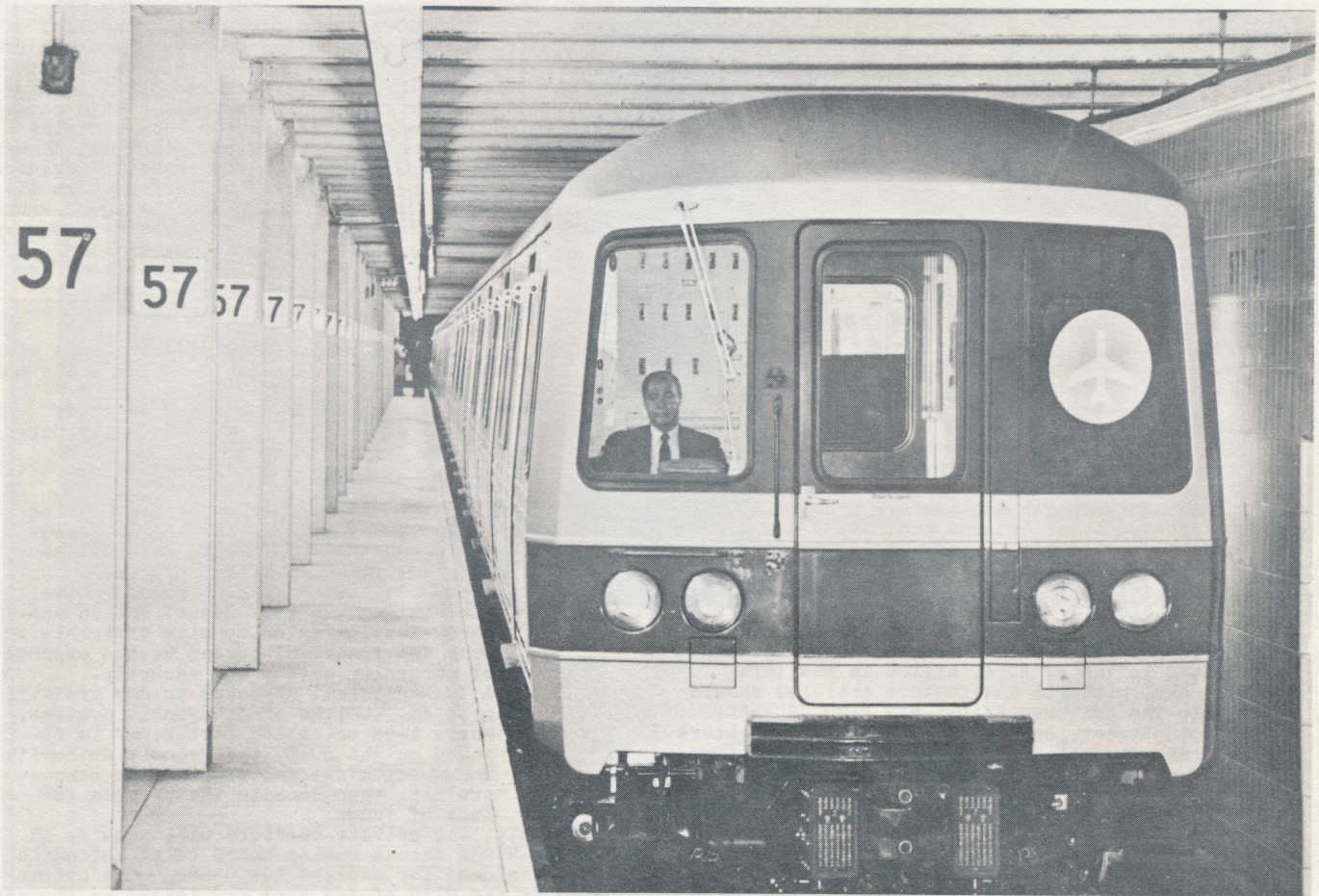




# HEADLIGHTS NEWS JOURNAL



OCTOBER 1978



THE TRAIN TO THE PLANE

## New York Starts 'JFK Express'

On Saturday, September 23rd, express transit service began between Manhattan and New York's Kennedy Airport. Seven days a week, trains run every twenty minutes between the 57th Street and Sixth Avenue station and the Howard Beach station on the Rockaway line. Buses loop between the Howard Beach station, right on the edge of the airport, and the various airline terminals, meeting each JFK Express. Running time for the train is roughly fifty minutes each way, with stops at 47-50th Streets, 42nd Street, 34th Street, West 4th Street, Chambers Street, and Broadway-Nassau Street in Manhattan, and Jay Street in Brooklyn. The bus requires approximately twenty minutes to reach the most distant terminal.

