

The Bulletin



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The Bulletin

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IRT OPERATED FREQUENT, DEPENDABLE SERVICE 75 YEARS AGO (Continued from November, 2011 Issue)

Trains ran regularly and frequently; most lines scheduled a 2-minute headway in the rush hour. In Manhattan, trains usually ran every 3 minutes during midday and 4 minutes in the evening. Between Chambers Street and 96th Street, Broadway-Seventh Avenue and Seventh Avenue Locals operated on a combined 3-minute headway for two hours until about 3 AM in midtown Manhattan on Sunday morning.

Very frequent rush hour service was operated on the following lines:

LINE	FROM	TO	TRAINS PER HOUR
Broadway-Seventh Avenue	96 th Street	Franklin Avenue	33
Lenox-White Plains	Freeman Street	Jackson Avenue	36
Jerome Avenue	167 th Street	Burnside Avenue	45

SECTION BREAK SIGNALS

(Editor's Note: The July 1, 1924 IRT subway rule book lists rules for operating trains through the same section breaks that were still in place 75 years ago.)

A Section Break Signal is a fixed signal on the IRT Division located at section breaks and indicates stop when it is unsafe to proceed on the adjacent section. A section break is a gap between two sections of contact rail which permits either section to be kept alive independently of the other.

On all elevated structures red means stop

and purple means clear or proceed. On underground lines red means stop and an illuminated sign "SB" without red means proceed.

125. Trains must stop when Section Break Signal is at danger and Conductor must immediately telephone nearest Dispatcher stating location and track and await orders before proceeding. Should the Section Break Signal go to danger when the approaching train is too close to stop, Motorman must allow train to coast across Section Break and until the train has passed at least 150 feet beyond the Section Break Signal.

(Editor's Note: The 1924 rule book does not explain that Hi-Vs stalled across the section break could transfer power from the live third rail to the dead rail. Lo-Vs did not transfer power across a section break because there are separate d.c. circuits in each car. Their control circuits were energized from batteries.

We do not have a complete set of rule books, but we found a better explanation in the January 1, 1944 rule book.)

36(r) Should the Section Break Signal be at danger and the train stopped in such a position that it bridges the section break, the Motorman should take immediate action to prevent his train from carrying the current into the dead section of the contact rail. If he is on a portion of the subway division equipped with emergency alarm boxes, he must pull the emergency alarm box controlling power on the line section over which his train ex-

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A HISTORY OF THE **A** TRAIN

by George Chiasson

(Continued from November, 2011 Issue)

GENESIS OF THE **A** TRAIN: PART FOUR—

IND'S HH COURT STREET SHUTTLE

When conceived in the early 1920s, the projected IND Fulton Street Subway was to be operated in a manner that expanded on the Fulton Street Elevated of that time, with trains to and from Manhattan to the west; to and from "distant" points in Queens to the east; and the use of express tracks in both directions through Brooklyn to expedite their trips. As a necessary complement (and much like some of the Fulton Street El's locals used the Fulton Ferry as a terminus rather than Park Row), local trains on the Fulton Street Subway, as planned, would originate and terminate at a stub terminal serving Downtown Brooklyn at Schermerhorn and Court Streets. This was within easy walking distance of Borough Hall and several surface routes, as well as the surrounding IRT and BMT subway stops. In later years this stub terminal was also the subject of never-executed proposals for an additional IND tunnel between Manhattan and Brooklyn, but it never did serve its intended purpose. With most of the construction on the initial segment of the Fulton Street Subway actually completed by 1933, its conceptual operation as a gateway to faraway points in Queens was gradually acceded to the grim economic and political realities of the 1930s. Compromise finally dictated that the Fulton Street Subway open as a simple (and completely local) redirection of existing **A** train service as far as Rockaway Avenue, so as it did the also-completed "local" terminal between the outermost tracks at the Hoyt-Schermerhorn Streets station and the Court Street "stub" were likewise placed in operation as a shuttle on April 9, 1936. Of necessity, diamond crossovers were built into the original route at either end, from both local tracks immediately east of Hoyt-Schermerhorn Streets and immediately east of the Court Street terminus. In practice, HH trains simply shuffled back and forth between the two stations, remaining on their respective tracks all the while, and didn't operate at all after about 7 PM or on Sundays.

The Court Street Shuttle never did garner much ridership; most likely this was because the "Downtown" end wasn't close enough to potentially important destinations in Brooklyn to be truly useful, while it connected poorly to other IND lines, except for **A**. It was abruptly discontinued on June 1, 1946 and the stub terminal then lay more or less dormant for 30 years, until it was transformed into the New York City Transit Exhibit as part of the Bicentennial celebration in 1976. Then as now, its actual trackage between Hoyt-Schermerhorn and Court Street has often been used for motion picture

"shoots," and in more recent times the storage of some of NYCT's vintage rapid transit fleet. Otherwise, the basic HH Court Street Shuttle route remains as it has since 1946: a small piece of the original IND trapped in time.

HH COURT STREET SHUTTLE ROLLING STOCK

HH used rolling stock assigned to **A** and 207th Street for its entire existence, which in sum consisted of R-4s mixed with R-6s in April, 1936, with R-7s added starting in October, 1940. It was still seeing short, mixed consists of R-4/6/7s when discontinued in June, 1946.

GENESIS OF THE **A** TRAIN: PART FIVE— AQUEDUCT SPECIALS AND THE JFK EXPRESS AQUEDUCT SPECIALS, 1959-1981

On September 14, 1959 a so-called "Daily Double Express" was instituted to serve Aqueduct Racetrack, which at the time was newly renovated. It operated for all subsequent meets when Aqueduct was running, which that year lasted through the week before Christmas. In 1960 its season was expanded to the April through November period, then through March and back into December starting in 1966. Between the full seasons of 1963 and 1967 (five years running), Aqueduct was opened in place of Belmont Park while the older course's aging grandstand was rebuilt, and the annual Belmont Stakes temporarily relocated. After a dirt "inner track" was installed and Aqueduct's grandstand heated and enclosed during the winter of 1975-6, racing was conducted year-round and stayed that way through the remaining life of its dedicated subway route. Better known through time as the "Aqueduct Special," service originated from the lower level platform at 42nd Street in the Eighth Avenue Subway, where a dedicated consist was held while revenue traffic was routed around it. Usually signed **S**/Special, the train ran non-stop via the Eighth Avenue express tracks upon departure, continued to Hoyt-Schermerhorn Streets in Brooklyn, and then ran non-stop again to Liberty Junction via the Fulton Street express tracks (both in the subway and on the Fulton Street El east of Euclid Avenue, with return via the local track from Liberty Junction to Euclid Avenue). Once on the Rockaway Line, the Special was crossed over to the northbound track, against normal traffic, and discharged at the Aqueduct Racetrack platform. This service had a regular crew, whose Conductor collected a premium fare, and the equipment was usually from the Rockaway Park pool.

Aqueduct Specials were a highlight of the New York subway landscape through the 1960s and 1970s,

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though operations became a bit less consistent in later years. After trackage through the lower platform at 42nd Street was abandoned (on February 28, 1975), Aqueduct Specials were forced to use the regular southbound express platform for loading, while **A** trains were run around them on the local track from 59th Street-Columbus Circle to 34th Street-Penn Station. This service also shared many of the symptoms exhibited by NYCT(A) as a whole as it slid into a mild form of decay by about 1976, its rolling stock sometimes being less than reliable and laced with the signature of graffiti that was permeating the system at that time. Ultimately, a questionable ability to consistently provide "quality" equipment for the Special, combined with its disruption to normal operations, led to its quiet demise. At the start of the 1981-2 racing season in October, the dedicated stop at Aqueduct Racetrack became part of the JFK Express route and Aqueduct Racetrack Specials, as such, were never to return. (*Editor's Note: Randy Glucksmann, the Dispatcher at 42nd Street-Eighth Avenue, doesn't know who collected the fares at intermediate stops, but he knows that a special token was issued for this service.*)

Rolling stock assigned to the Aqueduct Specials (and their crews as well) tended to be culled from the route serving Rockaway Park at any particular point in time. In October, 1959 this was **E** (which also then ran as an express in rush hours), so the Aqueduct Special was nominally using R-1/9s assigned to Jamaica, though R-10s may have appeared from time to time due to appearances or availability. In subsequent years more modern SMEE equipment was also used from time to time as it was introduced to service. This included the R-38s in 1966-7, the slant R-40s in 1968-9, R-40Ms in 1969, and R-42s in 1969-70, plus the R-44s in 1972-7. In August, 1976 CC assumed rush hour service to Rockaway Park, which led to the common assignment of R-10s to the Aqueduct Special, along with R-42s and R-44s from **A**, the former to be replaced by slant R-40s starting in September of 1977. In October, 1980 this writer was able to view a latter-day Aqueduct Special as it passed along the middle track of the Fulton Street El at 88th Street-Boyd Avenue. It consisted of an 8-car train of R-10s, all marked up and grimy on the outside as though to be a typical CC train, and exhibiting two blank signs on the front end. As best as can be determined, the situation remained unchanged through what turned out to be the end of operations after the 1980-1 season.

