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

THIRD AVENUE'S POOR FINANCIAL CONDITION LED TO ITS CAR REBUILDING PROGRAM 75 YEARS AGO (Continued from January, 2012 issue)

In the early 1930s, the company was operating approximately 800 cars on 250 miles of track. Most of the fleet was composed of obsolete slow wooden two-motor double-truck cars built in 1908, 1909, and 1911. The 100 single-truck convertibles built in 1914 and 1924 were uncomfortable; their front and rear platforms bounced when the car was running.

But the company could not afford new equipment because the city insisted on maintaining a five-cent fare. Therefore, the company found an alternate method of modernizing its fleet. In 1934, Third Avenue embarked on a program to replace all of its street cars with modern equipment in its 65th Street and Third Avenue (Manhattan) shop. In 1936, the company stated that it expected to build 600 cars to replace the old cars by 1941. But the company was able to build only 336 new cars by 1940. At that time, the program came to an abrupt halt because the city forced the company to accept a franchise providing for eventual bus substitution.

The car rebuilding program began with a prototype, car 1605, which was described in the previous issue. After checking the car's performance, management decided to rebuild the single-truck convertibles by cutting each car in half, adding a new center section, and building entirely new platforms at each end. Cost was reduced by salvaging the following parts from cars that were being

scrapped: truck frames; trolley poles and bases; seat frames, cushions, and backs; air compressors; line switches; journal boxes; door engines; and brake cylinders.

All rebuilt and new cars had Brill 77E trucks, which were purchased second-hand or rebuilt from older trucks in the 65th Street Shop. Brill 39E single-motor trucks removed from scrapped cars were salvaged to construct the equivalent of a 77E truck. Motor axle ends of the 39E side frames were joined by welding and mechanical reinforcement to fabricate a new truck designated as 77T.

The 100s, 300s, and 626-685 cars were equipped with four 35-horsepower, 600-volt d.c. motors, most of which were purchased second-hand. These cars had higher acceleration and maximum speed than the older two-motor cars.

Windows were rattleproof, non-sticking, and weatherproof, and were equipped with shatterproof glass. Window frames were one-piece welded aluminum alloy. The upper and lower sash were fixed in position, while the middle sash could be raised inside the upper sash. The windows were high enough to allow standees to look out and read street signs without stooping.

Before rebuilding began, the single-truck convertibles were taken out of service and replaced by other cars, as shown in the following table:

(Continued on page 4)

HISTORY OF THE **A** TRAIN

by George Chiasson

The **A** train of MTA New York City Transit represents the flagship route of the former Independent Subway System of the City of New York. Not only that, but in its modern state it is also the inheritor of a combination of services once offered by the two privately-operated rapid transit companies of Greater New York, the Interborough Rapid Transit Company, or more specifically its Manhattan Elevated division, and the Brooklyn Rapid Transit Company, or more specifically one of its predecessors known as the Kings County Elevated Company. In addition, **A** in its present state encompasses the history of deceased Independent Subway routes such as the former AA/Eighth Avenue Local (later **K**), HH/Court Street Shuttle, Specials to Aqueduct, and the JFK Express.

AN OPERATIONAL HISTORY OF THE **A** TRAIN

The **A** train was born as part of IND's initial operating segment, which opened from 207th Street in the Inwood section of Upper Manhattan to Hudson Terminal, which garnered its name from the neighboring Hudson & Manhattan Terminal (now the World Trade Center station of Port Authority Trans-Hudson) on September 10, 1932. Then as now the **A** train (and its companion AA Local service) followed the Eighth Avenue Subway for its entire length, and as such competed directly with IRT's Ninth Avenue Elevated during its early years. In the beginning, **A** trains ran express all the way from 168th Street-Washington Heights to Canal Street all day and evening Monday-Saturday, but on Sundays only the AA was operated as a local along Eighth Avenue.

On February 1, 1933 **A** was extended to Brooklyn via the Cranberry Street Tunnel, as far as the southbound platform at the Jay Street-Borough Hall station (with the AA Local running in its place on Sundays). Another service addition was made to the upper level of the Bergen Street station on March 20, with trains crossing to the outer tracks at Jay Street-Borough Hall en route. The station at High Street-Brooklyn Bridge, located between Broadway-Nassau and Jay Street-Borough Hall, was part of the original construction but did not open until June 24, 1933 when its long escalator to street level was completed. When the Bronx Grand Concourse Line opened on July 1, 1933 **A** began making local stops from 168th Street-Washington Heights to 145th Street, while the new "CC" Local made all stops on the Eighth Avenue Line from 145th Street to Hudson Terminal in place of AA, which was suspended. South of the Canal Street station **A** and the original **C**/Concourse Express began sharing track as far as Jay Street-Borough Hall during extended rush hours on weekdays and Saturdays, **A** running there on its own otherwise. From Jay

Street-Borough Hall **C** was switched to the lower level at Bergen Street, while **A** continued to terminate on the upper level. Finally, **A** service was extended from Bergen Street upper to the new Church Avenue terminal on October 7, 1933, which even then was soon projected to overtake the balance of BMT's Culver Line to Coney Island. The **A** train's service configuration on the Eighth Avenue Line was then unchanged in Manhattan until December 15, 1940, when the Sixth Avenue Subway opened and AA was restored middays, evenings, and weekends, at which time **A** was again made an express between 168th Street-Washington Heights and 145th Street.

Elements of IND continued to progress in all four boroughs through much of the 1930s, and on April 8, 1936 the **A** train was rerouted from the Church Avenue terminal into the new Fulton Street Subway, which extended from the Jay Street-Borough Hall station in Downtown Brooklyn to the Rockaway Avenue station. For the next four years the BMT Fulton Street El and IND Fulton Street Subway duplicated each other, without free transfers between them. Nevertheless, the die had already been cast, and when the City of New York assumed full control of the former BMT system on June 1, 1940 the Fulton Street Elevated was abandoned, in toto, from the Brooklyn Bridge to Rockaway Avenue. The el station at Rockaway Avenue was reconfigured into a terminal and the former BMT el trains continued to operate as shuttles (with free transfer) from Rockaway Avenue to Lefferts Avenue.

As originally opened in April, 1936, **A** trains used the southbound local track in the Fulton Street Subway as far as Utica Avenue, then crossed over to the future southbound express track and relayed through a diamond crossover west (north) of the Rockaway Avenue station. As a result, trains passed through temporary wooden platforms at both the Ralph and Rockaway Avenue stations that were extended across the local tracks. When **A** was extended to Broadway-East New York on December 30, 1946, these remained in place and trains only used the present southbound platform, crossing back to the northbound express iron west (north) of the station for their return trip. In January, 1947 trains began to discharge at the southbound platform of Broadway-East New York, relay east (south) of the station, and reload at the northbound express track. Upon departure, trains swung over again to the northbound local track, then stopped at the Rockaway and Ralph Avenue stations as designed (whereupon the temporary wooden platform extensions were removed).

(Continued on page 3)

History of the **A** Train

(Continued from page 2)

Use of the Brooklyn-bound local track beyond Utica Avenue finally commenced when **A** trains were extended to the elaborate terminal at Euclid Avenue on November 28, 1948 (with an accompanying storage yard/repair shop located at Pitkin Avenue nearby), and the temporary 1936-era wooden platforms on that side then removed. Rush hour **A** express operation on the Fulton Street Subway commenced on October 24, 1949, with **E** initially extended from Manhattan as a local to Broadway-East New York.

As conceived, the Fulton Street Subway was a very early element of the Independent Subway, and construction was almost complete on its initial segment as early as 1933. The hitch that barred its full completion at an earlier date was a thinning of resources associated with the Great Depression and the lack of a total consensus as to a permanent outward terminal. The line was projected to ultimately be extended to any one of several potential locations in southeast Queens (most notably Springfield Gardens), and while work was well progressed before being halted by materials directives associated with the early months of World War II, there was at the time only a commitment to complete the route as far as an interim terminal at Euclid Avenue, which would necessitate at least a partial retention of the existing ex-BMT Fulton Street Elevated. When work resumed by 1946, there was not much more construction required to extend operations to the Broadway-East New York station (underneath the Broadway Junction complex) in December of that year. Just a modicum of additional work was also needed to finish the line as far as Euclid Avenue, along with an associated inspection barn and storage yard, in late 1948. In this latter instance, there was just as much of a delay for the delivery of sufficient new rolling stock as there was for actual construction. For the time being, work was curtailed beyond this point, and then permanently shelved by the early 1950s owing to the recurrence of the same financial and political obstacles that had impeded its progress 20 years earlier.

Meanwhile, a separate IND initiative stemming out of its 1920s origins was the effort to extend rapid transit to the Rockaway Peninsula, Queens' farthest point from Manhattan. In fact, there were at least two built-in provisions for wholly new lines to support such a service, one from the Brooklyn-Queens Crosstown Line (which survives as the center track at the Bedford-Nostrand station) and another from the Queens Boulevard Line at Roosevelt Avenue. As with so many other aspects of IND's development, there was no shortage of proposals to help the subway reach the Rockaways through the 1940s (then a highly desirable summer destination with great year-round potential that was ill-suited to the bur-

geoning expressway network), and the stage was slowly set for its ultimate accomplishment.

Almost immediately from its inception in 1953, NYCTA started construction on a short extension of the Fulton Street Subway, using an existing provision from the leads east of Euclid Avenue, and under private property to join the BMT Fulton Street Elevated, as extended in 1915, at Liberty Avenue and 76th Street, including an intervening station near Grant and Pitkin Avenues. In addition, it was necessary to greatly reconfigure the 1915 el structure between the 96th Street-Rockaway Boulevard and 104th Street-Oxford Avenue stations, so as to provide a steel ramp down to the former LIRR Rockaway Beach (née Ozone Park) Branch. Finally, there were a raft of ancillary signal, power, and station improvements that had to be made in support of rapid transit coming to the Rockaways.

When it all began to come together, the **A** train was at last extended from Euclid Avenue to Lefferts Boulevard (as renamed), on April 28, 1956 and the BMT Fulton Street Elevated closed west of the station at Hudson Street. At that time, alternate **A** trains were still turned at Euclid Avenue all day and evening, thereby establishing the service pattern at the line's southern end that persists to the present day in a later form. While IND service to the Rockaways was instituted in June, 1956, it initially employed shuttles from Euclid Avenue at most times, with **E** trains running through in rush hours. Service as a branch of the **A** train started on September 16, 1956, when trains that had nominally been operated to Euclid Avenue were extended to both Rockaway Park and the temporary terminal at B. (Beach) 25th Street-Wavecrest (Far Rockaway Branch) during rush hours, but only to Wavecrest midday and evenings (in both cases as an alternate destination to Lefferts Boulevard). Otherwise, half of the weekend schedule was still being curtailed at Euclid Avenue. At Far Rockaway, a ramp from the ex-LIRR elevation to the surface station had to be removed before the permanent subway terminal could be established there, so initial trains serving this branch were discharged at B.25th Street-Wavecrest and relayed on a pair of tail tracks by the present IND tower at Mott Avenue that were situated about where the terminal was actually built. In fact, there are a number of photos taken in 1956 and 1957 which show both IND and Long Island Rail Road trains posed more or less "face to face" across Mott Avenue, divided by a fence and a missing piece of structure. In any case, continued power problems on the Rockaway Line, combined with lighter off-season ridership, resulted in the discontinuance of non-rush hour **A** service to B. 25th Street-Wavecrest as of January 27, 1957. On that date all midday and evening **A** trains that had been going to Wavecrest were once again routed to Euclid Avenue, where they alternated with service to Lefferts Boulevard.

