

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## The Bulletin

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## IRT OPERATED FREQUENT, DEPENDABLE SERVICE 75 YEARS AGO by Bernard Linder (Continued from June, 2011 issue)

In the previous issue, we described the Lexington Avenue service operated 75 years ago. In this issue, we will furnish details of the Broadway-Seventh Avenue service operated in 1936 and the interlining of inspection trains in revenue service.

During the morning rush, one local from Broadway returned to 145<sup>th</sup> Street-Lenox Avenue, where it was probably replaced by a train from the shop. This train returned to Broadway.

A morning rush hour Lexington Avenue Local from Pelham Bay Park operated around the South Ferry Loop and returned to 145<sup>th</sup> Street-Lenox Avenue. An evening rush hour express from 242<sup>nd</sup> Street-Broadway operated to New Lots Avenue and returned to 180<sup>th</sup> Street-Bronx Park, where it was laid up.

This train was always a Lo-V, probably because Lo-Vs were inspected at the E. 180<sup>th</sup> Street Shop. The next morning, a Lexington Avenue Express put-in from Gun Hill Road was routed to New Lots Avenue and returned to 242<sup>nd</sup> Street-Broadway.

Flushing and Astoria subway cars were also overhauled at the 147<sup>th</sup> Street Shop. Their shoes were removed because they could not clear the board alongside the elevated-type third rail. They must have been towed by wooden cars via the Second Avenue El, the Third Avenue El, and the little-used Westchester Avenue Branch to the Jackson Avenue middle. There, the wooden cars must have been uncoupled and subway cars should have towed the Steinway cars to the 147<sup>th</sup> Street Shop.

### SERVICE OPERATED IN 1936 BROADWAY-SEVENTH AVENUE EXPRESS

NORTH TERMINAL	SOUTH TERMINAL	LOCAL OR EXPRESS	TIME OPERATED
WEEKDAYS			
242 <sup>nd</sup> Street	New Lots Avenue, Flatbush Avenue	Local	Midnight
242 <sup>nd</sup> Street, 215 <sup>th</sup> Street	New Lots Avenue	Express	Rush hours
242 <sup>nd</sup> Street, 215 <sup>th</sup> Street	Flatbush Avenue	Express	3 trains each rush hour
242 <sup>nd</sup> Street	New Lots Avenue	Express	Midday
242 <sup>nd</sup> Street	Cut at Brooklyn Museum; south 5 cars to New Lots Avenue, north 5 cars to Flatbush Avenue	Express	Evening

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**NEXT TRIP: GRAND CENTRAL TERMINAL TOUR, JULY 3**

## A HISTORY OF THE **A** TRAIN by George Chiasson (Continued from June, 2011 Issue)

The last independent elevated company to fall into the hands of the Manhattan Railway was the “Suburban Rapid Transit,” which had started as a connecting operation from the north end of the Second Avenue El in Manhattan to the Bronx in 1886. Of its own right the Suburban grew incrementally as far as Tremont Avenue by the time it was assumed by the Manhattan Railway Company in September, 1891, and as such had a pre-existing stable of 13 Forneys built by Baldwin between 1885 and 1889, along with 26 “standard” steam coaches that were identical to those built for the Manhattan Railway in 1880-2, and supplied by Pullman in 1886 (1-4, née 1095-8) and Gilbert & Bush in 1887 (5-26, née 1099-1120).

In 1886, the Manhattan Railway Company began the task of upgrading its existing motive power fleet to the more advanced standards of its later acquisitions, as well as performing the continuous overhaul of its contemporary roster. Some of this work was farmed out to various contractors (the most noteworthy being the Pittsburgh Locomotive Works of Allegheny, Pennsylvania—a company co-founded by Andrew Carnegie). Most of the work was performed in-house at the Manhattan Railway Company’s 99<sup>th</sup> Street Shops on the East Side. Table 1 in the following summary tabulates which originating classes were so transformed, by whom, and when. These improvements were not all-encompassing, but once completed by 1897 served to enable the Manhattan El’s steam roster to perform satisfactorily until it was overcome by the system’s overall electrification in 1901-3. As a point of interest, Table 2 demonstrates which particular unrebuilt units remained on the property for the longest period.