THE TRAIN TO THE PLANE, 1978-90

In response to long-expressed public desires for some kind of subway service to distant John F. Kennedy International Airport (formerly known as "Idlewild"), MTA planned out what came to be the "JFK Express" starting in the early 1970s. In part this was a final manifestation

of what were hoped would be high-speed, semi-suburban operations using portions of the existing subway system. Such services never did, in fact, materialize, but this premium service to Kennedy Airport would provide an example of how it could work in the future. New cars were specially procured for this service as part of the huge R-46 order of 1972 and a premium fare charged that was far above the standard, yet still significantly cheaper than a comparable taxicab ride. Upon arriving at the distant Howard Beach station, passengers would transfer to designated, fare-free buses that finished their journey to the airport's terminals and baggage check-in counters. JFK trains would operate on a 20-minute headway from 5 AM to 1 AM daily, using dedicated crews (including a Transit Police Officer), with the Conductor collecting the extra fare manually. Consists would generally be made of three-car sets of 75-foot R-46s, some of which were specially labeled at first, though after service began all the passengers would most often fit comfortably into the middle car.

Though the special-order "JFK" group of R-46s were on hand much earlier (delivered 1976-7), service was finally inaugurated amid a media blitz on September 23, 1978. Trains originated from the then-stub terminal at 57th Street and made express stops on the Sixth Avenue Subway. South of W. 4th Street they were switched to the Eighth Avenue Subway (as the **D** train had been prior to October, 1954), and made stops at Chambers Street, Broadway-Nassau, and Jay Street-Borough Hall. From that point they ran non-stop via the Fulton Street express tracks to the Howard Beach station on the Rockaway Line (which from that time forward was dubbed "Howard Beach-JFK"). The run usually included a switch to the middle track from Euclid Avenue to Liberty Junction but not always, and trains most often operated toward Manhattan via the local track from Liberty Junction to Euclid Avenue. Beginning in October, 1981 the JFK Express also replaced the former Aqueduct Special trains, another dedicated express service that had dated back to 1959. When racing was on, meet attendees were able to board the JFK Express at any of its several stops, and the train crossed over to the northbound Rockaway track at Liberty Junction to stop at the Aqueduct Racetrack station platform en route to Howard Beach. This helped to spur additional patronage, but the number of passengers using the subway to and from racing meets was already in a steep decline. Despite its existence through some rocky economic times, the JFK Express was always treated as a premium service, its cars bearing little graffiti as compared to the overall fleet, and its trips enjoying top priority in operations. The first real disruption came in 1982 when a number of speed restrictions were imposed around the system as parts of the track were identified as "Red Tag" areas following a rash of derailments. In 1988 regular passengers were allowed to ride it (and regular

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fares charged) while the Williamsburg Bridge was closed on an emergency basis. (*Editor's Note: Randy Glucksman has the following observation — “To the best of my knowledge, Conductors did not collect the premium fares — there were Railroad Clerks who performed this function. While I never rode the train for its entire length, oftentimes when I rode NJ Transit to Hoboken and took PATH to the World Trade Center, I boarded a train at Broadway-Nassau to get to Jay Street. Most of the time, I would catch **A** or **C**, but on a number occasions, I would ride the JFK Express and it was the Railroad Clerks to whom I would show my pass. The Train Dispatcher at 57th Street was responsible for dispatching this train, and if the dedicated equipment was not available (bad-ordered or late train arrival), he would substitute whatever equipment was in the station.*)

When the Archer Avenue Subway extension was opened on December 11, 1988, the JFK Express route was shifted from Jamaica, where its 1200-series R-46s remained in the time before their General Overhaul, to the barn at Pitkin. At this time it began using 36 specially-assigned R-44s, which were made into 4-car trains (though not as yet permanently unitized). Operations were extended from 57th Street to 21st Street-Queensbridge when the 63rd Street Tunnel was placed in service on October 29, 1989, but that was more to accommodate revenue service than to add significant new patronage (which it did not). Almost as with the Aqueduct Specials, occasional equipment availability troubles and the necessity of disrupting regular service sparked a long and drawn-out decision to discontinue the line, with the last “birds” rolling to JFK Airport on April 14, 1990.

Rolling stock was assigned to the JFK Express many years before it even existed, in the form of 26 1200-series R-46 “A” cars (1228-78 even) that were specifically ordered as such from Pullman Standard with this operation in mind. At the time of their delivery to Jamaica, these cars were essentially set up as single units with operating cabs, and could be joined pneumatically and electrically to one or more “B” cars to form 3- or 4-car sets. Usually the JFK would see a few 3-car sets of

R-46s shuttling back and forth, displaying the vertical profile of a jetliner in a teal bullet as the destination sign. Extra effort was employed to keep this equipment as graffiti-free as possible (though not totally so), and it was unusual (but not impossible) to find JFK cars in use on the regular routes out of Jamaica in the 1978-80 time period (**E**, **F**, GG, **N**). This situation was forced to change a little bit as the R-46s experienced cracking in their HPT-2 truck frames in 1980 and 1981, when on occasion the JFK Express saw a motley collection of “regular” substitute equipment, as revealed through the following observations of unassigned trains on the line:

June 4, 1980: R-44s

June 12, 1980: R-38s

June 26, 1980: R-44s

July, 1980: R-42s

July 17, 1980: R-38s

December 11, 1980: R-32s

December 12, 1980: Mixed R-32s and R-38s

January, 1981: Occasional R-38s

February 13, 1981: R-10s and R-40s

April 15, 1981: R-40s and R-44s

By March of 1982, as their Rockwell HPT-2 trucks were replaced, the 3-car sets of R-46s were back for good and lasted until December 11, 1988. On that date, jurisdiction of the JFK Express was transferred from Jamaica to Pitkin and the following 36 graffiti-free R-44s permanently assigned, after their Master Door Control panels were modified with a “partial open” position: “A” cars 100, 146, 164, 212, 224, 230, 232, 246, 254, 268, 286, 294, 306, 330, 354, 368, 382, and 384; and “B” cars 121, 123, 139, 143, 159, 165, 173, 185, 233, 255, 259, 269, 291, 295, 307, 355, 369, and 383. When in service each train was randomly arranged in A-B-B-A (4-car) configuration, but was impermanently joined by couplers. These cars were also used in regular **A** service, but other R-44s from **A** could not be used on the JFK Express because of the modified door controls. All 36 of the modified R-44s continued to travel between 57th Street (21st Street-Queensbridge after October, 1989) and Howard Beach-JFK until the service was discontinued on April 14, 1990.

IRT Operated Frequent, Dependable Service 75 Years Ago

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tends. If he is operating on portions of the System not equipped with the emergency alarm boxes, he must immediately remove the bus and balance jumpers from between the two cars nearest the gap in the contact rail.

(*Editor's Note: The Hi-Vs were the only cars that could transmit current from live contact rail across a section break to dead rail. When they were taken out of service, more than 50 years ago, the section break signals were removed.*)

This concludes our series featuring interesting excerpts from rule books and summaries of the service operated 75 years ago. We wish that we could see today’s trains run as regularly as they did in the 1930s. But we know that this is an impossible dream.

MUSEUM CARS



Lo-Vs at Willets Point Boulevard, July 22, 1965.
Bernard Linder collection



Lo-Vs at Brooklyn Bridge, May, 1979.
Bernard Linder collection



Lo-V 5292, June 30, 1979.
Bernard Linder collection



Lo-Vs at Woodside, June 30, 1979.
Bernard Linder collection



Lo-Vs in Westchester Yard, September 12, 1998.
Bernard Linder collection



BMT steeple cab locomotive 6 hauling Standards.
Bernard Linder collection

IRT WORK CARS



Ninth Avenue El south of Rector Street, looking south, June, 1940.
Bernard Linder collection



E. 98th Street and Lexington Avenue.
Bernard Linder collection



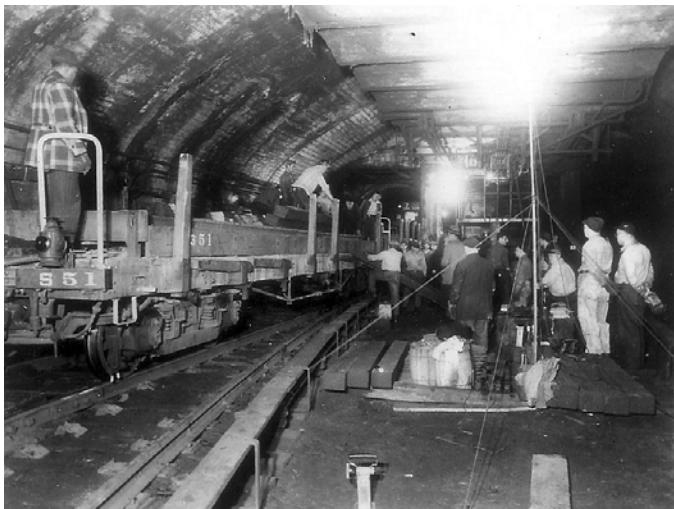
Composite car 2135, destroyed by fire June 6, 1906, rebuilt to pump car 03. Photograph taken on October 4, 1957.
Bernard Linder photograph



Steel flat car rebuilt to box car on November 16, 1915. Photograph taken at 147th Street Yard on October 4, 1957.
Bernard Linder photograph



Supply car 53 near signal school at 147th Street Shop.
Bernard Linder collection



Steinway Tunnel at First Avenue, May 1, 1954.
Bernard Linder collection

WESTCHESTER YARD INSPECTION TRIP ON NOVEMBER 5, 2011

by Marc Glucksman

(Photographs by the author)

The group was warmly greeted at Westchester Yard on a beautiful, cloudless morning. The complex is in reality a pair of facilities next to each other. Our first stop was to visit the Westchester Locomotive Shop, where MTA New York City Transit's 72 non-revenue engines are maintained. From the oldest General Electric 45-ton R-37s (1965) to the newest Republic 50-ton R-120s (1991), all of NYC Transit's diesel engines are based here. Additionally, R-77Es E01-E10, which only run on electric (third rail) power, are also based here. This fleet provides NYCT with the ability to perform necessary operations that may require the power to be turned off, ranging from moving work trains to rescuing broken-down trains. Diesel 909, the newest engine, is pictured below. Engine 897 is shown in new paint, with green and yellow stripes, having undergone the SMS program designed for engines. Rider cars, which are former revenue subway cars that have been rebuilt for work use, can often be seen spacing 2 diesels. Placing a pair of engines together would exceed allowed weight limits in many areas of the system.