(Continued on page 8)

Third Avenue's Poor Financial Condition Led to its Car Rebuilding Program 75 Years Ago

(Continued from page 1)

DATE	OUT-OF-SERVICE CARS	LINE	CARS TRANSFERRED	
			CAR NUMBERS	FROM CAR HOUSE
July, 1932	101-123	Ogden Avenue, University Avenue Bailey Avenue, Sedgwick Avenue	76-79 221, 223	Harlem West Farms
December, 1932	124-151	Southern Boulevard	401-450 (A)	54 th Street
February 15, 1933	1641-9	Williamsbridge	188, 192, 196, 198 193-195, 199	Kingsbridge Steinway
July 5, 1934	1628-40, 1650	Willis Avenue Shuttle	234-241 (B)	Kingsbridge
August 6, 1934	1601-5	138 th Street Crosstown	71-75 (B)	Kingsbridge
December 26, 1934	1606-27	Morris Avenue, St. Anns Avenue, Harlem Shuttle	681-690 (B)	Kingsbridge

(A) Service was reduced on Third and Amsterdam Avenue and on Broadway-Amsterdam Avenue-125th Street, because of competition from the new Eighth Avenue Subway. Cars 943-966 and 995-1006 were transferred to the 54th Street car house for 42nd Street Crosstown service.

(B) Surplus when 1200s were put in service.

Cars 101 and 156 were new cars. Rebuilt cars 102-150 were single-truck 100-series cars; rebuilt cars 151-155 and 157-200 were single-truck 1600-series cars.

The first car, 131 was in service November 21, 1934 on Broadway, which was completely equipped with 83 rebuilt cars on December 20, 1935. Each car cost \$6,000.

NEW YORK CITY SUBWAY CAR UPDATE by George Chiasson

Subdivision "A" Events

As usual, the deployment of selected single-unit R-62As from ⑦ to refuse trains was discontinued in early September, 2011.

Long-range SMS of the Corona-based unitized 5-car R-62As began in the final quarter of 2011, being performed at 207th Street Shops. Given the ongoing loss of at least one trainset for this process, single-unit R-62As 1917-26, which had been shifted to 240th Street for ① in 2009 (and previously assigned to ③ and ⑤/42nd Street Shuttle) were transferred to ⑦ on December 6, 2011. There they operate as fixed 5-car sets of single units, mixed with 6 standard single units native to ⑦. The 2 5-car sets are headed by 1920, 1921, 1925, and 1926, which retain the single full-width cabs they received for use on ③/⑤ in 1999. They also have slightly different brake valves than the present fleet of "North Motors" that were retrofitted with WABCO installations in 2009-10. All 10 of these cars remain unique in that they are not equipped with LED-enhanced side destination signs so cannot readily display "Local" or "Express" settings.

Due to the same cause, ⑦ sometimes experiences a shortage of unitized R-62As and may operate a complete 11-car train of single-unit R-62As when the need arises.

On December 8, 2011 reconfigured R-142As 7216-20 were delivered to 207th Street from the Kawasaki Rail

Car plant in Yonkers. The "A" cars of this 5-car unit (7216 and 7220) were extensively rewired and had their operating controls almost completely changed out to reflect the pending installation of CBTC equipment, which will make them universally compatible with the new R-188 cars at a future date. Cars 7211-5 were also on hand by the end of 2011, and all 10 were stationed at Pitkin Shop for initial testing and to actually have the CBTC equipment put in place. These changes do not alter their appearance as R-142As in any way, and little was done to the corresponding "B" cars.

As of December, 2011 a number of changes were made to the R-188 Subdivision "A" contract that was awarded to Kawasaki Rail Car in 2010. As originally specified, MTA New York City Transit was committed to the acquisition of 23 "pilot" R-188s, including 2 complete 11-car trains (2 6-car and 2 5-car units), along with 1 additional single unit (a so-called "C" car) that was to be inserted into a 10-car train of existing R-142As (7211-20), which would separately be rebuilt as "R-188's." When 7211-20 were actually moved to Kawasaki's Yonkers plant in 2010-1, they were in fact only "modified" for compatibility with CBTC and the future fleet of R-188s, but otherwise (more or less) left intact as originally delivered. The lone "C" car that will be inserted to this train, 7921, was in fact delivered to 207thh

(Continued on page 5)

SHORE LINE TROLLEY MUSEUM REPAIRS DAMAGED CARS

The **East Haven Patch** reveals that the Shore Line Trolley Museum is recovering from the damage caused by Tropical Storm Irene. The General Manager expects the museum to be fully operational by the spring with the whole line open and running.

There are 95 cars in the museum, with 46 more than 100 years old. Cars 948, 850, and 357 were not damaged, but 90 cars sustained damage during the storm.

Fortunately, a local company offered to spend 500 hours repairing the motors, which weigh about a ton each. Rebuilding costs about \$8,000-10,000 for each motor.

The museum officials are using their reserves and are seeking federal and state grants to ensure the volunteers have the money to repair the cars and tracks. The museum has a fundraising drive to build two new barns to store the cars and has raised \$240,000 of its \$2 million goal.

The museum operates a portion of the Connecticut Company's F line, which provided service from downtown New Haven through East Haven and into Branford. It furnished clean, fast, reliable service for nearly fifty years.



Car 775 in the yard at the height of the flood.
Denny Pacelli photograph



Ted Eickmann tests a flooded motor in September, 2011.
Jeff Hakner photograph

New York City Subway Car Update

(Continued from page 4)

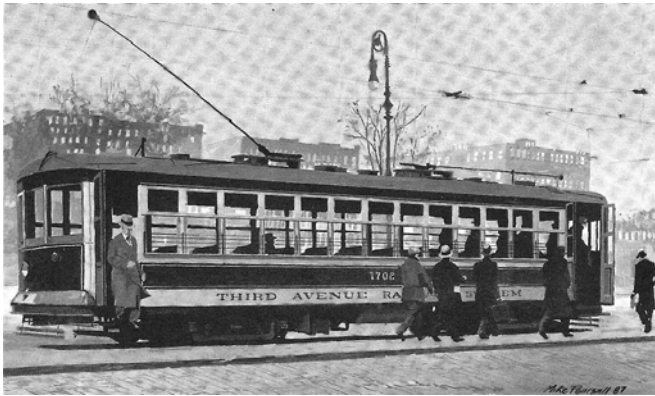
Street Shops by January 2, 2012. When inserted into the 10-car train of reconfigured R-142As (reportedly between "B" car 7219 and "A" car 7220 to create a fixed 6-car unit), "C" car 7921 will support CBTC operation. As this set works its way through the familiarization, testing, and modification process (and modified R-142As 7211-5 were indeed sighted at Corona on January 19, 2012) deliveries of the 22 brand new R-188s (bearing projected car numbers 7811-32) are slated to begin by the end of 2012.

Though not yet enacted as of January 15, 2012 (and still not completely funded as of the same date), composition of the option portion of the R-188 order was changed from the previous acquisition of 123 new cars to 103 in late 2011. Two more single-unit "C" cars were added to the order for a total of 37, while the associated quantity of R-142As to be retrofitted with CBTC equipment and made compatible with both the "C" cars and R-188s was increased from the original 350 (and subsequent 360) to a total of 370, encompassing 74 5-car

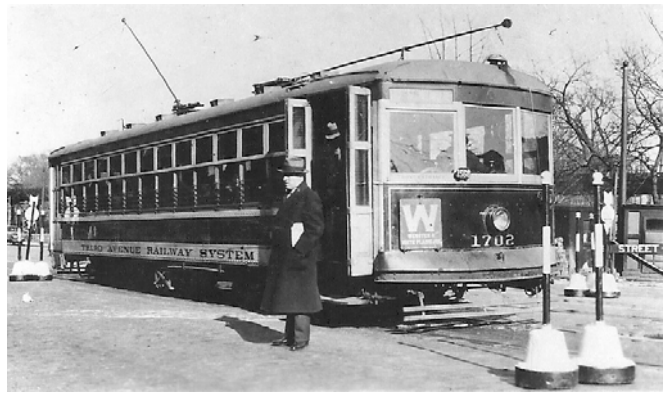
units. In contrast, anticipated changes in the projected long-term operation of ⑦ enabled the corresponding total of new 6- and 5-car units to be reduced from the previous 88 to 66, or six complete 11-car trains, including the two "pilot" sets (22 of the 66 to be acquired), which are anticipated for delivery by the end of 2012. Additionally, the original proposal to divide actual "conversion" of the existing R-142As to a state of CBTC/R-188 compatibility between Kawasaki's Yonkers plant and NYCT's own forces was abrogated and all such work is now expected to occur at the KRC facility. In sum, this reduces the total quantity of subway cars to be provided for future ⑦ service through the R-188 contract from the original 506 (46 11-car trains) to 473 (43 11-car trains). As currently drawn up, the agreement must be finalized within the first half of 2012 and will permit delivery of the balance of 44 new cars through the summer of 2013, with reconfiguration of the remaining 360 R-142As (and provision of the remaining 36 single "C" cars) over a 3-year period between 2013 and 2016. In exchange for the anticipated removal of 370 R-

(Continued on page 19)

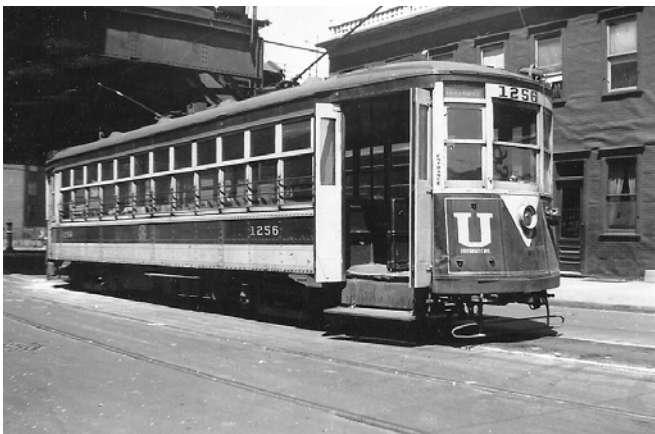
THIRD AVENUE RAILWAY SYSTEM 1200-SERIES CARS



Car 1702 at Tremont and Webster Avenues, winter 1934-5.
Bernard Linder collection