The first train leaves 57th Street shortly after

6:00 AM each morning, the last shortly after 10:00 PM. The combination train-bus fare is \$3.50, which compares with \$4.00 for the single-seat ride on a Carey Transportation bus and with \$1.00 total fare via regular subway and local bus. The new service has the advantage of being less susceptible to traffic delays.

Early riding has been averaging thirty passengers per trip. Three-car trains of R-46 equipment have been used, two A-cars separated by one B-car, but initially only the north car is open to the riders. Instead of the usual colored letters, the trains carry the symbol of a white jet plane on a sky-blue background, and the same symbol is used at stations and at the bus loading zones at the airline terminals.

--David L. Klepper



October 1978



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COVER PHOTO: A train of air-conditioned R-46's awaits departure from the Avenue of the Americas-57th Street station on the "JFK Express" run. The Avenue of the Americas is still unofficially referred to as "Sixth Avenue." --NYCTA photo

BELOW: Strip map shows stops made by the "JFK Express - The Train to the Plane." --NYCTA

Subway Riding Drops; Express Bus Lines Added

On September 11, 1978, the NYCTA (through its subsidiary MABSTOA) along with two private operators, inaugurated three express bus routes from the north Bronx to the Wall Street area in lower Manhattan. The \$2.00 fare is double the normal fare paid by commuters using the existing bus and subway network to reach lower Manhattan.

The concept of premium fare limited-stop service began in 1968 and within five years nearly all areas of New York City had express bus service. Currently, two public and ten private operators provide service on 62 routes. The first express routes operated in the outlying areas that lacked direct subway service. While express bus patronage climbed, subway service was reduced and a noticeable deterioration of the physical plant was observed. Residents living along rapid transit corridors lobbied for their own express bus routes as an alternative to the subway. Thus, the Bureau of Franchises awarded new routes and patronage has increased annually while subway usage has declined.

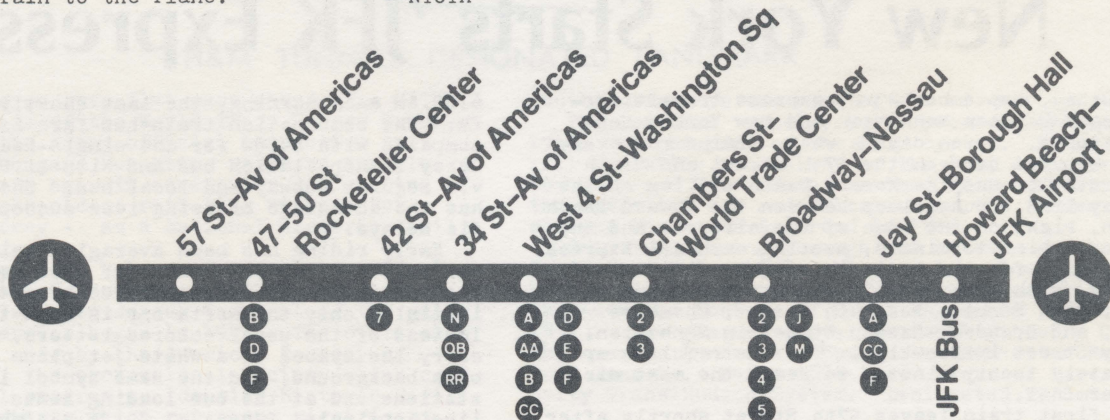
Reasons often cited for the success of the express bus program are:

- 1. A one-seat through ride from origin to destination
2. Comfort (most carriers operate buses with soft high-backed forward-facing seats and air conditioning)
3. A higher level of perceived security

