normally not scheduled to stop at the Mets-Willets Point station.

Other special timetables were issued for the Quicksilver Surfing Event in Long Beach, September 2-5 and 10-11. Three extra trains operated in each direction. There was also Sperry Rail testing on the Montauk Branch (September 14-15) and Port Jefferson Branch (September 20-21), which included some busing.

A full set of the September 12 timetables was issued, including Mets-Willets Point (through September 28) and Belmont Park’s Fall Meet (September 10-October 30). Weekend service to Greenport ends on October 9. Timetables will be replaced effective November 7.

The 2011 edition of LIRR’s One-Ticket Ride to the Meadowlands was issued.

CORRECTION: Friday’s Cannonball (August Bulletin) is Train #2798, not #2710, which is the Thursday train.

**NJ TRANSIT**

The oldest locomotives on the roster are thirteen purchased by NJDOT in 1968 for use on former CNJ lines. All have been overhauled and upgraded over the years, but nonetheless, they are in their 43rd year of service. Originally delivered as 3671-83, they were renumbered 4100-12, and after their initial overhaul, they returned with those numbers scrambled. On August 18, at Se-caucus Junction, I observed 4103, 4104, 4106, and 4107 powering different trains.

On August 24, the New Meadowlands Stadium was renamed “MetLife Stadium.” It will retain that name for 25 years. NJ Transit’s web site still did not list the specific dates that rail service would operate.

Completion of renovations at the Somerville station (Raritan Valley Line) was celebrated at an August 25 ceremony. Passengers now have two 710-foot-long high-level platforms with heated shelters and canopies. The station is climate-controlled, has elevators, and is ADA compliant. A \$15.3 million contract for this work was awarded in March, 2009. Still on the subject of stations, a \$3.068 million contract was awarded to repair the roof at Newark Penn Station, which was described as being in various states of deterioration.

Newark Light Rail got a new timetable effective September 3 that moves the time of the 3:31 PM departure from Branch Brook Park to 3:32 PM.

At the September 14 Board meeting, among the items approved was the purchase of a new overhead catenary inspection vehicle, to replace one purchased in 1998. The \$1.9 million contract was awarded to ARVA

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**Commuter and Transit Notes***(Continued from page 14)*

Industries of St. Thomas, Ontario, Canada. NJ Transit trains operate under 95 miles of catenary.

On the eve of Hurricane Irene, Member Bob Vogel visited the future Pennsauken Transit Center and sent digital images of the River Line station, which is now protected by fencing. By mid-September, station signs had been installed.

**The press of Atlantic City** reported that the ACES train would make its final runs for 2011 over the weekend of September 16-18. This service was launched in February, 2009 under a three-year contract, which expires in February. It is unknown whether the contract will be renewed. Some of the Internet "chatter" believes these were the final runs.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

While I do not have the exact date that the last PA-1 to PA-3 cars ran, all have been retired. There are just two 8-car trains of PA-4s available for service, which means that you will only find them on the NWK/WTC route. Some PA-4s have been retained for work service. As I passed the Kawasaki plant in Yonkers in August, there were no PA-5s in the yard.

In support of the 10th anniversary (of the 9/11 attacks) ceremonies at the World Trade Center site, starting at 5 AM, a 5-minute headway operated on the NWK/WTC route. Service was suspended to WTC between 7 and 11 AM, and operated only to Exchange Place during the time that the ceremonies were taking place. Access to WTC was also restricted.

The PATH fare is now \$2, after the first of four 25-cent fare increases went into effect on September 18, the same day as bridge and tunnel tolls went up. On August 19, PA approved four PATH and five toll increases that will occur on the first Sundays of December 2012, 2013, 2014, and 2015.

**AMTRAK**

At the Wilmington, Delaware Shops, member Alfred Gaus Jr. observed that AEM-7 911 was outside, minus its pantographs. He guesses that it will be junked.

For a five-week period (September 15-October 23), passengers riding the Adirondack north of Albany can enjoy the fall foliage from a "Great Dome." The dome car operates northbound from Albany to Montreal on Thursdays, Saturdays, and Mondays. It returns south from Montreal on Fridays, Sundays, and Tuesdays. No dome car trips are made on Wednesdays. Amtrak reports that ridership has been increased 5.7% on this route when compared to 2010. Thanks to Bob Hansen for this report.