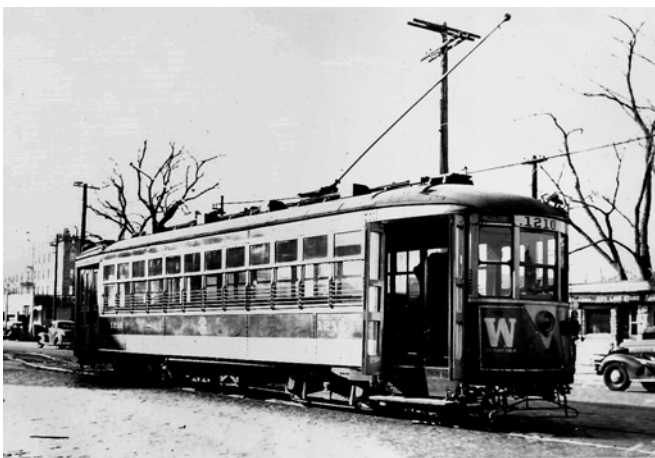
Car 1702, renamed to 1250, at Fordham Road and Webster Avenue.
Bernard Linder collection



Car 1256 at W. 238th Street and Broadway, July 26, 1941.
Bernard Linder photograph



Car 1205 at E. 243rd Street and White Plains Road, August 16, 1941.
Bernard Linder photograph

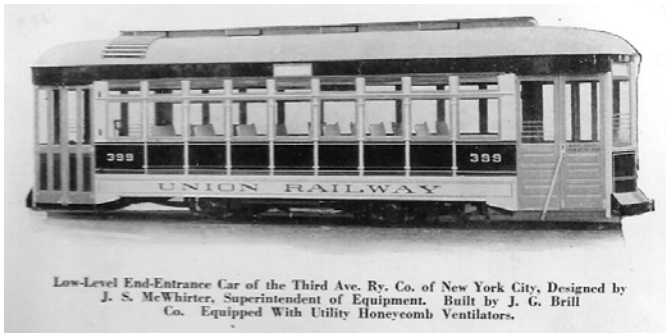


Car 1210 at E. 242nd Street and White Plains Road in 1942. Its front end was rebuilt after an accident.
Bernard Linder collection



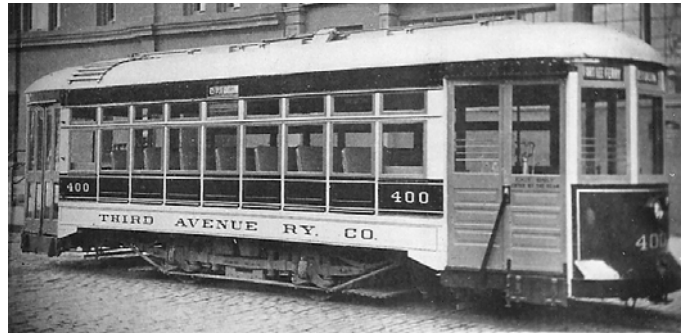
Car 1246 at W. 238th Street and Broadway, May 3, 1946.
Bernard Linder photograph

THIRD AVENUE RAILWAY SYSTEM—UNUSUAL CARS



Low-Level End-Entrance Car of the Third Ave. Ry. Co. of New York City, Designed by J. S. McWhirter, Superintendent of Equipment. Built by J. G. Brill Co. Equipped With Utility Honeycomb Ventilators.

Prototype low-floor car 399.
Bernard Linder collection



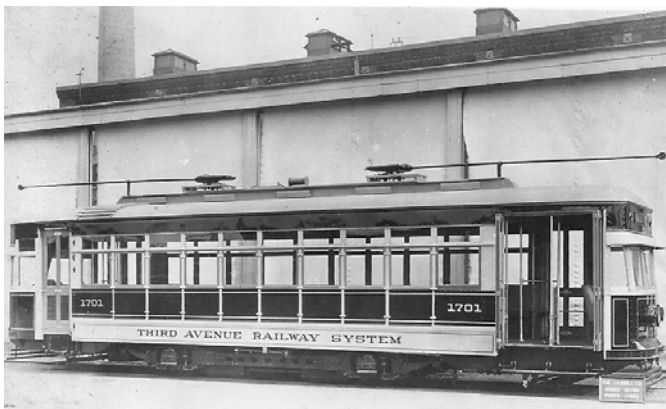
Prototype low-floor car 400.
Bernard Linder collection



Interior of prototype low-floor car 400.
Bernard Linder collection



Car 1257, seen here on August 18, 1938 at W. 181st Street and Amsterdam Avenue, had 11 large windows and 1 small window.
Bernard Linder collection



Experimental car 1701, a single-truck convertible, never entered passenger service.
Bernard Linder collection



Another view of experimental car 1701.
Bernard Linder collection

History of the **A** Train

(Continued from page 3)

On January 16, 1958 the new elevated rapid transit terminal was opened at Mott Avenue-Far Rockaway and rush hour **A** service so extended. To this day, the **A** train and LIRR are thus separated in Far Rockaway by a shopping center exactly one block long. However, the new extension was short-lived by any measure as all rush hour **A** service was removed from the Rockaway Line and shifted back to its alternating pattern between Lefferts Boulevard and Euclid Avenue starting on September 8. A year later (September 8, 1959) rush hour **A** trains began operating as locals on the Fulton Street Subway from Hoyt-Schermerhorn Streets to Euclid Avenue while **E** became the rush hour express. Between 1958 and 1967 Rockaway service was dominated by shuttles and the "round-robin" (both coined "HH"), with through **E** trains only operated in rush hours. On July 9, 1967 midday, evening, and weekend **A** service to Far Rockaway was restored, again as an alternative branch to Lefferts Boulevard trains. As part of a large service restructuring in effect on January 2, 1973 alternate rush hour **A** trains were extended to Far Rockaway, and the shortlining of **A** trains at Euclid Avenue was finally discontinued entirely. In addition **A** and **E** switched places on the Fulton Street Line as they had in 1959, with **A** becoming express from Hoyt-Schermerhorn Streets to Euclid Avenue and **E** the local. On August 30, 1976 "CC" replaced **E** as **A**'s companion local on Fulton Street in rush hours, while the last alteration to the **A** train for some time occurred on August 28, 1977, when it began running as a local on Eighth Avenue overnights, replacing AA from 168th Street-Washington Heights to Chambers Street.

On December 11, 1988 midday and early evening **A** trains started operating express on Fulton Street as **C** replaced the **K** Local during these times and was extended to Euclid Avenue. As a result, **A** was also localized from 168th Street-Washington Heights to 145th Street, much as it had been in July, 1933. All overnight **A** service was rerouted from Lefferts Boulevard to Far Rockaway on October 25, 1992 and a shuttle instituted from Euclid Avenue to Lefferts Boulevard. Also, through rush hour **C** service to Rockaway Park was replaced by special **A** trains from Rockaway Park to Dyckman-200th Street during the morning rush (which laid up at 207th Street Yard), and from 59th Street-Columbus Circle (deadheading from 207th Street Yard) to Rockaway Park during the afternoon. In 2012, these **A** Specials tend to enter service at Dyckman-200th Street or 168th Street-Washington Heights during the PM rush. Outside of rush hours, the **H** shuttle to Rockaway Park (by this time originating at Euclid Avenue) was cut back to Broad Channel and carried as a branch of **A**, being

then and now sometimes extended to Euclid Avenue on summer weekends. The Rockaway Park Shuttle was converted to One Person Train Operation (OPTO) starting on September 1, 1996, as was the overnight shuttle from Euclid Avenue to Lefferts Boulevard as of September 6, 1998. Re-designated as **S**, the Rockaway Park Shuttle continued to make a long relay to the Howard Beach-JFK station until September 1, 1999, at which time it began using a new siding just north of the Broad Channel station to relay.

Weekend **A** trains were again running express between 168th Street-Washington Heights and 145th Street starting on May 29, 1994 when **C** was extended in corresponding fashion (and operated between 168th Street-Washington Heights and World Trade Center). Weekday midday **A** service was similarly upgraded on April 30, 1995, with **C** operating between 168th Street-Washington Heights and Euclid Avenue, but this proved to be a short-lived service expansion that was reversed on November 12. Midday express service between 168th Street-Washington Heights and 145th Street, along with early weekday evenings, was tried again on March 1, 1998. At that time **C** was again extended to 168th Street-Washington Heights (from Euclid Avenue mid-days and early evenings, and from World Trade Center in the late evening). Finally, late weekday evening and all weekend **C** service was extended to Euclid Avenue beginning on May 2, 1999, and as a result **A** trains ran express in Brooklyn during these periods from Hoyt-Schermerhorn Streets to Euclid Avenue. As of early 2012, **A** train service is continuing as such.

ROUTE OF THE **A** TRAIN

Section 1: 207th Street to

175th Street-George Washington Bridge (**A**)

A originates at the 207th Street station in Inwood, a two-track underground terminal located in Upper Manhattan, and follows the upper portion of the Eighth Avenue Subway beneath Broadway and Fort Washington Avenue. Through the next station at Dyckman-200th Street, the two-track subway spreads out to four to accommodate the leads from 207th Street Yard and Shop, then narrows again before reaching the next stop at 190th Street. Additional stations in this two-track section are located at 181st Street and 175th Street-GWB (beneath the George Washington Bridge Bus Terminal). Beyond that point the two-track line circumvents the underground yard at 174th Street and the relay tracks which adjoin to the middle irons at the four 168th Street-Washington Heights express station.

Section 2: 168th Street-Washington Heights to 145th Street (**A** **C**)

From 168th Street-Washington Heights, the Eighth Avenue Subway again proceeds beneath St. Nicholas Avenue with **A** Express trains passing through the

(Continued on page 9)

History of the **A** Train

(Continued from page 8)

lower level two-track subway, while **C** local trains use the upper level two-track subway. Therein are located stations at 163rd Street-Amsterdam Avenue and 155th Street en route to the four-track express station at 145th Street, where the two levels reunite.

Section 3: 125th Street to 59th Street-Columbus Circle (**A B C D**)

South of the 145th Street station, **A** continues beneath St. Nicholas Avenue along the express tracks of the Eighth Avenue Subway, and is joined by **D** trains from the three-track Bronx Grand Concourse Line at a grade-separated junction. Past this point the Eighth Avenue Line widens out again as siding tracks are inserted on both the northbound and southbound sides, between the local and express tracks. Through the local station at 135th Street (used by **B** and **C** trains) this gives the appearance of a six-track subway at the platforms. The Eighth Avenue Subway is again four tracks wide through the express station at 125th Street (**A B C D**), and continues as such beneath Frederick Douglass Boulevard (Eighth Avenue) through the local station at 116th Street (**B C**). At the 110th Street-Cathedral Parkway local station (**B C**), both southbound tracks begin to descend beneath the northbound tracks and remain 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 (all used by **B** and **C** trains) before continuing toward the express station at 59th Street-Columbus Circle (**A B C D**), where all four tracks are again at the same level. From the 59th Street-Columbus Circle station, the northbound local track swings over the northbound express track to assume the westernmost position in the upper level along Central Park West, where platforms are 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 begins a descent to become level with the two southbound tracks, while the northbound local track again swings overhead to resume its easternmost alignment through the local station at 110th Street-Cathedral Parkway. There are also double-ended sidings inserted between the local and express tracks on each level north of the 72nd Street station.

