

The Bulletin



Electric Railroaders' Association, Incorporated

Vol. 55, No. 3

March, 2012

The Bulletin

Published by the Electric Railroaders' Association, Incorporated, PO Box 3323, New York, New York 10163-3323.

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

In the previous issue, we explained how the company began its rebuilding program in 1934. At that time, Third Avenue began the rebuilding of 100 single-truck steel convertibles by lengthening them, installing bolsters, and converting them to double-truck cars. These cars weighed approximately 39,000 pounds and seated 54 passengers. These rebuilds weighed approximately 4,000 pounds less than the older wood and steel cars, which weighed approximately 43,000 pounds and seated 48 passengers. Weight was reduced by using aluminum alloy tubing instead of painted steel pipe and black enameled steel pipe in most of the rebuilt cars. The window sash in all new and rebuilt cars was made of extruded aluminum alloy. The Hunter rubber glazing arrangement provided rounded corners and permitted reglazing without removing the sash.

Third Avenue built cars 101 and 301-400 in its own shops. It was able to reduce cost and weight by using mild steel bodies and equipping cars with aluminum alloy stanchions, grab handles, seat back handles, and sash.

Cars were equipped with full safety car straight air brake equipment. Instead of the standard spring-loaded safety car controller handle, cars were equipped with a self-lapping brake valve housed in a spring-loaded pedal-operated mechanism. Brakes were released by depressing the pedal and applied by allowing the pedal to rise, serving as a dead man control. Depressing the pedal also closed the entrance door. The brakes could not be released until the rear treadle door was closed. Third Avenue's engineers

also developed a dynamic brake, which was installed on the Yonkers cars operating on extremely hilly terrain. Retardation faded as car speed decreased. It also served as an emergency brake, which could slow down the car if the air brakes failed. Because automatic acceleration was too expensive, the company installed a series-parallel controller where the rate of acceleration was at the discretion of the Motorman.

Cars were illuminated by twenty 30-volt bare bulbs in series. If one bulb burned out, it short-circuited internally and the others were slightly brighter. On older cars with five 130-volt bulbs in series, all bulbs were dark when one burned out.

The 300-series cars weighed 38,100 pounds, nearly 1,000 pounds lighter than the rebuilt 100-series cars.

CAR ASSIGNMENT

New and rebuilt cars were placed in service on the following Manhattan lines:

LINE	FIRST CAR	ALL CARS
Broadway (83 cars)	November 21, 1934	December 30, 1935
Tenth Avenue	December 23, 1935	July 1, 1937
Third and Amsterdam Avenue (65 cars)	March 19, 1936	August 17, 1936
Broadway-Amsterdam Avenue & 125 th Street	December 31, 1937	N/A
125 th Street Cross-town	December 31, 1937	N/A

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HISTORY OF THE **A** TRAIN

by George Chiasson

A TRAIN ROLLING STOCK

In a way, **A** and AA are the only subway routes with a pre-history of rolling stock, as the first 20 R-1 cars were temporarily stationed at Coney Island and trial operated as up to two 8-car trains on BMT's "4" Sea Beach Express line from July 8 through November 27, 1931. When the test was completed, these 20 were returned to 207th Street, where all 300 R-1s were based when IND service commenced on September 10, 1932. In general the R-1 and R-4 classes (beginning November 23, 1932) were mixed together on **A** through the first year, but when Concourse Yard was placed in operation with the inauguration of **C** and CC service to the Bronx on July 1, 1933, the R-1s were shifted over there and thus departed **A**. The various groups of R-6 cars were delivered starting in December, 1935 and used on **A** along with the R-4s as they continued to arrive through most of 1936. The R-4s and R-6s were then joined by R-7s brought over from Queens starting in October of 1940, after the R-9s were placed in service at Jamaica and in advance of the Sixth Avenue Subway's opening, and so it was the first generation of R-4/6/7 equipment held down all **A** service for most of that decade.

New R-10 equipment began to arrive in September, 1948 for assignment to **A** and starting even before they became operational on November 20, 1948, replaced the R-6s and R-7s on **A**, which were forwarded to Concourse and Jamaica (though R-10 prototype 1575 (an R-7A with an R-10 body) was also delivered to 207th Street ahead of the R-10s in 1947). The R-10s were temporarily quartered at 207th Street, then relocated to the new shop at Pitkin Avenue on the Brooklyn-Queens boundary when the Euclid Avenue extension opened on November 28. Indeed, the R-10s were quickly established as the base fleet for the **A** train by mid-1949 and (despite early suspension problems with their trucks) would run there full-time for almost 30 years thereafter. The lone R-11 experimental train was shifted from Jamaica to 207th Street in November, 1953 and as a result would appear on **A** occasionally until July, 1954. In September, 1953 there was a major shift in R-1/9 equipment to remove R-4s (on which running light lenses had to be changed manually) from AA, and as a result both it and **A** then used only R-7s brought over from Jamaica, which had switch-controlled running lights.

In July, 1954 the R-7s were joined by some R-7As that arrived from Queens as part of the process of stocking up at Concourse for the imminent extension of **D** service to Coney Island via the BMT Culver Line. In 1955, delivery of the new R-16s to East New York allowed additional cars to be shifted for fleet expansion, and as

a result some R-6s were brought back to 207th Street from Concourse. When the Rockaway Line was opened in June, 1956, a group of R-16s was assigned to Pitkin and used in rush hours on **A** and **E**. These were usually directed to Lefferts Boulevard along with the R-10s, as the power available to the extension off Long Island Lighting Company's grid initially proved to be sometimes insufficient for the needs of 4-motored SMEE cars. This situation was rectified by September, 1956, at which time the R-10s and R-16s were released for possible full-time use on **A** (all services). The R-16s then lasted two years and were returned to the BMT lines by September of 1958. When the R-16s were assigned to Pitkin in June, 1956, the R-7As at 207th Street were then bumped back to Jamaica in support of early **E** service to the Rockaways. In 1962 the 207th Street and Concourse fleets of R-4/6/7 cars were commonly pooled on five routes (**A**/AA/BB/CC/**D**) and were reunited with some of the R-1s, which were transferred back from Jamaica in June, 1964. This then remained the status quo for several years, as confirmed by an assignment listing dated October 1, 1966, though prototype 1575 had been shifted to Jamaica about that time.

What R-7 cars there were departed **A** for Queens in February, 1967, as did the remaining R-6s in time for the opening of Chrystie Street on November 26. As the slant R-40 fleet arrived in Queens through 1968 a number of its R-4 types were sent to 207th Street and most of the original R-1s gone from **A** by August 31 of that year. Finally, the first run of a "modern" SMEE train on **A** was recorded as a rerouted slant R-40 off **E** on February 13, 1969. That proved to be it though, until the air-conditioned R-42s were integrated into the Subdivision "B" fleet by being spread among as many lines as possible, with a small allocation starting service on **A** to Lefferts Boulevard as of May 29. As the year 1969 went on these began to run in mixed consists with existing equipment, a circumstance which on **A** would find them blended with 20-year old R-10s on occasion. One was so observed on June 20, followed by various combinations with 207th Street-based R-32s and Pitkin-based R-10s by September. Whatever the case, the R-42s were needed elsewhere and pulled completely off **A** when summer was over, as of September 29. They came back on November 15 (by this time running to both Lefferts Boulevard and Far Rockaway) and all was relatively tranquil, if not entirely jumbled, until a new assignment went into effect on March 9, 1970. This effectively marked the end of the overall slant R-40/R-40M/R-42 phase-in, as well as mixed SMEE consists and R-1 to R-9s (actually R-1 to R-4s) on **A**. The old trains began

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History of the A Train

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returning to A on a limited basis that October (in the form of consists borrowed from Concourse), then remained so only on occasion and with a noticeable absence of original R-1s.