**MISCELLANEOUS**

Member Andrew Grahl visited the recently opened (July 20) Saratoga & North Creek Railroad, which connects these named cities. The 57-mile line is operated by Iowa Pacific Holdings, LLC, a company that operates

mainly operates excursion trains in the western United States. The town of Corinth and Warren County own the trackage, which they have contracted with Iowa Pacific to operate. For rolling stock, two domes (one was former Auto Train 508) were obtained from the West Texas and Lubbock Railway, plus a pair of ex-LIRR C-1 bi-levels. For unknown reasons, these cars, which were numbered 3007 and 3008, both carry the number 3007. Motive power includes Alco 821 (ex-Staten Island Railway 821) and General Electric B-39-8E 8524 from its San Luis & Rio Grande operation. The color scheme is reminiscent of the Delaware & Hudson Railway. Member Paul Gawkowski included photos of this operation in his presentation at our August Division meeting.

According to The Saratogian, this is the first time in 50 years that passenger trains have operated on this line. A connection is made with Amtrak at Saratoga Springs, which is served by The Adirondack (Trains #68/69). The Saratoga & North Creek provides passenger service Thursdays through Mondays, with meal service through October 31. Its trains carry names such as The New York Express, The Merganser, and The Hudson Explorer. For the Winter, The Polar Express ski train service is envisioned.

**INDUSTRY**

Motor Power Industries, a subsidiary of WABTEC, announced that it had been awarded contracts by SunRail and Sound Transit. SunRail will receive seven remanufactured, 3,000-hp locomotives for its 61.5-mile line that is being built in the Orlando area, while Sound Transit is getting three new 4,000-hp locomotives to expand service in Seattle. All units are expected to be delivered in 2012-3.

Just three weeks after the SunRail project was approved, Bombardier was awarded a \$41 million contract for 14 bi-level cars with options for 46. Bombardier's press release did not break down the number of cabs vs. coaches. Deliveries are planned between May and August, 2013.

**THE EAST COAST EARTHQUAKE**

At 1:52 PM August 23, a 5.8 magnitude earthquake (3.7 miles underground) struck near the railroad town of Mineral, Virginia. Within seconds, the shock, albeit minor, was felt by many in the New York metropolitan area. I was on the third floor of a building on the Upper East Side of Manhattan, but felt nothing, and was unaware of it until personnel who were working there informed me. One woman showed me her computer, which in fact was shaking. Tremors were felt in 22 states, with moderate damage being reported from Virginia to New Jersey. Airport runways were closed until they could be inspected. Minor damage was reported in the New York City area, although many people were shaken by the event. This is how transit was affected:

- Amtrak – Temporarily shut down
- LIRR – Amtrak sent its Inspection Car through

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

each of the four East River Tunnels, before service resumed

- MARC – Please see below
- NJ Transit – Atlantic City Line service suspended temporarily between Lindenwold and Cherry Hill due to an overhead bridge problem – temporary shuttle bus service
- PATCO – Service suspended 2:14-4:17 PM; NJ Transit cross-honored
- SEPTA – All lines briefly shut down, but the subway came back quickly. When Regional Rail resumed, there were delays of about 1 hour. (Per Member Dave Safford)
- VRE – Delays due to heavy riding on early trains and speed restrictions
- WMATA – Trains operated at 15 mph until inspections of 106 miles of track were completed

Because of where the earthquake originated, MARC was majorly affected. Member Steve Erlitz reported: “MARC was a disaster, first because Union Station had to be shut down for a while, and then because CSX restricted speeds on the Camden and Brunswick Lines. Baltimore to D.C., Train #855 was canceled as was D.C. to Baltimore Train #854 so the crew and equipment could cover Trains #857 and #856, normally handled by Train #848, which ran over two hours late tonight, as did other Camden line trains. Shortly before 10 PM, CSX removed the speed restrictions on the Camden Line, having removed them from the Brunswick Line an hour earlier. MARC is already advising that there will be limited service tomorrow because of crew availability (hours of service you know). The Penn Line basically just ran trains as they filled up. Amtrak released the speed restrictions earlier in the evening and MARC had to get trains back to D.C. It ran the last couple for the night on-time. The next morning, all MARC trains are running though, with some delayed waiting for their crews to come off of rest. One Brunswick train was 75 minutes late. My train had the regular Conductor and a CSX Assistant Conductor (no uniforms, just radio). Metro is normal.” MARC’s Train Service Director John Hovatter sent out an apology to passengers in which he explained the delays as did VRE’s CEO, Dale Zehner.