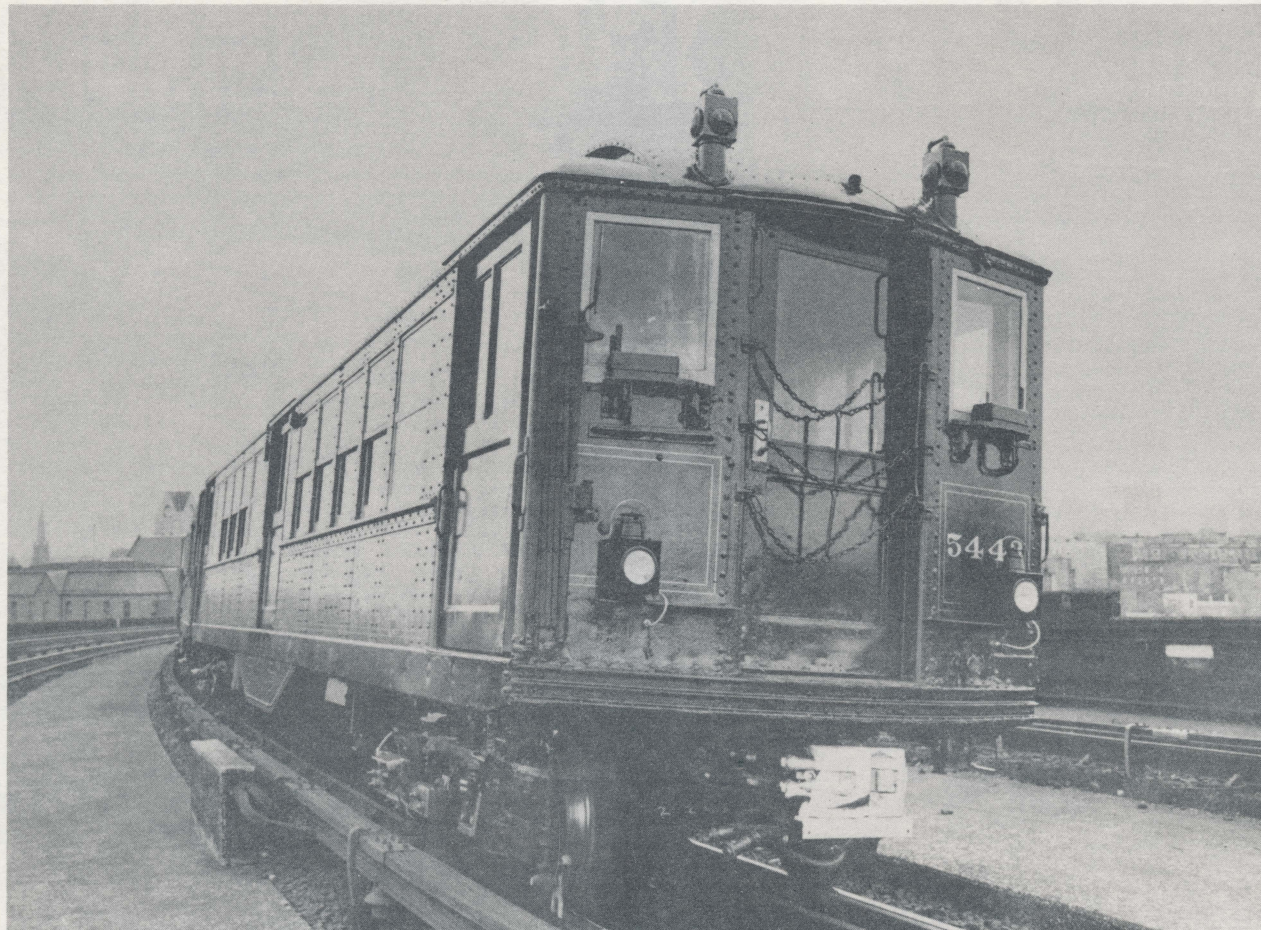
Factors cited for the decline of subway ridership are:

- 1. Reduction in service causing headways to expand
2. Operation of half-length trains during the off-peak hours resulting in crowding conditions similar to the rush hour.
3. Safety - Prior to fiscal crisis, every train and station had a transit patrolman assigned to it. Reductions in manpower were mandated by city officials to ease the financial burden at the expense of passenger safety and security.
4. A lackadaisical approach to the graffiti problem. Unlike other transit systems, where this so-called "art form" is removed on the spot, the Transit Authority inaugurates special programs to remove graffiti then cancels the program for lack of funds.

Shortly, the private carriers will acquire 58 GMC P8M-4905A deluxe parlor buses (with automatic transmissions) for express bus usage. The coaches, owned by the City of New York and leased to the carriers for \$1.00 a year, undoubtedly will cause a further increase in bus patronage at the expense of the subway system.







