

The Bulletin



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The Bulletin

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

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

Production Manager:
David Ross

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

In the September issue, we were unable to publish all the interesting information in the July 1, 1924 IRT subway rulebook because of the lack of space. In this issue, we are still printing excerpts from this book, which describes the duties of the Motormen and Conductors operating the same cars that were in service 75 years ago.

82. The input of current to motors is governed automatically and automatic feed must be used at all times when in proper working order. In starting trains from the terminals, Motormen must notch up controller one notch at a time to ascertain if automatic feed is working properly. If working properly, in starting thereafter controller must be moved to first point and allowed to remain for 1½ seconds or until slack is taken up in train and then moved to full-on position.

Rule 82 applies to old equipment only, and on that type of cars Motormen are instructed to hand feed the controller to avoid the possibility of blowing the circuit breakers. *(Editor's note: There is probably a typographical error in this sentence. Hi-Vs had manual acceleration and Lo-Vs had automatic acceleration.)*

101. Motorman will start train on bell signal when leaving terminal or when cars are added or cut off en route.

(Editor's note: In the 1930s, we observed that the Rear Guard pressed a button located near the roof adjacent to the end door between the cars. The Conductor received indication, a white light on a similar device, after which he gave the Motorman the bell signal.)

127. Motormen are instructed that when the top lights or markers are out to turn one of

the bottom or oil lamps red on the side which they are to take the switch. If they are to turn to the right to carry a red lamp on the right side of the head car, and if to take the switch to the left, to carry a red light on the left side of car.

213. Each Conductor and Rear Guard is required to carry on his train a white lantern which must be kept lighted and ready for immediate use.

228. The post of the Rear Guard is on the last car of the train, and he must never leave that car except in the performance of his duties. If for any cause his train comes to a stop at any unusual point where not protected by signal, he must immediately protect the rear end of his train and station himself with lamp in the rear of his train prepared to flag the following train at a sufficient distance away to avoid collision.

(Editor's note: Signals were not installed from Borough Hall to New Lots Avenue and Flatbush Avenue until July, 1937 and on Lenox Avenue from 110th Street to 135th Street until the spring of 1939.)

RULES FOR OPERATING MULTIPLE UNIT CONTROLLED DOORS

At Bowling Green, southbound station, all doors must be kept closed on the shuttle platform side.

On trains going around South Ferry Loop, only the doors controlled by Guard will be opened at this station. Guard will drop seat at center door on these cars before entering station. Conductor after leaving Rector Street

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NEXT TRIP: NYCT WESTCHESTER SHOP TOUR, NOVEMBER 5

A HISTORY OF THE **A** TRAIN

by George Chiasson

(Continued from October, 2011 Issue)

GENESIS OF THE A TRAIN: PART THREE- IND'S AA LOCAL

For over 55 years, the **A** express and AA local were virtually inseparable partners on IND's Eighth Avenue Subway. Mostly AA was a non-rush hour participant on the subway scene, being spelled by various combinations of **B**, BB, or CC during the peak periods. Whenever it ran, the most remarkable features of AA were that it was the only IND route confined entirely to Manhattan, and that its route was never really changed or varied, but for one brief period very early in its existence during 1933. About the only variety offered at all was its equipment, and then only at various times, as it shared the rolling stock used on **A** until 1967, then became a servant of the revised **B** train, and was based out of Coney Island (of all places) until 1986. Much like the present **C** train that succeeded it, AA also consistently operated shortened consists at all times that it ran, most typically of four or eight cars, which contrasted mightily with the 10-car trains of its neighboring **A** and **E** lines. Otherwise, very little ever changed with the AA Local, even after it was eventually re-christened **K** in the 1980s.

A ROUTE DESCRIPTION OF THE AA LOCAL

Originating from the terminal at 168th Street-Washington Heights (and using the relays beyond, as well as the underground yard at 174th Street for lay-ups off its "mother" route), AA used the upper level local tracks of the Eighth Avenue Subway as it passed along St. Nicholas Avenue and stopped at 163rd Street-Amsterdam Avenue and 155th Street before dropping into the local tracks at the 145th Street station. From there AA continued along the local tracks of the Eighth Avenue Subway (past the flying union with the Concourse Line) through 135th Street station to the 125th Street express stop. South of that point the Eighth Avenue Line swung beneath Frederick Douglass Boulevard (Eighth Avenue) and into the local station at 116th Street. At 110th Street-Cathedral Parkway, both southbound tracks began to descend beneath the northbound tracks and remained so for the rest of their run down Central Park West, with additional local stations at 103rd Street, 96th Street, 86th Street, 81st Street-Museum of Natural History, and 72nd Street before continuing toward the express station at 59th Street-Columbus Circle, where all four tracks were again at the same level. From the 59th Street-Columbus Circle station, the northbound local track swung over the northbound express track to assume the westernmost position in the upper level along Central Park West,

where platforms were again located at 72nd Street, 81st Street-Museum of Natural History, 86th Street, and 96th Street. Through the northbound local station at 103rd Street, the northbound express track began a descent to become level with the two southbound tracks, while the northbound local track again veered overhead to resume its easternmost alignment through the local station at 110th Street-Cathedral Parkway.

South of 59th Street-Columbus Circle, rush hour BB local trains diverged to the Sixth Avenue Subway via 53rd Street through a grade-separated junction starting in December, 1940, while in non-rush hours AA trains continued south along Eighth Avenue, through the local stop at 50th Street, and on to the express station at 42nd Street (now also Port Authority Bus Terminal). **E** local trains (from Queens via the 53rd Street Tunnel) merged into the Eighth Avenue Line tracks at another grade-separated junction north of that location starting in August, 1933, and continued to share trackage with AA for the remainder of its route. At 34th Street-Penn Station, AA and **E** both used the outside platforms, while the **A** express stopped at a separated middle berthing area. AA trains then continued on the Eighth Avenue local tracks, passing through additional stations en route at 23rd Street (local) and 14th Street (express), where the tracks turned beneath Greenwich Avenue. From the upper level at the W. 4th Street station (express), the four-track Eighth Avenue Subway continued under Sixth Avenue, through the local station at Spring Street and on to the express stop at Canal Street. South of that point, AA and **E** diverged into the stub-end terminus at Hudson Terminal (now World Trade Center), while **A** trains continued to follow the express alignment beneath the southern tip of Manhattan and on to Brooklyn.

AA LOCAL ROUTE HISTORY

The AA began operation on opening day of the Independent Subway—September 10, 1932—as the local complement to the **A** express train, running between 168th Street-Washington Heights at the north end and Hudson Terminal (now World Trade Center) at the south. At that time service was offered all day and evening Monday to Saturday, but on Sundays AA replaced **A** and operated local along Eighth Avenue. As a result of this pattern AA was extended for the only time in its existence on February 1, 1933, when it was routed to Jay Street-Borough Hall in Brooklyn on Sundays in place of **A**. AA was then suspended on July 1, 1933 when the Concourse Line opened and the new CC provided local service on Eighth Avenue in its place, but

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A History of the **A** Train

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only south of 145th Street. This remained the case until the Sixth Avenue Subway was opened on December 15, 1940, at which time AA was restored as a non-rush hour local, with the new BB running in its place during rush hours, which at the time included Saturday mornings and afternoons. On January 5, 1952 AA began running all day on Saturdays as its BB counterpart was reduced to weekdays only, and that was how things remained for the next 25 years.

On August 28, 1977 **A** began making local stops on Eighth Avenue overnight, and as a result AA was suspended during "midnight hours." In late 1985 the AA designation was replaced with the white letter **K** inside a dark blue bullet on system maps and in signage, including those on the trains, but this change was not officially reflected in schedules until May 24, 1987. Operation remained otherwise unchanged until it was discontinued as a separate route on December 11, 1988 and replaced by the **C** train, which became the Eighth Avenue Local during base hours, seven days a week. The "ghost" of AA then lingered for several more years, as **C** from 145th Street to World Trade Center in late evenings and weekends from December, 1988 to May, 1995; and from 168th Street-Washington Heights to World Trade Center on weekends and in middays (for a brief time) from May, 1995 to March, 1998. The last vestige of the old AA local was finally superseded by the full-time extension of **C** service from World Trade Center to Euclid Avenue (a route it maintains to the present) on May 2, 1999.