**TABLE 1—MANHATTAN RAILWAY COMPANY LOCOMOTIVE REBUILDING DATA**

1886	Class A units 22-25 (1878) to Class F, by New York Locomotive Works. Class B unit 46 (1878) to Class A1, by Manhattan Railway Company. Class B unit 47 (1878) to Class A2, by Baldwin
1886-9	Class J units 256, 261-263, 268, 270, 272-274, 278, and 280 (1880) in kind, by Manhattan Railway Company
1887	Class G units 214, 217, and 223 (1878) in kind, by Manhattan Railway Company
1887-2	Class G units 204, 206-213, 215, 216, 218-222, and 224-229 (1878) to Class K, by Manhattan Railway Company
1887-93	Class I units 246-255 (1879) in kind, by Manhattan Railway Company
1892	Class A units 26-35 (1878) to Class K, by Pittsburgh Locomotive Company. Class B units 38 and 40-45 (1878) to Class K, by Pittsburgh Locomotive Company
1892-5	Class E units 281, 283-285, 287, 289, and 291-303 (1881) in kind, by Manhattan Railway Company

1892-6	Suburban units 346-348 (1889) to Class L2, by Manhattan Railway Company
1893	Class B units 51-55 (1878) to Class K2, by Pittsburgh Locomotive Company
1893-6	Class C units 91-96 (1878) to Class F, by Manhattan Railway Company
1894	Class B units 56, 57, 60-62, 64, and 65 (1878) to Class K2, by Pittsburgh Locomotive Company. Class G unit 202 (1878) to Class K, by Manhattan Railway Company. Class H units 236-242 (1879) to Class K2, by Pittsburgh Locomotive Company
1894-5	Class D units 92, 103-106, 109, 110, 112, 117, 118, 122, 128, and 129 (1879) to Class D1, by Manhattan Railway Company
1894-6	Class E units 133-136, 140, 146-150, and 154-157 (1882) to Class E1, by Manhattan Railway Company. Class F units 159-163 (1886) to Class F3, by Manhattan Railway Company
1894-6	Class F units 14, 16, 18, 19, 21 (1886) to Class F3, by Manhattan Railway Company
1895-6	Class D units 98-102, 107, 108, 111, 113-116, 119-121, 123-127, 130, and 131 (1879) to Class D2, by Manhattan Railway Company
1896	Class F units 1, 3 (1885) to Class F3, by Manhattan Railway Company. Class C units 67, 68, 74, and 84-90 (1878-79) to Class C1, by Manhattan Railway Company. Class C units 69-73 and 75-83 (1878-79) in kind, by Manhattan Railway Company
1896-7	Class F units 2, 4, 5, 6, 9, 10, 11, and 12 (1885) to Class F3, by Manhattan Railway Company

**TABLE 2—UNREBUILT MANHATTAN RAILWAY STEAM LOCOMOTIVE LONGEVITY**

Class A	Unit 32, in service 8/1878; sold 7/1897, Detroit Bridge & Iron Works
Class B	Unit 36, in service 8/1878; sold 11/1903, Virginia Passenger & Power of Richmond
Class E	Unit 137, in service 7/1882; scrapped 2/1943 by NYC Board of Transportation
Class F	Unit 158, in service 8/1886; sold 6/1903, American-China Development Company, Canton, China
Class G	Unit 205, in service 4/1878 (as Metropolitan 5); sold 4/1907, Berwind & White Coal Mining, Hollidaysburg, Pennsylvania
Class H	Unit 245, in service 4/1879 (as Metropolitan 45); sold 7/1905, Cliffside Mills, North Carolina
Class J	Unit 275, in service 6/1880; sold 5/1908, U.S. Leather Company

As previously indicated, the Manhattan Elevated lines were gradually electrified between December, 1901 and June, 1903, after which the Forneys were no longer needed for passenger service, barring unexpected emergencies. Disposition of the stored fleet began in earnest during 1905 and continued unabated into 1909. The Forneys were a valuable asset for re-sale and departed New York for points far and wide (and global in nature as well). Parties in China, Cuba, and Alaska were counted among the many purchasers of former

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**A History of the A Train***(Continued from page 2)*

Manhattan Railway steam locomotives, along with a wide variety of industries and railroads throughout the United States and one in Canada. At least 16 of IRT's Forneys stayed around Greater New York after their resale, and appeared in various support roles during the construction of Pennsylvania Station, on the Brooklyn waterfront, and leading summertime LIRR specials to the beach. After 1909 just two, numbers 137 and 295, remained on the New York transit system for utility duty (and as predecessor to the current MTA fleet of work diesels), but the urgent need for scrap steel in 1942 led to their final disposition in early 1943 after a final period of use as stationary boilers.