**TROPICAL STORM LEE**

Lee began as a hurricane, striking New Orleans over Labor Day and as it traveled northeast, became downgraded to a tropical storm, but still was able to dump copious amounts of rain. Nonetheless, it inflicted major damage to areas that were still struggling with the after-effects of Hurricane Irene. On the rail side, Virginia Railway Express suspended service for Friday, September 9, MARC riders experienced delays the previous day, and Steve Erlitz reported that he received an email alert

at 1 AM that one Brunswick and one Frederick train were going to be cancelled that morning for lack of crews, but the message was never repeated or confirmed. SEPTA’s Regional Rail service was disrupted on September 8 by washouts and flooding causing shut-downs of six routes (Chestnut Hill West, Lansdale/Doylestown, Norristown, West Trenton, Warminster, and Cynwyd). Cynwyd was back in service that evening, and the others were opened the following morning. Due to flooding conditions west of Lancaster, Amtrak was forced to operate Keystone Service between Lancaster and New York City on September 9. The Pennsylvania (Trains #42/43) were canceled that day.

**Rest In Peace**

Member Bob Underwood, a frequent contributor to this column, passed away after a long illness on September 17. Bob had resided in New Haven, Connecticut, until his condition required full-time care.

**OTHER TRANSIT SYSTEMS***BOSTON, MASSACHUSETTS*

Going “Green.” In the September *Bulletin* we reported that a solar power company would like to install solar panels at MBTA’s Somerville, Readville, and Billerica facilities. This will happen as the “T” works with private investors. Now comes news from *The Boston Herald* (August 14) that a federal grant has been received to erect the first of two wind turbines at the lay-over facility near the Kingston, Rhode Island station. This 120-foot unit will have a capacity of 100 kilowatts. Work was to begin last month and when it goes on line late this Fall, its 35-foot blades are expected to cover 65% of the station’s needs and produce savings of about \$100,000 annually. Next Spring, a 300-kilowatt wind turbine will be installed at the Bridgewater station that will produce enough energy not only to power that facility, but also to enable MBTA to sell surplus electricity.

MBTA released another free app – “Talk to The ‘T’”, which enables riders to file complaints directly with the authority. The main purpose is to notify “T” workers about quick fixes, such as broken door handles, faulty air conditioning, or trash on the platform.

With the completion of Amtrak’s tie-laying project, regular schedules went into effect on the Fairmount, Franklin, and Needham Lines effective September 12. There were also some modifications made to Providence/Stoughton schedules.

*The Jamaica Plain Gazette* reported that a federal court “quietly” tossed out a lawsuit that asked for trolleys to return to Jamaica Plain via the Arborway. But debate may linger in plans for the Arborway Yard bus facility, where the Arborway Committee still wants space reserved for trolley storage in case public opinion swings toward trolleys again. That land is slated to go for community-approved redevelopment. For more than

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**Commuter and Transit Notes***(Continued from page 16)*

a century, trolleys ran on South Huntington Avenue and Centre and South Streets between Heath Street and Forest Hills. In 1985, MBTA "temporarily" suspended the service at Heath Street for maintenance reasons. The Route 39 bus acted as replacement service. Thanks to member Todd Glickman for these reports.

**LINDENWOLD, NEW JERSEY**

Bill Vigrass reported that as of September, 26 PATCO cars have been delivered to Alstom for overhaul.

**PHILADELPHIA, PENNSYLVANIA**

Silverliner update courtesy of **Cinders**: As of August 19, there were 37 Silverliner Vs on the property: 701, 703-712, and 801-826. 28 were available for service; the remainder being prepped for service or used for training. 11 Silverliners are shown as retired: 205, 206, 251, 257 (Budd), 220, 222, 224, 232-234, and 237 (St. Louis). 208 (Budd), is in non-revenue status. The following are shown as "inactive:" 201, 9003, and 9011 (Budd) and 231, 235-236, 238-239 (St. Louis). This means that all 8 of the former St. Louis "Airport" cars are not running. None of the older cars have been scrapped since 214 last spring. Another report that was prepared at the end of August upped the number of cars in service to 30, making a total of 40 on the property. The 120<sup>th</sup> and final car is scheduled to be accepted next June.