AA TRAIN ROLLING STOCK, 1932-1988

In its earliest years, equipment used on AA closely mimicked that of its service partner, the **A** train. First used were the 300 original R-1s, based at 207th Street Shop, when AA service commenced on September 10, 1932. In general the R-1s (September, 1932) and sometimes R-4s (November, 1932) were mixed together on AA from its beginning through the time it was initially suspended with the opening of the Bronx Grand Concourse Line on July 1, 1933. When AA service was resumed with the opening of the Sixth Avenue Subway on December 15, 1940, the R-1s had left for Jamaica and R-4s were joined by R-6s and R-7s in mixed consists that were also used on the BB local in rush hours.

The occasional use of R-10s from **A** was noted on the AA local as of December 11, 1950 (the day service was inaugurated to the 179th Street-Jamaica terminal in Queens), as were infrequent appearances by the experimental R-11 Budd-built train between November, 1953 and July, 1954. As indicated for **A**, the 207th Street and Concourse fleets of R-4/6/7 cars were commonly pooled on five routes in October, 1962 (**A**/AA/BB/CC/**D**) with some of the R-1s returning from Ja-

maica (for the first time since December, 1936) in June 1964. This remained the situation by October, 1966, with mixed R-1/4/6/7 trains ruling the AA local, supplemented by R-10s from time to time. The R-7s departed 207th Street and Concourse for Queens in February, 1967, along with the R-6s just before the Chrystie Street Connection was opened.

On November 26, 1967 AA was united with the new **B** (Sixth Avenue-West End) route and from that time shared equipment based out of Coney Island for many years, though R-10s from **A** were still used to supplement the nominal trains of mixed R-1 and R-4 cars as required. R-32s were seen on AA for the first time on November 29, 1967 but were few in number for the first few days before establishing themselves on a permanent basis in December as the dominant equipment assigned to AA (and **B**). These were briefly joined by R-38s (in separate trains) for the month of February, 1968, which also eliminated the need to use R-10s by the end of March. Trains of R-27/30s began to occasionally turn up on AA during April of 1968, with R-38s sometimes joining in again beginning that October. The odd train of R-10s was sighted again starting on January 6, 1969, followed by introduction of the first air-conditioned R-42s on July 29. So began the period of "mixed SMEE" consists on Subdivision "B," with AA/**B** most commonly exhibiting blended R-32s and R-42s with some R-27/30s and R-38s thrown in (and still supplemented by an R-10 train or two when necessary). This pattern prevailed for several months (though the apparent quantity of then-red R-27/30s increased during February, 1970), only to vanish with the general reassignment of March 9, 1970 at which time AA/**B** became the haven of R-32s and R-42s in separate consists. Meanwhile, pre-war trains of R-1/4s had continued to be scarce on AA from December, 1967 right through 1968 and 1969, until such equipment was removed entirely with the shuffling of cars in effect on March 9, 1970. By that time very few R-1s were left on the AA and **B** lines in any case, having been replaced by added R-4s from Queens as they were freed up by new R-40s, R-40Ms, and R-42s.

R-27/30s began to return irregularly and in limited number during October, 1971, but otherwise the pattern stayed relatively firm until some trains of R-10s were assigned outright to Coney Island, in response to car shortages, on November 18, 1974 and thus used on AA and **B**. They were then removed as of August 24, 1976 with the CC extension to Rockaway Park, at which time most of the R-10s were shifted to Concourse, but a few trains (most likely abducted lay-ups) were back by the end of the month. As new R-46s were being delivered to Jamaica through the late 1970s, the older SMEEs from that facility also tended to wander, and in September, 1976 a group of R-16s found its way to Coney Is-

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

land and AA/B, joined by most of the R-38s from Jamaica, which were transferred to Coney Island effective January 10, 1977. By February these in turn had replaced the R-16s and were making inroads with the R-32s, which were gradually being exported to Jamaica. As of June 17, 1977 AA and B were being dominated by trains of R-38s and R-42s, with some R-27/30s and R-32s added in plus one or two sets of stubborn R-10s on occasion. An unusually hot summer that year brought air-conditioning troubles and as such R-40Ms heretofore assigned to Jamaica were sometimes mixed with R-42s in standard consists for the first time (something that would eventually become standard procedure), on a temporary basis, during the month of August. As the R-10s began to gradually fade from the scene starting in late 1977 they finally disappeared from AA/B, definitely so by the end of the year. The R-32s were also removed as part of their general reassignment to Queens as of January 15, 1978 and by March the R-27/30s were gone as well, once again leaving trains of R-38s and R-42s to soldier on alone.

As the Transit Authority responded to cracking truck frames on the new R-46 cars over the next two years, the R-38s and R-42s native to AA/B were often appropriated for use elsewhere. As a result R-27/30s and even once in a while an R-10 began to sneak back into the picture during August of 1978, along with some R-32s, which were seen regularly between July and October, 1979, then again in November of that year. A small number of R-27/30 trains re-established a presence on AA/B through the unusually cold winter of 1979-80, then lasted until at least June 9, by which time Subdivision "B" equipment was being switched around at a rapid pace to reduce mileage on the troubled R-46 fleet. An assignment list from July 30, 1980 shows strictly R-38s and R-42s in use on AA/B as previous, but another for October 17 has a small quantity of slant R-40s indicated as well, temporarily on loan from their erstwhile home on A. The slants disappeared as of November 1, again being replaced by trains of R-27/30s and R-32s to buttress the usual R-38s and R-42s into the month of December. The first small group of slant R-40s was reassigned outright from 207th Street to Coney Island on January 29, 1981 and were quickly deployed on AA and the companion B, which would remain their true home in some form for the next 28 years. For the next two months there were five equipment types commonly used on AA in varying quantity (R-27/30, R-32, R-38, R-40, R-42), with the frequency of R-38s dropping to little more than occasional by June as the use of R-32s and R-40s was increased.

R-32s were no longer being seen on AA after a general reassignment of September 21, 1981, when service

seemed to be carried mainly by R-42s with some help from the slants and a few lingering trains of R-38s. Some R-27/30s began to lurk back onto AA/B through the early months of 1982, but as of March 8 were replaced again by R-32s, while most AA trains were by that time composed of slant R-40s and R-42s, with a handful of R-38s still hanging on. The last of the R-38s then lasted until May, 1982, by which time all had been permanently reassigned to 207th Street for use on A, and but for brief, limited reallocations in August and December of 1982 and between May and July of 1983, they would not return on a full-time basis. With hotter than normal summer weather in place during 1983 there was an increased need for air-conditioned rolling stock. By early September the R-42s were the most commonly used cars on AA, boosted at times by Concourse-assigned R-40M/R-42 trains when necessary, with both R-32s and R-40s (which were mostly non-air-conditioned) playing a reduced role through this period. All three car types (R-32s, R-40s, and R-42s, plus some mixed R-40M/42s) were in abundance by the time the weather cooled on November 14, 1983 and then the situation settled down for the longer term.

Starting in September of 1983, there were frequent but brief closures and/or disruptions to service across the Manhattan Bridge for several years, and car equipment assignments were at times modified. Some R-38s again visited AA/B as part of this pattern in February, 1984, continuing on and off through that summer and at various times until late September of 1985, when they were at last confined to the A and C lines as part of the Car Appearance Program to eradicate graffiti. The rest of the AA assignment continued to remain fairly tranquil for a time, broken only by the occasional sighting of an R-27/30 from January through mid-March of 1985. By that time the R-32s had all but departed AA/B as well, again leaving just the slant R-40s and R-42s (with an R-40M sometimes mixed in). This was also the assignment indicated in the first complete Subdivision "B" equipment inventory performed in many years, and dated May 16, 1985. A train or so of R-32s was again noted on both AA and B into that autumn, but they were there neither permanently nor prominently.