The second portion of our tour was to the Westchester

Shop Inspection Shed. It is home of the **6** (Pelham) Line, where its 460 R-142As allow 40 trains to be put into service during the rush hour. The shop itself has played host to almost all IRT equipment over the years, including Lo-Vs and any number of classes of SMEC cars, even hosting R-62A-class cars for a brief period of time. But these days it's all Kawasaki-built R-142As for as far as the eye can see. The R-142A class was delivered in several orders, between 1999-2004. I have had the **6** train as my neighborhood service for more than 10 years, and I can say while we may now find this homogenous fleet less interesting, these thoughts did not cross my mind as the last R-29s were retired and every train that came had working air-conditioning. The cars are in excellent shape, and their seeming similarity is a tribute to just how much progress our subway's maintenance has made.

Thanks again to Sid Keyles for arranging our tour, and refer to the meeting notice or <http://www.erausa.org> for a list of our upcoming trips.



R-142A 7451 passes the shop.



A group shot: R-77 890, R-77E E07, and R-142A 7440.

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Westchester Yard Inspection Trip on November 5, 2011

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R-77 901 from the ground up.



R-77 897 shows off SMS while working in the yard.



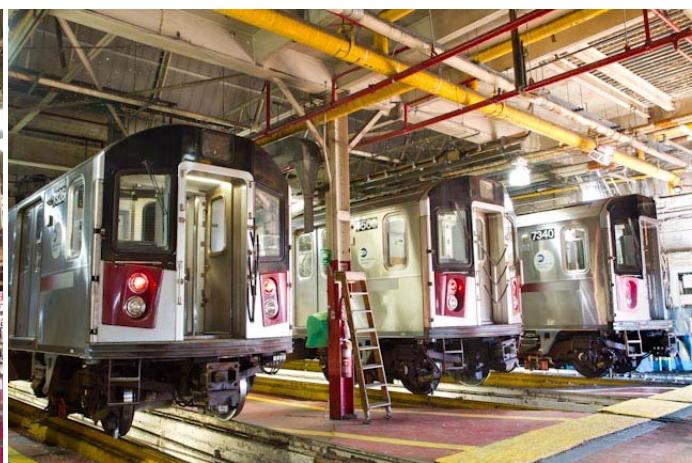
R-120 909 sits outside.



Rider car R-161 RD423 (ex-R-33 8863).



R-142As 7501 and 7326.



R-142As 7326, 7500, and 7340.

Commuter and Transit Notes

No. 277

by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Following the announcement of two key transportation appointments by Governor Cuomo, *The New York Times* (October 22) published this editorial: "Gov. Andrew Cuomo has shown little interest in the challenges facing the Metropolitan Transportation Authority, which runs New York City area subways, buses, and commuter trains, or the Port Authority of New York and New Jersey, which manages the area's ports, airports, bridges and tunnels. We hope his nomination of Joseph Lhota, former mayor Rudolph Giuliani's budget deputy, to lead the M.T.A. and Patrick Foye, one of Mr. Cuomo's top economic development advisers, to run the Port Authority means the Governor is ready to get in the game. Mr. Lhota was known as a solid, tough administrator in the Giuliani days. He will need those skills and more. He must be confirmed by the State Senate, and Republicans from the suburbs are primed to demand that he and Mr. Cuomo agree to end a payroll tax that helps finance the M.T.A. Mr. Lhota will have to fight to keep that \$1.5 billion in revenue, just as he will have to stop Mr. Cuomo from raiding funds that are already dedicated to keeping the M.T.A. running or are needed to replace aging equipment and structures and continue crucial improvements. He must also negotiate contracts for 57,000 employees. At the Port Authority, Mr. Foye will have to continue progress at the former World Trade Center site and run the ports, five airports, two tunnels, four bridges, a commuter railroad, a small police force and a major planning agency. Mr. Cuomo wants him to revive the Moynihan Station project to replace Pennsylvania Station — a good idea. It is too soon to know whether these two political veterans will be as expert as the administrators they replace — Jay Walder at the M.T.A. and Christopher Ward at the Port Authority. They do start off with a clear advantage: Unlike their predecessors, they should be able to get the Governor to return their calls."

Mr. Lhota assumed the position of Executive Director on November 14, and immediately took over the day-to-day operations of MTA. Until his confirmation by the New York State Senate, MTA Board Member Andrew Saul remains the acting MTA Chairman.

At its October 26 meeting, the Board discussed a draft version of a "Pledge to Customers" for LIRR, which begins "The LIRR is dedicated to delivering safe and reliable transportation. Our highest priority is to ensure customer safety and this pledge is always subject to that paramount concern." The pledge continues with two paragraphs that define: "A Safe, Reliable Ride" and "Alternative Transportation Alternatives." Metro-North is also considering a similar pledge.

MTA METRO-NORTH RAILROAD (EAST)

On several occasions during October and November, rail service on the Danbury Branch was replaced by buses between Cannondale and Branchville due to slippery rail conditions. There were also some occasions where the entire branch was bussed. These events were separate from the damage done by the surprise Nor'easter (please see below).

When timetables were changed on October 16, the New Haven's had an expiration date of November 8, due to the expected opening of the Fairfield Metro station the following day. However, due to some legal issues, that did not occur, and a replacement timetable was issued with a January 6, 2012 ending date. The latest reports called for an "official" opening date for this new station on December 5.

MTA METRO-NORTH RAILROAD (WEST)

Because normal rail service would return to the entire Port Jervis Line as of November 28 (November *Bulletin*), a Port Jervis Line timetable titled "Post-Storm Interim Service" was issued for the period of November 6-27. It is unusual in that it approximately ½-inch wider than the normal edition, plus it has a larger typeface, wider spacing, and a fold. Daily service appears on one side (top and bottom) and weekend service on the other. For the first time, a separate timetable was issued for the Pascack Valley Line, also effective November 6. With restoration of the Port Jervis Line rail service, the regular combined timetable was issued for the period November 28, 2011-January 14, 2012.

In a goodwill gesture, riders were given the following options: those who had been using the Hudson Line also could use their November Hudson Line monthly from any Port Jervis Line station for the last three days of November; those who purchased a November monthly from Ramsey/Route 17 were able to use it from any Port Jervis Line station; and riders who bought a December monthly Port Jervis Line ticket could ride for free for the last three days of November.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

A Shore Line East timetable was issued effective November 7.

New Haven Line fares are going up as of January 1, 2012, on November 1, not as was proposed (October *Bulletin*). Some fares are also slightly reduced from what was published: Stamford (\$264 to \$278) and New Haven (\$394 to \$415).

Member Bill Zucker reported that on November 5, he saw two trains of M-8s at Grand Central Terminal. One train was composed of previously reported cars, but on the second, he saw 9144-5, and two days later, 9130-3.

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Commuter and Transit Notes

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MTA LONG ISLAND RAIL ROAD

As I listened to the traffic (and transit) reports early on October 26, there was a suspension of service on the Montauk Branch, something that I had not known. A check of MTA's website found that buses replaced trains east of Speonk between the hours of 2:13 AM October 25 and 2:30 AM October 28. Five eastbound and four westbound trains were canceled each day. Member Larry Kiss told me that it was work being done on the Shinnecock Canal bridge between Hampton Bays and Southampton Bridge.

New timetables were issued effective November 6, and the railroad reported in its press release that five midday trains in each direction on the Long Beach Branch had their times adjusted by three minutes to prepare for installation of new ties. All have a "Thanksgiving Greetings" logo. A limited number of Holiday Eve trains operated on the Port Washington, Port Jefferson, Babylon, Long Beach, and Montauk Branches. On Thanksgiving Day, additional trains operated on the aforementioned branches plus Ronkonkoma and Far Rockaway. The next timetable issue takes place on December 12 and will cover extra services operated for the holidays.

Special timetables were issued to accommodate track work over the weekends of October 29-30 and November 5-6 for the Ronkonkoma, Oyster Bay, Far Rockaway, Babylon, and City Terminal Branches. The Oyster Bay and City Terminal Branches were timetable folders, while the others were in card form. This work was postponed from August 27-28, when Hurricane Irene visited the area.

NJ TRANSIT

Stepping off the escalator onto the Northeast Corridor platform (Tracks A and B) at Secaucus Junction at 7:07 AM October 26, I thought it strange to see two eastbound trains in the station at the same time. A quick chat with a member of one of the train crews revealed that a train had broken down outside of the North River Tunnels and trains were being single-tracked in and out of New York. Moments later, station PA announcements could be heard. After determining which train would eventually depart first, I made my selection, Train #3914, which had a scheduled departure from Secaucus Jct. at 6:56 AM. After a few minutes, several westbound trains passed through Secaucus Junction on Track 3, the doors closed, and we were on our way, for a delay of around 10 minutes. NJ Transit had rerouted *Midtown Direct* trains to Hoboken until 8 AM, and implemented the usual cross-honoring with PATH. Northeast Corridor trains experienced delays of 10-15 minutes until 8:20 AM.