Section 4: 42nd Street-Port Authority Bus Terminal to Canal Street-Holland Tunnel (**A C E**)

South of 59th Street-Columbus Circle, **B** and **D** trains diverge to the Sixth Avenue Subway via 53rd Street through a grade-separated junction, while **A** trains continue south along the Eighth Avenue express tracks through the local station at 50th Street (**C**) to the ex-

press station at 42nd Street-Port Authority Bus Terminal. **E** trains (from Queens via the 53rd Street Tunnel) merge into the Eighth Avenue Line tracks at another grade-separated junction north of the express station at 42nd Street-Port Authority Bus Terminal. At 34th Street-Penn Station, **A** trains use a separate middle platform while **C** and **E** locals use outside platforms. This unusual arrangement (also in place at IRT's 34th Street-Penn Station stop) was suggested by the Pennsylvania Railroad to avoid an uneasy interchange by baggage-laden railway patrons between local and express trains. **A** trains then continue on the Eighth Avenue express tracks, passing through additional stations en route at 23rd Street (local) and 14th Street (express), where the tracks turn beneath Greenwich Avenue. From the W. 4th Street station (express), the four-track Eighth Avenue Subway continues under Sixth Avenue through the local station at Spring Street to the express stop at Canal Street.

Section 5: Chambers Street to Jay Street-Borough Hall (**A C**)

South of the Canal Street station, **A** and **C** trains combine and continue along the Eighth Avenue express tracks, under Church Street and into the Chambers Street station, while the local tracks diverge into the stub-end terminus at World Trade Center (née Hudson Terminal), which is presently used by the **E** train. From Chambers Street, **A** and **C** turn east beneath Fulton Street to pass through the Fulton Street (formerly Broadway-Nassau) station and then continue into the Cranberry Street Tunnel, which crosses beneath the East River to Brooklyn. The station at High Street-Brooklyn Bridge is located beneath Cadman Plaza, and then **A** and **C** turn beneath Jay Street to join with the **F** train as it emerges from the York Street station to form the four-track Smith Street Line. This proceeds beneath Downtown Brooklyn into the station at Jay Street-Borough Hall, where **A** and **C** use the middle tracks, **F** trains the outer. Beyond Jay Street-Borough Hall the two inner tracks (**A C**) diverge beneath Schermerhorn Street to the Fulton Street Subway, while the two outer tracks (**F**) continue south on the Smith Street Line.

Section 6: Hoyt-Schermerhorn Streets To Euclid Avenue (**A C**)

At the six-track Hoyt-Schermerhorn Streets station in Downtown Brooklyn, **A** and **C** trains use the intermediate pair of tracks, while the middle two are used by **G** trains as part of the Brooklyn-Queens Crosstown Line (which feeds in from the Smith Street Line to the south). There are in addition two unused outer tracks which once supported a shuttle to the stub terminal at Court Street, now the location of the New York Transit Museum. Beyond the Hoyt-Schermerhorn Streets station,

(Continued on page 10)

History of the **A** Train

(Continued from page 9)

A trains nominally continue on the express tracks, **C** trains diverge to the outer (local) tracks, and all six irons swerve beneath Lafayette Avenue. At Fulton Street **A** and **C** turn east in the four-track subway so-named, while **G** continues under Lafayette Avenue to the Crosstown Line on its way to Long Island City. Local stations are then located in the Fulton Street Subway at Lafayette Avenue, Clinton-Washington Avenue, and Franklin Avenue. Through the station at Nostrand Avenue, the local tracks (and associated outside platforms) duck beneath the express platforms. Farther out Fulton Street additional stations are located at Kingston-Throop Avenues (local), Utica Avenue (express), Ralph Avenue (local), Rockaway Avenue (local), and Broadway Junction (originally Broadway-East New York) (express). Past Broadway Junction the four-track Fulton Street Line turns south under Pennsylvania Avenue and passes through the local station at Liberty Avenue, then swings east under Pitkin Avenue and through local stations at Van Siclen Avenue and Shepherd Avenue before arriving at the Euclid Avenue express stop.

The IND Fulton Street Subway closely parallels, but does not duplicate, the route that the former BMT Fulton Street Elevated followed between 1888 and 1956. Aside from a wide variation at the inner end—the BMT travelled straight up Fulton Street from its origin; IND follows Schermerhorn Street and Lafayette Avenue to join Fulton Street on the edge of Fort Greene—the IND Subway projects a more generous arc to the City Line. It continues east along Fulton Street from the station at Broadway-East New York, and makes a long, graceful turn beneath private properties from Williams to Pennsylvania Avenues, narrowly missing a passage directly beneath the Jamaica Line in the process. The subway then briefly follows Pennsylvania to Pitkin Avenue, including the local station at Liberty Avenue, then curls eastward under Pitkin Avenue. Between 1948 and 1956 the Pitkin Avenue portion of the Fulton Street Subway was directly under the former BMT elevated line as far as Euclid Avenue, but the only common stopping point was at Van Siclen Avenue.

Section 7: Grant Avenue to Lefferts Boulevard (**A**)

Beyond Euclid Avenue, **C** trains use leads that continue under Pitkin Avenue (and also provide access to Pitkin Yard and Shop) to relay, while **A** trains diverge into a pre-existing provision that was unused prior to 1953, and begin climbing toward Liberty Avenue. Following an entirely new two-track alignment beneath private property, roughly between S. Conduit Boulevard and 76th Street, **A** passes through the subway station at Grant Avenue and ascends onto the former BMT Fulton Street Elevated structure. The three-track Fulton Street Line then continues eastward above Liberty Ave-

nue with stations at 80th Street-Hudson Street, 88th Street-Boyd Avenue, and Rockaway Boulevard. Immediately east of that location, **A** trains to the Rockaways diverge at Liberty Junction, so-called, a grade-separated connection with the former LIRR Rockaway Beach Branch (described in Section 8). The three-track Fulton Street Elevated resumes its original course just west of the station at 104th Street-Oxford, and continues from that point through an intervening station at 111th Street-Greenwood Avenue to the terminal at Lefferts Boulevard (née 119th Street-Lefferts Avenue) in Ozone Park. By comparison, the BMT Fulton Street Elevated Line turned north from Pitkin Avenue onto Euclid, swung up to Liberty, then resumed an easterly course above Liberty Avenue for the rest of its journey to Lefferts Avenue. Its original (1894) two-track structure yielded to the three-track Dual Contracts extension between Drew and Ruby Streets, past the station at Grant Avenue.

Section 8: 96th Street-Rockaway Boulevard to Mott Avenue-Far Rockaway (**A**)

From the Rockaway Boulevard station, **A** trains to the Rockaways diverge at Liberty Junction, so-called, a grade separated, two-track connection with the former LIRR Rockaway Beach Branch. Once on the elevated fill of the former LIRR right-of-way, the Rockaway Line spreads to join the former outer track alignments, with the two inner tracks remaining derelict. A one-way platform exists on the northbound side at Aqueduct Race-track, which was formerly used by Aqueduct Racetrack Specials, but in more recent times is only open on race days from 11 AM to 7 PM as a directed stop for **A** trains. Immediately adjacent is the station at Aqueduct-N. Conduit Avenue, which serves both the surrounding neighborhood and the race track. The former northbound middle track (F4) is restored south of that point, and all three irons continue at grade to the station at Howard Beach-JFK, where new outside platforms were opened in 2002 to facilitate connection with the Port Authority's JFK AirTrain (which initiated service on December 17, 2003). All four tracks are then in place for a brief distance beyond Howard Beach-JFK, merging to two near the site of the former LIRR station at Hamilton Beach. From that point the Rockaway Line proceeds across Grassy Bay (a part of Jamaica Bay) on a concrete trestle with moveable swing span, and at grade into the Broad Channel neighborhood, which is actually located on an island in the middle of Jamaica Bay. Here are located the "Flats," a long, level stretch upon which NYCT has a test track on the westerly side of the main line for the speed testing of its equipment (a New York City version of the famous "Bonneville Salt Flats" in Utah, if you will). Closer to the Broad Channel station, there is also an extra siding on the east side of the main line that is used for relays by **S**/Rockaway Park Shuttle. After passing through the Broad Channel station, the

(Continued on page 20)

Commuter and Transit Notes

No. 279
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

MTA approved its \$12.7 billion budget for FY 2012 on December 22, 2011. This budget was based on updated economic forecasts reflecting an \$87 million reduction in revenue projected to be raised through Metropolitan Mass Transportation Operating Assistance. As a result, there is a projected operating deficit of \$68 million for 2012, which is to be made up through a \$35 million reduction in internal expenses and releasing \$33 million in general reserve funds.

A proposal to allocate \$20 million that would have been used to restore some of the more egregious service cuts that were put into place in June, 2010 was rejected by a vote of 6-4.

Approval was sought and granted for the Long Island Rail Road, as lead agency, on behalf of itself and Metro-North, to use a request for proposals (RFP) rather than a lowest bid process to negotiate a contract for the base order of 236 M-9 and M-9A EMUs. The RFP would be broken down as follows: 76 Federal Transit Administration (FTA) non-funded M-9s and 160 FTA-funded M-9As for LIRR to support the East Side Access service to Grand Central Terminal. There would be an option for 462 additional cars for LIRR and Metro-North for rider-ship growth and replacement of the M-3 fleet.

And, finally, the Board approved the final three years of the current five-year (2010-4) \$24-billion capital plan, largely by borrowing money. The plan funds major infrastructure projects including East Side Access, the Second Avenue Subway, and new rolling stock.

On December 19, 2011, the Nassau County Legislature approved the contract with Veolia Transportation to operate the county's bus and paratransit systems effective January 1, 2012. County Executive Edward Mangano termed the public-private partnership a "new, smarter and more efficient way of providing services in Nassau County." MTA had operated Nassau County's bus system since June 3, 1973, first as the Metropolitan Suburban Bus Authority (MSBA), and later as MTA Long Island Bus.

Newsday reported that "as the MTA worked to integrate its various bus systems into one operation about four years ago, LI Bus grew in priority and profile at the MTA. But at the same time, the system's financial problems had begun, as Nassau moved away from fully funding its bus system to providing the MTA only a designated subsidy, which got smaller and smaller as the years passed. By 2011, Nassau was providing \$9.1 million toward the system's \$141 million budget, and the MTA said it no longer would make up the difference. Unless Nassau came up with \$26 million more, the MTA said it would be forced to eliminate half of LI Bus'

routes. Supervisor Mangano balked, and chose instead to put the system up for bid to private operators. And so, in April, the MTA voted to end its deal with Nassau after 38 years."

Constantine Sidamon-Eristoff, described in his **New York Times** obituary as a conservationist, died on December 26, 2011, at the age of 81. To those familiar with his name, he also served as an MTA Board member for over 15 years following his initial appointment by Governor Malcolm Wilson in 1974. Mr. Sidamon-Eristoff was born in New York, but his father was a Georgian prince during the time that Georgia was independent of Russia. He served Mayor John Lindsay as his Highway Commissioner and was later head of the city's Department of Transportation. President George H.W. Bush selected him to head the Environmental Protection Administration's New York Region.