As of December 1, 1985 the "AA" route designation was replaced by K for reference and mapping purposes, but its rolling stock (basically R-40s and R-42s) remained the same, though it started showing dark blue K signs on the ends. The first major closure of the Chrystie Street side of the Manhattan Bridge (B, D) was initiated on April 26, 1986, at which time the joint B/K car assignment was separated from Coney Island and the latter again based at 207th Street with the so-called "North B." As a result the slant R-40s stayed on the south (West End) and were not seen again on K, which instead began to mostly exhibit R-32s, now sup-

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plemented by R-40M/42s. Through the balance of 1986 and into 1987 NYCT(A) gradually expanded its effort to eradicate system graffiti and car assignments became more closely controlled. Effective May 24, 1987, as part of a general realignment of service on the N and R lines, the R-32s that had been assigned to 207th Street (not part of the graffiti-free fleet) were shifted to Coney Island in exchange for R-40M/42s from that location, and henceforth the latter completely dominated service on K. Starting in December, 1987 the R-40Ms were gradually separated out from mixed trains of R-42s and sent to East New York, such that R-42s were providing 100% of the service on K as of March 1, 1988. Some R-40Ms were shipped to Sumitomo in Elmira Heights, New York, for GOH while the balance, along with some

pre-GOH R-42s, went through Coney Island Shops and emerged as unrebuilt, graffiti-free equipment protected under the Car Appearance Program. As soon as permanent, full-time car cleaning personnel were assigned to its termini at 168th Street-Washington Heights and World Trade Center, K began using mixed trains of "clean" R-40M/42s on June 6, 1988, with its last spray paint and grime-besmirched equipment being removed from service on August 19. Other than the gradual and continuing GOH of R-40Ms and R-42s through the rest of the year, nothing else changed on K as its time dwindled away. On its last day of life (December 10, 1988) there were sightings of one unrebuilt but graffiti-free slant R-40 and two trains of rebuilt slant R-40s. No matter, though, as the curtain permanently rang down on the K train (and the AA local that preceded it) with the start of service on December 11, 1988.

PHILADELPHIA TRIP REPORT, OCTOBER 1, 2011

by Marc Glucksman
(Photographs by the author)

Our long-awaited trip to tour the SEPTA 69th Street shops on October 1 was met with surprisingly dry weather. The facility was built in the early 1900s and was recently rebuilt to accommodate the new fleets. This is where SEPTA's Market-Frankford Line's 220 Adtranz M-4 cars, built between 1996-9, are stored and maintained. They replaced the 1960 Budd cars. The passenger fleet has been reduced to 218 since 2 cars have since been converted for work service. Also kept here is the Kawasaki fleet that runs on the Media and Sharon Hill Lines and arrived in 1980-1, consisting of 29 double-ended Light Rail Vehicles. These cars replaced a mix of Red Arrow equipment, including Brilliners, Brill Masters, and PCCs. They differ from the vehicles used on the Subway-Surface, most notably in that they are double-ended and use pantographs instead of trolley poles.

As we were there on a Saturday and the operating schedule was significantly reduced over weekday service, there was a lot of equipment to view. Our guides

took us through the building, describing the various maintenance processes. All of the cars for both lines are maintained side by side in the same building, with components ranging from trucks to HVAC systems. We then walked around the perimeter of the yard, allowing numerous photographic opportunities.

After leaving the shops, the group headed downtown to SEPTA Headquarters at 1234 Market Street. The SEPTA Transit Store is located there, along with a stationary display of restored all-electric PCC 2733. (If you missed the trip you can also shop online at <https://shop.septa.org>). From there we spent the afternoon exploring the multiple modes of the SEPTA transit system, including high speed rail, light rail, subway, trolley bus, and regional rail. Philadelphia truly does offer a great variety. The group then met up to board the chartered coach back to New York.

Thanks to Sid Keyles for putting the trip together. Next month we'll have a report on our trip to MTA New York City Subway's Pelham Shop.

*(Continued on page 6)***IRT Operated Frequent, Dependable Service 75 Years Ago***(Continued from page 1)*

or Bowling Green will walk through cars, notifying passengers to disembark from rear cars at South Ferry. Conductor will also assist in dropping seats.

When ten, eight, or five car trains go around South Ferry Loop, Door Control Switch must be changed on train before again leaving northbound terminal. THIS IS IMPORTANT. Conductor must be sure that proper

change has been made.

(Editor's note: When this rule was written, southbound platforms on the Broadway Line from 238th Street to 103rd Street and Lenox White Plains Road Line from 177th Street to Jackson Avenue could accommodate only six cars. On southbound trains, the Rear Guard controlled the doors on the six north cars. Northbound platforms were longer, accommodating ten or eight cars. Therefore, it is quite obvious that the Door Control Switch had to be reset regularly on South Ferry trains.)

Philadelphia Trip Report, October 1, 2011

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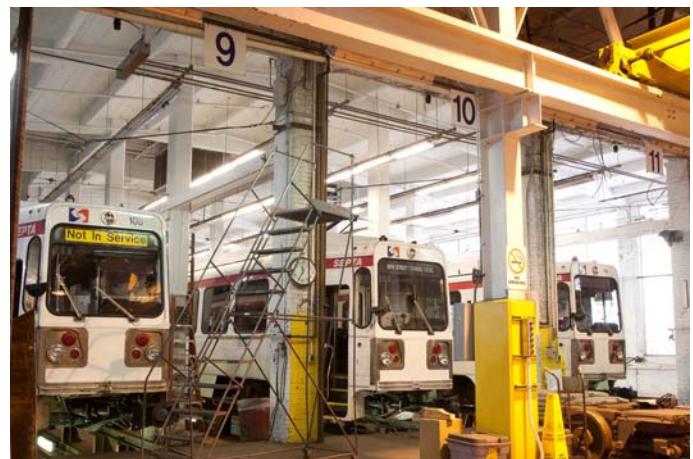
Car 1102 up on the lift.



Car 1143 next to a set of trucks.



Kawasaki lineup outside the shop.



Kawasaki cars 108, 113, and 110 undergo inspection.



Cars 121 and 1056 sit outside the shop.



Norristown High Speed Line car 141 at 69th Street Terminal.

TECH TALK by Jeffrey Erlitz (Photographs by the author)

After a long hiatus (a little over three years!) I am back, I'd like to start off with some images that most of you probably have not seen yet. These are of Second Avenue Subway construction and were taken on September 15.



Looking down into the launch box from street level at Second Avenue and E. 93rd Street. The tunnel for northbound track S2 is just to the left of the center.



View north from inside the northbound S2 tunnel, south of E. 93rd Street.



Looking south at the twin bores from the E 93rd Street launch box. Southbound tunnel S1 is on the right and northbound tunnel S2 is on the left. This area will also be the site of the southern entrance to the 96th Street station.



This is the muck conveyor system at the bottom of the launch box. Hopper cars filled with muck from the tunnel boring and mining operations are unloaded here and this system brings the muck up to the surface where it is loaded onto trucks for the trip to the disposal site.

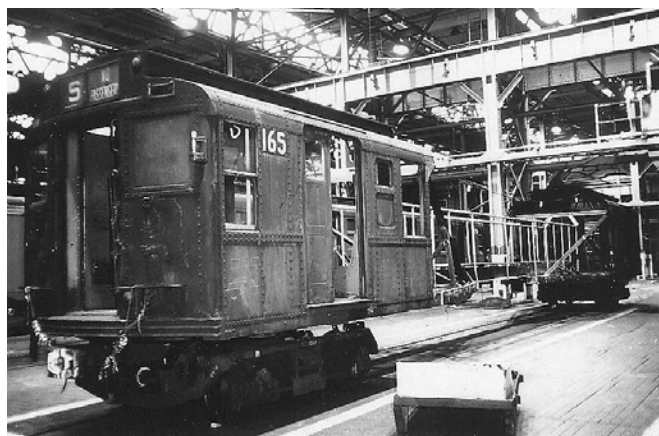


View north from the launch box at around E. 94th Street.

Jeff may be contacted at jefferlitz@gmail.com.



IND WORK EQUIPMENT



Clearance car 165.
Bernard Linder collection



Money collection car 66.
Bernard Linder collection



Motor flat 41, 207th Street Yard, March 22, 1963.
Bernard Linder photograph



Trailer supply car 51, 207th Street Yard, September 13, 1954.
Bernard Linder photograph



Pump car 20128 (ex-56), Concourse Yard, March 26, 1963.
Bernard Linder photograph



Pump car 20128 (ex-56), Concourse Yard, May 12, 1965.
Bernard Linder photograph

IND SCENES



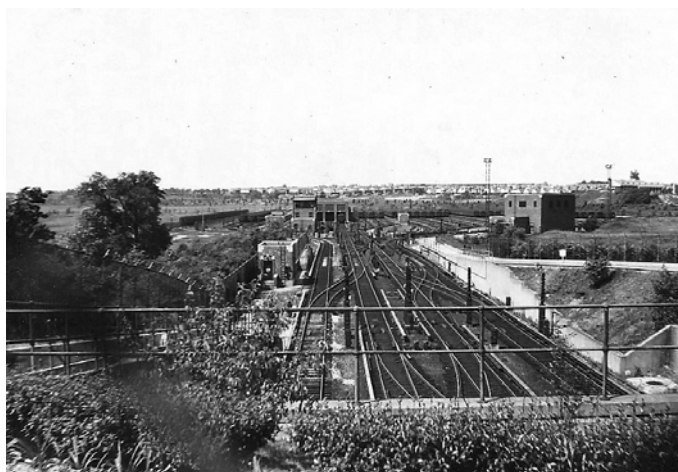
207th Street Yard, looking east from 207th Street station, June 23, 1946.