At 1 PM November 9, due to a trespasser fatality near Hamilton, delays were reported on the Northeast Corri-

dor Line. For a half hour (1:20-1:50 PM), service was suspended between New Brunswick and Trenton; however, trains were bypassing Princeton Junction and the Hamilton station until 5 PM. Trains were delayed up to 60 minutes. It was not until 6 PM that service was reported as operating on or close to schedule.

The new timetables that went into effect on November 6 and coincided with the return to Standard Time had these changes:

- Atlantic City: Substitute busing has ended
- Main/Bergen: The cover, which lists both lines on the edge above the effective date, shows the Main Line "as of 11/6/11" and the Bergen County Line (in a gray color – please see below) "until 11/27/11." Through November 27, rail service remained suspended between Suffern and Harriman. The three temporary inbound (1192, 1194, and 1198) and two outbound trains (1195 and 1197), make limited stops between Suffern and Hoboken and will disappear once the full service is restored on November 28 and a replacement was issued. Thanks to member Allan Breen for giving me a copy at the November Division meeting
- Montclair-Boonton: Peak weekday schedules were adjusted to accommodate a track project near Newark Broad Street. Stops have been added to Train #1003 (3:32 PM Hoboken/Denville) at Upper Montclair and Train #1011 (6:17 PM Hoboken/Lake Hopatcong) at Montclair Heights
- Morris & Essex: Off-peak midday schedules were revised to enable track work to take place near Newark, which temporarily has only two instead of three tracks. On Friday November 25, and during the week of December 27-30, an extra train #8440 (12:17 PM Summit/New York Penn) has been added. Weekend track work between Summit and Milburn caused some trains to depart up to seven minutes earlier in order to maintain connections at Summit
- Northeast Corridor: Minor changes were made to several peak and reverse-peak trains, mostly in the morning. Connections have been improved for the "Dinky." On November 25 and the week of December 27-30, a number of peak hour trains will not operate; however, there will be additional mid-morning service to New York
- North Jersey Coast: Due to overcrowding, Train #3502 (7:06 AM South Amboy/New York Penn) no longer stops at Secaucus. Train #2304 (6:02 AM Bay Head/Hoboken) has added Woodbridge as a stop. Due to customer requests, Train #3508 (7:34 AM South Amboy/New York Penn) has added Avenel and Train #3503 (5:51 AM New York Penn/South Amboy) has added Perth Amboy. Train #8234 (9:35 AM Long Branch/New York Penn Sta-

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- Pascack Valley: Some connecting train times at Secaucus Junction were changed
- Raritan Valley: Minor time changes and some connecting train times at Newark were changed

Getaway service operated November 23 and will operate December 23 on the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, and Raritan Valley Lines. An enhanced weekend schedule (a few extra trains) operates on Mondays, December 26 (observed Christmas Day), January 2 (observed New Year's Day), January 16 (Martin Luther King Day), and February 20 (Presidents' Day) on the Montclair/Boonton, Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines.

In support of the NJEA (Teachers) Convention in Atlantic City, there were three extra trains to Atlantic City on November 10 and 11. Eastbound, Train #4515 departed from Cherry Hill at 7:41 AM and Train #4417 from Hammonton at 9:36 AM. There was one westbound train, #4526, which departed from Atlantic City at 1:35 PM and only operated to Cherry Hill.

A new system map was unveiled on November 9. Among the changes, with the Main Line retaining the yellow color, the Bergen County Line now has its own color – gray. The Gladstone Branch is a darker green than the Morristown Line. Midday/weekend shuttles are shown in a dashed black line within the line's color; the "Dinky," which no longer shares the Northeast Corridor's red color, and the Metro-North-owned Port Jervis Line are both shown as a thin black line. The Pennsauken Transit Center, which will provide a connection between the Atlantic City Line and the RiverLine, has been added, although it is not scheduled to open until early 2013. That evening, while waiting for my train at Secaucus Junction, I noticed that there had been a change of color for Bergen County Line trains on the train display monitors. A few days later, I inquired at the Secaucus Junction Customer Service Office about the yellow plates on the Solari board in the rotunda and was told that there were no immediate plans to replace them.

Extra service operated to and from New York on the Northeast Corridor Line on Thanksgiving Day.

Station improvement projects were recently completed at Ridgewood (Main/Bergen), Plauderville (Bergen), and Somerville (Raritan Valley). All received high-level platforms, canopies, heated shelters, new lighting, and new ramps/stairs. Elevators were installed at Ridgewood and Somerville.

NJ Transit received a \$4.6 million federal grant to build a bus station at Secaucus Junction. This facility would replace the current curbside operation.

Due to filming of the movie, *The Dark Knight*, in and around Military Park, Newark Light Rail did not operate

between Newark Penn Station and Orange Street and between Newark Penn Station and Broad Street on November 3 and 4 between the hours of 7 AM and 7 PM. Buses that operated on Raymond Boulevard were also rerouted. Member Jack May, who observed the operation, was sharply critical of the fact that this was done during weekdays and spoke at the November 9 NJ Transit Board meeting. Jack's comments were reported in *The Star-Ledger*. Car drivers were inconvenienced over the weekend of November 12-13 when the Upper Level of the Queensboro Bridge was closed to traffic for filming of this movie.

PORT AUTHORITY TRANS-HUDSON CORPORATION

Member Paul Bauscher told me that as he was about to board a Manhattan-bound train in Hoboken, he noticed that when the Engineer closed the cab door, he did it in a way that did not create a full-width cab. The arrangement was like it was with the older PA cars. Paul took advantage of the rare opportunity to look out the rear window, even if he was riding backwards.

Member David Erlitz reported that the 340th and final PA-5 entered service on October 31. The first cars of this order arrived on the property in June, 2008, and were formally dedicated at a July 10, 2009 ceremony at Journal Square. In the October *Bulletin*, we reported that the exact date that the last of the PA-1 to PA3-s were retired was unknown. Members' help is requested to document this date for history.

AMTRAK

When I went into the Customer Service office at New York Penn looking for copies of the Thanksgiving timetable, the Agent first offered me a Form T-1, but when I again stated what I wanted, she said, "Oh, you want the pretty one." This year's special edition for November 22-28 has a fall foliage scheme. Most of the Holiday Extra trains (numbered above 1054) operated on Sunday. Peak fares were in effect every day except Friday, November 25.

The Fall/Winter 2011-2 edition of Amtrak's System Timetable (Form T-1), the 40th Anniversary edition, November 7, 2011-April, 2012 was issued. Its cover also includes "1971-2011" with a winter scene showing a pair of AEM-7s, with 919 leading the *Silver Star* as it departs from Philadelphia.

Amtrak has signed a 99-year lease with Penn-Central, now owned by American Premier Underwriters, for 100 miles of track and right-of-way between Poughkeepsie and Schenectady from CSX Corporation, essentially taking control of the corridor. This arrangement could go into effect early in the new year. Thanks to timesunion.com for this report.

At publication time, the special Thanksgiving timetable (November 22-28) was not available.

MUSEUMS

The Shore Line Trolley Museum (Branford) has leased its Derby locomotive, which is the oldest commercial

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electric locomotive in North America, to NYCT for display in the Transit Museum. This unit, which was constructed in 1888 for the Derby Horse Railway, departed for its temporary home on October 17 and was trucked to 207th Street Yard, where it was placed on a flatcar, and transported to the museum where it will be on display through August, 2013. Thanks to member Frank Pfuhler for this news.

INDUSTRY

In connection with my reference to the TDI timetables (October *Bulletin*), member Richie Schulman reported: "I don't know if you're aware of the National Association of Timetable Collectors, who publish a quarterly journal, **The Timetable Collector**. The Summer, 2011 issue was devoted to TDI Timetables. TDI stood for Transportation Displays, Incorporated. TDI became part of Viacom, Incorporated in 2001, which became CBS Outdoor on October 12, 2006. CBS Outdoor is the company that currently produces the small current Metro-North and Long Island Rail Road schedules. I started collecting in 2008 and a company named Titan Nationwide (they're still in business and not affiliated with CBS) produced the Metro-North October 5, 2008-April 10, 2010 and Long Island Rail Road December 5, 2008-May 16, 2010. I don't know who produced the schedules prior to the ones I have to the TDI period. Also, all the Long Island Rail Road schedules I have, are larger (2 $\frac{3}{4}$ "x6 $\frac{3}{4}$ ") than the ones TDI (2 $\frac{3}{4}$ "x5 $\frac{1}{2}$ ") issued. Is there any chance that one of the members knows when this change in size happened? Another difference with LIRR is a small Forest Hills and Kew Gardens Branch Timetable. It's a different size (3"x6 $\frac{1}{4}$ "). It doesn't have any advertising and is not attributed to CBS. My guess is it produced by the people who prepare the full-size timetables. My earliest ones are from December 5, 2008. I also have 2 older ones, both Port Jefferson Branch Holiday Trains dated 1973 Holidays and May 31, 1976 Revised. Neither have advertising and no indication of the producer and are both standard TDI size."

A SURPRISE FALL NOR'EASTER

Two months after Hurricane Irene, a rare Fall Nor'easter passed through the metropolitan area on October 29, causing an unknown number of trees with their leaf-laden branches to topple overhead power lines. This resulted in well over 2 million people being without power, including your News Editor. When the storm arrived, my wife and I were in Vermont attending a wedding but kept in touch with our neighbors, one of whom described our street as looking like a war zone. For us, and our neighbors, it would just be 3 $\frac{1}{2}$ (long) days without power, but for too many others, the outage lasted and in Connecticut, until Thursday, November 10, when the final customers had power restored. The snow

that fell ranged from a few inches to over 30 inches. All told, sixty million people were affected. Here is how transit operated.