In addition to car 666, Alfred Gaus, Jr. has found additional Broad Street Line cars that have "lost" their orange window stripe. During a September afternoon visit to Fern Rock he spotted this solid five-car set without orange stripes: 557-666-510-552-554. Later, on another train he found 532 without the orange stripe. Alfred believes that the cars look better without it.

**WASHINGTON, D.C.**

The city wants the streetcars to be operating along H Street and Benning Road by the summer of 2013. Recently there had been rumors that this would not take place until the end of 2013. Thanks to member Phil Hom for this news.

**NORFOLK, VIRGINIA**

Opening day for The Tide, the nation's newest light rail system, was August 19, and worldwide, it was the second new light rail system to open that day. Jerusalem, Israel preceded it by a few hours. (Please see below.) Drawn by free rides, the system was overwhelmed, with 27,000 trips taken by 7 PM Friday, far exceeding expectations for opening day. The Newtown Road park-and-ride lot at one end of the line and two overflow lots, totaling close to 700 spots, were full from noon into the evening. The free ride program was extended through the week, and the \$1.50 fares began being collected on August 29. To accommodate the unexpectedly large crowds, HRT in the late morning put a seventh train into service, which is one more than what would be used during peak rush hours. But that helped only a little, and

an eighth train was added in the evening. Riders were asked to exit at MacArthur Square to eat, shop, or soak in opening day activities because many riders were staying on trains for more than an hour. By mid-afternoon, buses were sent to the Newtown Road, Eastern Virginia Medical Center/Fort Norfolk, and MacArthur Square stations to take people back to park-and-rides so they could avoid long waits and overcrowding on the trains could be eased. Some used the buses, but they weren't very popular. It was reported that the weekend ridership was 75,000. Average daily ridership was projected to be 2,900, but member Phil Craig forwarded a report that ridership had leveled off at 4,500.

**NASHVILLE, TENNESSEE**

Member Harold Golk reported that Music City Star ridership reached 26,989 passenger trips in June, 2011, up nearly 30% over 17,620 in June, 2010. Trains operate in 2-car sets using gallery cars that were obtained from Metra (ex-C&NW) for \$1 each at time of start of service. The motive power, F-40s, was originally Amtrak. There is a plan to add a third car to the trainsets, which would provide seating for 140-150 additional passengers. Also on hand are at least four ex-Virginia Railway Express cars, also ex-Metra. Harold added: "The Mayor of Lebanon, Tennessee stated, 'Trains don't pay for themselves, but highways don't pay for themselves either, and they cost a lot more.'" (This was said while commenting on funding for the Music City Star.) "He is a smart man, I would say. Lebanon is the east termination of the Star, 31 miles from Nashville."

**TAMPA, FLORIDA**

Tampa's Port Authority on August 19 voted 4-3 to discontinue its \$150,000 annual contribution to the TECO Line for 2012. This action will force TECO's Board to replace the funds from its already strained endowment. The City Council wants PA to reconsider its decision and restore the funds. Supporters believe that it adds to the attractions that Tampa has to offer, and would enhance its image, especially with next year's Republican National Convention, which will be held in Tampa. Opponents feel that the streetcar is heavily subsidized and attracts few riders. Thanks to member Dennis Zaccardi for this report from **The Tampa Tribune**.

**MINNEAPOLIS, MINNESOTA**

Northstar Commuter Rail and Northstar Link Commuter Bus are providing service for all Vikings games at Mall of America Field in the Metrodome this season. Special trains will be added on game days to supplement the regular Northstar schedule when needed.

On September 2, the Federal Transit Administration gave its approval for the PE (preliminary engineering) phase for the 15.8-mile (double-track) extension of the Hiawatha Line to begin. From the existing Target Field station in downtown Minneapolis, the line would continue through several suburbs, including Minnetonka, Hopkins, and St. Louis Park, terminating in Eden Prai-

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**Commuter and Transit Notes**

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rie. Thanks to **Progressive Railroading** for this report.  
**NEW ORLEANS, LOUISIANA**

**The Times-Picayune** reported that on August 16, work began to construct the 1.5-mile Loyola Avenue connection to the Canal Street Line. The \$34.5 million project is expected to be completed in June. The tracks will run in the street on both sides of the neutral ground. Plans include four covered streetcar stops at Tulane Avenue, Poydras Street, Julia Street, and the Union Passenger Terminal. Please see map below.