Revenue testing of new R-44s on A started in January of 1972, but they first were assigned to Jamaica (F), sometimes E and Concourse (D) before arriving on A for real beginning on March 20, 1973. As they were delivered, the R-44s' arrival resulted in further attrition and consolidation among the remaining R-1 to R-9 fleet and as of August 20 the IND lines still using them (which included A on isolated occasions) had mixes of ex-Jamaica R-6s and R-7s. Otherwise A was a home to R-10s, R-42s and R-44s, as indicated in a June 15, 1975 assignment summary. The latter were taken off as of August 24, 1976 to provide equipment for the major changes in service to be effective on August 30, at which time the final recorded trip of an R-1 to R-9 (really R-6/7) train was also made on A. At this time A was surrounded by cars from other barns, such as Concourse-based cars off CC (laid up at Pitkin), or equipment from Coney Island that was being used on AA and B services and usually laid up at 207th Street. As a result they sometimes wandered to A, and such exceptions were noted on November 8, 1976 (an R-32 from CC) and January 17, 1977 (an R-38 from AA/B). In addition, 754 R-46s were arriving on the Queens IND and this would finally force changes to A, which started with a brief but broad-based assignment of R-38s as they moved between Jamaica and Coney Island during May of 1977. Starting on May 24 and continuing through the course of that summer, the R-44s being released from Queens were relocated to A in place of the R-38s and grew numerous enough to begin uprooting some of the R-10s, which were reassigned to CC at Concourse, then later GG at Jamaica. Unfortunately the R-44s proved less reliable than hoped, and the strong use of R-10s had to be maintained for a while, even though all R-44s off E and F were on A as of July, 1977. By September the remaining quantity of R-10s on A was in noticeable decline (with more R-44s routinely active), and their departure somewhat finalized by the arrival of slant R-40s on A from Queens starting on September 13, 1977. Most of the R-40s were in place by October 20 and after that time the R-42s all but disappeared from A as well. All of the slant R-40s had been reassigned to A as of November 14 and after that date just a few of the R-10s continued to be found on A during rush hours, while the very last R-42 train departed A (Pitkin) for D (Concourse) in early December, 1977.

On New Year's Day, 1978 A was dominated by slant

R-40s and R-44s with an R-10 still in use as well, if available and when required. Things then changed very little, although R-40M/42s (or just plain R-42s) from Concourse and D were seen on A a time or two in ensuing months. By the next year, the R-44s were having their ups and downs and R-46 truck problems were becoming more pronounced, both of which combined to create some shifting and wandering in equipment assignments, with R-10s returning to a more or less full-time presence on A (in addition to their other duties covering CC and GG) as of February 11, 1979. They all but disappeared again in June (and thankfully were countered by more air-conditioned R-44s), then made another comeback starting on December 15 and stayed through what proved to be a very cold winter in New York City. The R-10s seemed to depart again once spring was in the air in early March of 1980, but starting on April 26 the first trains of R-46s were deployed to rush hour use on A as NYCT(A) sought to disperse them around the system to reduce wear and tear on their flawed truck frames. In turn, the R-46s displaced R-44s for a return to Queens (the last of them departing A on May 1), and well into the summer of 1980 service was dominated by slant R-40s being helped out by a few trains of R-10s, with the R-46s running in rush hours. By August 25 some of the R-46s were beginning to turn up in off-peak operations (if only for the air-conditioning), but after the weather cooled by October 17 these were temporarily overtaken by additional R-10s coming back from a summer retreat of their own to the Queens IND. Starting on November 1 every slant R-40 in operation was to be used on A, which accordingly reduced the roles of both the R-10s and R-4's, but then when the latter finally began returning to their home base in Jamaica at the end of November, a variety of Coney Island-assigned trains (R-27/30s, R-32s, and R-38s, which presumably were taken from 207th Street lay-ups for AA/B) were drafted for A service. This lasted until January 17, 1981 when all of the R-44s that had been stationed in Queens were shifted back to Pitkin and restored to A, followed by those from Concourse on January 24. After that date, all R-44s in service were assigned to A, with only a partial and brief diversion to the JFK Express in the meanwhile.

As for the slant R-40s, they remained virtually untouched until March 1, 1982, when R-38s were swapped in from Coney Island to replace most of them and so began a long affiliation of their own with the A train. By April, the R-44s were being completely withdrawn to enable their trucks to be temporarily switched to a corresponding number of R-46s, and A now mainly populated by R-38s and slant R-40s, with a small number of R-10s still pitching in when needed. After the delivery of replacement trucks for the R-46s began, the R-44s started returning to A on September

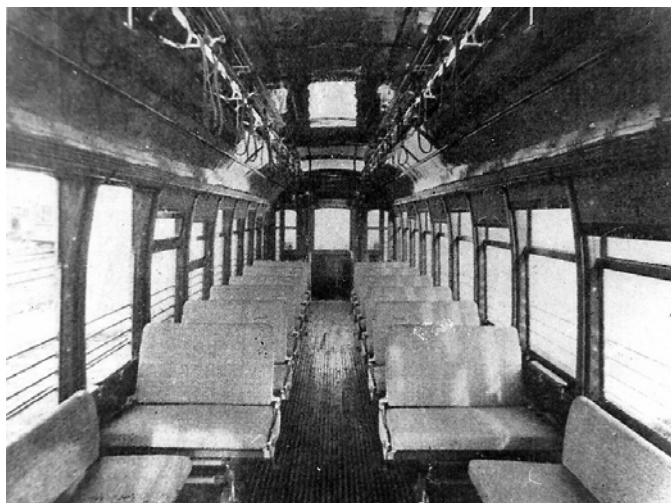
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Third Avenue's Poor Financial Condition Led to its Car Rebuilding Program 75 Years Ago

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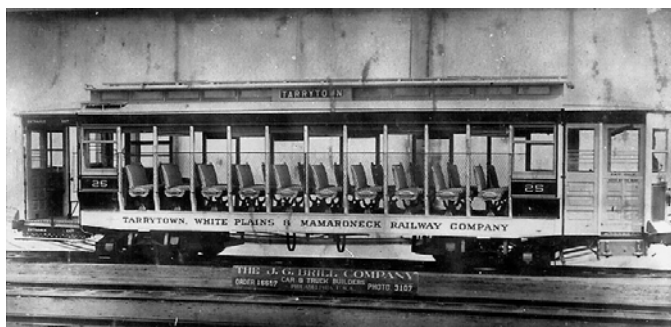
Semi-convertible 193 outside West Farms Car House in 1934.
Bernard Linder collection



Interior of a semi-convertible.
Bernard Linder collection



Curved-side convertible 999 outside Kingsbridge Car House.
Bernard Linder collection



Tarrytown, White Plains & Mamaroneck Railway Company curved-side convertible 25, showing screens installed for summer.
Bernard Linder collection



Car 300 on North Avenue, New Rochelle, February, 1937.
Bernard Linder collection



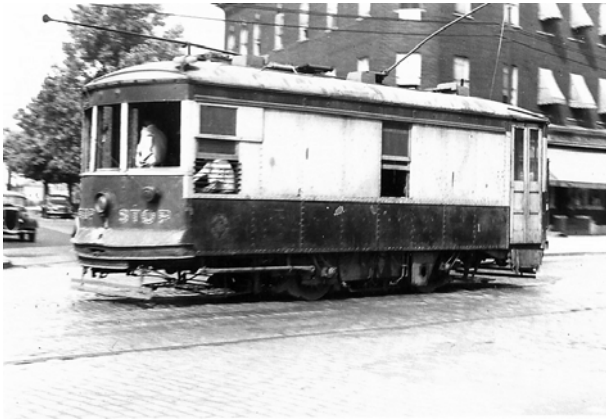
Car 439 at W. 181st Street and Amsterdam Avenue, January 27, 1940.
Bernard Linder collection

On March 19, 1936, just four days before New York City Omnibus' buses replaced the street cars on Lexington Avenue, rebuilt cars 185-199 were placed in service on Third & Amsterdam Avenue. Because the two lines were only a block apart, Third Avenue expected to attract new riders who would prefer the smooth-riding re-

built street cars to the uncomfortable, poorly ventilated buses. As soon as the new 300s were placed in service on this line, the convertibles were scrapped or transferred to 42nd Street.

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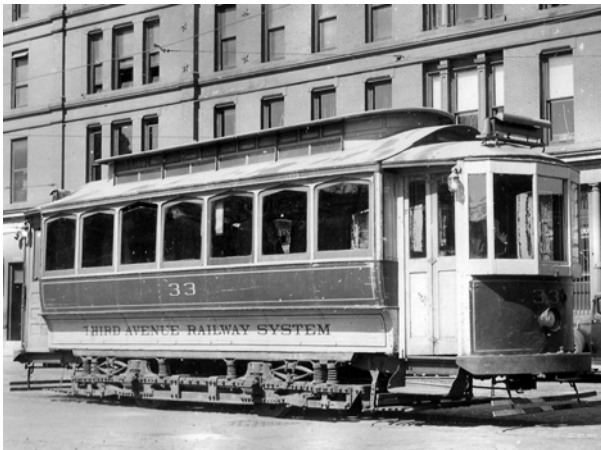
THIRD AVENUE RAILWAY WORK CARS