Bernard Linder photograph



207th Street Yard, April 4, 1969.

Bernard Linder photograph



Jamaica Yard, June 9, 1946.

Bernard Linder photograph



March 8, 1932, six months before service began.

Bernard Linder collection



Fifth Avenue station, upper level.

Bernard Linder collection



Original IND turnstiles.

Bernard Linder collection

Commuter and Transit Notes

No. 276
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

It was confirmed at the September Long Island Rail Road/Metro-North Committee meeting what federal transportation officials have been saying for several years, that the opening date for East Side Access had slipped by two years to April, 2018. This project, as previously reported in the *Bulletin*, is constructing a new terminal within Grand Central Terminal, which will become a terminus for some Long Island Rail Road trains, carrying, by MTA estimates, 80,000 daily riders.

Member Larry Kiss sent an article from *Newsday* (October 16), which reported some of the reasons: slow excavation, overlapping construction, and Amtrak's rehabilitation of the East River Tunnels. MTA Capital Construction President Michael Horodniceanu said that the LIRR might offer limited service before all of the tunnels are completed.

Just one day before the effective date of Jay Walder's resignation (October 21), Governor Andrew Cuomo announced that he would appoint Joseph Lhota as the new MTA Chairman and CEO. Mr. Lhota had previously served as an MTA Board member and held several appointed positions in city government and in the private sector. Upon confirmation by the New York State Senate, Mr. Lhota would become the eleventh Chairman of MTA.

The law banning smoking on Long Island Rail Road and Metro-North platforms goes into effect on November 13 (September *Bulletin*).

MTA METRO-NORTH RAILROAD (EAST)

Because the New York Yankees won the Eastern Division Championship and had the best record, they earned home field advantage against the Detroit Tigers in the American League Division Series. Metro-North operated its usual baseball service plan. Timetables, with 8:37 PM start times for Game 1 on September 30 (started and postponed to the next day due to rain) and Game 2 were posted on the Internet, where the results were a split. Games 3 and 4 were in Detroit, where there was also a split. On October 6, Game 5 was back in Yankee Stadium with an 8:05 PM start, and schedules were posted on the Internet. With the loss of this game, the "Chase For 28" resumes next year.

For a two-hour period beginning at 3:30 PM October 9, New Haven Line riders traveling between South Norwalk and East Norwalk were bused due to a malfunction of the Walk (Bridge), which spans the Norwalk River.

On October 10, due to Con Edison electrical upgrade work that was not completed on time and reduced power, commuters experienced delays of up to 20 minutes on their AM trips. Power problems continued that afternoon, and that resulted in the cancellation of six

trains (two per line) in the 5:00 hour to ease congestion. Since this was Columbus Day, ridership was typically reduced by 25%. The reduced service continued through the next morning's peak hour.

With completion of track work, southbound trains between Poughkeepsie and Cortlandt returned to their (regular) Track 2 routing on September 20. This project began on July 11 (August *Bulletin*).

The timetables that went into effect on October 16, will be in force through November 18 for the New Haven Line and March 31, 2012 for the Hudson and Harlem Lines. My guess is the reason that the New Haven will be replaced later this month is for the opening of the Fairfield Metro station.

Here are additional details about the Quiet Car program, which went into effect on October 17. It is similar to other programs in that on the designated trains, it will be the last car on inbound trains and the first car on outbound trains. Timetables have a "Q" below the train number. Metro-North has named this program "CALMmute." The format, which was introduced in the June 27 edition of the TDI timetables, continues (October *Bulletin*).

As is done annually, special timetables will be issued for Thanksgiving and Christmas/New Year's weekends. 22 "Shoppers' Special" expresses will operate Saturdays from November 20 through December 17 and 21 on Sundays from November 21 through December 18.

The new 200,000 square foot maintenance facility at Croton-Harmon that opened last Fall has received a prestigious Brunel Award, which recognizes and promotes the best in design. The Brunel Awards are sanctioned by the Watford Group of International Railway Designers, which was founded in 1963. Its members are composed of railway design professionals from 20 countries in Europe, Asia, and the Americas.

MTA METRO-NORTH RAILROAD (WEST)

Towns and villages along the Hudson River are not immune to fog, and on September 21, the Haverstraw-Ossining Ferry was suspended after 7:45 AM due to heavy fog conditions. I live a few miles to the southwest and there was no fog.

Following inspections, on September 26 it was announced that through train service would be restored to Port Jervis in December. Off-peak busing continues to allow completion of flood mitigation measures and river-bank stabilization that are necessary to protect the line. Here are some of the consultant's findings: 50 washouts adding up to more than 2 miles of right-of-way that no longer exists; fast-moving water overtopped the tracks and scoured away ballast, sub-base, and earth to

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depths of 7 feet; and river banks were eroded, causing sections of track to hang in midair. Additionally, some bridges were damaged, there was significant damage to the signal system, and large sections of signal and fiber optic cables were exposed and need to be re-buried. About 150,000 tons of stone, the equivalent of about 5,000 tractor-trailer sized dump trucks, will be required. In order to access some of the remote locations, MTA's Real Estate Department worked with property owners to secure easements so that the trucks can deliver the stone as close as possible to where it is needed.

In Phase I, only one track will be available between Sloatsburg and Hillburn, which will mean revised timetables for off-peak and weekend trains. Metro-North employees and private contractors are doing the work. The contractors are working 24/7. Full pre-storm schedules will be restored under Phase II, when the second track between Harriman and Suffern is finished in the fall of 2012. The cost of the project has been estimated at \$60 million. For those who are interested, the buses that support this operation are now coming from the Eastchester (former New York Bus Service) Depot in the Bronx. Before picking up their first passengers, Bus Operators must drive nearly two hours. Leprechaun Bus Lines is also providing some of the bus service.

Update: Metro-North announced on October 24 that because the repair work was running ahead of schedule and the damage, although severe, was less extensive than first thought, service using one track would resume one month earlier, on November 28. Riders will find the full pre-storm schedule of 26 daily trains and 14 trains each weekend day and the interim train-bus-train service will cease. In these tough economic times, it was also good news in that the cost, originally estimate at \$60 million, may be in the \$37-40 million range. In addition, the completion date for the repairs has been moved from the fall of 2012 to June, 2012.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

On September 20, the first two pairs of production cars from Lincoln, Nebraska arrived in New Haven for acceptance testing. The web site reflected 36 cars on the property as of October 20, with 42 cars having been delivered to New Haven. 28 cars composing four trains are in service. There is one six-car and one eight-car each in New Haven and Stamford service.

The New Haven Register reported Governor Dannel Malloy had released \$30 million in funds, which were part of the \$2.4 billion returned by the State of Florida to be used to add a second track (5.8 miles) between Hartford and Windsor. There will also be other improvements. The state had applied for \$227 million. Connecticut recently received \$160.9 million in federal funds that was matched by \$161.9 million in state funding to improve tracks and stations between New Haven and

Hartford, a distance of 62 miles. In addition, \$286 million in bonding has been approved toward this project, which is estimated to cost \$647 million. By 2016, it is planned that there will be two trains per hour during peak periods and hourly service at other times between Springfield and New Haven. Thanks to member David A. Cohen for this news.

MTA LONG ISLAND RAIL ROAD

A Press Release dated September 26 announced the start of a major, multi-year track renewal project scheduled to end in 2015, taking place in each of the four East River Tunnels for 55 hours per weekend. This work began on the weekend of October 1-2. The total track structure in each tunnel will be replaced with new ties, continuous welded rail, stone ballast, insulated joints, and impedance bonds. The drainage system will be re-established with newly re-designed drainage improvements. This project was undertaken at MTA's request following the May 8 derailment of an out-of-service Amtrak train (July **Bulletin**). It has been reported that this project is a contributing factor to the delayed opening of the East Side Access Project, now likely to open in April, 2018, rather than September, 2016.