THE TIMES-PICAYUNE

RTA has plans for other lines as well, such as bringing streetcar service to Faubourg Marigny, Tremé, and St. Roch via North Rampart Street and St. Claude Avenue. In May, the RTA Board authorized bids for the final design for the so-called French Quarter Loop, which will link Canal Street to Press Street along North Rampart and St. Claude. A 1.2-mile spur on Elysian Fields Avenue that would connect the Riverfront Line at Esplanade Avenue has been put on the back burner while officials look into the prospects of extending the St. Claude Line to Poland Avenue in the Bywater. This would call for the tracks to cross Norfolk Southern Railway tracks, which they opposed, citing safety concerns.

**ALBUQUERQUE, NEW MEXICO**

Rail Runner's thirteenth station, Sandia Pueblo, opened on August 29. Only Zia Road remains to be opened.

**SAN FRANCISCO, CALIFORNIA**

On August 18, Caltrain reported that it had negotiated a proposed contract with TransitAmerica Services to operate the Peninsula commuter service, replacing Amtrak, which has exclusively held the contract since 1992. TransitAmerica Services (part of Herzog Transit Services) operates Coaster, Trinity Railway Express, and Rail Runner Express. Approval at the Joint Powers Board came at its September 1 meeting. The first full year (FY 2013) of the five-year contract is for \$62.5 million, which is within the projected Caltrain operating and capital budgets. Subsequent contract amounts are sub-

ject to annual negotiations. This contract comes with five one-year options, and includes daily staffing and operation of trains, as well as inspection/maintenance of tracks, passenger rail vehicle fleet, rights-of-way, structures, signaling, communication network, stations, and other facilities.

Caltrain Executive Director Michael J. Scanlon said, "The contribution of Amtrak to the Caltrain service can never be fully measured. The successes enjoyed by Caltrain are due in significant part to the partnership between Amtrak and the agency, and we are grateful for all Amtrak has done." Once the contract is signed, there will be a five-month period during which TransitAmerica will transition into place and mobilize its new management team. During that period (early 2012), Caltrain and Amtrak will remain in a partnership and Amtrak will continue to operate the railroad as it participates in the transition.

**LOS ANGELES, CALIFORNIA**

A groundbreaking ceremony for the second phase of the Expo Line took place on September 12. 6.6 miles will be added to presently being built 8.6 miles in Phase I, which was originally set to open in 2010. Expo officials were still hoping to open a portion of Phase I (7.9-miles) to La Cienega before the end of 2011, and to Culver City (0.7 mile) early next year.

**SAN DIEGO, CALIFORNIA**

"San Diego 529," a PCC, made its formal appearance on August 17, but the official debut of the Silver Line took place on August 27. Painted Kelly green, plum, and crème, 529 has undergone six years of restoration by volunteers and experts who spent 3,000 hours on the project at a cost of \$850,000. Because it operates on the same trackage as the San Diego MTS LRVs, it is equipped with a pantograph, rather than a trolley pole. San Diego's previous PCCs were numbered 501-528, hence 529. Details were published in the August **Bulletin**.

**HONOLULU, HAWAII**

As of August 17, all appeals from the losing bidders have been denied, and the Honolulu Authority for Rapid Transportation began to finalize its contract with Ansaldo Honolulu to start construction of its 20-mile LRT. Ansaldo's \$1.45 billion contract to design, build, operate, and maintain the line was selected over bids submitted by Bombardier Transportation and Sumitomo Corporation of America. Thanks to member David Erlitz for this report from **The Star Advertiser**.

**TORONTO, ONTARIO, CANADA**

There is new life for old subway cars. According to an article in **The Toronto Star**, sent by member Ron Yee, the Toronto Transit Commission (TTC) has made a deal with a company called Eko Rail, which will purchase 255 of TTC's soon-to-be-retired H-5s and H-6s. They will be used on a 16.7-mile line, which is currently under

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**Commuter and Transit Notes***(Continued from page 18)*

construction in Lagos, Nigeria. The first of the H-5s was expected to be trucked out of Wilson Yard during the second week of September to an unspecified location in the United States for engineering evaluation. Interiors will be refurbished and trucks converted to standard (4' 8½") gauge (TTC uses 4'10⅞"). Although with delivery of the new Toronto Rockets the 44 remaining H-4s are also being replaced, they will be scrapped because they lack air-conditioning. TTC received 138 H-5s (5670-5807 in 1976 and 1980) and 126 H-6s (5810-5935 in 1986 and 1989). This article mentioned that it was not unusual for subway cars to be recycled, citing examples of cars from Seoul and Beijing now operating in other cities. In early September, there were three sets of Rockets in service on the Yonge St. Line.