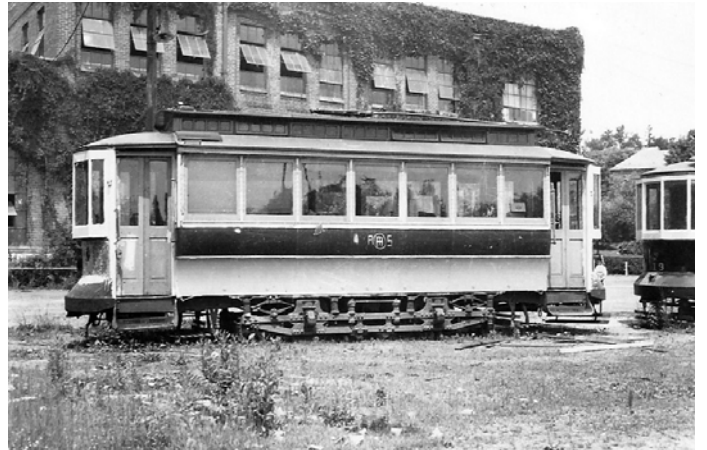
Rail grinder 1, ex-Birney 1686.
Bernard Linder collection



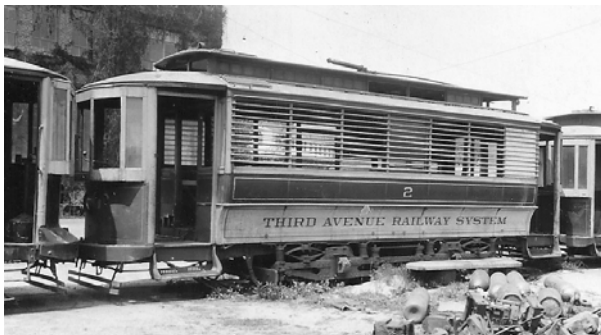
Sand car 6 outside Harlem Car House, E. 129th Street and Third Avenue, April, 28, 1940.
Bernard Linder collection



Slot scraper 33 outside Harlem Car House, E. 129th Street and Third Avenue.
Bernard Linder collection



Work car, number and purpose unknown.
Bernard Linder collection



Pay car 2, Garden Avenue, Mt. Vernon, May 17, 1940.
Bernard Linder collection



Work cars, Garden Avenue, Mt. Vernon, June 19, 1940.
Bernard Linder collection

History of the **A** Train

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13, 1982 and as they increased in number through fall enabled most of the remaining R-40s to go to Coney Island for AA/**B** in exchange for more R-38s. So things stayed (in varying quantity) through 1983 and 1984, though the final run of an R-10 on **A** was made some time during April, 1983, its specifics now lost to time. The last transfer of slant R-40s to Coney Island occurred on April 28, 1985, and after that **A** was basically the domain of R-38s and R-44s for many years.

As of September 30, 1985 the R-44s were scrubbed clear of graffiti inside and out, an army of car cleaners assigned to the terminals, and the Car Appearance Program (CAP) implemented on **A**. This transition proved long, and not all 292 R-44s were being operated as "clean" equipment until the end of July, 1986, after which time the R-38s were largely withdrawn to week-day-only duties. By early January of 1987 the first sets of R-38s (along with 10 R-32s) had been shipped off to the Buffalo facilities of General Electric Transportation Services, a contract rebuilder that was engaged to refurbish all 196 remaining R-38s with completely renewed propulsion systems and car bodies, including air-conditioning. In March the 12 General Electric-equipped R-44s (388-399) were taken out of **A** service and sent off the property for rebuilding at yet another contractor (American Coastal Industries of Newport News, Virginia). They were never to return and have subsequently pursued a new career in union with their cousin R-44s on the Staten Island Railway. The first train of rebuilt R-38s (cars 3992/3, 4018/9, 4048/9, 4092/3, and 4132/3) premiered back on **A** on May 28, 1987 but initial problems delayed a strong return, with just a handful of trains available through the balance of the year. By December 1, 1987 there was also one train of Pitkin-based R-27s often to be seen on **A** to fill out schedules as more R-38s went through rebuild and the full slate of R-44s might or might not be available. After the last of the unrebuilt R-38s had departed **A** on July 11, 1988, the first of the ten General Electric-rebuilt R-32s (identified as the "Sigma," but dubbed "school teachers" for their perennially unreliable air-conditioning system) were introduced in mixed company with "GOH" R-38s on August 21. The lone train of Pitkin R-27s used on **A** had disappeared for good by October 28, 1988 at which time **A** at last became 100% graffiti-free.

As of November 26, 1988, 36 of the R-44s (18 A-B pairs) had been removed from service on **A** and were set aside for the JFK Express, which was relocated from Jamaica to Pitkin when a major schedule change went into effect on December 11. By December 28, all 196 R-38s and the 10 Sigma R-32s had returned from rebuilding at General Electric in Buffalo, and all was again quiet for an extended period. A steam pipe explo-

sion above the Eighth Avenue Subway on September 6, 1989 greatly disrupted service on **A**, and also forced some equipment shuffling as the **Q** train was temporarily extended from the Sixth Avenue Subway onto Eighth Avenue. So it was that mixed trains of Sigma R-32s and GOH R-38s made their way into Brighton Express service (running from Brighton Beach to 207th Street via Sixth Avenue) until October 8, when normal service and car assignments were restored. The first appearance of a Morrison-Knudsen-rebuilt train of R-32s was noted on **A** on October 11, 1989 using a set loaned from Jamaica in advance of the first such allocation to Pitkin for **C**. In March of 1990 the first R-44s were shipped to Morrison-Knudsen at Hornell, New York for contract GOH, but the R-32 and R-46 rebuilding programs was also underway, and this combined with disagreement over their perceived degree of corrosion to slow the ability of the rehabilitation process to gain momentum. Finally it was decided to divide rebuilding of the R-44s between Hornell (140) and Coney Island Shops (138) to expedite things and the first such train, composed of one 4-car unit done by each contractor, entered service on **A** on August 3, 1991. The R-44s then continued to march out for General Overhaul all through the following winter, with the last two unrebuilt consists being removed on May 12, 1992. The very last rebuilt train of R-44s (from Coney Island Shops) re-entered service on January 15, 1993. Pitkin-assigned, Morrison-Knudsen-rebuilt (Phase I) trains of R-32s, as used on **C**, began to turn up on **A** with some regularity starting on October 18, 1991. They were assigned to **A** in small number on February 5, 1992, after which they could often be found in mixed consists with the Sigmas and rebuilt R-38s. Together, all four equipment types (a few sets of Morrison-Knudsen-rebuilt "Phase I" R-32s, 10 General Electric-rebuilt Sigma R-32s, 196 R-38s, and 278 rebuilt R-44s) would carry on **A** service for more than a decade to come.

Starting on June 15, 1993 a single prototype of NYCT (A)'s "New Technology Train," designated as the R-110B and built by Bombardier, was assigned to extended revenue test operation on **A**, just as the R-11 had been some 40 years earlier. Made up of 3-car units in A-B-A configuration, the full train set was thus 9 cars long. After being available on an on-again, off-again basis (as might be expected of a prototype) the train was removed from **A** after an electrical mishap at 181st Street on November 4, 1996. By December 17, 2001 the pool of equipment assigned to **A** included 272 R-44s, 194 R-38s, and the 10 Sigma R-32s. In addition some of the 120 Phase I R-32s assigned to Pitkin for **C** were mixed in, either separately or with the General Electric rebuilds. This changed only slightly as the R-143s arrived at East New York and pushed R-40Ms from there to Coney Island. The Phase II R-32s from

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Coney Island went to Jamaica and, finally, two trains of Phase I R-32s from Jamaica to Pitkin, one on November 8, 2002 and another on March 29, 2003. Four of the ten Sigma R-32s were sent to Jamaica on November 14, 2004, thus splitting their assignments for the very first time, then on September 26, 2005 24 of Pitkin's Phase Is joined the remaining Sigmas and the R-38s at 207th Street, after which randomly mixed trains of R-32s and R-38s on both **A** and **C** seemed to become even more commonplace.

The very first train of Kawasaki R-160Bs (8713-22) was used in revenue test service on **A** starting on September 11, 2006, being joined by the pilot train of Alstom-built R-160A-2s (8653-62) in October. Both were removed as of December 20 and were eventually accepted for use at Coney Island in early 2007. After the initial group of R-160Bs settled in at Coney Island during the first half of 2007, NYC Transit removed all 10 Sigma R-32s from service, with the last pair departing **A** (and **C**) service on August 20. Similarly, as the first of the 4-car R-160A-1s was entering service at East New York in July, 2007, some Coney Island-rebuilt R-42s (4924/5, 4932/3, 4934/5, 4936/7, and 4948/9) were removed and a handful of these shifted to Pitkin for use on **A**. As things turned out one train was used for a few days (July 23-27) then most of those cars moved on to Jamaica for one more day before retirement beckoned. Many months later, after half of the 340 new cars were in service, the Morrison-Knudsen-overhauled R-42s from East New York began moving to Pitkin and made a second return to **A** on April 7, 2008, this time to stay, if only in the short term. In exchange the large fleet of Phase I R-32s that was based at Pitkin for **C** (and also **A**) began moving over to Jamaica, where they enabled retirement of the Phase II R-32s to proceed through the summer. By the time this series of transfers concluded on June 27 there were 86 Morrison-Knudsen-overhauled R-42s assigned to **A** forming up to eight 10-car trains, and the R-38s had largely moved over from **A** to the **C** to fill the void created by the departing Phase Is. The continuing arrival of R-160Bs to the Coney Island lines through 2008 also permitted R-40Ms to be moved to **A**, really for the first time, beginning on August 1. At first they were operated in separate consists from the Morrison-Knudsen-overhauled R-42s, but within a few days the same fleet mixing that was their hallmark at Concourse and East New York began to occur and didn't conclude. In any case, their arrival served to complete the replacement of the Phase I R-32s assigned to **A** and **C**, with the last of them heading to Jamaica on September 15.