The evening commute of September 29 turned out to be a disaster for most riders. The problem began at 4:40 PM due to a lightning strike affecting critical switching equipment at Jay Interlocking, west of Jamaica. Ironically, it was the new high-tech system that was installed last Fall that was affected, including the back-up. Passengers were advised to seek alternate means of transportation while repairs were made. NYC Transit honored LIRR tickets at 34th Street-Penn Station, Parsons-Archer, Sutphin Boulevard-Archer Avenue, and Atlantic Avenue/Pacific Street. Between 6:47 and 8:25 PM limited service was restored, albeit with delays. That changed shortly before 9:30 PM, when service was suspended to all branches except for Port Washington, the only branch that does not go through Jamaica. Normal service operated the following morning. Thanks to Larry Kiss for filling in some of the details.

On October 10, Senator Chuck Schumer held a press conference in Mineola to announce that he wants the Long Island Rail Road to establish a "Commuter's Bill of Rights" that would be similar to one recently enacted for airline passengers. The key to this proposal is a better notification system when disruptions occur, but equally important is a standard time for how long passengers should be expected to remain on stranded trains. He also believes that in such cases, some basic provisions like water should be provided.

The railroad responded: "The LIRR shares Senator Schumer's concern about the impact of recent weather-related service disruptions on the customers we work hard to serve every day. Our first priority in these situations must always be the safety of our customers, and we work closely with our public safety partners to keep

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customers on the train, where they're safest. At the same time, we have an obligation to keep customers informed and comfortable, and we must do better. We look forward to working with Sen. Schumer to make improvements and more clearly communicate what customers can and should expect from the LIRR." The MTA Board will take this issue up at its October 26 meeting.

Special timetables were issued as follows:

- Port Washington Branch – Sperry Rail Testing for the afternoon of October 1, Bus/Van service between Port Washington and Great Neck
- Far Rockaway Branch (October 8-9) for track work. Buses operated between Valley Stream and Far Rockaway
- Oyster Bay Branch – 28th Annual Oyster Festival in Oyster Bay over the weekend of October 15-16. Member Bill Ingolia reported that besides the regular schedule being supplemented by three trips in each direction, he found instances of extra trains being operated and crowded conditions on some trains. The trains that Bill rode were late due to heavy riding. Larry Kiss reported that the attendance this year was around 100,000
- East of Speonk – Rehabilitation of two bridges in Hampton Bays and two crossings in East Hampton for 72 hours on each occurrence, on October 18-21 and 25-28. Buses replaced trains between Speonk and Montauk

The next set of timetables are to start on November 7. Details will be published next month.

NJ TRANSIT

It happened again — another power failure, this one occurring on September 22 and trapping four trains: two in the North River Tunnels, and two west of New York Penn Station. The incident began shortly before 9 AM and was over, for those passengers who had to be rescued, by 10:30 AM. *Midtown Direct* trains were routed to Hoboken and Main/Bergen/Pascack Valley Line passengers were encouraged to use the Hoboken option rather than attempt to transfer at Secaucus Junction. PATH cross-honoring was put into effect at Hoboken and Newark. Trains were single-tracked, with delays in the 45-60-minute range. Service was reported on or close to schedule at 4:30 PM. NJ Transit and Amtrak officials met the following day to review the incident.

During the summer there were several major service disruptions (August and September **Bulletins**).

Another commuting disaster occurred during the afternoon of September 27, when at 3:15 PM Northeast Corridor and North Jersey Coast Line (NJCL) service was suspended in and out of New York Penn Station due to "Amtrak switch and signal problems in Newark." This time, *Midtown Direct* trains were not affected; however, the Raritan Valley Line was. The initial 20-30-minute

delays soon escalated to 2 hours. Cross-honoring was put into effect on NJ Transit and private carrier buses at the Port Authority Bus Terminal (PABT) and PATH. What followed were cancellations of dozens of trains, including North Jersey Coast Line service from Hoboken. Hoboken Division trains were also delayed by late connections at Secaucus. Steve Lofthouse called at around 6 PM to tell me that he had been on a train that was scheduled to depart New York Penn Station at 3:44 PM, but actually left at 4:11 PM, and was then stopped adjacent to PATH's Harrison station. He eventually got to Newark, where he boarded a PATH train for the World Trade Center, and then took an uptown 9 to the PABT. Steve caught an 8 PM bus to the Lincroft/Exit 105 park-and-ride lot where his wife met him, and they then drove to Long Branch to retrieve his car, arriving home at 9:45 PM, the same time that NJ Transit reported service operating on or close to schedule. Steve later told me that at Long Branch, they had to wait as the grade crossing gates were down. He wondered what train he would see, and it turned out to be the three Hoboken/Bay Head trains coupled into one train, deadheading to Bay Head Yard.

Earlier that day, from 6:37 to 7:52 AM, trains were single-tracked through Secaucus Junction in order to make track repairs. During this period, *Midtown Direct* service was routed to Hoboken.

On October 11, there was another power failure near Kearny. Advisories were sent out beginning at 3:32 PM and within minutes, *Midtown Direct* trains were routed to Hoboken, and cross-honoring of tickets was established. The initial 15-20-minute delays were soon 15-30 minutes. *Midtown Direct* service resumed at 4:35 PM and half an hour later, Northeast Corridor and North Jersey Coast Line services were reported as operating on or close to schedule.

It never ends. At 7:14 AM October 14, power was lost in the south tube of the North River Tunnels. The usual cross-honoring was put into effect and *Midtown Direct* service was diverted to Hoboken until 12 noon. Delays of 30-60 minutes were reported. By 9:30 AM, delays had been reduced to 10-15 minutes. At 10:25 AM, Amtrak completed repairs.

On Saturday morning, September 24, between the hours of 9 AM and 1 PM, one set of tracks in the Bergen Tunnels was closed to trains in order for NJ Transit and local police and EMS to conduct a training exercise on emergency response to a simulated train accident. Service was unaffected.

During October, the monitors at Secaucus were modified to indicate the number of minutes until the trains' arrival.

An advisory was issued that slippery rails caused by falling leaves could result in train delays. To combat this annual rite of fall, NJ Transit operates its AquaTrak high-pressure rail power washing system along its rail

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lines. In addition, crews have been trimming trees and removing leaves near tracks.

At a special October 4 meeting, the Board approved a settlement with the Federal Transit Administration over its request to be repaid the \$271 million it advanced for the now-canceled ARC Tunnel Project. Under the agreement, NJ Transit will make five annual, \$19 million payments for a total of \$95 million. According to *The Record*, the transit agency has also paid more than \$1 million in legal fees to the Washington, D.C. law firm that it hired to fight the repayment request.

My son Marc saw a number of stored passenger cars in Raritan Yard on October 16. They included 5714, 5715, 5717, and 5733 (Comet I) and 5205, 5509, 5512, 5525, and 5533 (Comet III).

Since the one-day suspension due to Hurricane Irene, the *RiverLine* has been operating a modified Sunday schedule (30-minute headways) in order to do track work. Member Bob Vogel reported that there had been a serious washout on the long passing siding between Roebling and Bordentown. Until the siding is returned to service the fifteen-minute rush hour headways are not possible. It was expected that this reduced schedule would be in effect until next month.

Timetables will be changed on November 6. Details will be published next month.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

On October 19, New York Governor Andrew Cuomo announced that he had selected Patrick J. Foye to be the new Executive Director of the Port Authority. His appointment is subject to approval by the agency's Board. He replaces Christopher O. Ward, who resigned effective the end of October, but will serve as an advisor through the end of the year.

METROPOLITAN AREA

As a result of an agreement with the Obama Administration, the State of New York and all parties, including Metro-North, that were involved in the design of a new Tappan Zee Bridge have been replaced by the Federal Highway Administration. News reports indicated that it would be a strictly highway bridge with eight lanes. Unfortunately, the planned commuter rail and bus rapid transit options have been deleted. In late October two meetings were planned for Westchester and Rockland Counties where details would be provided. I planned to attend one of those meetings. Construction could begin as early as next year.

AMTRAK

Member Alfred Gaus reported that returning from Delaware on October 1, he saw that AEM-7 933 had joined the previously reported 911 on a far-side track, both missing their pantographs. He wrote: "Guess they're ready for the scrap yard."