**ROME, ITALY**

During August, Todd Glickman was in Italy for a long weekend, and rode the "Leonardo Express" train (operated by Trenitalia) from Rome/Fiumicino Airport to the Termini rail station in Rome. He reported: "With half-hourly service, the eight-car, electric engine-powered trains I rode in both directions were very busy. The trip took 31 minutes for the 23-mile one-way, non-stop ride, and cost 14€ (~\$20) each way. I also had a few rides on the Rome Metro, which has two lines ('A' and 'B' that cross and have a free interchange at Termini Station). Line 'C' is under construction and a phased opening is expected later this year. Single rides are available over the entire system (and for connecting buses up to 75 minutes from purchase) for 1€ (~\$1.42), and an all-day pass is available for 4€." Todd also rode the Trenitalia Eurostar from Rome to Venice and return. The "Frecciargento" bullet-style trainset has a top speed of 186 mph (300 kph), and makes the trip in 3:48. There are two First Class cars, a café car, and seven second-class cars. Second class seating is 2x2, while First Class is 1x2. First class passengers also get a welcome snack (choice of juice, water, or sparkling wine, as well as cookies), and a newspaper. There is on-board Wi-Fi for purchase through TelecomItalia. The trains in both directions were very busy, especially between Florence and Venice. Florence is midway between Rome and Venice, and has a stub-end terminal which means passengers who are facing forward for the first half of the journey become rear-facing for the second half, and vice versa.

**JERUSALEM, ISRAEL**

As was reported last month, Jerusalem's LRT opened on Friday, August 19. Several hours later, The Tide would begin carrying passengers in Norfolk, Virginia. (Please see above.) Member Dave Klepper wrote: "I intended to wait until Sunday to ride, because only a few of the traffic light priority installations are in, and travel is about twice or three times as long as the

schedules, and I always have a lot to do to prepare for Shabbat (the Sabbath) on Fridays. However, I decided to take a short ride from the Ammunition Hill station, which is closest to my apartment, to the City Hall station. This is only about one-quarter of the length of the line. Lots of people were riding, coming from all ethnic groups. There was a decent standee load. Earlier inspection of the vehicle interior assured me the seats are comfortable. I would rate it A+ for ride quality and quietness and signage. When I left at City Hall, there was a large crowd waiting, and the two-car train left, packed. Service is supposed to be every 14-minutes, with riding free for two weeks. Top speed about 40 mph."

The continuation of Dave's ride did not wait until Sunday. He continued: "I rode the southern portion of the line after Shabbat ended. After waiting about 40 minutes a light LRV came through the Ammunition Hill station for positioning at the south end of the line, and about a quarter of an hour later, the first public Saturday evening train came. Riders were mostly young Yeshiva students, but there were also some Arab children and a few parents as well. I rode the northern portion of the line on Sunday, and the trackage and scenery reminded me of the best of Pittsburgh Railways, which is an A+ for operations and scenery and well worth riding from a railfan point of view. Lots of Arab children were riding as the northern part of the line goes through Shufat, an Arab neighborhood." Subsequently, Dave reported that there were minor delays, as more than 40,000 riders took advantage of the service, which was using 14 trains. Fares will be NIS (New Israeli Shekel) 6.40, which is about US\$1.80. Service operates weekdays between 5:30 AM and past midnight. Daily ridership is expected to be 100,000. We will have more on this in the next issue.

**BANGKOK, THAILAND**

As reported by Todd Glickman last month, the extension of the BTS Skytrain east of On Nut Station opened August 12. Five stations were added and the new terminus is Bearing located at the intersection of Sukhumvit Soi (crossroad) 107. Todd returns to Bangkok later this month, and will provide a report.

**FROM THE HISTORY FILES**

**75 YEARS AGO:** On October 26, 1936, the Philadelphia Suburban Transportation Co. (Red Arrow Lines) opened a new terminal at 69<sup>th</sup> Street, replacing the 1907 building. With some modernization, this building is still in use today.