The rest of the Morrison-Knudsen-overhauled R-42s removed from service at East New York were sent di-

rectly to Jamaica starting in early August, 2008, and were then joined by 50 from Pitkin and **A** between September 8 and October 6. Altogether these enabled the withdrawal of all 294 Phase II R-32s to be concluded on October 13. All 100 of the R-40Ms had arrived on **A** as of October 3, and were then followed by the first slant R-40's brought over from Coney Island on October 29. These were also intended for **A**, but their return (the first since April, 1985) was actually delayed until November 7, 2008. On December 8 the use of 8-car slant R-40 and mixed R-40M/Morrison-Knudsen-overhauled R-42 trains was instituted on **C** and the R-38s switched over entirely to **A**, with some of the newer 60-foot SMEEs (R-40 and R-40M/Morrison-Knudsen-overhauled R-42) remaining on **A** in 10-car consists as well to support both the R-38s and R-44s. The intent was to enable withdrawal of the R-38s to gain momentum, but separate operating issues made this less than a successful strategy.

On January 5, 2009 all of the Morrison-Knudsen-overhauled R-42s and most of the R-40Ms were swapped to Jamaica for a large pool of Phase I R-32s, which along with the surviving R-38s were restored to **C**, as well as continuing to run on **A**. As a result, for the first few weeks of 2009 there were no less than five equipment types running on **A** in four common consist types (Phase I R-32s mixing with R-38s, slant R-40s, R-40Ms, and R-44s). By February 21 the R-160Bs at Coney Island had replaced all of what had been the 292 slant R-40s based there since 1981 and these went on to Pitkin, where in turn they displaced the last of the R-40Ms to Queens. Meanwhile the remaining R-38s also continued to be shaken out of the operating fleet and departed **A** for the final time on March 16, leaving now-solid trains of Phase I R-32s on **A** and **C** to go along with the slant R-40s and R-44s that were on **A**. The next series of moves began with the arrival of the first 8-car train of R-46s at Pitkin, from Jamaica, on March 13, 2009. Its first use on **A** (as the 06:43 out of Far Rockaway) occurred on March 17 and as the spring progressed 12 more such trains were brought over from Jamaica as new Alstom-built R-160A-2s and Kawasaki R-160Bs displaced them. Retirement of all remaining 130 slant R-40s commenced accordingly by March, and immediately after the 104-car R-46 group was on hand at Pitkin by June 9, the slant R-40s made their final run on **A** on June 12, 2009 and departed the MTA New York City Transit system.

Things then remained tranquil again for the balance of 2009, with the R-44s continuing to be the most common equipment on **A**, supported by the R-46s and a handful of Phase I R-32 trains. On February 5, 2010 the first of yet another group of R-46s began turning up in **A** service, which were to eventually permit retirement of the R-44s. The first two 4-car sets of these had been with-

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drawn in December, 2008 for a look at their overall condition, as well as consideration of the future requirements of maintaining them for the longer term. Further transfers of R-46s from Jamaica to Pitkin continued into the spring of 2010 (as replaced in Queens by arriving R-160s), and the full-scale withdrawal of the R-44s as a group commenced on March 16. In addition, the Phase I R-32s were temporarily removed from **A** on March 3, leaving the line to be equipped with 75-foot rolling stock in entirety for the first time. After the last two trains of Phase Is had been relocated from Jamaica to 207th Street, this breed then returned to **A** in limited number on May 17. R-44 withdrawals accelerated after the R-32s came back and as the rest of the 412 allocated R-46s arrived from Jamaica through June 26, their number was reduced to 28 cars. All of the R-44s were temporarily transferred to **C** on July 15 in the wake of R-32 air conditioning troubles over an exceptionally hot summer, and all **A** service provided with R-46s and a smat-

tering of Phase I R-32s for a few days. An R-44 train or two (sometimes as many as five) returned to **A** on July 19 and there they remained for the balance of the summer, but after this date the R-32s had disappeared again. By August 9, 2010 68 of the R-44s were still hanging on for **A** and **C**, with the 412 R-46s now housed at Pitkin Shop handling most of the **A** service. After the summer heat abated the R-44s were all phased out in just three days (September 14-16), their final trip being a fragmentary journey from 207th Street to Euclid Avenue, where the last was permanently laid up at Pitkin. From that time forward and for some time to come it is anticipated that the **A** train will continue to be exclusively served by R-46 equipment, though as long as they last random 10-car trains of R-32s will probably appear from time to time, as they did again after October 6, 2010. In fact, during August and early September of 2011 all of the system's 222 remaining Phase I R-32s were briefly taken off **C** and relocated to **A**, but this was a temporary situation and since that time the R-32s have not reappeared on **A** at all.

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

(Continued from page 4)

During the 1930s, the 300s were transferred frequently, as shown in the following table:

CAR NUMBERS	ORIGINAL LINE	TRANSFERRED TO	
		LINE	APPROXIMATE DATE
301-315	Yonkers Avenue	Yonkers Mt. Vernon New Rochelle	1938
316-320	Broadway	Ogden Avenue	February, 1938
321-330	New Rochelle- Subway Mt. Vernon-229 th Street	—	—

331-383	Third and Amsterdam Avenue	Yonkers	April-September, 1938
384-388	Third and Amsterdam Avenue	Ogden Avenue	February, 1939
389-392	Third and Amsterdam Avenue	Southern Boulevard	February, 1939
393-399	Third and Amsterdam Avenue	—	—
400	Third and Amsterdam Avenue	Southern Boulevard	December, 1938

Most of the 300s and several 100s continued running in Yonkers until trolley operation was discontinued in 1952.



Commuter and Transit Notes

No. 280
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

This is absolutely astounding. Following MTA's announcement at the end of January that it was hoping to refinance its debt to pay for the Capital Program and to raise new revenues, the **Bloomberg News** reporters who covered the story let slip an oft-overlooked fact. Because of an obscure provision at the end of the New York State Public Authorities Law, MTA must pay the state \$8.40 for every \$1000 it borrows through the sale of government-backed bonds. In other words, if MTA borrows \$1 billion, it owes the state \$8.4 million. Since 2006, this provision has cost MTA \$206 million. It is also particularly unfair on riders because if the state had properly funded transportation, this would not be necessary. State Comptroller Thomas DiNapoli said the bond issuance fee also is "an issue for other public authorities that issue debt. As the State moves toward greater fiscal discipline, this is a practice that should be reviewed."

Additional details on the celebration of Grand Central Terminal's centennial in 2013 have been published. A special logo will be unveiled this year and an announcement will also be made later this year of the upcoming events. 25 events planned so far include a Grand Central Terminal historical exhibition and gala next February, a parade of historic trains, and an exhibition – "Grand Central Terminal – The next 100 Years." The United States Postal Service has already approved creation of a commemorative Grand Central Terminal stamp.

MTA METRO-NORTH RAILROAD (EAST)

In 2011, Metro-North carried 82 million riders, which was 1.4% higher than in 2010. There were ridership gains in all markets: AM inbound, nights, weekends, middays, and holidays. Combined, Hudson, Harlem, and New Haven Line ridership was up 1.7%. Only in 2008, before the recession, was ridership higher at 83.6 million. December saw a 6.4% increase, which was the fastest growth all year and the largest one-month increase since September, 2000, when the ridership gain was 6.7%. Records were also set for Thanksgiving weekend and weekends in December. New Year's Eve had the highest ridership since the mid-1990s.

Of the 209,020 trains operated last year, 96.9% of them arrived on time. This is impressive when one considers the effects caused by the winter of 2011, Tropical Storm Irene, and the October 29 snowstorm. All of these events caused the railroad to be temporarily shutdown.