Metro-North (East)

There were delays of up to 30 minutes on all three lines due to fallen trees on October 29. Service on the New Haven Line was suspended between 6:53 and 7:35 PM due to power problems between New Rochelle and Mt. Vernon East and delays of 60-90 minutes ensued. On the Upper Harlem Line, service was suspended between Wassaic and Southeast until November 2. Shortly before 5 PM, October 29, service was suspended on the New Canaan, Danbury, and Waterbury Branches due to slippery rails, power problems, and downed trees. Service was restored to New Canaan the next morning, at which time the Danbury and Waterbury Branches got bus service. Waterbury got its rail service on November 2, while Wassaic and Danbury got theirs back on November 3.

Metro-North (West)

On Friday, October 28, in anticipation of the heavy wet snows, Metro-North warned Port Jervis Branch customers that it would monitor road conditions and if necessary, cancel service if driving conditions become dangerous. At 4 PM, October 29, service was suspended and at 6:30 PM, all service was canceled. Service remained suspended until 2:30 PM, October 30, however, due to inaccessible roads; buses bypassed Tuxedo and Sloatsburg, which did not get their bus service back until October 31. During this period, the 9:20 AM train from Harriman to Port Jervis and 11:10 AM train from Port Jervis to Harriman did not operate. On November 1, full bus service between Ramsey/Route 17 and Harriman, and train service, from Harriman to Port Jervis was resumed.

NJ Transit

During and after the storm, system-wide cross-honoring was in effect. On October 30 and 31, service was suspended on the Montclair-Boonton, Morris & Essex, and Gladstone Lines due to downed trees and catenary. At 6:04 AM, November 1, service remained suspended between Hackettstown and Dover due to storm damage. At 4 PM, November 2, service resumed to Mt. Olive with bus service between Mt. Olive and Hackettstown. Rail service was restored on November 4.

QUIET CARS

Member Bob Wright sent these comments: "I noted your report on the lack of success with quiet cars on MBTA (November *Bulletin*). SEPTA's program has been very successful. Every car has signs on it noting that the first car is the quiet car and Conductors often announce this, some going to the extent of noting the car number so those on it are aware. I've seen and been involved in a few 'discussions' when someone

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decides to violate the quiet car rules, and the crew is usually there to enforce as well. On Amtrak, it's a different story. My experience is that the quiet car has signs over the aisle and on the end doors, and the crews usually dim the lights to reinforce this. Despite all of this and announcements, there are many who ignore the rules, even when passengers like me remind them. I was on a *Keystone* train a couple of weeks back on which a fellow passenger proceeded to start talking on his cell phone while we were boarding and waiting to leave 30th Street. I pointed out the sign to him and he noted that we weren't moving yet (I've gotten this type of response more than once), but I advised that it's the quiet car regardless of whether we're in motion. He kept talking and we got underway. The Conductor entered the car, heard him, and told him he had to leave the car. Of course, when the Conductor left, the passenger walked by my seat and 'thanked' me for ratting him out, even though the Conductor had gotten to him before passing my seat. I've heard that NJT's program is successful as well. It is too bad MBTA can't do more."

2011 IN REVIEW

Each January, a listing of transit projects that are scheduled to open or expand during this year is published. Two projects that were listed in January were moved to this year: Sacramento's Green Line 1.1-mile extension to Natomas and DART's Orange Line Phase I to Las Colinas Urban Center. At the time that this column was being completed (mid-November), there was still no firm date for two other projects. I searched the Internet for news about GO Transit's 33.5-mile extension to Kitchener and the opening of Phase I of LACMTA's Expo Line. Guelphmercury.com reported that the 33.5-mile extension to Kitchener should occur in January, 2012. The latest news about the Expo Line is that it will open next year. (Please see below.)

DATE	OPERATOR	AREA	LINE	NOTES
January 31	NJ Transit	Bayonne, New Jersey	HBLRT	8 th St. Extension, 1 station, 1.1 miles
February 19	BART	San Francisco, California	Dublin / Pleasanton	West Dublin, a fill-in station between Castro Valley and Dublin/ Pleasanton
April 7	Metra	Chicago, Illinois	Rock Island District	Lovana S. (Lou) Jones/ Bronzeville Metra Station 35 th Street)

June 20	Denton County Transportation Authority	Denton, Texas	A-Train	Denton to North Carrollton 21 miles, 5 stations
August 7	Utah Transit Authority	Salt Lake City	Mid-Jordan Extension	10.6 miles, 10 stations
August 7	Utah Transit Authority	Salt Lake City	South Jordan Extension	5.1 miles, 4 stations
August 19	Hampton Roads Transit	Norfolk Light, Virginia	The Tide	Begins service, 7.4 miles, 11 stations
August 29	New Mexico Rail Runner Express	Albuquerque, New Mexico	-	Sandia Pueblo station opens

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

The Red Line north of Harvard Square was shut down on weekends from November through March to complete a long-deferred \$80-million repair project needed to prevent derailments. More than 21,200 Saturday riders and 14,200 Sunday riders who board at the Porter, Davis, and Alewife stations on a typical weekend must use substitute buses plying the crowded streets of Cambridge and Somerville or find another way to get around.

Additional service on the Newbury/Rockport Line operated on October 22-23 and 29-30 for Halloween events in Salem.

Closed since April 30 (June *Bulletin*), the Science Park station (Green Line) reopened after a \$22 million facelift with a ribbon-cutting ceremony on November 5. The shuttle bus service that connected this station with Lechmere ended.

Service to T.F. Green Airport, which commenced last December 6 with three inbound AM and PM peak hour trips, was increased on November 14. Inbound, there are now seven additional trips throughout the day beginning at 5:05 AM and ending at 10:15 PM. There are seven outbound trips starting from South Station at 7:20 AM and ending at 8:15 PM. There are also three very early AM trips from Providence to the airport. At present, there is no weekend service.

A settlement has been reached with Rocla Concrete Tie over the faulty ties that were installed on the Old Colony Line and are being replaced. Although the lawsuit asked for \$91.15 million, the "T" will receive just \$6 million. Under the terms of the settlement, Rocla will pay MBTA \$2 million per year for the next three years.

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From MBTA's press release: "While the MBTA believes Rocla should pay these costs, there is no guarantee a court would agree with the MBTA, Rocla could never afford to pay such a large judgment and would surely file for bankruptcy, (and) a trial and appeals would go on for years and be very costly to the MBTA."

For those who are interested, MBTA has posted its Winter Plan at <http://mbta.com/winter/>. Todd wrote "It looks like the major changes are elimination of the short-turns and shuttles, with some other trains doing extra stops to make up for lost service. Looks like a good plan."

Thanks to member Todd Glickman for these reports from ***The Boston Globe***.

PHILADELPHIA, PENNSYLVANIA

Bob Wright reported: "I got a chance to ride the Norristown High-Speed Line earlier this week (November 1) to see how things were going. There were three slow orders in effect in both directions — just north of Ardmore Junction, from Roberts Road (former Rosemont) to just north of the station, and from north of County Line to south of Gulph Mills (the third has been there off and on for a while). The stabilization work continues, but not much can be seen by the riders on the line. The ride I took was slow and behind schedule — the Starters at 69th Street have a habit of holding trains for approaching riders (good for the riders, hell for the schedule — and with the half-hour headways for trains beyond Bryn Mawr, you don't want to just miss one), but the 2 minutes down from the start quickly turned into about 7 minutes behind when we got to Norristown. The use of two-car trains can be a little troublesome also — at Bryn Mawr, the second car didn't signal that it was ready to go, so when the first car (on which I was riding) was finished unloading, we paused and waited even though the second car had finished its business - the 'Operator' of the car hadn't sent his bell signal forward to let the first-car Operator know this. Also, at Hughes Park, the outbound platform can only handle one car, so the train had to make two stops to unload.

"Regarding the flooding at Trenton (October ***Bulletin***), if you go through the 'cut' west of the station, where the high stone wall is on the west side of the tracks, you'll see marks for the water levels from 1975 and '9-1799' (which is actually 9/17/1999), also marked with 'Floyd', the name of the tropical storm that caused that flood. I'm not sure what SEPTA's folks were thinking if they truly believed that no one could recall things being that bad when they made the decision to not move the trains out of Trenton before the flood. I've heard that there was at least some thought to moving these to NJT's Morrisville Yard just to be on the safe side. Knowing SEPTA, I'd believe that no one gave it

much thought until it was too late."

Due to track renewal between 52nd and 57th Streets, buses replaced Route 15/Girard Avenue PCCs from October 31 through December 24. Thanks to member Alfred Gaus, Jr. for this report.

From ***Cinders***: As of early November 50 Silverliner Vs (701, 703-717 and 801-834) had been delivered, but only 35 were in revenue service. Even with these newer cars, consist shortages exist on numerous occasions. The push/pull set that was damaged during the Hurricane Irene flooding at Trenton remains out of service at Frazer Shops. It was composed of 2305 (AEM-7)-2401-2405 (cab cars)-2503-2506-2509-2509-2512 (trailers).

WASHINGTON, D.C. AREA

With the award of a \$154 million contract for 54 multi-level cars to Bombardier, MTA MD became the third transit system in North America to order this model. NJ Transit has 329 and AMT (Montreal), 160. Deliveries are expected between May and December, 2013. These cars will be used for service expansion and to retire older cars. Thanks to member Jeff Erlitz for sending this report.