--M. T. A. photo

## *75 Years of New York Subways!*

Against the backdrop of the historic U. S. Custom House in Bowling Green Park in Lower Manhattan, Governor Hugh L. Carey, Mayor Edward I. Koch and Metropolitan Transportation Authority Chairman Harold L. Fisher joined in a ceremony at noon on October 31, 1978, officially opening the Diamond Jubilee year celebration of the start of subway service in New York City 75 years ago.

In the brief ceremony, which featured the playing of the Transit Police Irish Warpipe Band, the three officials commemorated the start of New York's subway system and what it has meant to the life of the city.

Since the beginning, the New York City subway has grown to be the largest rapid transit system in the world. Operating 24 hours a day seven days a week, it carries more than 3.5 million passengers on an average weekday over 710 miles of track with 458 stations and more than 6,400 passenger cars.

As a special highlight of the Diamond Jubilee opening day ceremony, Governor Carey, Mayor Koch and Mr. Fisher unveiled in the Bowling Green station two 1922 vintage cars painted to represent the city's first subway cars. The two cars are IRT low voltage equipment.

Featuring Tuscan red subway car bodies, with or-

ange window sashes and gold trim, these two cars are typical in basic design of the passenger cars used on the IRT Lines from 1904 until 1963. These cars had a railroad roof with vents, lantern lights and vestibules.

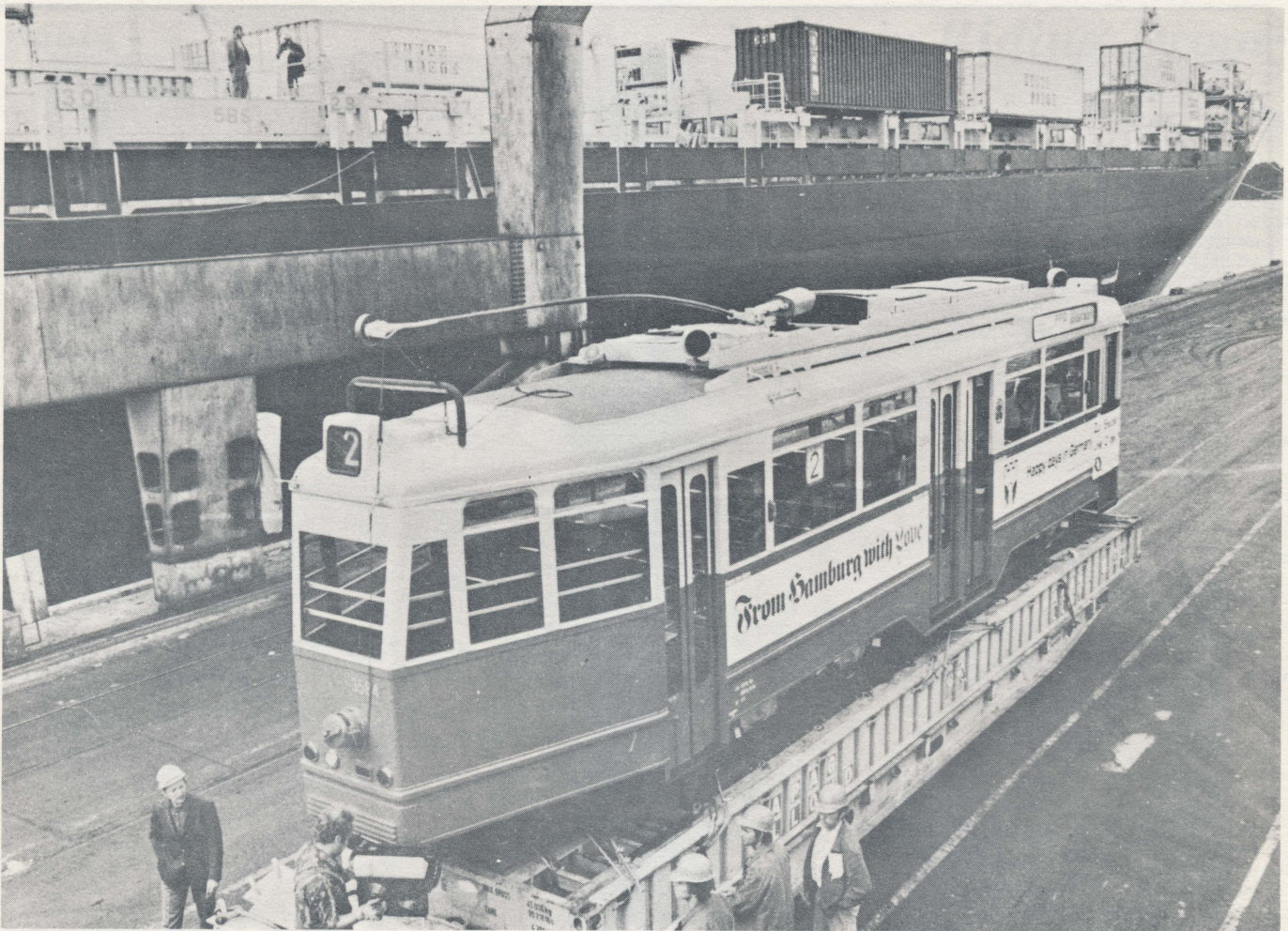
Also displayed at Bowling Green Park were buses symbolizing the past, present and future of the city's surface transit. The buses ranged from an open double-deck bus used in the 1920's to the recently introduced Model 870 advanced design bus.