MTA METRO-NORTH RAILROAD (WEST)

West-of-Hudson ridership declined 11.4% from the previous year. This was not a surprise given the three-month shutdown of the Port Jervis Line due to the damage inflicted by Tropical Storm Irene.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

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

DATE	DELIVERED TO NEW HAVEN YARD	CONDITIONALLY ACCEPTED BY METRO-NORTH
February 6, 2012	0	78

Member Bill Zucker reported seeing M-8s 9110-3, 9120-3, and 9150-1. With the addition of those cars, 9100-5, 9108-13, 9116-23, 9126-35, 9138-9, 9142-57, 9162-7, and 9172-3 have been accounted for.

A revised Shore Line East timetable was issued effective January 23 with the new fares.

MTA LONG ISLAND RAIL ROAD

On January 23, the Long Island Rail Road and Metro-North released their "Pledge to Customers." The railroads pledge that they are dedicated to providing safe and reliable transportation. In addition, their highest priority is to ensure customer safety. Other topics include: Accurate and Timely Information, Courteous Employees, and A Clean Environment. When service disruptions occur, information will be provided about alternate transportation. The following has been excerpted from the Metro-North version. "Comfort of passengers – If a significant incident occurs that prevents us from bringing a train to a station or that strands a train in a station for an indefinite amount of time, we will move immediately to assist affected riders. Emergency personnel will be dispatched to offer medical assistance and efforts will be made to provide water. Onboard personnel will walk through trains regularly and provide accurate and timely information to customers. If efforts to move the train are unsuccessful, you will be evacuated safely – either to another train, to a nearby station, or to another facility designated as a temporary shelter. To facilitate these efforts, it is essential that customers listen for crew announcements. Metro-North encourages its customers to stay on, and never leave, a stranded train that is between stations unless directed to leave under the supervision of the train crew or rescue personnel, or if a clear life-threatening situation exists. When severe weather occurs, and it becomes necessary to suspend service, information will be provided and estimates given when service will be restored. If service is suspended and is declared on the website, customers with an unused One-Way or Round-Trip ticket may receive a waiver of the \$10 refund processing fee." Additional details can be found on the Internet, and the Pledge will be posted in stations.

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Commuter and Transit Notes

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In 2011, the Long Island Rail Road operated 230,043 trains and during 52 rush hours (35 AM, 17 PM), trains operated at 100% OTP. Overall, trains were on-time 93.71%, edging out 2010's 92.76%. The Mean Distance Between Failures (MDBF) also achieved an all-time record 169,724 miles, surpassing the goal of 150,000 miles. In 2010, MDBF averaged 149,651. The M-7s, which compose the majority of the fleet, achieved a record 431,125 miles in 2011; and in the month of April, the M-7s tallied almost a million miles between breakdowns (actually 951,053 miles). Even the M-3s reached record MDBF levels in the month of November, at 109,510 miles.

Last year, ridership fell 0.5% from 81.4 million (2010) to 81 million. However, there is a positive sign — ridership rose by 2.2% in the last quarter of 2011, compared to the same period in 2010.

The railroad posted these four "Storm Recovery Schedules" on the Internet.

MODIFIED SCHEDULE 1: Weekday AM – Up to ten trains canceled on these branches: One each on Port Washington, Port Jefferson/Huntington, Hempstead, Far Rockaway, Long Beach, and West Hempstead, and four on Babylon. Weekday PM – up to 20 trains canceled as follows: Port Washington (8), Port Jefferson (2), Ronkonkoma (1), Long Beach (2), and Babylon (7).

MODIFIED SCHEDULE 2: Modified Weekend with 37 extra trains in both directions.

MODIFIED SCHEDULE 3: Hourly service on four key branches: Port Washington, Port Jefferson only to Huntington, Ronkonkoma, and Babylon.

MODIFIED SCHEDULE 4: Same as Modified Schedule 3, but with service every two hours.

The railroad also offered these travel options if there is no service on a commuter's regular branch.

SUSPENDED SERVICE	ALTERNATE SERVICE BRANCH
Long Beach Branch	Babylon Branch
Far Rockaway Branch	Babylon Branch
Hempstead Branch	Port Jefferson (west of Huntington)
West Hempstead Branch	Port Jefferson or Babylon Branches
Oyster Bay Branch	Port Jefferson or Port Washington Branches
Montauk Branch (east of Babylon)	Ronkonkoma or Babylon Branches
East of Huntington	Ronkonkoma or Port Jefferson (west of Huntington)
East of Ronkonkoma	Ronkonkoma Branch (west of Ronkonkoma)

A Guide to Winter Weather Travel on the Long Island Rail Road was issued. It is similar to what Metro-North issued (February *Bulletin*) and contains the information presented above.

New timetables went into effect on February 26. However, at publication time there were no details.

Three State Senators from Long Island, Charles J. Fuschillo (R-Merrick), Owen Johnson (R-West Babylon), and Lee Zeldin (R-Shirley) have requested that MTA accelerate a proposed project to add a second track to the Ronkonkoma Branch, east of Farmingdale. Member Larry Kiss fills in some details. There is a long double-track section between Deer Park and Brentwood; otherwise, the branch has one passing siding at Central Islip. If built, Ronkonkoma Branch riders would see improved service as under the current operation, during the AM peak there is no eastbound service and during the PM peak, no westbound service, roughly three hours each period.

During January, two Queens politicians, Congressman Joe Crowley and City Council Member Daniel Dromm, called on MTA to re-open the Elmhurst station on the Port Washington Branch. This station closed on the last day of 1974 and was located between Woodside and Citi Field (then Shea Stadium). One email that I received told of the station being completely removed with no current plans to replace it.

It has been previously reported in this column that after the East Side Access Project opens and Long Island Rail Road trains are carrying passengers into Grand Central Terminal, Metro-North plans to operate some of its Hudson and New Haven Line trains into New York Penn Station. Larry Kiss sent an article from *Newsday* that reported on the front page of its February 5 edition "NEXT STOP PENN STATION – LIRR supporters fear overcrowding if MTA lets in more trains." Larry wrote: "it appears *Newsday* just wants to panic its readers in an 'Us' (LIRR) against 'Them' (Metro-North) scenario. What nonsense!" In fact, LIRR will have to reduce its service to New York Penn in order to accommodate its new service to Grand Central Terminal."

NJ TRANSIT

Waiting for a train at Secaucus Junction one evening in January, as I looked closely at a monitor that lists the trains, I observed that the word "In" had been added just ahead of the number of minutes until the train's scheduled arrival.

RiverLine trains continued operating on a modified Sunday schedule due to ongoing repairs from Hurricane Irene.

Members Jack May, Phil Craig, and Frank Miklos, speaking on behalf of themselves and also representing the New Jersey Association of Railroad Passengers, attended the Northern Branch meeting on January 24 and, naturally, spoke in favor of the project. Phil reported at times they were booed: "The Mayor was angry with me, saying that I had quoted him out of context by reading a 2006 resolution of the Tenafly Town Council calling for New Jersey Transit to study extending Hudson-Bergen Light Rail to Tenafly. Said the Mayor: 'I did

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Commuter and Transit Notes

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not vote for the resolution; I just did not veto it.' My response was, 'It says "Mayor and Council by 5-0." I believe what the resolution said then, not what you say now that you have changed your mind.'" On January 31, **The Record** published a letter from Jack in its Editorial Page.

Member Stanley Harris also attended, but did not speak. He reported: "An overflow crowd was in attendance. After hearing a detailed explanation, including hours of operation (5 AM-10 PM) and expected 12,000 in the AM and PM, the public was allowed to speak. A representative from the Borough's Board of Education opposed the rail line because of fears of safety of the children going/coming from all five schools. Town officials, including the Chief of Police, were next to oppose the project (and) gave scathing remarks about why the rail line should not be placed in Tenafly. They also vowed to take every possible legal step to stop the line from being built in their town. There is no question that the residents of Tenafly do not want a rail line. The voices of protest are too loud to ignore. Note there was no objection of having the line terminate in Englewood, which is a second option NJ Transit is proposing."

The Record reported that roughly 100 people attended the January 26 meeting and "most of them were eager for the electrical trolley cars to roll through their communities – although with several caveats." One unidentified city leader urged NJ Transit not to allow Englewood to be held hostage by Tenafly officials who want the system to end at their border. Supporters of the rail project came from Ridgefield, Palisades Park, Leonia, and Englewood. There are two options: extending from the present HBLR terminus in North Bergen 8 miles to Englewood, or 12 miles to Tenafly.

In anticipation of inclement weather on February 11, system-wide cross-honoring was in effect all day. Fortunately for most, the snow that fell was negligible.