In what may be record time, the afternoon of January 9, at a New York State Senate committee hearing, Joe Lhota was approved to be the eleventh MTA Chairman. Since the departure of Jay Walder in October, 2011, Mr. Lhota has been serving as Executive Director while MTA Board member Andrew Saul, has been the Acting Chairman. During the same session, the following were also approved for their new positions: Thomas Madison as Executive Director of the New York Thruway Authority, and Gil Quinones as President and CEO of the New York Power Authority (NYPA).

MTA METRO-NORTH RAILROAD (EAST)

It happens occasionally, but on December 14, 2011, Metro-North East and West had a perfect 100% on-time performance (OTP) day. Specifically this means that all trains arrived at their respective terminals within 5 minutes 59 seconds, the industry standard.

For the New Era Pinstripe Bowl, which took place at Yankee Stadium on December 30, 2011, special timetables were available on the Internet. Unlike Yankee games, there was no direct service from the Harlem and New Haven Lines, but some Hudson Line trains that do not normally stop at this station did stop. The Grand Central Terminal/Harlem-125th Street/Yankee Stadium-E. 153rd Street Shuttle was operated. Rutgers defeated Iowa State 27-13.

Special New Year's Weekend timetables (December 31, 2011-January 2, 2012), were issued for each line, however they were not available at the time that the January **Bulletin** was completed. Their covers, a coach with four horses, and people in period dress of the late 19th Century, are the same as has been in use since 2005. On December 31, 2011, an enhanced Saturday schedule was operated with additional inbound trains in

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

the late afternoon/early evening and of course outbound trains after midnight. New Year's Day was on a Sunday this year and holiday was observed on Monday, January 2, when a Sunday schedule was in effect.

The New York Daily News (December 28, 2011) reported about Metro-North's plan to construct four stations (Co-op City, Morris Park, Parkchester, and Hunts Point) along the New Haven Line that would bring riders into New York Penn Station via Amtrak's Hell Gate Line. It is anticipated that service would begin by 2016, upon completion of the East Side Access Project, and once the Long Island Rail Road has transferred some service to Grand Central Terminal. Two recently appointed MTA Board members who represent the Bronx, Charles Moerdler and Fernando Ferrer, have held positions in city government and are supporting this initiative. An environmental review is expected to be complete next year.

A replacement timetable for the New Haven Line was issued January 7, and will be in effect until March 31. It will expire with the Hudson and Harlem Lines timetable that was issued on October 16, 2011. This is the fourth issue since that date, and the second with map errors. This edition shows the junction of the New Canaan Branch at Noroton Heights rather than at Stamford, and the junction for the Danbury Branch at East Norwalk rather than at South Norwalk. The previous (December 5, 2011-January 6, 2012) showed the junction with the Waterbury Branch at the new Fairfield Metro station rather than at Bridgeport. A "Revised January 7" edition became the fifth timetable for the New Haven Line.

Meadowlands service to/from New Haven continues to be downgraded. 2011-2 was the third season for this service and unlike the previous two, when multi-level cars were used, this year they were replaced by single-level Comets. 2009 was the first and only year that three trains were operated. In 2010 and 2011, just one train operated on the days when there was a 1 PM game. Under the previous arrangement, multi-level NJ Transit trainsets had come from New Haven to New York Penn Station with a Metro North crew and switched crews for NJ Transit personnel before continuing to Trenton. Presently, the run terminates in Secaucus Junction. Also observed was that some of the Meadowlands Shuttle service originates or terminates at Secaucus Junction, with not all trains continuing to Hoboken.

The New York Giants hosted the Atlanta Falcons in a playoff game at the New Meadowlands Stadium on January 8. Because it was a 1 PM game, the aforementioned service did run, using the same schedule that was in effect during the regular season. The link in the email alert led me to the same brochure that was previously issued. The Giants won, 24-2, and moved on to the next round. This was the last time that the service

operated for this season.

A Guide to Winter Weather Travel on Metro-North was issued in December, 2011. This three-column, double-sided brochure on glossy paper explains how the railroad prepares when a storm is expected; determining what service will be provided, service options, and the challenges of operating service during storms.

In 2013, Grand Central Terminal will be 100 years old, and Metro-North is planning a yearlong celebration with many special events. Former MTA Chairman and Metro-North President Peter Stangl along with Caroline Kennedy are the chairs of a special committee.

MTA METRO-NORTH RAILROAD (WEST)

The Port Jervis Line timetable dated January 15 replaced the November 28, 2011 edition, which saw restoration of rail service following the repairs of damages caused by Hurricane Irene. The pre-Hurricane Irene schedules have returned.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Member Bill Zucker reported M-8 cars 9152-3 in service on December 17, 2011, and 9162-3 on December 21, 2011. Bill has also offered to keep track of the cars as they enter service. As of January 20, he has seen: 9100-5, 9108-9, 9116-9, 9126-35, 9138-9, 9142-9, 9152-7, 9162-7, and 9172-3. **Subchat** posted photos of 9170-1 and 9176-7 in Croton Yard on December 14, 2011.

The following M-8 delivery updates were posted on Metro-North's website.

DATE	DELIVERED TO NEW HAVEN YARD	CONDITIONALLY ACCEPTED BY METRO-NORTH
12/15/11	14	54
12/19/11	12	56
12/22/11	8	60
1/11/12	10	64

When New Haven Line fares went up by 5% on January 1, it also affected passengers boarding at Rye and Port Chester. For them, it was simply a matter of playing catch-up, as those fares were held down until CDOT increased fares.

MTA LONG ISLAND RAIL ROAD

On December 19, 2011, a pilot program of real time train information system was launched on the Port Washington Branch. Riders can use SmartPhones and go to <http://mta.info/lirr/TrainTime>. After selecting the stations they are interested in viewing, they will see the upcoming departures. Train Time™ also displays scheduled arrival time at the destination station, track assignments at most origin stations, and an option to click for a list of each upcoming train's intermediate stops. The reason this branch was selected was because it does not go through Jamaica. The railroad is requesting feedback so it can make any fixes prior to

(Continued on page 13)

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

extending the program system-wide.

On December 26, 2011 and January 2, 2012, the legally observed holidays, LIRR operated a daily schedule, while Metro-North operated a Sunday schedule and NJ Transit, an enhanced weekend schedule.

During January, LIRR issued a brochure entitled ***Alternative Subway & Bus Information for Long Island Rail Road Customers***, which details public transit options in the eastbound direction when LIRR service is suspended to any of the branches.

New timetables will go into effect on February 26, but there were no details at publication time.

NJ TRANSIT

At 7:49 AM December 27, 2011, due to a disabled train, all Northeast Corridor trains were reported subject to 15-20 minute delays in/out of New York Penn Station. Ten minutes later, *Midtown Direct* trains were routed to Hoboken, and PATH cross-honoring was put into effect only to/from Hoboken. *Midtown Direct* service resumed with Train #6320 (8:17 AM Summit), scheduled to arrive in New York Penn Station at 9:10 AM. Service was reported as being on or close to schedule at 9 AM.

On December 29, 2011, I saw multi-level car 7585 in New York Penn Station, and the area between the upper and lower level windows had an advertisement for Camel Beach in the Poconos. This is similar to, although larger in size than, what NYCT and LIRR have been doing for several years. Their ads are below the belt rail.

Shortly before 10 PM on January 4 and continuing for two hours, the 101-year old Portal Bridge spanning the Hackensack River was stuck in the open position, causing 30-45-minute delays. *Midtown Direct* service was routed to Hoboken and PATH, NJ Transit, and private bus cross-honoring was put into effect.

In conjunction with the Port Jervis Line returning to its pre-Hurricane Irene schedules, a Main/Bergen timetable was issued effective January 15. NJ Transit used this timetable change to add some evening service to Glen Rock/Boro Hall and Plauderville for Hoboken-bound passengers. Previously, there was a service gap from 5:50-10:08 PM at Glen Rock/Boro Hall. Three trains have been added. At Plauderville, the last afternoon train departed at 3:41 PM. There are now 5 trains serving this station until 10:17 PM.

The Draft Environmental Impact Study (DEIS) has been issued by the Federal Transit Administration and NJ Transit for the Hudson-Bergen LRT extension over the Erie Northern Branch. This brings the project one step closer to reality. Member Jack May reported that the Locally Preferred Alternative is light rail to Tenafly, but he suspects that once the first dollars are appropriated, they will be for an initial segment, perhaps only as far as Ridgefield. But that is how the initial line of

HBLRT was built, piece-by-piece. As planned, the line is to be 12 miles in long with 9 stations. End-to-end run time will be 21 minutes, and 13 cars will be required. Capital costs are \$866 million, or \$72 million per mile. The next step will be the FEIS (Final Environment Impact Statement), and then the PE (Preliminary Engineering) and finally FD (Final Design), all of which must be finished before the construction can begin. Nobody knows where the money will come from. Residents had an opportunity to comment on the DEIS at public meetings, which took place from 3-5 PM and 7-9 PM on January 24 and 26 in Englewood and Tenafly. The entire report can be found at <http://www.northernbranchcorridor.com/>.

Comet I cars 5707-5717-5733-5743 left New Jersey on December 22, 2011 and arrived in Huntingdon Yard in Quebec a week later. This was their second trip to Canada since they were part of a group that had been leased to AMT from 2008-10. It is unknown who purchased these cars.

According to an NJ Transit spokesman, the total cost to the state of New Jersey for the cancellation of the ARC Tunnel Project is \$297 million. Of that amount, \$246 million was spent on engineering and design work. Other costs included \$18.5 million to produce the environmental impact statement, \$9.6 million was related to construction on Tonnel Avenue and legal fees were \$1.2 million. Initially the federal government demanded that the state repay \$271 million, but that was negotiated down to \$19 million over five years for a total of \$95 million (November, 2011 **Bulletin**).

PORT AUTHORITY TRANS-HUDSON CORPORATION

Due to "police action" on January 9, service was suspended in/out of Hoboken at 5:53 AM. The Conductor on my Pascack Valley Line train made a PA announcement to alert passengers bound for New York via Hoboken and using PATH to transfer at Secaucus Junction. En route, I checked the PATH website on my cell phone and noticed that service had been restored at 6:46 AM. Approaching Secaucus Junction, the Conductor announced the service restoration and that tickets would no longer be cross-honored by NJ Transit.

A friend forwarded digital images of PA-1 to PA-4s waiting scrapping at Frontier Recycling in Ashtabula, Ohio. Perhaps because of the photographer's vantage point, PA-4s, including 803, 822, and 823 (built in 1987) were prominent. There were also some M-2s, but the car numbers were not discernible, as well as FP10s 410 and 411, and FL9 2008.