In FY2011, 30.2 million riders were carried, setting a

new record, and the eighth record in the past nine years. Compared to FY 2010, there were 5% more riders. Thanks to Bob Hansen for this news.

Cinders reported that as of September 27, 36 AEM-7s were available for daily assignments, while 11 others were out of service, including the two mentioned above, which were involved in recent fires. 11 HHP-8s were available, with four in the shops.

The Winter/Spring timetables were not available at publication time.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

There is good news for Old Colony commuters — work is nearly a year ahead of schedule to replace 150,000 defective Rocla concrete ties, and full service should be restored by next month. Crews replaced about 80,000 ties on the Plymouth/Kingston Line, 64,000 on the Middleborough/Lakeville Line, and 13,000 on the main line they share in and out of South Station with the Greenbush line to Scituate.

A "Hold" sign was installed at the Ashmont station to alert Trolley Drivers to wait so that passengers exiting from Red Line trains won't miss the trolley. The light is triggered when a southbound Red Line train hits a switch on the track that turns on the light. Between when the train reaches the station and when it opens its doors, customers have a little over three minutes to make it to the Mattapan-Ashmont Trolley platform. MBTA's Signal Department installed this lighted sign in response to complaints from riders who missed the trolley, and by all accounts, it is working out well.

The Green Line extension from Lechmere to Somerville and Medford was originally scheduled to have been completed this past September. However, it was pushed to 2014, later to 2015. Then in August, MassDOT proposed revising the time frame again, with passenger service beginning between 2018 and 2020. The Green Line extension is a court-mandated requirement as part of the settlement of a lawsuit over the environmental impact of the Big Dig. Now Governor Deval Patrick has brought pressure on MBTA to reconsider its timing and plan for an earlier opening.

Cell phone service may be available in the underground portions of the Blue Line and nearly all of the Green Line by the end of this year. Which riders will be able to take advantage of this depends on whether their carrier has signed an agreement with the company doing the installation. Service is already available on the entire Orange Line and parts of the Red Line for AT&T and T-Mobile users. Those two carriers and Verizon also offer service within four stations: Government Center, Park Street, Downtown Crossing, and State Street, as well as their connecting tunnels. Thanks to member Todd Glickman for these reports from *The Boston Globe*.

All of the Quiet Car programs on which I have re-

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ported have been deemed successes. Now comes news from Todd, who reports that the "T"'s Quiet Car program is a failure, caused by a number of things, including a lack of signs, a lack of publicity, a lack of PA announcements, and a lack of interest on the part of MBCR crews in enforcing this initiative. Todd also told me an experience that he had when he mentioned to a rather loud fellow commuter that she was sitting in the Quiet Car. Her response was, "I've been commuting on this train for 15 years and I can assure you there's no such thing!" He has written to MBTA (and its contractor MBCR) about this, and suggested the first thing they need to do is put signs in the quiet cars so that passengers can be informed, and also to show to others if necessary. The response has been, "that's too difficult because cars are switched out from the first position." He suggests they use ceiling signs affixed with Velcro that would be very easy to move when cars are changed out. Stay tuned.

In preparation for single-person train operation on the Red Line, on October 10 Todd sent a photo of the head end monitor that had been installed at Kendall Square southbound.

LINDENWOLD, NEW JERSEY

Bill Vigrass wrote that the first cars are due back from overhaul in March 2013.

PHILADELPHIA, PENNSYLVANIA

On September 26, PATCO began a one-year test of a new "contactless" VISA card, which may be used in turnstiles and parking lots as well as conventional credit card functions. A microchip embedded in the card provides the same functionality as the PATCO "Freedom" card, which will continue to be accepted. Manufacturer Cubic Systems is providing the necessary equipment and software free for the trial period (a \$680,000 freebie), after which PATCO will have the option to pay for any extensions. For six months the PATCO Visa will be the only credit card accepted; for the remainder of the year any "contactless" credit card will be accepted.

The Delaware Valley Regional Planning Commission did not approve a dedicated source of funding for a parallel, electrified commuter line in the Route 422 Corridor. This came about after they "listened" to the public, which, unsurprisingly, stated emphatically that what benefited them, should be paid for by somebody else. Enthusiasm of the upstate counties for complying with these wishes is expected to be muted.

On October 13, SEPTA and the Philadelphia District Attorney jointly announced a crackdown on fraudulent accident claims. The key will be use of on-board security cameras. One of their example clips showed a man racing for a wrecked bus, then flopping back on a seat inside in a posture apparently intended to project pain

and distress. About 45% of the bus fleet and all of the subway/el cars are equipped with cameras, and the remainder should be fitted out by January, 2013. SEPTA pays about \$40 million a year in accident claims. In six active cases SEPTA expects to recover or save \$300,000 in fraudulent claims. Thanks to member Dave Safford for these three reports from *The Philadelphia Inquirer*.

Member Bob Wright, whom I finally got to meet on the Division's October 1 SEPTA trip, sent a report about the Norristown High-Speed Line. "The recent storms, including Hurricane Irene and Tropical Storm Lee, caused some settlement and washout problems on the portions of the line on fill north of Bryn Mawr through to Radnor, with some especially severe problems in the area of the Rosemont station (now called Roberts Road). There are also Peco Energy transmission towers in the right-of-way in this area that have been undermined and need to be stabilized. The roadbed will need to be completely rebuilt in this area and at least one new retaining wall will be constructed to help stabilize things. Originally, the line was single-tracked between Bryn Mawr and Radnor. Since September 23, the schedule has been revised to accommodate the construction. The schedule is roughly this: Norristown trains – half-hour headways at all times, with two-car trains in the peak hours. The peak-hour service operates express between 69th Street and Bryn Mawr, with most stopping at Ardmore Junction (but a handful of through expresses with first stop Bryn Mawr are scheduled in the PM peak outbound). The previously scheduled 'Norristown Limited' and 'Hughes Park Express' services are temporarily suspended. Bryn Mawr 'shorts' – in the AM and PM peaks, 4 operate each direction each hour, making all stops between 69th Street and Bryn Mawr. In midday and daytime Saturday, they operate on half-hour headways roughly midway between Norristown trains. The modified schedule is on SEPTA's website but I don't think it's been printed. I've heard stories about the construction of the fill in the Rosemont area and one particular and more interesting 'legend' is that one of the steam locos used in the construction failed and was dumped into the embankment, so it may still be there in some form. I've also heard that some of these steam engines were former el locomotives from New York City lines that electrified, but I'll need to do some homework to confirm that. A friend who commutes on the line has described the operation as a 'nightmare,' although things are beginning to settle down. Apparently some of the problem was the congestion at 69th Street where getting into and out of the terminal can be tricky and trains must grade-cross through the interlocking."

Just as I was completing this column, Bob sent this update: "As of October 12, the line returned to two-track operation but the posted schedule has not yet been

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Commuter and Transit Notes

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changed. Construction continues and I'm wondering if the revised schedule will remain in effect until the work is completed. To add insult to injury, early on October 13, the first outbound trip of the day (4:30 AM) hit a car on the tracks near Beechwood-Brookline. Apparently a drunk driver made a wrong turn during the night and ended up on the tracks, where he abandoned the vehicle. The line was forced to operate single-track for several hours during the AM peak and NHSL 143 escaped with minor damage."

On September 23, as his train passed Wayne Junction, Alfred Gaus observed Silverliner IV 404 with a damaged pantograph — the elbow part was hanging over the top end of the car. The elbows always face outward on SEPTA, which is something that is kept uniform. Over the next few days, he noted that 404 was pushed closer and closer to the shop. Eight days later, upon returning from a trip to Delaware, it was the lead car on the 3:46 PM train arriving at 30th Street, sporting a nice, brand new pantograph in shiny red paint. "What a surprise it was."

Alfred also reported that the Ryers Station project is getting close to completion. During the first week of October the roofing material/covering for the long canopy was being installed. All of the railings for the platform and zigzag walkway appeared in place.

Member Lee Winson reported that on October 6, he saw Silverliner IIs 235 and 239 in revenue service. These cars were reported as being "inactive" in the October **Bulletin**. Lee wrote, "There were a lot of Budd trains running during the midday — to my surprise I saw several sets on the West Trenton, Chestnut Hill East, and Chestnut Hill West Lines. I still see one or two sets on the weekend."