**25 YEARS AGO:** In October, 1986, the Cos Cob Generating Plant, which supplied power to the New Haven Line, was finally decommissioned. In its final years, the plant, which opened in 1907, became unreliable. The Town of Greenwich, Connecticut, which now owns the property, would like to open the site (after it is decontaminated) as a public park.

*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

There was a brief description of this abandoned right-of-way in the August, 2011 issue's *Around New York Transit System*. After reading the article, we decided to publish a more detailed description of the route that was published in the 1899 Atlas.

Tracks were parallel to several streets and crossed the following intersections:

- E. 17<sup>th</sup> Street and Avenue I
- West side E. 16<sup>th</sup> Street (adjacent to Brighton (B Q) Line from Chestnut Avenue to Avenue M
- East side E. 16<sup>th</sup> Street from Avenue N to Avenue O
- E. 17<sup>th</sup> Street from Kings Highway to Quentin Road
- West side E. 18<sup>th</sup> Street from Avenue S to Avenue Z
- Sheepshead Bay Road and Jerome Avenue
- E. 15<sup>th</sup> Street and Voorhies Avenue
- E. 13<sup>th</sup> Street and Neptune Avenue

We do not know where the terminal was located. The Atlas was incomplete.

### Brighton Line Station Rehabilitation

Rebuilt Avenue H, Avenue J, and Avenue M northbound platforms were placed in service at 5 AM September 12 with B and Q trains making all stops in both directions. During the September 9-12 weekend, buses replaced Q trains between Stillwell Avenue and Prospect Park because of track changes in the vicinity of Newkirk Plaza (recently renamed from Newkirk Avenue). The hard-rail reverse curve connecting the northbound express and local tracks was removed and the local track was made continuous.

The Avenue H, Avenue J, and Avenue M northbound platforms were closed for rehabilitation on September 24, 2010. Northbound B and Q trains switched to the express track south of Kings Highway, stopping at a temporary platform on the southbound express track at Kings Highway. Trains then bypassed Avenue M, stopped at a temporary platform on the southbound express track at Avenue J, and bypassed Avenue H, after which they operated on a hard-rail reverse curve connected to the local track. Southbound trains made all local stops.

B express service was resumed October 3.

### Lo-Vs Roll Again

Lo-Vs were in service again from noon to 6 PM during

every weekend in September, 2011 starting Saturday, September 3 and continuing through Sunday, September 25. Trains operated on the express track between 96<sup>th</sup> Street and Times Square, stopping at 72<sup>nd</sup> Street.

HBO paid MTA \$150,000 for operating the trips, which were sponsored by "Boardwalk Empire," whose advertisements were posted in the cars. On the final weekend, HBO representatives were distributing complimentary *MetroCards* in the street near the Times Square, 72<sup>nd</sup> Street, and 96<sup>th</sup> Street stations.

### Riders with Unlimited MetroCards Lost Two Days of Travel

As a precaution against floods from Hurricane Irene, all subway trains, buses, and railroad trains ceased operating from noon Saturday, August 27 to 6 AM Monday, August 29. Riders with unlimited weekday or monthly *MetroCards* lost two days of travel when service was suspended, but were unable to obtain a refund.

Transit officials explained that it was technically impossible to extend the *MetroCards* for two days. They revealed that it is a long process to reprogram the computers. It also requires the approval of the MTA Board.

Instead, MTA wants its insurance company and the federal government to pay for the money lost from shutting down the system. It hopes to return some of these funds to the unhappy riders.

### Cortlandt Street R Station Reopens

On September 6, 2011, just before the tenth anniversary of the 9/11 terrorist attacks, MTA reopened the downtown side of the Cortlandt Street R station.

MTA Chairman and CEO Jay H. Walder was joined by Congressman Jerold Nadler, State Assembly Speaker Sheldon Silver, State Senator Daniel Squadron, Manhattan Borough President Scott Stringer, and New York City Council Member Margaret Chin to celebrate the occasion.

The September 11, 2011 collapse of the Twin Towers caused appreciable damage to the Cortlandt Street R station and the Cortlandt Street 1 station, which is still out of service. The southbound R platform reopened on September 15, 2002, but was closed again on August 20, 2005 for the excavation and construction of the Dey Street passageway, which will be a vital link

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## CORRECTION

Member Andre Kristopans informs us that we omitted the following from the December, 2010 *Bulletin*:

From October 30, 1954 to August 30, 1976, rush hour E trains ran express on Eighth Avenue.