AMTRAK

December 15, 2011 marked the 10th anniversary of *Downeaster* service. There are now five daily trains, up from the original four (December, 2001 **Bulletin**) making the 118-mile trip between Boston, Massachusetts and Portland, Maine. The Northern New England Passenger Rail Authority (NNEPRA), which funds this ser-

(Continued on page 14)

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

vice, is in the midst of a \$44 million project to expand another 30 miles to Freeport and Brunswick. Thanks to member Todd Glickman, who gave me a handout that was produced celebrating this milestone.

MISCELLANEOUS

As part of the 2009 economic stimulus that was passed by Congress and signed by President Obama, the amount of money that commuters were able to pay for transportation with pre-tax earnings rose from \$120 to \$230. With the problems with getting anything accomplished in Washington, D.C., extension of that benefit was not approved, and the amount dropped to \$125 on January 1, but the parking benefit went up to \$240! More than 2.7 million commuters are now paying an additional \$550 in taxes. In 2010, businesses that participated in this program saved about \$300 million in payroll taxes. A *New York Times* (January 9) editorial criticized the U.S. Congress for failing to act and allowing an increase in the parking benefit, adding that it "sends the wrong message that transit riders deserve to pay more taxes than drivers."

Not too many transit properties offer free riding on New Year's Eve, but Portland's TriMet was fare-free after 8 PM. The Toronto Transit Commission provided free service between midnight and 4 AM, extending service to that hour.

Alex DeCroke, the New Jersey Assembly's Majority Leader, died on January 10, after the conclusion of the final session of the old term. Mr. DeCroke, who was 75, was a long-time supporter of public transportation and the chair of the Assembly Transportation Committee. 27 of the 39 laws since 1996 for which DeCroke was the chief sponsor were transportation-related.

INDUSTRY

On December 16, 2011, as the early morning Hudson Line train I was riding passed the Kawasaki plant in Yonkers, there were several cars in the yard. As sunrise was still to come, all that I could see was that there were three PA-5s, a pair of M-8s, and one MBTA double-decker. My return trip after the final New York Division-ERA meeting could not yield any additional details.

Railway Age (December, 2011) reported that Siemens AG United States sales were up 12% to \$20 billion and new orders grew 8% to \$22 billion in 2011, and the U.S. is its largest market. The Drive Technologies Division will be delivering components for Amtrak's new electric locomotives, and the Mobility Division has orders for Minneapolis (41 LRVs), Houston (19 LRVs), and Atlanta (4 S70 streetcars).

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

During the month of November, 2011, MBTA averaged more than 1.3 million riders each weekday, representing

a 5.5% increase over the previous November. The largest monthly increase occurred in July, 2011, when ridership increased 6.7 percent compared with the same period the previous year. Still, the "T" is facing a \$161 million deficit for the next fiscal year that begins on July 1, and as was reported last month, fares could rise by 20-50%.

Todd reported: "This morning (January 6) I was on a Red Line train that was operating OPTO; word is that full-time OPTO will be in effect as of the start of the spring pick in March. I assume it was a training and/or practice operation. Riding from South Station to Kendall, I was sitting in the 'railfan seat,' and the window into the cab of the 1800-series car (1801 in the lead) was not blocked. At each station, the Train Operator stopped the train, got up from her seat, walked around to the small space between the rear of her seat and the rear wall of the cab, opened the window, and then opened the doors. I measured the delay at about four seconds. When she saw all clear by looking out the window along the side of the train and on the monitor, she closed the doors and back to her seat -- again adding two or three seconds to the operation. There was a second person in the cab; I couldn't tell if he was the normally scheduled Guard, or an Inspector. At Park Street, he operated the left side doors simultaneously with the Operator operating the right side doors. I would have thought if they were trying to simulate what will happen when OPTO goes into full effect, they'd have the Train Operator do both sides. When I got off the train at Kendall I waited for the train to leave the station, and verified there was no Guard in the usual position in the rear cab of the fourth car. I've not heard any previous reports of Red Line OPTO with passengers on board."

You can forget anything that I wrote previously about the State of Massachusetts taking over MBTA's commuter rail operations. According to an Associated Press report, "MBTA management has ruled out that possibility, and instead, may seek a longer-term contract with a private operator to spur investment in an aging system that has become increasingly prone to breakdowns." Jonathan Davis, the acting General Manager, told the Board of Directors that the public option (as this has become known) posed too many risks. The preferred option is to continue to outsource both operations and maintenance of the commuter rail system. A consulting firm and a separate analysis by the "T"'s legal counsel included sharply higher wages for unionized commuter rail workers who would likely seek parity with higher-paid "T" workers. For example, a typical MBTA Machinist earned an hourly wage of \$34.24 in 2011, compared to \$23.15 for an MBCR Machinist. The consultant did note that the public option would give MBTA more control over the commuter rail system and might generate some cost savings. It also noted that most other U.S.

(Continued on page 15)

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

commuter rail systems were run by the public sector, including New Jersey and Philadelphia. Todd opines that, "A for-profit operator will prioritize profits over everything; they have a duty to their shareholders. A not-for-profit agency will prioritize the public good." Thanks to Todd Glickman for these reports.

BUFFALO, NEW YORK

Rather than increase the \$1.75 transit fare, service will be cut by 20% on April 1 in order to fill a \$14.7 million deficit. Some rural routes will be eliminated altogether, some suburban city runs will be adversely affected, and subway service will end at 8 PM on Sundays, except when there are special events. Fifty positions, including twenty police, will be eliminated.

PHILADELPHIA, PENNSYLVANIA

During December, 2011, SEPTA posted a technical explanation of the damage that occurred on the Norristown High-Speed Line. Even before the arrival of Hurricane Irene and Tropical Storm Lee, rainfall levels were at an all-time high and caused some washouts and slope erosion. In the area between Roberts Road and Garrett Hill, a layer of saturated soil lost its strength, causing about 150 feet of the 40-foot tall embankment supporting the tracks to drop vertically and push out the side of the slope. The track in this area dropped about 12 inches and moved horizontally by about 16 inches. A geotechnical firm was brought on board to perform a subsurface examination of the affected area by taking soil borings and other measures. The result was a permanent solution that enabled normal service to resume on January 3, when the line reverted to the pre-construction, August 29, 2011 schedule. The mid-September schedule had a pattern of alternate short-turns to/from Bryn Mawr during the day and Bryn Mawr Expresses. The mix of Norristown Expresses/Limiteds and Hughes Park Expresses returned. A special midday schedule was to be in effect until February 17, to enable track maintenance.

The Broad Street Subway was fare-free on Monday, January 2 from 11 AM to 6 PM to accommodate the Winter Classic between the Philadelphia Flyers and New York Rangers. The Rangers won by a score of 3-2. Pepsi footed the bill. All other SEPTA lines charged the normal fare. Thanks to members Lee Winson and Bob Wright for these reports.

From **Cinders**: A total of 24 Silverliner IIs and IIIs are now shown as retired. The following should be added the list published in the January **Bulletin**: (Budd) 9011 and (St. Louis) 236, 238, and 239. In December, 2011, 236 and 238 were moved from "inactive" to "retired."

PITTSBURGH, PENNSYLVANIA

Member Mel Rosenberg reported, "when the North Shore Connector opens (next month), the rumor is that it will be such a flop that no fares will be charged. It

would be used by visitors to downtown who park their cars either to attend a ball game or gamble on the North Shore and ride the RT downtown to park and go to work, similar to the Leonard's M&O, and later Tandy Subway in Fort Worth, Texas."

WASHINGTON, D.C. AREA

Additional information has been received concerning the order for 54 bi-level cars awarded to Bombardier by MARC (December, 2011 **Bulletin**). The breakdown will be 15 cab cars, 34 trailers, and 5 trailers with lavatories. In July, 2010, Bombardier was awarded another contract from NJ Transit, this time for 100 multi-levels with options for up to 79 cars. MTA MD is exercising contract options that have been assigned to it by NJ Transit.

Deliveries of new subway cars for Metro have been delayed due to problems at the factories in Japan, caused by last April's tsunami and earthquake. WMATA is buying 428 7000-series cars from Kawasaki; some that were to arrive in the summer of 2013 will now be delivered in the winter of 2014. 300 of the new cars will replace the oldest cars still in operation. 64 cars are intended for the new Silver Line extension from the current Orange Line to Loudoun County, Virginia.

CORRECTION: Member Alan L. Schneider, a lifelong resident of Arlington, Virginia and former D.C. trolley rider, wrote: "My first copy of **The** (January) **Bulletin** arrived recently — great information! Thanks. One sad note: The Anacostia Streetcar line in Washington (page 10) and the Washington Streetcar in general (page 14) will not open in 2012; in fact, there is no opening date and no cars to run on it. The earliest date mentioned by the District Government is 2013 for the H Street NE line. Remaining work for both lines includes two shops/yards, at least three new cars (six are required for H Street alone, with three cars delivered from the Czech Republic and two on order from Oregon Ironworks; a fourth may be a "loaner" being built for the Federal Government to demonstrate onboard energy storage), overhead, substations, Operator training, and trackage to Union Station and crossovers at the other end of the 2.2-mile H Street Line. So I think you can understand why I don't think that the H Street line will be open in 2013." There are three Inekon-Skoda streetcars at Greenbelt Yard (Metrorail). The FTA streetcar is not committed to the District as earlier suggested, but it will have an off-wire capability. The plan is to run all five streetcars on the H Street NE line, giving a 15-minute headway. There will be no spares, so that the 15-minute headway will not be possible if a streetcar is out of service. The H Street line will not open until 2013 at the earliest. But then there's the Arlington, Virginia streetcar line on Columbia Pike — it is still in EIS and preliminary engineering.

Late news — just as I was completing this column, Alan emailed that DCDOT canceled the order for new cars that was awarded to United Streetcar LLC, a divi-

(Continued on page 16)

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

sion of Oregon Ironworks, over a protest filed by Inekon. Inekon built the first two streetcars and offered to build the next two, slated to run on the H Street/Benning Road line, for \$9.5 million. While its bid was higher than United Streetcar's, Inekon argued in its protest that the winning contractor's low technical score should have ruled it ineligible for the award.

CHARLOTTE, NORTH CAROLINA

On December 21, 2011, the Charlotte Area Transit System (CATS) was awarded an \$18 million Transportation Investment Generating Economic Recovery III (TIGER III) grant from the United States Department of Transportation for capacity enhancements along the LYNX Blue Line. These funds will be used to extend station platforms to accommodate three-car trains and add power-generating capacity. Ridership now stands at over 15,000 passengers per day. Since opening in November, 2007, CATS has provided over 19 million rides.

ORLANDO, FLORIDA

On December 29, 2011, the Florida Central Railroad operated the first work trains for the SunRail Commuter Rail Project. The first phase (Orlando-DeBary), 31 miles of the 61-mile project, is expected to open in 2014. There will be twelve stations in Phase I. Phase II will add five stations. Thanks to member Dennis Zaccardi for this report.