Metro's Board approved guidelines for station names that limit primary station names to 19 characters and 13 characters for transfer stations.

- Navy Yard becomes Navy Yard-Ballpark
- King Street becomes King St-Old Town
- Waterfront-SEU will drop "SEU," because the university no longer exists
- Forest Glen will be shown on the map with the universal "H" symbol to indicate the location of Holy Cross Hospital. Foggy Bottom, Shaw-Howard, and Medical Center will also be shown with "H" symbols reflecting proximity of hospitals
- New York Ave-Florida Ave-Gallaudet U will be renamed "NoMa-Gallaudet U." "New York Ave" will be shown as a secondary name for one year to assist customers during the transition.

Additionally, the Board exempted three station names from the character limit because customers have strong familiarity with the existing names: Grosvenor-Strathmore, Georgia Ave-Petworth and Franconia-Springfield. Also, Ronald Reagan Washington National Airport remains unchanged. These changes will go into effect in June, 2012.

CHICAGO, ILLINOIS

Metra issued timetables for the Milwaukee District West (Aurora), Milwaukee District North (Fox Lake), Heritage Corridor (Joliet), and Southwest (Manhattan) Lines, all effective October 16. Member Jim Beeler notes that this edition now has effective dates (in larger type) that you can actually see. Previously, they were placed near the bottom in a small type.

On November 8, more than 1½ years after they began test runs on the Red Line (April 19, 2010—June, 2010

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Bulletin), CTA and Chicago officials unveiled a new train of 5000-series Bombardier-built cars in a ceremony. These cars are the first additions since 1992 (3200-series Morrison-Knudsen) and will operate on the Pink Line. Ultimately there will be 700 of them and they will replace CTA's oldest cars that range from 32-41 years of age, the 1969-70 Budd 2200s and the Boeing-Vertol 2400s. All were overhauled between 1987 and 1995. The total cost of the 5000-series cars will be \$1.137 billion, which is funded by two CTA bond issuances backed by sales tax receipts. The remainder is \$150 million in federal funds.

NEW ORLEANS, LOUISIANA

PCCs operating in New Orleans? According to an email from member Bill Vigrass, NOPSI did look into acquiring used PCCs in the 1960s. He writes: "At the time I was a member of Ohio Railway Museum, whose president, George Silcott, was a dealer in used locomotives and transit equipment. He bid on some used Pittsburgh PCCs that had the same gauge, and which he would have barged downstream to New Orleans, the cheapest way to go. It was a good bid but NOPSI chose to do nothing. But at least they did consider PCCs."

ALBUQUERQUE, NEW MEXICO

The Rio Metro Board, operator of New Mexico Rail-Runner, voted on October 21, to raise fares within 45 days. The results of a survey found that 82.2% of respondents said they feel that the proposed fare changes are reasonable, while 34.3% said they would ride RailRunner less if the new fares were implemented. Finally, 2.8% said they would stop riding if the new fares were implemented. The new fare structure was reported in the November **Bulletin**.

LOS ANGELES, CALIFORNIA

A ribbon-cutting ceremony for the Expo Line is being planned for February 25, 2012, with revenue service to begin the following day, but that could change again, as there are still communication problems between the Blue and Expo computers, which is affecting the merging of the two services at Washington & Flower. Metro is planning to start running a simulated schedule in mid-December. Thanks to member John Pappas for this news.

SAN DIEGO, CALIFORNIA

Member John Pappas visited San Diego and reported: "San Diego MTS began operating their vintage PCC on weekends during August, 2011 and I got to ride it on Saturday November 12. Unfortunately, the steady rain (what was that about how it never rains in Southern California?) prevented me from getting pictures along the line. The rehabilitation of the car is very impressive. It looks new both inside and out, including flooring. The car runs and rides well also. For a while, MTS was sending out a mechanic with the car during operating

hours. We didn't have one on Saturday, so I'm wondering if this doesn't signal that management is more confident that the car will perform without incident during its four-hour tour each Saturday and Sunday. In addition to the Operator, the car had a Fare Inspector on-board who functioned as a Conductor. Cash is paid into a Johnson Type D Fare Box converted into a drop box, which accepts dollar bills. MTS day passes and other media are not accepted. It takes about 20 minutes to make a round trip. The car takes its 10-minute layover on its own track and at its own shelter just north of the 12th & Imperial light rail platforms. Trips generally leave at :22 and :52 past the hour from that point. The Operator (a regular Trolley Operator trained on the equipment) is not afraid to get up a little speed at various points, including along C Street, which adds to the fun ride and shows off the agility of PCCs. As you may know, the car is an ex-San Francisco Muni 1100 (1122 to be precise). It retains all the idiosyncrasies of that fleet, including the left-hand accelerator and the solid 'clunk' when the car comes to a stop. The controls are largely unchanged except for equipment added to make the car compatible with the LRV fleet (Train-to-Wayside equipment to enable selection of route, radio, etc.). A wheelchair lift occupies the space in front of the front doors, requiring that the center doors be used for all normal access. A nod to the times we live in, but not a deterrent to enjoying the ride."

HONOLULU, HAWAII

On November 3, Council members rejected a proposed ballot measure that would have asked Oahu voters if the City Charter should be amended to prohibit the city from building Honolulu's LRT using steel-wheel-on-steel-rail technology. Thanks to member David Erlitz for this news.

JERUSALEM, ISRAEL

Member Dave Klepper reported: "After two months of service the operation is becoming more regular, and end-to-end run times have been reduced. As of November 1, paper multi-ride tickets and monthly passes became history, but single-fare receipts will still be used. Otherwise, the use of the 'Rav Kav' magnetic plastic cards is required. Rav Kav literally means many line but is meant to mean multi-line. It will be good on both Light Rail and the Egged Bus system. Eventually I suspect both Israel Railways and the Dan Bus Cooperative serving mainly the Tel Aviv area will also join. It was planned that fares were to have started being charged on the light rail as of November 1, but that did not happen because the traffic light synchronization had not been completed. There is no construction beyond the new tail tracks on the north end of the system, but construction of the extension to Hadassah Ein Kerem on the south end is proceeding. At present, the construction zone extends from the end of the Mt. Herzl tail tracks to the point along Herzl Boulevard closest to the

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AN ODE TO PATH'S PA-1S: BLUE TRAIN TO JAMAICA AND THE HIGH-SPEED TESTS ON LIRR

by Philip G. Craig

The October 2011 issue of *The Bulletin* (page 15) contained a single line noting that the Port Authority Trans-Hudson Corporation (PATH) has retired all of its PA-1 to PA-3 cars, 252 of which were placed in service between 1965 and 1972. There was a time, 43-plus years ago, when the arrival of the first PA-1s was an important event, both to the beleaguered passengers of what had been the Hudson & Manhattan Railroad — known popularly as the Hudson Tubes in those days — and the rail enthusiast community of the New York metropolitan region. This article, requested by News Editor, Randy Glucksman, recalls those heady days and is intended to give testimony to the significance of the PA-1s and their PA-2, PA-3, and PA-4 successors.

So significant was the advent of the PA-1s that New York's Governor, Nelson A. Rockefeller, and New Jersey's Governor, Richard J. Hughes, each riding what *The New York Times* described as two "gleaming sliver-blue" three-car trains — one from Lower Manhattan's Hudson Terminal and the other from Newark's Pennsylvania Station — met at PATH's Journal Square station in Jersey City on Thursday, April 8, 1965. The Governors had ridden them to Journal Square to preside over a ceremony commemorating their placement into revenue service. After their symbolic meeting, the two Governors proclaimed it as a "great day" for PATH's passengers, noting that by mid-summer the 181 "Black Cars" built between 1909 and 1928 that were the mainstay of H&M's rolling stock would be retired and that PATH would be operating the world's first all air-conditioned rapid transit car fleet (augmented by the 47 remaining PRR/PATH MP-51 and Class K cars dating from 1958, used exclusively on the Newark-Hudson Terminal Joint Service Line, that also were air-conditioned).

The ceremony concluded, the two three-car sets were coupled into a six-car train, which took Governor Rockefeller and his entourage back to Hudson Terminal; how Governor Hughes returned to Trenton was not reported by the media, but it may have been on a set of MP-51/Class Ks to Newark and then PRR to Trenton. Upon its return from Hudson Terminal, the six-car train was placed into Journal Square-33rd Street service, much to the delight of passengers accustomed to the grinding sounds of the Black cars and their stifling heat during the summer months.

By way of background, the 162 PA-1s were built by the St. Louis Car Division of General Steel Industries, Incorporated; 110 were single-ended "A" cars (i.e., having a Motorman's cab only at one end) and 52 were motorized trailers designated as "C" cars (i.e. lacking

cabs and not capable of movement by themselves). The PA-1s were intended for operation in trains between two and ten cars in length, made up of combinations of A-A, A-C-A, and A-C-C-A units. Typically, they were operated in three-, four-, and six-car trains until 1967, then up to seven cars (the platform length limitation of the Hoboken, Christopher Street, and Ninth Street stations), and eventually — in consists with PA-2, PA-3, and PA-4 cars — eight-car trains in Newark-World Trade Center service until September 11, 2001. Eight-car trains were restored to this line with the November 7, 2010 timetable.