All NJ Transit rail stations now are equipped with TVMs and effective March 1, train crews will be enforcing the NJ Transit policy requiring an additional \$5 charge for all tickets purchased on board trains when a ticket agent or TVM is available at the boarding station. Not mentioned is the fact that Senior/Disabled are exempt from paying this fee. This story generated lots of comments. Member Al Holtz wondered if there is a TVM at the low-platform Monmouth Park stop (served only when the racetrack is operating), while Jack May wanted to know if one has been added at Riverfront Park on the Broad Street Branch of the Newark Light Rail. Member Bill Vigrass wondered if that would include Atco, where NJ Transit removed them on account of vandalism. Maybe a local sign allows on-board payment for the handful of people boarding there who need tickets. Many boarders have multi-ride tickets, as they

are casino workers.

Member Bob Kingman found a posting on the Internet reporting that the four Comet Is that arrived in Canada in January (February **Bulletin**) could first be going to AllRail, a rebuilding outfit that started up in the last few months at Coteau, Quebec.

The **Delaware Valley Rail Passenger**, published by the Delaware Valley Association of Rail Passengers, Inc., in its November, 2011 edition, contained an article detailing the daily ridership of NJ Transit stations.

Below are the statistics for the terminals:

STATION	2011 RIDERS	CHANGE FROM 2010
New York Penn	77,058	-2.9%
Newark	26,581	-2.3%
Secaucus Junction	19,771	+5.0%
Hoboken	16,086	-2.6%
Atlantic City	956	-8.3%
Philadelphia-30 th Street	555	+1.8%

As expected, Northeast Corridor stations held 8 of the 10 top spots. The table below lists the 20 stations with the highest ridership during 2011.

STATION	LINE	WEEKDAY RIDERS	CHANGE
Metropark	Northeast Corridor	7,298	-2.7%
Princeton Junction		6,826	-5.9%
New Brunswick		4,866	-11.0%
Hamilton		4,707	-4.9%
Trenton		4,505	-8.4%
Metuchen		3,791	-3.3%
Elizabeth		3,667	-6.5%
Summit	Morris & Essex	3,565	+0.1%
South Orange		3,495	-3.1%
Edison	Northeast Corridor	3,105	-3.9%
Rahway		3,060	-4.7%
Maplewood	Morris & Essex	3,037	+0.1%
Newark Airport	Northeast Corridor	2,926	+2.1%
Aberdeen-Matawan	North Jersey Coast	2,567	-10.6%
Newark Broad Street	Morris & Essex	2,316	-5.5%
Westfield	Raritan Valley	2,300	+0.6%
Linden	Northeast Corridor	2,019	-5.1%
Morristown	M&E – Morris-town	1,845	-2.4%
Woodbridge	North Jersey Coast	1,688	-4.8%
Millburn	M&E – Morris-town	1,687	-0.3%

The table below shows the top stations on each line.

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LINE	STATION	RIDERS	+ / -
Northeast Corridor	Metropark	7,298	-2.7%
M&E – Morristown	Summit	3,565	+0.1%
North Jersey Coast	Aberdeen-Matawan	2,567	-10.6%
Raritan Valley	Westfield	2,300	+0.6%
Main/Bergen	Ridgewood	1,457	+4.1%
Montclair-Boonton	Bay Street	1,133	+15.4%
M&E – Gladstone	New Providence	563	+5.2%
Pascack Valley	River Edge	468	-3.3%
Atlantic City	Lindenwold	461	-9.1%

When the Great Notch station closed in January, 2010, it had the lowest daily ridership. These fifteen stations currently have the lowest daily ridership.

STATION	LINE	RIDERS	+ / -
Mountain Lakes	Montclair-Boonton	27	-30.8%
Mount Olive	Montclair-Boonton	28	-24.3%
Lebanon	Raritan Valley	28	-6.7%
Mount Tabor	Morris & Essex	34	-17.1%
Peapack	M&E - Gladstone	49	+11.4%
High Bridge	Raritan Valley	73	-3.9%
Boonton	Montclair-Boonton	75	-11.8%
Annandale	Raritan Valley	78	-33.3%
North Branch	Raritan Valley	80	-20.0%
Towaco	Montclair-Boonton	83	-30.3%
Wayne-Route 23	Montclair-Boonton	83	-7.8%
Lake Hopatcong	Montclair-Boonton	89	-25.2%
Teterboro	Pascack Valley	90	-2.2%
Stirling	M&E - Gladstone	97	+11.5%
Basking Ridge	M&E - Gladstone	99	-3.9%

PORT AUTHORITY TRANS-HUDSON CORPORATION

PATH reported ridership of 76.6 million for 2011, which is the highest in its history since taking over the Hudson & Manhattan in 1962. The previous record of 74.9 million occurred in 2008. Thanks to member Ira Hairsonson for this news.

AMTRAK

The 40th Anniversary train called at Meridian, Mississippi on February 4 and 5; Jacksonville, Florida on February 11 and 12, and Tampa, Florida on February 18 and 19.

On February 7, Amtrak announced that it had been given approval to operate trains at 110 mph on tracks that it owns between Chicago, Illinois and Lansing, Michigan. This came after successful installation and testing of a positive train control system (PTC). Since 2001, speeds have been slowly increased, first to 79 mph; the following year to 90 mph; and in 2005 to 95 mph. With these higher speeds, the schedules have been trimmed by 20 minutes for the 2001 schedules and 10 minutes from the 95 mph schedules. A celebration was held on February 15. Thanks to Bob Hansen for sending these reports.

METROPOLITAN AREA

This is not a rail item, but many of our members also

have an interest in bus history. It was fifty years ago, on March 19, 1962, that the Manhattan & Bronx Surface Transit Operating Authority was created as a subsidiary of the New York City Transit Authority. Known variously as MaBSTOA or simply as "OA," it was born as a result of the failure of the bankrupt Fifth Avenue Coach Company and its subsidiary Surface Transit Incorporated, to settle a strike that began March 1. I was in high school and noticed the transition of the fleet from the Macks and 35-foot General Motors "Old Looks" to the Transit Authority 4000-series and finally to "fishbowls." For many years, MaBSTOA buses had their own lettering and number series, but over the years that was eliminated.

MUSEUMS

The Shore Line Trolley Museum (Branford) announced these new special events for this year: Fire Apparatus Show (June 23), Heroes Weekend (July 14-15), Night Photo Shoot (July 24 and August 28), Trolley Reading Program for Kids (Tuesday afternoons in July and August), Old-time Movie Weekend in partnership with East Haven's Hagaman Library (September 15-16), and Boy Scout Railroad Merit Badge (November 3-4). Returning events are: Antique Auto Show (May 19), Guest Operator/RT Weekends (third weekend, May through September), Haunted Isle, Pumpkin Patch, Santa on the Trolley, and Winter Wonderland. There are activities for everyone.

MISCELLANEOUS

A proposal by the United States House of Representatives Transportation Committee (H.R. 7) had been circulating through the railfan circuit several days before it reached the news media. And when that happened, there was an explosion of criticism against this proposal, which would decimate the current methods for funding public transportation in the United States.

The New York Times, in a February 9 editorial titled "A Terrible Transportation Bill," explained it this way. "Here is a brief and by no means exhaustive list of the bill's many defects:

"The list of outrages coming out of the House is long, but the way the Republicans are trying to hijack the \$260 billion transportation bill defies belief. This bill is so uniquely terrible that it might not command a majority when it comes to a floor vote, possibly next week, despite Speaker John Boehner's imprimatur. But betting on rationality with this crew is always a long shot.

"It would make financing for mass transit much less certain, and more vulnerable, by ending a 30-year agreement that guaranteed mass transit a one-fifth share of the fuel taxes and other user fees in the highway trust fund. Instead it would compete annually with other programs.

"It would open nearly all of America's coastal waters to oil and gas drilling, including environmentally fragile

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Commuter and Transit Notes

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areas that have long been off limits. The ostensible purpose is to raise revenue to help make up what has become an annual shortfall for transportation financing. But it is really just one more attempt to promote the Republicans' drill-now-drill-everywhere agenda and the interests of their industry patrons.

"It would demolish significant environmental protections by imposing arbitrary deadlines on legally mandated environmental reviews of proposed road and highway projects, and by ceding to state highway agencies the authority to decide whether such reviews should occur.

"In 1982, with President Ronald Reagan's blessing, Congress agreed to apportion 80 percent of the highway trust fund revenues to highways, bridges, and tunnels, and 20 percent to subways, bus lines, and other forms of mass transit. In 2010, this meant around \$32 billion for highways, bridges, and so on and \$8 billion for mass transit. The House bill would direct all the trust fund money to roads and bridges. It would authorize a one-time payment of \$40 billion over five years for all the other transportation programs, including mass transit, and smaller initiatives to improve air quality and ease congestion. That means that mass transit would have to struggle with others for yearly appropriations — and would almost certainly get less than the \$8 billion it received in 2010.