CHICAGO, ILLINOIS

The 5000-series cars, which had their "official" unveiling on November 8, 2011 (December, 2011 **Bulletin**), were removed from service on December 19, 2011. In its press release, the Chicago Transit Authority reported: "In late November, CTA inspectors working at Bombardier's Plattsburgh, N.Y., manufacturing facility noticed a flaw in the quality of a casting used to create wheel bearing housings. The casting is molded steel that is later machined — or refined — to specific specifications." Although forty cars operating on the Pink Line were taken out of service as a precaution, service is not affected, as older cars replaced them.

Over the years there have been many proposals to improve Union Station (opened 1925), but no action has been taken. In December, 2011, the Sara Lee Corporation announced that it would relocate business offices to 400 South Jefferson Street, which it anticipated would draw additional commuters to Union Station. This station would also see increased Metra and Amtrak service in the future. The two short-term ideas involve improved bus priority lanes and an off-street bus terminal. Medium-term plans call for converting unused baggage platforms to add width to the Metra platforms, converting the unused mail platform to add platform capacity, creating new through tracks, making enhancements to existing passenger facilities, and improving street ac-

cess as part of Canal Street reconstruction. An open house was held on December 15, 2011 so that the public could comment on the proposed master plan. A final master plan report will be issued early this year. Thanks to member Jim Beeler for this sending this report from **The Chicago Tribune**.

On February 1, Metra fares went up an average of 15.7%. Some other changes include the validity of one-way tickets being reduced from a year to 14 days (also non refundable) and 10-ride ticket discounts being reduced so that there are only 9 rides, but they will be valid for a year and refundable within 3 months from date of purchase. A \$5 processing fee will be charged per transaction. Monthly passes are only good through the end of the month, and can no longer be used on the first day of the following month. Reduced fare tickets rose by 10.3%, and young adult fares on weekends and holidays are eliminated. Metra temporarily changed the expiration dates of one-way and 10-ride tickets in an effort to deter the stockpiling of tickets prior to the fare increase. Tickets purchased between November 12, 2011 and January 31, 2012, are valid only through February 29. Transit agencies, including NYC Transit, also limited sales of tokens (when they were in use) in advance of a fare increase to limit hoarding and prevent shortages of tokens.

Metra's budget for 2012 includes \$686.8 million for operations and \$244.1 million for capital projects. The fare increase will help cover this year's budget deficit, rising fuel prices, demands of new federal regulations, higher insurance premiums, and the need to no longer transfer capital funds to operations.

DENTON, TEXAS

Member John Pappas and his family visited the recently opened "A-Train" at the end of December, 2011 and sent this report. "The A-Train runs peak hours only on weekdays, but surprisingly, operates a full schedule on Saturdays...approximately an 80-minute turn, which can be covered by one train. There is no Sunday/holiday service. Our train consisted of Trinity Railway Express Budd RDC cars on loan. Denton's DCTA has received at least four of their new Stadler diesel electric MU cars, which were seen in the yard, but none were in service on Saturday. There are 11 on order, presumably numbered 101-111. The DMUs are the same body style as those in Austin. One was on display at APTA in New Orleans in October. I only saw a couple of RDC trains in the yard out of the 10 that were loaned to them, so presumably some of the DMUs have gone into service and some of the RDCs have been returned by now. The route is the old Missouri-Kansas-Texas (Katy) Line from Kansas to Dallas, which had passenger service prior to 1965. It has been fully upgraded with new rail, concrete ties, passing sidings, and CTC signaling. The Trinity Mills station has the line placed immediately to

(Continued on page 17)

Commuter and Transit Notes

(Continued from page 16)

the west of DART's and shares the platform with the southbound Green Line, allowing for convenient transfers.

"DCTA has a new (2010) transit center located about six blocks east of downtown Denton, which serves the local bus system as well as the A-Train. The fleet appears to be all low-floor, 35-foot Gilligs. Service is on a ghastly 60-minute or worse headway, so connections with the train didn't appear to be a consideration. Neither were the buses connecting with each other."

DALLAS, TEXAS

On December 14, 2011, the Dallas Area Rapid Transit (DART) Board awarded a design-build contract valued at \$149,750,000 for the 5.2-mile Orange Line extension to Dallas-Fort Worth Airport. This line will branch off of the future Belt Line station to DFW's Terminal A. Construction is expected to begin early this year. DFW Airport is building the Terminal A station. The first two sections of the Orange Line, Bachman Station to Las Colinas Convention Center and then on to Belt Line Station at State Highway 161 and Belt Line on DFW Airport property, will open July 30, 2012 and December 3, 2012, respectively. Thanks to member Bill Vigrass for sending this report.

John Pappas also visited Dallas and reported: "The DART Green Line is a little over a year old now on its west end. It provides a fast ride into Dallas, with a surprising amount of trackage on elevated structure. The junction with the still-building Orange Line south of Bachman Station is fully complete. North of Bachman is the system's second yard. The line was running three-car trains probably in anticipation of the crowds going to and from Fair Park for the Cotton Bowl. The Blue and Red lines operated two-car trains."

SALT LAKE CITY, UTAH

A package of timetables arrived from member Pete Donner. They included two for *FrontRunner* dated August 7, 2011 and September 6, 2011. The former was the last one that included the two morning and afternoon Pleasant View trips. The cutback of this service was reported in last month's **Bulletin**.

ALBUQUERQUE, NEW MEXICO

In response to surveys that were conducted last year, a "Quiet Car" was tested on several midday *Rail Runner* trains on December 27. A pilot program was launched on January 3 and will run through the end of March on these trains: Northbound #504 and #506, departing Belen at 5:22 and 6:43 AM respectively, and Southbound #515 and #517, departing the Santa Fe Depot at 4:10 and 5:25 PM. The quiet car is identified with signs and is the car closest to the locomotive.

SACRAMENTO, CALIFORNIA

Although Green Line service is still weeks away, Sacramento RTD dedicated the 8th & H/County Center sta-

tion on the yet-unopened Green Line in a January 10 ceremony that was attended by a host of local and elected officials. This is part of the River District service, which is scheduled to open this spring.

SAN FRANCISCO, CALIFORNIA

John Pappas was out chasing PCCs on January 9, and managed to get a ride on 1074 (painted in Toronto colors), which was undergoing burn-in. He wrote: "If you keep track of Muni news, you may know that 1071 (Minneapolis) and 1079 (Detroit) are in service and about four others are in testing. One more car (LATL) is about ready to be accepted and may be in service before the end of the week. Muni 1040 is also back from Brookville and looks fantastic. In breaking with the usual F line interior colors (bright green and a heavy cream) it features an interior restored to the original two-tone green. The rear windows were restored to openable as well. They had been converted, along with the rest of the fleet, to rubber channel seal mounted in the late 1960s. This car hasn't been out yet and still needs interior lettering and a few appliances (GPS, etc.) installed. As cars are being accepted, they are replacing buses that were necessary in order to implement the five-minute headway on the F."

In a follow-up report dated January 16, John reported: "More new PCC action. 1072 (Mexico City) was testing today. I caught it at Fisherman's Wharf and again at Market & Noe in late afternoon. 1079 (Detroit) and 1071 were also in service today. Unfortunately, lighting for photos is tricky this time of year. So far only 1073 (El Paso) of the returned cars hasn't been out for testing, but expect that to happen this week or next. The big thrill will be seeing 1040 on the road again. This has been an interesting two weeks for PCC lovers. And we know who we are!"

SAN JOSE, CALIFORNIA

On December 8, 2011, the Valley Transit Authority awarded the first construction contract to build the first 10 miles of the 16-mile BART extension from the Warm Springs station in Fremont to San Jose. The extension includes two stations, six at-grade crossings, and two above-grade crossings. Work will begin this spring and is to be completed in the spring of 2016. Thanks to members Frank Pfuhler and Bill Vigrass for this report.

LOS ANGELES, CALIFORNIA

On December 4, 2011, LACMTA began testing trains on the Expo Line, simulating a midday schedule. There was nighttime testing along the portion of the line to be shared with the Blue Line. Three weeks later, it was announced that the opening of the line, which after several delays, the latest being in early this year, would be delayed again. **The Los Angeles Times** reported that the issue is a 0.6-mile segment of the line that some say is a trench, and others say is a subway tunnel. It matters because if it is the latter, special ventilation is required.

(Continued on page 18)

Commuter and Transit Notes

(Continued from page 17)

Meanwhile, the Federal Transit Administration issued its Record of Decision, which gives approval for Metro to proceed with property acquisitions, utility relocations, and the purchase of rail cars needed for the proposed \$1.7-billion, Crenshaw Boulevard/LAX Project. It also makes Metro eligible for federal funding for this project. Partial funding is from Measure R, a half-cent sales tax increase approved by Los Angeles County voters in 2008. The 8.5-mile LRT will run between the Expo Line on Exposition Boulevard and the Metro Green Line, serving the Crenshaw Corridor, Inglewood, Westchester, and LAX area with six stations. A 2018 opening is envisioned.

SAN DIEGO, CALIFORNIA

Effective December 20, 2011, restored PCC 529 has been operating Tuesdays and Thursdays from 10 AM-2 PM, in addition to the weekends (December, 2011 **Bulletin**). Departures are on the hour and half-hour from the America Plaza station. The downtown loop ride takes 25 minutes and costs \$2.

HONOLULU, HAWAII

The New York Times (January 4) had a story about the rail line, which should be in the construction phase this spring. The \$5.3 billion project will have two tracks with a 30-foot span, stand 40 feet high, and ultimately extend 20 miles. The first segment has a planned 2019 opening. Thanks to member David Erlitz for this report.

TORONTO, ONTARIO, CANADA

As of January 1, Toronto Transit Commission (TTC) fares, except for the regular \$3 and \$2 Senior/Student cash fare, were increased by 10 cents. It is anticipated \$30 million will be generated to balance the 2012 operating budget. TTC's Board also approved 10-cent fare increases for the next three years to help provide stability to future budgets. TTC's 2012 operating budget is \$1.5 billion. More than 70% of the budget is paid for through fares. The balance is paid almost exclusively through property taxes.

JERUSALEM, ISRAEL

Member Dave Klepper reported: "On August 19, 2011, the Jerusalem LRT began carrying the public, and on January 13, major changes were put into effect on Jerusalem's bus network. Bus service parallel to the rail line was eliminated on Herzl Boulevard with all routes re-routed or shortened to act only as feeders. On the east and north side of the city, changes are more minor, and there will still be some parallel bus service on Route 1 North. I assume that all traffic light coordination will have been accomplished by that date, and that the running time of 45 minutes or less, end-to-end, will also have been achieved. I am hopeful that one new route in my neighborhood will make morning commuting easier. Unfortunately, **The Jerusalem Post** seems to continue to emphasize problems and not successes with regard

to the rail line."

Dave wrote that the light rail fare should have been reported as NIS 6.30 (\$1.63), not NIS 5.80 (January **Bulletin**). Fares were increased to NIS 6.60 as of January 6 (\$1.71).