PATH originally intended to purchase a fleet of more conventional married pairs with shared components, to be designated as "A-B" units and single unit "C" cars, enabling it to operate train consists of both odd and even lengths, for example as seven-car trains on its Hoboken-33rd Street service. The order placed with St. Louis Car on January 16, 1964 called for delivery of 120 "A-B" units and 42 "C" cars. Following contract award, PATH issued a change order calling for delivery of 110 "A" cars and 52 "C" cars. The decision to acquire "A" cars, rather than "A-B" units, was based on a desire to have cars that could move under their own power as individual cars in the congested confines of PATH's Henderson Street Yard and Shops. Nevertheless, there were restrictions to how "A" cars and "C" cars could be coupled to form a consist or unit. "A" cars had to be coupled back-to-back to form an "A-A" unit but could not be coupled front-to-back with either another "A" car or front-to-back with a "C" car, i.e. "A-A-A" or "A-A-C-A" consists could not be formed.

(Note that in those days, almost a half century ago, a rail transit system could expect delivery of the first cars of a new design within little more than one year after making a contract award to an experienced USA-based carbuilder; do not expect less than three years today and that if you are very lucky.)

Subsequently, PATH ordered 44 PA-2s, consisting of 30 "A" cars and 14 "C" cars, from St. Louis Car that were delivered in late 1966 and early 1967 in preparation for implementation of the State of New Jersey's Aldene Plan, which rerouted Central Railroad of New Jersey and Reading Company passenger trains to Newark's Pennsylvania Station and greatly increased ridership on the Newark-Hudson Terminal service (operated jointly with the Pennsylvania Railroad until April 30, 1967). An additional 46 PA-3 cars, all "A" cars, were built by the Canadian Car Division of Hawker-Siddeley Canada Limited in Thunder Bay, Ontario and delivered

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An Ode to PATH's PA-1s

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in 1972 to enable PATH to cope with growing peak-period ridership following the July 5, 1971 opening of its World Trade Center terminal.

Getting to that "great day" of April 8, 1965 was not without its trials and tribulations. The first three PA-1s, nos. 600-100-601, were shipped by rail from St. Louis on their own wheels in late January 1965. Upon arrival at Hudson Tower in Harrison on Sunday, January 30, 1965, PRR switched them onto the joint service line. They were coupled to a set of MP-51/Class Ks and pulled through the spiral "Y" tunnel leading from immediately east of the Grove-Henderson Street station into the Henderson Street Yard, arriving in the early hours of Monday, February 1, 1965. The "Grey" cars were run around the PA-1 consist and began to push them round the 180 degree curve leading into the Shop. Then "all hell broke loose." One-by-one, each of the six trucks of the three-car consist derailed and had to be re-railed while the press was clamoring in the dark of night outside the yard's concrete wall to see what was going on!

The specifications for the PA-1s called for them to be able to negotiate 90-foot radius curves with a full load of seated and standing passengers at normal operating speeds. Something was radically wrong, and, initially, many of those on site began to criticize St. Louis Car. After all, the "Blacks" and the "Greys" had been able to run around that curve for years without any difficulty. After the three new cars were eased into the Shop, not long after daybreak, an engineering survey was done of the curve. Although H&M's as-built drawings circa 1909 showed its radius to be 90 feet, over the years the force of tens of thousands of train movements had caused the curve's radius to drift down to 78 feet at the point where the PA-1s had derailed. H&M's older cars (and the MP-51s/Class Ks), with looser, service-worn truck components, could negotiate that out-of-proper-radius curve but the new cars, fresh from the car builder's plant, could not because their trucks, while meeting the specification requirements, were stiff. St. Louis Car was exonerated. PATH's track maintenance forces were put to work immediately to bring the track back into its proper radius. In the meantime, the press was allowed into the shop building to view and photograph the PA-1s. And nothing got into print about the derailments during the night.

After static testing in the Henderson Street Shop, confirming that which had been done at St. Louis Car, the three PA-1s were run throughout the system for clearance tests through all of the tunnels — first at slow speeds and then up to 40 mph. Having curved sides, at 9 feet, 3 inches at the belt rail, they were three inches wider than the older equipment. Spots were discovered, notwithstanding earlier tests run with a flat equipped with wooden templates and whisker-like feelers, that

bench walls had to be chipped away at to provide a minimum of three inches of clearance from their dynamic (kinematic) envelope.

PATH's train crews had to be qualified to operate the cars, and, in the event of a minor road failure such as a door stuck open, how to get them moving again. Running time tests also were performed on all of PATH's services, including the 12 AM-5 AM "Round-The-World" service, as the system's employees referred to it, between Journal Square, Hoboken, and 33rd Street.

Compliance with one important specification requirement that could not be performed on either St. Louis Car's test track or on PATH-owned trackage had to be demonstrated before PATH could accept the as-built design of the PA-1 cars. This was their ability to achieve a balancing speed of at least 70 mph on level tangent track with a full load of seated and standing passengers, i.e. at "AW-2" — four passengers per square meter or approximately 2.7 square feet per passenger of floor space available for standees.

The question was where to do so. The somewhat deteriorated condition of the Pennsylvania Railroad's line between Harrison and Journal Square was judged by PRR not to be good enough to allow testing above the 60 mph speed limit still in effect on its trackage. While not in an unsafe condition, track maintenance had been deferred since the end of shared use by H&M/PRR rapid transit trains and PRR's diesel-hauled and electric trains following the abandonment of railroad passenger service to and from Exchange Place, Jersey City on November 17, 1961. PRR was concerned with the potential for both bad publicity and liability issues and, even though PA-1 "A" cars 600 and 601 were equipped with cab signaling equipment compatible with its train control system, the answer was, "You can run them in both test and revenue service on our tracks but not above 60 mph."

(Note: After a sufficient number of PA-1 cars were in service, PATH began running a six-car train of PA-1s, always with either no. 600 or 601 on the head end, regularly in Newark-Hudson Terminal service. Following each round trip to and from Lower Manhattan, the six-car train was split in Newark's South Street Yard and the cab signal-equipped three-car set re-coupled to the front end of the train. This practice continued until implementation of the Aldene Plan on April 30, 1967.)

PATH then turned to the Long Island Rail Road and asked for its cooperation in performing the high-speed tests on its trackage. LIRR, in bankruptcy and knowing that before long it was to be acquired by New York State's Metropolitan Commuter Transportation Authority (predecessor to MTA), agreed. It was then a matter of developing a comprehensive plan for movement of the PA-1s to LIRR and proceeding with the high-speed tests in a manner that would not disrupt the operations of either PRR, which had to cooperate with the move, or

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LIRR. As part of the arrangement, PATH agreed to compensate PRR for its expenses involved with moving the three cars from Hudson to Harold and back, as well as to LIRR for providing track access, power and the support by its employees that facilitated the tests.

With all of the details in place, including train orders, PATH PA-1 cars 600-100-601 were pulled from Hudson Tower to Harold Interlocking in Sunnyside, Queens by PRR GG-1 4862 on Sunday, March 14, 1965. Once at Harold, with the GG-1 uncoupled and three-car train's contact shoes collecting power from LIRR's third rails, it operated under its own power through Jamaica to Dunton Shop. The high-speed tests commenced between Jamaica and Harold on Monday, March 15. To prove that PA-1s could meet or exceed the specification requirement of 70 miles per hour capability, St. Louis Car supplied the pig iron needed to simulate the full AW-2 load of seated and standing passengers and the instrumentation needed to record the train's performance.

Meeting the 70 mph requirement was achieved on the first run. After demonstrating specification compliance, a special run was made from Jamaica to Harold and return with PA, PATH, LIRR, SLC, and WELCO (traction equipment supplier) management and technical representatives on board. The author of this article was on this run when a public address system announcement was made that the train had reached 74 mph as it passed between Kew Gardens and Forest Hills, much to the delight and applause of all present. At that time, this was the highest speed ever recorded worldwide for a production-series rapid transit or subway train. The following day, Tuesday, March 16, 1965, the three PA-1s were moved by PRR from Harold to Hudson, pulled by PRR GG-1 4864, after which they were run into PATH's Henderson Street Shop and Yard in Jersey City for inspection. The "Blue Train" had made it to Jamaica and returned with accolades.

Notwithstanding the success, PATH subsequently blocked out the fourth notch in their controllers and, for various reasons, never took advantage of their high-speed capability in revenue service, even after it had taken over the Newark-Journal Square Line from PRR and made significant investments in new infrastructure, including track renewal and higher-capacity traction power substations.

Further commentary: Between 1962 and 1972, I was employed by what was then known as The Port of New York Authority (today called The Port Authority of New York & New Jersey). During that period, I held a variety of positions in The Port's Operations Standards Division (an industrial engineering unit), where I worked with PATH's Transportation Division on train and crew scheduling, fare collection studies, etc. In November,

1965, I became PATH's Supervisor of Operating Rules and Standards and subsequently its Supervisor of Operations Planning. After the implementation of the Aldene Plan in 1967 and the abandonment of the Erie-Lackawanna Railway's Hoboken-Barclay Street Ferry on November 22, 1967, I was reassigned to the Rail Transportation Department as a Rail Planning Engineer, working at PA headquarters at 111 Eighth Avenue. I left PA in December, 1972 to join MTA as the Administrative Assistant to the Chairman (Dr. William J. Ronan).

On March 14, 1965 and the next two days, the late Jonathan D. Boyer (a long-time ERA New York Division member who died earlier this year) and I took 35mm color slides of the PRR move from Hudson to Harold and the testing on LIRR. I wrote an unsigned article about the high-speed tests of the PA-1s that appeared — illustrated with Jon's photos — that appeared in the May, 1965 issue of **Headlights**, the then-monthly publication of the Electric Railroaders Association, of which Jack May was Editor at the time. This article was noticed by **Trains Magazine**, which ran a version of it, entitled, "**What on earth is this GG1 doing? ANSWER: Making this speed test possible,**" in its October, 1965 issue, again unsigned with the article and photographs credited to "a staffer of **Headlights**." Both Jon and I received checks for \$50 from Kalmbach Publishing Company for our contributions.