"Where that \$40 billion will come from is also unclear. The idea that oil revenues from increased drilling will provide it is delusional. Even if new leases are rushed through, oil will not begin to flow for years, and neither will the royalties.

"In any case, none of this is good news for urban transit systems, including New York City's Metropolitan Transportation Authority, which, in 2010 alone, received about \$1 billion from the trust fund.

"Ray LaHood, the transportation secretary, rightly calls this the 'worst transportation bill' he has seen in 35 years of public service. Mr. Boehner is even beginning to hear from budget-conscious conservatives who believe that relying on user fees is the most fiscally responsible way to pay for all transportation programs.

"Perhaps the House Speaker will listen to these warnings and send the bill back to the relevant committees for the wholesale revision it needs. If he does not, and it passes, then the Senate must stop it."

On February 6, a coalition including MTA Chairman Joe Lhota and various elected officials and labor officials attended a ceremony in Grand Central Terminal to express their opposition to this proposal, which would put thousands of jobs at risk. I have received emails from my elected officials expressing their opposition to what is being proposed and saying that they continue to support public monies going to mass transit.

The Star-Ledger reported that under this new financing proposal, the state of New Jersey would stand to lose \$396 million per year.

INDUSTRY

The American Public Transportation Association reported that for the third consecutive quarter, and the third quarter of 2011, transit ridership increased. The 2.6 billion trips translated to a rise of 2% when compared to the previous year. Cities reporting double-digit increases in light rail ridership include Dallas (+36.4%), Seattle (+35.8%), Salt Lake City (+21%), Buffalo (+19.5%), Oceanside (+16%), and Philadelphia (+10%). 22 of 27 commuter rail systems also recorded ridership increases, a category that overall grew by 2.7%. Even Nashville had an increase of 30.2%. 13 of 15 heavy rail systems also had increased ridership. Thanks to **Progressive Railroading** for this report.

Amtrak's new passenger cars are under construction at the CAF manufacturing plant in Elmira, New York. **stargazette.com** reported that the first cars are expected to be shipped during the first quarter of 2013. CAF was awarded a \$298 million contract in July, 2010 to deliver 130 cars (25 sleepers, 25 diners, 55 baggage cars, and 25 baggage/dormitory cars) over a five-year period. According to a CAF spokesman, the early cars will go to Philadelphia, where they will be checked and inspected by Amtrak to prove they will perform at the designated speeds, and the remainder will go to Hialeah, Florida for commissioning. Between July, 1986 and September, 1989, Sumirail, a subsidiary of Sumitomo, used this facility to overhaul NYCT subway cars under a \$150 million contract. CAF is also building 39 LRVs for Houston.

Kinkisharyo's ameriTRAM (hybrid/battery/catenary) LRV paid a visit to the HBLR Maintenance Facility on December 23, 2011, where Hudson County and Hoboken officials inspected the car. Thanks to **Railway Age** for this news.

Also in the January, 2012 issue of **Railway Age** was the 2012 Passenger Rail Outlook. Here is an interesting fact — in 1980, the United States had but 28 rail systems. At the end of last year there were 78! The magazine's annual passenger car review and outlook for North American cities shows in the table below that in 2011, deliveries of new and rebuilt vehicles decreased significantly while the backlog of undelivered cars remained nearly unchanged.

YEAR	DELIVERIES	BACKLOG
2005	1,212	3,002
2006	1,702	3,726
2007	1,004	3,372
2008	1,109	3,140
2009	1,818	2,904
2010	1,555	4,465
2011	890	4,502

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SUPER BOWL XLVI

The New York Giants defeated the New England Patriots on Super Bowl Sunday, February 5, in Indianapolis to win their fourth Super Bowl. The City of New York held a "ticker-tape" parade down what has become known as the "Canyon of Heroes" on February 7, and because large crowds were anticipated, most of the transit providers responded with additional service. Super Bowl XLVIII will take place at MetLife Stadium on February 2, 2014, and will be the first to be played outdoors in cold weather in many years.

LONG ISLAND RAIL ROAD: Inbound, there were six extra trains: three on the Babylon Branch and one each on the Port Washington, Port Jefferson (from Hicksville), and Ronkonkoma Branches. Outbound, riders found three extra trains on the Port Jefferson and Ronkonkoma Branches, two on Port Washington, and one on the Far Rockaway Branch.

METRO-NORTH: Inbound, one extra train was operated on each line. Outbound, the Hudson Line had two, while the Harlem and New Haven Lines each had one.

NJ TRANSIT: Eighteen interstate bus lines offered additional service, but none was scheduled for rail. As I waited for my usual morning train, I could not help but notice that there were significant numbers of people attired in New York Giants clothing who were headed to the parade. When I spoke with a member of the train crew, he told me that the train carried about 100 additional riders. He anticipated that the following train, a local, would carry a lot more extra passengers. On my homeward commute, another crewmember told me that he did a midday trip on the Bergen County Line and the six-car multi-level trainset was jammed with fans headed for the 3 PM celebration at MetLife Stadium, who would have to transfer at Secaucus Junction for buses. Reportedly there were only five buses in that service. This crewmember also told me that some of those riders, when told that there would be no rail service to the stadium, did not want to believe him, saying that there is always train service when the Giants or Jets are at the stadium. On Monday, in answer to a question posed by WCBS-880 News Anchor Wayne Cabot regarding Meadowlands rail service, an NJ Transit spokeswoman said that it is only scheduled when an attendance of more than 50,000 is expected, and so it did not operate.

PATH: Service on the two routes to World Trade Center was increased between 9:30 AM and 3:30 PM. The usual headways from Newark and Hoboken are 15 minutes and 12 minutes during middays. They were replaced by a five-minute and six-minute, respectively.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

The first four of an order for 75 cars being constructed by Hyundai-Rotem arrived in New Bedford, Massachusetts on January 8. They will be stored at a facility until June for reasons that were not made known. **The New Bedford Standard-Times** reported that Kristin Decas of the Port Authority stated that she believed that Rotem had to get some here by a certain date to fulfill a contractual obligation. Ms. Decas also said that while in New Bedford, the cars would be subjected to "diagnostic testing." Member Todd Glickman, who sent this report, added: "They're road #s 1800 and 1801 (control cabs) and 800 and 801 (blind trailers with lavatories). On February 7, 2008, the MBTA Board approved a \$190 million contract with Rotem for the 75 bi-level cars; these are the prototypes manufactured in Korea. The remaining 71 cars are to be assembled in Philadelphia, and then delivered in 2012-3. The total order is for 28 cab-control cars without restrooms (1800-27) and 47 blind-trailer coaches with restrooms (800-846)."

During the first week of February, MBTA reached the halfway point, the 12th of 24 meetings to discuss the proposed fare hikes and service cuts, and attendance is significant. So far, there have been 2,077 attendees (counting merely those who signed in) and 618 lined up to speak. Another 2,900 have sent their comments via email.

LINDENWOLD, NEW JERSEY

After two years of no activity, a Delaware River Port Authority (DRPA) committee voted to proceed with a study of the proposed Camden-Glassboro project and approved an \$8.2 million contract for an environmental impact study. The full DRPA Board must approve the contract that would be paid for by NJ Transit, although DRPA would oversee the work. Thanks to Bill Vigrass for this news.

PHILADELPHIA, PENNSYLVANIA

SEPTA, on January 23, launched a redesigned webpage that shows the status of its service on a single frame. If there is any advisory, one of the following symbols appears next to the bus, subway, trolley or regional rail line: orange circle with an arrow pointing right (Detour), red stop sign (Line Suspended), yellow square with exclamation point (Service Advisory), and red triangle with exclamation point (Service Alert). As an example, on the day that I checked, Route 15/Girard had the symbol indicating a "service advisory." When I clicked on it I saw that buses are being substituted through the end of March due to track renewal work.

With the recent passage of a law that permits advertising on transit vehicles, SEPTA began "wrapping" some of its buses and Silverliner Vs during December. The first campaign was paid for by Dietz and Watson, purveyors of premium deli meats and cheeses, and involved 16 rail cars, digital station signage, and buses.

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Commuter and Transit Notes

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SEPTA received \$150,000. Thanks to member Lee Winson for these two reports.

Member Bob Wright rode the Norristown High-Speed Line on January 12 and reported things are almost back to normal. "There are still short speed-restricted areas around Ardmore Junction and between Matsonford Road and Gulph Mills. The construction is continuing around Roberts Road (former Rosemont) around the clock. At least service is better than it was." Bob also reported that beginning January 30, Silverliner V trains are running on Saturdays for the first time since last spring.