BANGKOK, THAILAND

Todd Glickman was back in Bangkok in late December, 2011, and sent this report. "As Thailand is predominantly a Buddhist country, Christmas is not a religious holiday — but is nonetheless celebrated as a secular festival, complete with light displays, special meals, and Santa Claus sweating in the 90-degree heat. Some of the large hotels even have menorahs on display out of respect for their international visitors celebrating Chanukah (though there is at least one synagogue in Bangkok). Three articles from **The Bangkok Post** caught my eye. The first described the transit-oriented development along the 12-year-old elevated BTS Skytrain route. Specifically, the Nana area along the Sukhumvit Line saw real estate prices rise the most — 270% since 1999 — despite the Asian currency crisis in the late 1990s and the global recession of 2008. Prices along the entire route rose an average of 210%. On the recently opened extension from On Nut to Bearing, a 14% rise in prices has been noted over the past year. The second article says that the separately owned and operated MRT subway expects a rebound in ridership following the fall 2011 floods that temporarily closed four stations and caused severe ridership drop, measuring a 20-25% decline over the same period in 2010. But the MRT management expects ridership to return to and exceed 2010 levels in 2012 that will see development of new underground malls, spas, and even educational hubs in seven of the metro stations. The third article announced an agreement between the Thai and Chinese governments for China to build a high-speed rail link between Bangkok and the northern Thailand city of Chiang Mai."

While in Bangkok, Todd had the opportunity to ride the recently-completed extension of the BTS Skytrain Sukhumvit Line. "Opened on August 12, 2010, the five-station extension from On Nut to Bearing is already seeing heavy ridership. To provide service, the original 15 3-car Siemens trainsets that were on the Silom Line were moved to the Sukhumvit Line, when the Bombardier car order for 12 four-car sets arrived to serve the Silom Line. Even with the additional Siemens sets, the Sukhumvit Line sees significant overcrowding during rush hour. Siemens will be supplying a fourth car for each of the 35 sets on the line over the next 2½ years."

Todd also rode the Bangkok Airport Rail Link, which opened on August 23, 2010 and runs daily from 6 AM to midnight. "This is a set of three interleaved services that runs on a single right-of-way from central Bangkok to Suvarnabhumi Airport (pronounced "Soo-WAN-a-boom"). The three services are: Non-stop express from

(Continued on page 19)

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

Phaya Thai to the airport (18 minutes, 18 miles), non-stop express from Makkawan to the airport (15 minutes, 15 miles), and local "city service" from Phaya Thai to the airport (27 minutes, 18 miles). Top speed of the express is noted as 100 mph, but it didn't seem to get that fast for most of the route. The fares range from 150 Baht (~US\$5) for a round-trip on the express to 15-45 Baht (~US\$0.50 to US\$1.50) for one-way local services depending on distance. Since one right-of-way with mostly two tracks is used, the trains are interleaved so that an express departs the terminal just before a local. There is also a passing track at the mid-line station so that an express can pass a local that is stationed. My trip originated at the Phaya Thai terminal, but surprisingly the local left just before us. So we moved slowly and stopped a few times until we reached the passing point. This airport-bound trip took 22 minutes, instead of the advertised 18. The return from the airport was on schedule. The local seemed to be much more crowded than the express — I assume that airport workers are using the less expensive, but slower, local to get to/from work. On my outbound to the airport, I observed that all passengers were loaded into an open door of the first car of the four-car train, so most passengers sat there. I walked back to the fourth car, and was the only one in the coach! The Rail Link uses trainsets manufactured by Siemens, and operates using 25Kv a.c. overhead power collection. The express trainsets have two-by-two forward/rearward facing fixed seats, and the local trainsets have longitudinal plastic bench seats (imagine a new version of the R-32 seating). As a final note, the express (paper) tickets are manually collected before reaching the platform. And since the train is not normally taken out of service at either terminal, it is possi-

ble to ride round-trip on a one-way ticket. In fact, it appears as though the true railfan could ride back-and-forth on one ticket. This should also reduce the intensive bus traffic on Agrippa Street, making the merchants happier."

FROM THE HISTORY FILES

80 Years Ago: On February 13, 1932, trolley service ended in Kenosha, Wisconsin and was replaced the following day by trolley buses. The original fleet of 22 Yellow Coach/General Electric and St. Louis Car/General Electric coaches closed out service in March, 1952. After nearly 50 years, a trolley loop line was proposed and five PCCs were acquired from the Toronto Transit Commission. The cars retained their Toronto numbers but were painted into liveries representing Chicago, Pittsburgh, Toronto, Johnstown, and Cincinnati, cities that operated such cars. Dedication ceremonies were held on June 17, 2000 and revenue service began two days later.

50 Years Ago: On February 25, 1962, the New York Central Railroad tested a push/pull train on the Hudson Division, as it was called then. **Headlights** (April, 1962) reported "A twelve-car train of standard air-conditioned 'steam' coaches was pushed toward New York by a class P-2b electric motor, no. 235, an ex-Cleveland Union Terminal engine. Two round trips were made that day. Two coaches dating from the 1920s were rebuilt into control cars." This train was also tested on the Harlem Division. It is believed that this was just an experiment, and true push/pull service would not begin until the delivery of Bombardier *Shoreliner* coaches starting in 1985. All Metro-North trains that operate beyond Croton-Harmon and Southeast and on the Danbury and Waterbury Branches are composed of push/pull cars.

News items and comments concerning this column may be emailed to eranewseditor@gmail.com.

New York City Subway Car Update*(Continued from page 5)*

142As from ⑥ for this transformation, an undetermined quantity of existing R-62As now used on ⑦ would be shifted back to ⑥, where many originally operated between 1986 and 2002.

Subdivision "B" Events

On July 22, 2011, 4-car R-46 sets 5546/7/9/8, 5554/5/7/6, 5674/5/7/6, 5686/7/9/8, 5750/1/3/2, and 5766/7/9/8 (24 cars) were transferred, or more accurately, loaned, from Jamaica (F, R) to Pitkin (A), to insure a sufficient quantity of reliably air-conditioned rolling stock for the hot summer months. That same date, 8-car trains of R-46s assumed a healthy percentage of service on C in place of 8-car trains of Phase I R-32s, some of which were shifted to A and in particular used on the rush hour through trains to Rockaway

Park.

The weekend of July 23-24, 2011 found 10-car trains of Phase I R-32s being used for all service on S/Rockaway Park Shuttle.

On August 5, 2011 a 10-car train of Morrison-Knudsen-overhauled R-42s was also shifted (loaned) from East New York (J/Z) to 207th Street for use on A, though on that one day it also made at least one round trip on C, as observed through photographic evidence. The consist included cars 4804/5, 4806/7, 4822/3, 4826/7, and 4834/5, and was switched around several times as the summer progressed.

Starting on August 8, 2011 all remaining Phase I R-32s in C service were replaced by R-46s and reassigned to A for the rest of the summer.

All "normal" equipment assignments on A and C

(Continued on page 20)

Around New York's Transit System

New CBTC-Equipped Cars for 7

The Flushing Line will be extended from Times Square to 34th Street and 11th Avenue and a new CBTC signal system will be installed on the entire line. To provide adequate service, NYC Transit will order additional cars.

The base order was for 23 new cars and 10 rebuilt cars for 3 train sets. NYC Transit will exercise the option order for 473 Kawasaki R-188s: 103 to be brand new and 370 others that will be R-142As rebuilt to R-188 specifications. All 46 train sets will be CBTC-equipped, providing 44 11-car sets for 7 and 2 for the main line.

The December 4, 2011 car assignment lists 419 R-62As in Corona for 7 and 460 R-142As in Pelham for

6. Cars will be interchanged. Most of the 6 cars, which will be transferred to 7, will be replaced by 7 cars from Corona.

In other subway car-related news, because the R-179 order has been postponed again, the 272 R-32s and R-42s will continue running indefinitely.

Agent's Booths Removed on 1

Member P.G. Hiltzen informs us that during the past three months, booths were removed from the northbound platforms of the 79th Street and 86th Street stations, the 12th Street end of the 14th Street station, and 34th Street, Broadway-Seventh Avenue 1 2 3 lines.

New York City Subway Car Update

(Continued from page 19)

were resumed as of September 12, 2011, with R-46s notably assuming all runs on A and no occasional R-32s after that time. By the same date, the R-46s borrowed from Jamaica and Morrison-Knudsen-overhauled R-42s loaned from East New York had returned to their home facilities. 8-car trains of Phase I R-32s also resumed the provision of all C service.

Per Bill Zucker, following the permanent expansion of the R-160 fleet assigned to Coney Island at the end of June, 2011, the regular assignment of R-68 and R-68A trains to night and weekend N and Q service was discontinued after October 2, 2011. The use of R-68 and R-68A equipment on N in limited weekday appearances was continued, with a smattering of such trains still seen on a daily basis as of January 15, 2012. In addition, fewer cars were needed to meet schedules when full B (Brighton Express) service was restored on October 3, 2011, which also reduced the overall fleet mileage at Coney Island.

4-car R-68A set 5198/5197/5199/5200 was the first

such equipment to be used on G on August 31, 2011, followed by 5182/3/5/4 on September 19. By October 24 there were one or two R-68A sets commonly mixed among R-68s 2784-2915, a trend that continued until December 21, 2011 at which point the R-68As assumed all G service and the R-68s were completely redeployed to B (and sometimes N).

On December 2, 2011 3404/5 became the first pair of cars to enter the long-awaited (and until recently unexpected) Phase I R-32 SMS program at Coney Island Shops. This is aimed at reliably extending the cars' life several more years until new replacements arrive, and will encompass most, if not all, of the 222 surviving cars. Joining this pair at Coney Island Yard (and as removed from C service) were 3394/5, 3400/1, and 3414/5, all of which later followed the first pair onto a production line. On January 3, 2012 these were joined by a second 8-car train including mismates 3383/3890 and 3430/1, 3698/9, and 3810/1, which will also work their way into the facility as time progresses. No readily identifiable outward changes are expected to occur because of this overhaul effort, though the cars are expected to receive new window glass.

History of the A Train

(Continued from page 10)

line crosses the North Channel on a short concrete trestle, briefly touches upon another small marsh land, and finally takes to the Beach Channel trestle, where another moveable swing span is located. South of the swing span, the southbound track descends to pass beneath the northbound track from the Rockaway Park Branch, and splits to itself join the Rockaway Park and Far Rockaway Branches, thereby forming the grade-separated "Hammel's Wye," so-called, in company with a single-track connection from the northbound iron of

the Rockaway Park Branch to the southbound track of the Far Rockaway Branch.

From Hammel's Wye, A trains nominally follow the two-track Far Rockaway Branch, which is located on an ex-LIRR concrete viaduct in the middle of Rockaway Freeway as far as Beach Channel Drive. Stations in this portion are located at B. 67th Street-Gaston, B. 60th Street-Straiton Avenue, B. 44th Street-Frank Avenue, B. 36th Street-Edgemere, and B. 25th Street-Wavecrest. Beyond B. 25th Street the viaduct veers across private property to the terminal at Mott Avenue-Far Rockaway, located one block from the grade level LIRR terminal of the same name.

(Continued next issue)