From **Cinders**, there is a Silverliner update. As of late September, 45 Silverliner Vs had been delivered: 701, 703-716, and 801-832, with the exception of 827-828, for which there was no information. A retrofit program for some of these cars is underway at Frazer Shops with 703 and 809-810 likely being the first cars. Just over a year ago (October 29, 2010), the first train, composed of 701-801-802, debuted in passenger service.

These Silverliners are shown as retired: (Budd) 201, 204-206, 208, 251, and 257, plus (St. Louis) 220, 222, 224, 228, 231-234, and 237. Former "Airport" cars 235 and 239, previously reported as inactive, are active once again.

WASHINGTON, D.C. AREA

Virginia Railway Express reported that ridership on its Fredericksburg and Manassas Lines has reached 20,000 per day, the highest ever! VRE CEO Dale Zehner attributes this increase to better on-time performance and traffic congestion in the Capitol region.

NORFOLK, VIRGINIA

Member Eric Bolden wrote: "On September 12, I went to Norfolk, where I had done two years of college in the mid-'80s, to see this new rail system. It is built on an old freight track that ran right past the campus, which (I had heard back then) they were thinking of converting to light rail. The line starts out winding through the streets, with the main stretch via Monticello Avenue, where I boarded. I had always wondered how exactly the line would get past the complicated I-264 Interchange, with the big Norfolk Southern freight line next to it. Entering private ROW at this point, it takes a few tight turns, as it passed this area near Harbor Park. As this whole stretch through the Norfolk State University Station is elevated, rather than using a completely concrete trackbed, wooden track panels are placed on top of the structure like on the old big city els. That certainly seemed like home. The structure is still the typical modern white concrete guideway, however. The rest of it used the standard concrete ties in private ROW, or embedded rails in streets. Like other new light rail lines, the signals are white LED position bars in the street section, and standard color signals in its own ROW. A pair of chimes before an announcement (which are more modern on the LIRR/MNRR M-7 cars and only a single chime on NYCT New Tech trains) sounds a lot like the R-44 to R-68 door chimes. It was a quick ride to either Military Highway, or Newtown Road, where you can pick up the buses I used to have to ride all the way from downtown or the College. Virginia Beach is still (despite earlier opposition) talking about an extension of the line, which was originally planned to go all the way to the shorefront."

After one month of successful service, ridership was 5,140 riders, and Hampton Roads Transit (HRT) has added some enhancements. All nine trains are now Wi-Fi equipped (\$30,000). Riders can purchase \$3 round-trip fares via HRT's website as part of a three-month pilot project. E-tickets will be sent via e-mail and can be printed or downloaded to cell phones and computers. Downtown, drivers will notice that the 21 signs that formerly read "No Left Turn" have been replaced by the internationally recognized no left turn symbol (\$44,000). Traffic lights at one intersection have been re-timed after two vehicles ran into LRVs. HRT's President and CEO said that the enhancements will not push the price beyond the latest \$318.5 million estimate.

The Tide's success has city officials planning an extension to the Norfolk Naval Station. Virginia Beach has been mulling proposals to extend *The Tide* to Town Center and the Lynnhaven area, but HRT suspended a study on the issue for a year in April. Virginia Beach's City Council has been split on light rail, which has drawn heavy opposition from taxpayer groups. The council won't make a decision until 2013 at the earliest. Thanks to member Phil Hom for these two reports.

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

For two years beginning September 12, Tri-Rail's Miami Airport station was closed in order for construction to be reduced by 21 months and to save \$10 million in construction costs. Passengers destined for the airport must use bus service from the Hialeah station. Northbound trains (P638 and P642) and southbound trains (P631 and P635) originate/terminate at the Metro-rail Transfer station. Passengers are being bused between the Hialeah Market station and Miami International Airport.

PENINSULA, OHIO

Member Andrew Grahl visited the Cuyahoga Valley Scenic Railroad and reported that the motive power included FL-9 484, which was originally New Haven Railroad 2029. It subsequently went to Penn Central, which renumbered it 5029 and then sold it to Amtrak, where it was renumbered to 242, 491, and 484 (2). Upon retirement, it was acquired by the Morristown & Erie Railway, which sold it to the Cuyahoga Valley Scenic Railroad. Andrew added that he rode in ex-Virginia Railway Express V-307, which also has a long history, starting with its days as an RDC working for the Boston & Maine.

CHICAGO, ILLINOIS

Metra riders could see fare increases of as much as 32% for a 10-trip pass, 29.8% for a monthly pass, and 17% for one-way tickets as a result of a vote at the Board's September 16 meeting. This action is being taken as the agency faces a \$65 million shortfall in 2012 and a \$100 million deficit in 2013. Other options being considered are elimination of young adult fares, rounding tickets to the nearest 25 cents, and changing the \$7 weekend pass so that is good either on a Saturday or a Sunday. Service reductions were discussed, but were rejected. Thanks to member Jim Beeler for this report.

Also on September 16, Metra launched a "Be Fair, Pay the Fare" campaign in which riders' help is sought to help insure that all tickets are being collected. Specifically, riders are asked to keep their tickets visible throughout their entire trip and to report any instances where they perceive that crews fail to collect fares. Metra has placed a Revenue Collection Report on its website where this information can be entered.

HOUSTON, TEXAS

On September 29, Metro approved the award of a \$153.1 million contract to CAF for 39 LRVs. Last year, the Federal Transit Administration raised a red flag over Metro's failure to follow appropriate procurement procedures and halted the contract. Siemens was awarded an \$83 million contract for 19 LRVs on April 6 (May *Bulletin*).

DENVER, COLORADO

The 55th and final LRV was delivered by Siemens to

RTD's Mariposa Light Rail Maintenance Facility on October 5.

ALBUQUERQUE, NEW MEXICO

Rail Runner announced that certain federal funding will no longer be available as of FY2013, and to make up for these lost revenues, one option is to raise fares. Rail Runner fares are based on six zones. As proposed, single-ride tickets (\$2-\$8) and Day Passes (\$3-\$11) would increase by \$1-\$2; monthly passes (\$39-\$121) by \$4-\$11; and annual passes (\$350-\$1100) would go up \$35-\$110. Reduced fares would also rise along with single-ride and Day Passes by \$0-\$1.

PORTLAND, OREGON

In late September, there was some early construction work for the Portland-Milwaukie Light Rail Project along SW Lincoln Street between 1st and 4th Avenues. Up to 60 trees were removed to widen the street for the project and to relocate private and public underground utilities. The line is set to open in the fall of 2015.

SAN FRANCISCO, CALIFORNIA

Under orders of the California Public Utilities Commission (CPUC), SF Muni has begun installing video cameras that are aimed at the Operators. The cameras are being used to enforce a regulation adopted unanimously by CPUC in early October that prohibits rail transit Operators in California from using personal cell phones and other electronic communications devices while on the job. The rule also applies to any employee directly involved in the operation of the rail systems. Unlike the rule that is in effect for MBTA Operators, these devices may be carried, but must be turned off and stowed. Thanks to Todd Glickman for this report.

LOS ANGELES, CALIFORNIA

Quiet Cars have arrived for Metrolink riders effective October 3. On every weekday train, the second car from the locomotive on every train is the designated car.

TORONTO, ONTARIO, CANADA

Believe it or not, in the Toronto Transit Commission's 57+ years of subway operation, there have been just three fan trips. The first took place on September 30, 1990, for a Farewell to the G-Train, marking the retirement of the last of the (original) Gloucester Railway Carriage and Wagon Company cars. On February 28, 1999, there was the "M-Train Farewell Tour" (Montreal Locomotive Works), and most recently, September 11, for the H-4s (Hawker-Siddeley), which are soon to be retired. Thanks to member Pete Donner for this news.

OTTAWA, ONTARIO, CANADA

OC Transpo selected Alstom Transport to build six DMU trainsets for its O-Train on September 16. Alstom's version is called *Coradia Lint* and delivery is scheduled for May 2013.