The year-long Diamond Jubilee celebration will feature a variety of special events in the boroughs. It will include a variety of public events, the reenactment of historic ceremonies, the refurbishing and display of vintage equipment, special tours of the Transit Authority system and its other facilities, and the opening of special exhibitions.

The two Lo-V cars unveiled at the ceremony will be joined by three other similar vintage cars and used as a five-car train, throughout the Diamond Jubilee year.

It is planned not only to display the cars at various locations throughout the city but to operate them in the Nostalgia Special service and to use them in special passenger service during non rush-hour periods.





#### "FROM HAMBURG WITH LOVE"

September 30, 1978 saw the final day of service for the streetcar system in Hamburg, Germany. Line 2, the last route using streetcars, operated its final run on that day. Hamburger Hochbahn AG (HHA), Hamburg's city transit authority, has donated one of the last of its operating cars, number 3584, to Blackpool Trolley Car Ltd., which is planning to establish an International Trolley Car Museum in New York City.

Car No. 3584 left Hamburg, August 25, as special cargo on Hapag-Lloyd's "Köln Express" and arrived in Port Elizabeth, N. J., September 5. Built in 1952 at the HHA workshops in Falkenreid Hamburg, and designated Class V6E, the trolley is of a design which typified Hamburg's streetcar fleet. The 42-foot-long car, which seats 31 and carries a standing load of 78, came to New York City for the

first time Saturday morning, September 16, as part of the annual Steuben Day parade on Fifth Avenue.

John Woodman of Blackpool Trolley Car, an expert on trolley cars around the world, is presently negotiating the acquisition of other cars from Helsinki, Brussels, Warsaw, Zurich and Prague. He anticipates that older type cars which typify these and other major cities will be arriving in New York this year and next for a display in the International Trolley Car Museum.

The 42nd Street Redevelopment Corporation has indicated strong interest in siting this display in that part of Manhattan where it will complement existing projects and serve as a further stimulus to visitors. Possible future developments might include revival of the 42nd Street Crosstown trolley line utilizing cars from the International Museum, according to Woodman.

### H&M TUNNELS DESIGNATED LANDMARK

Officials riding on open flat cars ahead of a PATH train just outside of the World Trade Center Terminal, reenacted the first official inspection trip through the Hudson and Manhattan railroad tunnels over seventy years ago, in ceremonies designating the tunnels -- the oldest rail link between New York and New Jersey -- as a National Historic Civil Engineering Landmark.

The ceremonies were held on October 31, 1978, in the Port Authority Trans-Hudson (PATH) terminal in Hoboken -- the first New Jersey terminal of the railroad -- where service began in 1908. The official designation was made by the American Society of Civil Engineers, the professional society which conducts a national program to identify Historic Civil Engineering Landmarks which represent significant

contributions to the development of America.

The Landmark tunnels, built between 1874 and 1910, are now part of the PATH system. PATH, the rail operating subsidiary of The Port Authority of New York and New Jersey, assumed responsibility for the operation and modernization of the former Hudson and Manhattan Railroad in 1962.

Commuters coming through the Hoboken and World Trade Center Terminals observed identical small bronze plaques bearing the distinguished seal of the American Society of Civil Engineers (founded 1852). The plaques read, "National Historic Civil Engineering Landmark. Hudson and Manhattan Railroad Tunnels. Built 1874-1910. Part of Port Authority Trans-Hudson System. Designated 1978."