Cinders reports that at the end of January, 71 Silverliner Vs were on SEPTA property, with about 48 in service. They included 701, 703-724, and 801-848. Meanwhile, additional Silverliner IIs and IIIs have been retired, and that number totals 29. New additions to this list are 202, 207, 209, 217, and 9002. This listing builds on what has previously been published in the January and February **Bulletins**. All but one of the push/pull cars that were damaged by the flooding at the Trenton station last August remains out-of-service. Not previously reported, but also out of service for the same reason, are Silverliner-IVs, 380-381.

Lee Winson wrote that while taking photos at Cornwell Heights recently, "when the trains of Silverliner Vs depart, they accelerate sprightly, and with more and more SL-5 runs, the Budd/St. Louis cars won't have too much time left, especially on off-peak and weekend runs."

Member Dave Safford sent these two news items from **The Philadelphia Inquirer**. "Pennsylvania Governor Corbett declared Tuesday (February 7) that the transportation problem is so vast that he will not budget to address it, but instead will cut the transportation budget by about 9%. (Only politicians can follow this line of reasoning.) He has, in this, ignored the recommendations of his own funding advisory committee, which called for increases in various motor vehicle fees to fund transportation improvements, as being in violation of his promise to do nothing to increase state revenues. As a result, SEPTA will have to again defer many of its planned capital projects. These include bridge repairs, substation upgrades, etc. This will not affect the operating budget, which will, however, this year tap out the service stabilization (rainy day) fund, thus promising services cuts or fare hikes in 2013.

"Philadelphia's mammoth city hall sits astride the intersection of the Broad Street and Market-Frankford subway lines and the terminus of the trolley subsurface system. The reconstruction now under way of the plaza west of the building will include five new elevators and major upgrades to the access stairs and concourse, but

once past the turnstiles, patrons will face the same dilapidated maze of corridors and platforms as before, thanks to deletion of capital funding from the state's new transportation budget. As a parenthetical note, any modifications to the present lab-rat maze would form a fascinating civil engineering problem, as the subways themselves, as well as the related pedestrian passageways, are of necessity threaded around and between the massive foundations of the solid masonry City Hall."

WASHINGTON, D.C. AREA

WMATA will hold hearings to raise fares by 5% this July. Under the proposal, for Metrorail riders the minimum off-peak fares, which presently range from \$1.60-\$2.75, would rise to \$1.70-\$3.50. Peak hour fares, currently \$1.95-\$5 would rise to \$2.10-\$5.75. The maximum off-peak fare would actually reflect a 27% increase and is targeted at occasional riders and visitors. Metrobus fares would go up by 10 cents to \$1.60. There would also be increases for parking (25 cents per day) and bike lockers. Thanks to Ira Hairson for this report.

TAMPA, FLORIDA

In November, 2010, voters rejected a one-cent sales tax to fund a light rail line. Pinellas Suncoast Transit Authority officials are getting ready to spend the next year holding public meetings to explain the 24-mile line that would run from downtown Clearwater via CSX trackage towards the Gateway area and then to downtown St. Petersburg and Tropicana Field (home of the Tampa Bay Rays) along I-275. Estimated to cost between \$1.5-\$1.7 billion, voters will not have a chance to vote until either 2013 or early 2014. Thanks to member Dennis Zaccardi for this report from **The Tampa Bay Times** (formerly **The St. Petersburg Times**).

SOUTH FLORIDA

During January, while in Florida, I stopped at the Delray Beach Tri-Rail station and picked up copies of the September 12, 2011 timetable. This edition looked different because it was printed in black and white rather than in color, and is not on glossy paper like all of the others in my collection. The last timetable that I have is dated May 4, 2009. I checked with member Walter Zullig, who agrees that is very likely that nothing was issued in between; however, the May 4, 2009 edition was also published in a black & white "economy edition."

onboard, Tri-Rail's passenger newsletter, in its December, 2011/January, 2012 edition reported that the first of the agency's new Rotem-Hyundai trailer cars had started to arrive. With ridership growth averaging 10.8% each month during last year, these cars will be used to run three-car sets. Tri-Rail will also be adding new motive power as a result of awarding a \$100 million contract to Brookville Locomotive for ten BL-36PH locomotives last March (May, 2011 **Bulletin**).

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Commuter and Transit Notes*(Continued from page 15)***CHESTERTON, INDIANA**

On January 27, the NICTD Board voted to raise fares 5%, rounded to the nearest \$.025, effective February 15. I have mentioned this before, contrast this to what happens in the New York metropolitan area, where transit agencies increase fares to the nearest dollar!

A new timetable was issued with the following schedule changes: South Shore trains no longer stop at Kensington/115th Street. Transfers to Metra trains must be made at the 57th Street station. Weekend/Holiday Train #513 departing Millennium Station at 11:15 PM terminates at Michigan City and has been renumbered 613.

CHICAGO, ILLINOIS

According to a report in *The Chicago Tribune* (January 23), more than a month had passed (December 16, 2011) since the 5000s were removed from service, and there was no timetable for their return to service. X-rays and stress tests are being used to determine the cause of the possible metal fatigue. Twelve more cars have been delivered, and they have joined the 40 presently out of service. Thanks to member Pete Donner for sending this report.

New timetables were issued effective January 29 for the Union Pacific Northwest (Harvard) and Union Pacific (Kenosha) Lines. Like the timetables issued last October (December *Bulletin*), the dates are prominently displayed at the top and also near the bottom in smaller type. Thanks to member Jim Beeler for sending copies.

MINNEAPOLIS, MINNESOTA

There is some good news for transit riders. Mark Dayton, the Republican Governor of Minnesota, has released his bonding proposal for this year's legislative session, and it includes funding for infrastructure projects, including the Southwest LRT. This 15-mile-long line will connect Eden Prairie to the Hiawatha, Central, and Northstar rail lines in downtown Minneapolis. Thanks to Bill Vigrass for this report from *Progressive Railroading*.

DALLAS, TEXAS

On December 15, 2011, a turntable was placed in service for the McKinney Avenue Trolley. The email forwarded by Jack May reported that the turntable bridge is a former Texas Electric interurban bridge that has been modified. *The Dallas Morning News* added that the turntable is just one part of an \$11 million project (the turntable cost \$668,000) to upgrade the area, which is below a super structure adorned with LED lighting and is adjacent to DART's Cityplace station. One of the other email recipients commented that with their fleet of double-ended cars, this equipment was redundant, to which Jack replied: "But there are two Toronto PCCs in the collection, but not yet moved to the

McKinney Avenue line, just itching to get turned."

PORTLAND, OREGON

Faced with a \$17 million budget deficit, TriMet conducted an on-line survey where participants were given the opportunity to vote for fare increases ranging from 5 cents (inflation) to 40 cents; eliminating free transfers and round trips on a single fare; adding a new day pass; or eliminating the Free Rail Zone. With each option, a bar to the right of the page moved down to indicate the amount of revenue generated. Although the survey had closed by the time that I looked at it, I found that selecting a 40-cent fare increase would cover the entire deficit coupled with all of the aforementioned proposals.

HONOLULU, HAWAII

Former Governor Ben Cayetano, who is running for mayor of Honolulu, has vowed to kill the \$5.27 billion rail project. As mayor, *The Honolulu Star Advertiser* reported, he would wield considerable power against the project. The political offensive by Cayetano raises the possibility that the engineers, planners, and project officers the city hired to build the 20-mile rail line might suddenly be confronted by a hostile city administration with the power to block key components of the project. Thanks to member Dave Erlitz for this report.

TORONTO, ONTARIO, CANADA

History was made during the morning rush hour of January 27, when the final train of H-4s made its last trip in revenue service. According to Subchat, the consist of the final run was (East)-5610-5611-5651-5650-5622-5623-(West), on run 264. This group of cars was constructed by Hawker-Siddeley between 1974-5, and were the last non-air-conditioned subway cars in Toronto's fleet. A report forwarded by member Julian Wolfe reported that some have been retained for work service, while the others will be scrapped. In 2000, 44 H-4s were retired, followed by 38 more in 2011, and the final six this year.

FROM THE HISTORY FILES

100 years ago: On March 23, 1912, Boston's Cambridge Subway opened between Park Street and Harvard Square in Cambridge. Today, this is part of the Red Line. Member Tony Fitzherbert wrote an article in the May 1962 *Headlights* and mentioned that the 50th anniversary would be celebrated that year.

65 years ago: On March 22, 1947, the Branford Trolley Museum took possession of the property that it now occupies.

25 years ago: On March 12, 1987, trolley service returned to Sacramento when LRVs began operating between Watt/I-80 and 13th Street. Today this is part of the Blue Line, which has since been extended to Meadowview. RTD operates 37.5-miles of light rail, including the Gold Line.

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