JERUSALEM, ISRAEL

Continued from last month: On August 22, member Dave Klepper rode round-trip to Mt. Herzl to take pictures. "Even packed with standees, the air-conditioning

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can cope with what is hot weather for Jerusalem, about 90° F, (28° C). The indirect lighting is even, without glare, and bright enough to read comfortably. Gray-tinted windows repel heat effectively. Announcements, like signs, are tri-lingual (Hebrew/Arabic/English) and intelligible, but just a bit too loud when one is near a loudspeaker, since more even coverage with a greater number of loudspeaker positions would have been an improvement to perfection, both in cars and on platforms. The operating compartment looks comfortable and neatly laid out. One control handle moves forward for power and backward for braking with the left hand. The right foot depresses a safety pedal. TV screens replace rear-view mirrors. The view out front is fine, through both the clean partition to the driver's compartment and a wide front window. Often the Driver will use the sunscreen, blocking the upper third of the window. The design of the car is very similar to LUAS in Dublin, except different door and seating arrangement and the MU operation. (LUAS however, is not MU.) On the way to City Hall station, I had my first experience with an emergency brake application when a cyclist disobeyed the traffic signal and crossed in front of the train. We had accelerated from the Damascus Gate station up to about 5 or 6 mph, and we stopped in about $\frac{1}{5}$ of a second. The stop was smooth and quick, exactly same as I remember from a PCC. After we accelerated, I tried to find evidence of flat wheels, but there was none at all. If anyone had been standing without holding on to something, they could have been thrown to the floor. Fortunately, there was not the jam-packed situation observed on other trips, and all standees were OK, since they had a handhold nearby. Otherwise, the ride was just fine, with top speed about 45 mph, and fewer delays at crossroads than previously encountered.

"All track has pavement, with the single exception of the track area next to the Old City Wall between the Damascus Gate and City Hall stations, where soil and grass replace the paving blocks (stones) almost everywhere else, with a very few short stretches of asphalt or concrete. But there are no lanes shared with general traffic or even just bus traffic. (Delivery trucks are permitted to use Jaffa Road during early morning hours when light rail does not operate, and there are lane markings for them.) Lots of level crossings, however, the only grade separation being the famous suspension bridge at the entrance to the city near the Convention Center and the Central Bus Station. The paving certainly seems like a make-work project, with distinctive somewhat decorative paving used on Jaffa Road, another type at vehicular road crossings, a third type at pedestrian crossings, and a fourth on exclusive lanes elsewhere. I discussed the overhead installation earlier, with two types of constant tensioning, as well as more

normal wire. Center reservations usually have center poles, in many cases grass and trees between the tracks, and brackets from the center poles. Side of the road right-of-way often has poles on one side only with a bracket covering both tracks, again with trees in the pole line. Span wire is seen mostly at large intersections, often involving curves, but pull-off wires are very rare. Instead, poles are used intelligently, with some span wire at various angles. The northernmost station Hayal HaAvvir (incorrectly spelled Kheil HaAvvir on the station sign, but the Hebrew clearly says "air soldier," or in better English "airman") has an island platform, with trains reversing in the station (every passenger off and then re-boarded) with a pair of regular crossovers south of the station. It and the next three stations are in the Pizgat Zev neighborhood, and there is a mixture of side-of-road and center reservation running, with some curves and grades. The southernmost Pizgat Zev station, Yikutiya HaAdom, has a red monument at the corner, which may influence the station name. Between there and south to Beit Hanina, northernmost station in the Shufat neighborhood, there is side of the road operation next to an open highway, without buildings, and here is where the most spectacular scenery is seen. Shufat has another mixture of side-of-road and center reservation, the latter including a stretch along Shufat Road. South of Shufat's southernmost station is the junction to the mostly single-track branch to the shops and yards, a junction located in the midst of a major road intersection. The lead to the north is a curve into a switch to the northbound track, with a facing-point crossover to the southbound track. But the lead to the south includes the only in-pavement streetcar slip-switch I have seen. This intersection is directly north of the Gavat HaMivtar station, where very ample facilities are provided for bus interchange. From there south to Shimon HaTzaddik, the line is in the very separate former bus right-of-way that was constructed along with the parallel main road north, Route 1. South of there, the line moves to a center reservation in that main road, and this holds to the Damascus Gate Station. North of that station there is a center third track for short turning from the south. South of Damascus Gate comes the park-like right-of-way next to the Old City Walls, and then a sharp curve through Safra Square onto Jaffa Road in front of City Hall with that station. From here to the Menahem Yehuda (market) Station, the right of way is Jaffa Road, pedestrianized. But west of there, the line becomes side-of-road with vehicular traffic on Jaffa Road itself. West of the Central Bus Station, the line curves south over the suspension bridge, emerging into side-of road operation that continues along Herzl Boulevard, later into center reservation, and then back to side of road, before the Mount Herzl southern terminus. This is a side-platform station, typical of about 80% of the stations, with the double-track line continuing

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Around New York's Transit System

Steinway Tunnel Closed for Five Weekends

To install a new signal system on the 7 Flushing Line, service was suspended between Queensboro Plaza and Times Square from 11:30 PM Friday to 5 AM Monday during the weekends of October 7-10, October 28-31, November 4-6 (Marathon Sunday), November 11-14, and November 18-21. This service suspension affected an estimated 280,000 passengers each weekend. Alternate service was provided by E, F, N, and Q, which was extended to Astoria during daytime hours. Shuttle buses provided service to closed Queens stations and the 42nd Street Shuttle operated all night.

NYC Transit is installing a new Communications Based Train Control (CBTC) signal system. This automated train control system ensures the safe operation of trains using wireless data communication that will allow for more frequent service and the future use of countdown clocks. Fiber optic and computer equipment will be installed alongside the tracks on the entire line. Work will continue for several years.

During the October 7-10 weekend, track panels were installed south (west) of 33rd Street-Rawson Street. Queensboro Plaza-bound 7 trains operated express from 74th Street to Queensboro Plaza, stopping at 61st Street-Woodside.

NYU to Take Over Former BoT/NYCT Headquarters?

New York City is offering \$100 million and free land on Governors Island, Roosevelt Island, or the Brooklyn Navy Yard to a college that would use the land and money to set up an engineering school. New York University's proposal has a twist — it would use the Transportation Building at 370 Jay Street in Downtown Brooklyn, which was Board of Transportation and then New York City Transit headquarters about 50 years starting in 1951. NYU already has school and dormitory facilities in the area. Under the plan, NYU would expand its presence in Downtown Brooklyn as soon as 2013, and then expand further by moving into 370 Jay Street by 2016, following extensive renovations that include replacement of the façade by one featuring glass.

Cornell and Stanford are the other universities vying for the land and monetary grant. NYU would partner with Carnegie Mellon and other universities, as well as IBM and other corporations.

6 Train Derails

Service was disrupted during the morning rush on Monday, October 24 after a northbound 6 train derailed between the Brooklyn Bridge and Canal Street stations around 4 AM. Until normal service could be re-established, 6 trains were turned at Bowling Green and ran express northbound from Brooklyn Bridge to Grand Central.

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south, with both a facing and trailing point crossover, for two pocket tracks where trains reverse. The first extension to the line is to extend those tracks to the Hadasah Hospital Ei Kerem. Like Third Avenue Railways, there are trailing point crossover's at various points along the line. All switches have two movable points, and I think control is from the driver, with all switches motorized and no spring switches. During testing, I had assumed that the cables paralleling the coupler were for test purposes, but they are not. The coupler apparently is the same coupler used by LUAS just for emergencies, and MU electrical connections and air are in separate hoses, like USA main-line classic MU cars, not like modern equipment elsewhere. The unused coupler swings out of the way, and like LUAS, a cover plate covers the opening, presenting a clean and safer appearance at the front of the car. All operation has been two-car trains. I have not seen single-car operation since early testing and do not know if there will be. I found nothing to complain about regarding the way the system is handling their current situation and limitations. When the traffic signals are coordinated, the operation will be

very efficient and useful in solving our transportation problems. I really consider these cars the very best streetcars I have ever ridden. More than 40,000 riders were carried on the first day. There is no question that public operation of this line is making a big difference in my general happiness!"

FROM THE HISTORY FILES

60 years ago: On November 19, 1951, the Toronto Transit Commission ordered 104 cars for its subway, which was under construction, from the Gloucester Railway Carriage and Wagon Company in Great Britain. There would ultimately be four contracts (G-1 to G-4) for a total of 140 cars, which were all retired by 1990. 5098-9 are preserved at the Halton County Radial Railway in Milton, Ontario, Canada.

50 years ago: During mid-November, 1961, General Electric installed automation and tested ex-DC Transit PCC 1304, which it named "Tomorrow," at its Erie, Pennsylvania plant. On May 24, 2011, this car made its first run in streetcar mode at its new home, the Seashore Trolley Museum. Please see the July *Bulletin* for details.

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