Inasmuch as the Public Affairs Department of the Port Authority had an iron-clad rule that anything even remotely related to PA written by an employee had to be cleared by it before being sent, even in draft, to a publisher or news source, I was called on the carpet over the articles. It was well known at The Port that Jon and I were close friends (Jon was my best man when Susan and I were married), as well as it being suspected (with justification) that I had either written the articles or had provided insider information for them. I responded to being given "the third degree" by denying everything ("Let them prove otherwise" coming from military experience) and avoided being fired over a grievous breach of policy.

Why the great concern about the article? In those years, not long after its September 1, 1962 acquisition through condemnation of the assets of the Hudson and Manhattan Railroad, The Port Authority was paranoid that some influential politician would find out that what had become the PATH system could be extended further into Northern New Jersey, i.e. west of Newark or Hoboken, over one or more of lines of the mainline railroads without interfering with the latter's ability to continue to run freight and long-distance passenger services.

Publicizing the high-speed tests of the PA-1 cars on LIRR was a nightmare to those trying to hold the line against further PA involvement in addressing the inabil-

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ity of the financially-pressed Class I railroads to continue to support money-losing suburban rail services. However, the PA-1 cars (as well as the PRR MP-51/H&M Class Ks built before them and the PA-2, 3 and 4 cars built afterward) were compliant with the Interstate Commerce Commission's regulations effective April 1, 1956 (derived from ICC Proceedings Ex Parte 179) then in effect for "Electric Multiple-Unit Locomotives" operated in trains with an empty weight of 600,000 pounds or less — amongst other things permitting a buff strength resistance of 400,000 pounds. Therefore, the PA-1s — which weighed less than 60,000 pounds — could be operated legally in mixed traffic service with mainline railroad freight and passenger trains without temporal separation. In addition to rapid transit cars operated on trackage used in interstate commerce, mainly those of PATH and Staten Island Rapid Transit, ICC's regulation also would have been applicable to interurban electric railways, such as the Chicago, North Shore & Milwaukee Railroad, had they ordered any new rolling stock post-1956. (This regulation is still on the books as part of 49 CFR 229 Part D 141 (b), but now is not applicable to electric MU locomotives ordered after the year 2000.)

This fear on the part of PA executives became real in the early 1970s when New York's Governor Nelson A. Rockefeller and New Jersey's Governor William T. Cahill directed the Port Authority, in addition to extending LIRR to JFK International Airport via the abandoned Ozone Park branch of LIRR and to build the Kearny Connection between the Erie-Lackawanna Railway's Morris & Essex Lines and PRR's High Line leading the New York's Pennsylvania Station, to extend PATH to Newark International Airport and thence via the Central Railroad of New Jersey through Elizabeth to Plainfield. That PATH's existing rolling stock could share trackage with CNJ freight operations, while satisfying ICC safety regulations, would have made this possible. This fact was understood by Louis T. Klauder, Sr., a friend of and transportation policy adviser to Governor Cahill. This is what PA's Director of Public Affairs was so concerned about when the "secret" of the high-speed testing PATH's PA-1s on LIRR became a matter of pub-

lic record.

However, at the end of the day, by avoiding coming up with a new type of rolling stock more suitable for long-haul suburban service, something like the North Shore Line's *Electroliners* (which ran around Chicago's Loop and through the State Street Subway on diversionary moves), that could have run through PATH's Downtown Tunnels to and from the World Trade Center, then in an advanced stage of construction, the Port Authority's executive bureaucracy let the ex-CNJ commuters (already unhappy with the Aldene Plan) think that they were going to have to hold their attaché cases on their laps or stand all the way in swaying and bouncing PA-type cars, building up opposition to the PATH extension plan; at the same time, PA's top executives dragged their feet until both Governors were out of office. When this happened, the bi-state political deal collapsed and the Port Authority got off the hook for the two or so decades of any further involvement with major rail transportation improvement projects (until the now-aborted Access to the Region's Core or ARC Plan was developed).

The events in 1965 surrounding the delivery, commissioning, and placing the PA-1s into service — including that 74 mph ride on LIRR — created fond memories for those of us of a certain age. For all of its ingrained anti-rail culture, the Port Authority had delivered a master-stroke with the PA-1s — modern, aesthetically attractive with their Sunberg-Ferar styling, comfortably out-fitted with a combination of transverse seats, and air-conditioning.

In the context of the times, PA-1s symbolized all that the New York City Transit Authority's R-32 "Brightliners" lacked. Their presence in the metropolitan region's transportation milieu set off forces that TA could not resist, despite its Division Engineer of Cars and Shops declaring that "a rapid transit car is a people-carrying box that needs no aesthetics to perform its function" and also declaring that it was not possible to successfully air-condition a subway car. Before long the PA-1s running to and from Lower Manhattan and along Sixth Avenue led New York City's newly elected Mayor, John V. Lindsay, to conclude that if the Port Authority could do it, so could the Transit Authority, but only if it were pushed rather than coddled.

CORRECTION

Member Bruce Lane sent the following comments regarding the article on page 1 of the November issue: Hi-Vs had an automatic acceleration of sorts, incorporated in the Motorman's Master Controller. There was a spring-loaded, ratcheted drum, which allowed the controller column to rotate at a predetermined rate of speed, regulating the advance of power fed to the mo-

tors at such a rate not to blow the breakers. As such, even if the Motorman were to advance the Master Controller handle from "OFF" to "FULL MULTIPLE" (on a properly working controller), the breakers would not blow.

Lo-Vs had the automatic control of acceleration incorporated in the switch group under the car.

Around New York's Transit System

New Way to Complete Repair Work

NYC Transit's Line Segment Closure Program will shut portions of subway lines overnight for several consecutive nights, with the aims of reducing rider inconvenience, increasing worker safety, and reducing the time it takes to complete major track and signal repair work. This closure will only be scheduled where alternate service is available.

During the week of January 9, 2012, service will be suspended on the Lexington Avenue Line from 10 PM to 5 AM between Grand Central-42nd Street and Atlantic Avenue, while crews repair tracks and signals and perform a thorough cleaning of the roadbed.

The following lines, also running through the central business district, will be closed from 10 PM to 5 AM for four consecutive nights: Eighth Avenue (**A C E**), Seventh Avenue (**1 2 3**), and Sixth Avenue (**B D F M**).

Because our transit system operates 24/7, it is difficult to find time for repairs, especially with increased ridership on weekends and overnight.

Inspecting, repairing, and replacing tracks, signals, power supply, and infrastructure is necessary and often requires a series of service suspensions or slowdowns.

This Line Closure Program will allow workers to perform tasks without having to stop while trains pass through the area. Employee safety will be increased by shutting off power to the third rail.

Under the current method, scheduled work on the Queens Boulevard Line Manhattan-bound local track from Parsons Boulevard to Forest Hills-71st Avenue would require eight weekend and 20 weeknight shutdowns. The new Line Segment Closure Program would reduce shutdowns to nine days and save \$1.3 million.

Commuter and Transit Notes

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commercial center of Kiryat HaYovel, but not further. The construction includes road widening and utility relocation. This suggests that the extension will be opened in stages, with the first stage to serve Kiryat Ha-Yovel. Some private resident homes' lawns appear to be drastically reduced in size by this construction, but in the end the value of their properties will be much higher.

"A new Arab-sector Jerusalem Municipality bus terminal has been opened directly adjacent to the Damascus Gate Light Rail system and is well used by the Arab bus lines. Not, so far, the one I use most often, however, the one closest to my yeshiva. So I still have a three-block walk through the commercial center opposite the Old City Wall to make the connection, but still the very fastest way downtown. The new terminal is very well planned."

SHANGHAI, CHINA

Member Todd Glickman was on another MIT business trip to Asia in mid-October and stopped in Shanghai. He rode a few of the Metro lines, and noticed nothing different in the wake of the September 27 accident that injured hundreds when two Line 10 trains collided. If you were at the July Division meeting, you saw a quick video of the Shanghai Metro, including the "door close dance" performed by Operators at each station. He has taken a new video that can be seen at: www.youtube.com/watch?v=4b6kTUTxYa8.

The steps seem to be:

1. Train stops
2. Operator exits the cab

3. Operator checks the platform, and opens the doors by pushing a button in the cab

4. Operator checks and points to the leaving signal

5. Operator checks the platform and closes the doors by pushing a button in the cab

6. Operator checks the platform (sees a green flag-waving platform worker on the platform mid-train) and points to him

7. Operator checks the video monitor, that has a four-quadrant view of the platform, and points to each of the four images in a clockwise sweep of his hand

8. Operator checks the leaving signal and points to it

9. Operator enters the cab and the train departs

(Optional step 4(a) - Operator straightens tie)

For stations that have platform screen doors, there are additional steps that include pushing a button to close the platform screen doors, pointing down the "gap" between them and the train, and switching off the power to the control panel. With all of the above, additional dwell time can be up to 30 seconds, which really adds up on a 20-station run!

FROM THE HISTORY FILES

60 years ago: On December 13, 1951, the Hudson & Manhattan Railroad increased fares from 15 to 20 cents.

40 years ago: On December 19, 1971, the Holland Avenue station, which according to a Penn-Central timetable dated June 16, 1971, was located one-quarter mile south of the White Plains station, was closed.

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