In mid-1900, Pullman-built coaches 703 and 706 were culled from the active fleet and commissioned to the shops at 99<sup>th</sup> Street, to be used as a test bed for the specification development of Frank Sprague's impending Manhattan Railway electrification. Ultimately they were successfully tested along a small pilot segment of the Second Avenue Elevated on November 21, 1900, and in 1901 the rest of the Second Avenue line was so converted. The first 30 new electric motor cars (numbers 42-71) were ordered from American Car & Foundry, and were finally on hand to provide service for the first day of electric trains on December 20, 1901. Meanwhile, an assessment was performed on the Manhattan Railway's existing stable of rolling stock, which determined that the original, surviving New York Elevated Railroad coaches of 1878-9 (numbers 40-292) were not adaptable to the requirements of electrification and would need replacement. In contrast, the original cars used by the Metropolitan Elevated to open the Sixth Avenue EI in 1878-9 (numbered 501-675) were reconfigured as electric trailers and lasted many more years, as did the original Manhattan Railway and Suburban Rapid Transit coach fleets, which were converted across 1902 and 1903. It appears that New York Elevated Railroad cars 243-292 (built 1879) were thus used as a transition fleet of sorts, being retained as steam-drawn-only cars while the rest of the lines were electrified, then withdrawn from service (and probably used as rider cars). As EI service was eventually expanded in the next several years, they were finally reconfigured as electric trailers in 1907.

In the months before its integration into the neophyte Interborough Rapid Transit Company (IRT), the Manhattan Railway Company procured 270 additional electric motor cars from ACF and Wason (40, 41, 72-241, and 1121-1218), which were delivered between May, 1902 and January, 1903. In addition there were 36 "Open Air" Trailers (1219-54) that were assigned to the Third Avenue line starting in May, 1902 as a lark to let the city's residents enjoy their elevated riding "experience" as compared to the average utilitarian commute. After IRT

took charge of the Manhattan Railway system through a long-term lease in April, 1903, it continued the acquisition of new rolling stock for the el lines, bringing in 60 motors and 100 new trailers from the Wason and St. Louis car companies. This more or less established the "modern" Manhattan el fleet in advance of the first subway's opening in October, 1904, an event that revolutionized the concept of rapid transit in Manhattan. Naturally, a portion of this rolling stock is what came to dominate service on the Ninth Avenue EI in the first years following its electrification.

Within a short time the new subway and its companion Manhattan Elevated lines were being fairly overwhelmed by an enthusiastic (and thrifty) riding public, which resulted in the extension of train consists to more typical lengths of 7 to 10 cars each, along with the extension of train platforms inasmuch as was possible. Between August, 1907 and February, 1908, 115 trailers and 84 motors were added to the Manhattan EI fleet, followed by another 120 motor cars and 80 trailers (as provided by five different builders) between 1909 and 1911. For the next decade and a half these and their older sisters roamed IRT's elevated lines as they grew into an even more integral part of the city's rapid transit system. On the Ninth Avenue EI, however, a perceived "weakness" of the original structure between 14<sup>th</sup> and 59<sup>th</sup> Streets (as replaced in 1880, then rebuilt by 1916) dictated that only el cars with wooden frames be used (that is, cars 1612 and below), a limitation that uniquely dogged this one line to the end of its existence in 1940.

When midday Ninth Avenue Express service was begun in April, 1923 only gate cars were employed, but in late December, 1923, the first train of gate cars to be rebuilt with enclosed vestibules and pneumatically-operated sliding end doors was placed in service on the Third Avenue line. Such equipment required only two Conductors regardless of length, with the air doors being remotely-controlled through several cars from one common control point, a system better known as Multiple-Unit Door Control, or "MUDC," from which these reconditioned elevated cars garnered their name. Between April and August of 1924 the MUDC modifications were applied to some of the earlier "wood frame" types of el cars (that is, numbers 1416-1528, delivered in 1907 and 1908, along with cars 1121-1218 and 1255-1312—with a handful of exceptions, the second motor #11 and 30 more units in the 113-242 group that had arrived in 1903). In August of that year they began to appear on the Ninth Avenue Local, where they assumed all service overnights and on Sundays, and were supplemented by the gate cars otherwise. A few MUDC trains also were seen on the Ninth Avenue Express mixed in with trains of traditional gate cars, but wherever they were used, their implementation achieved a significant labor savings for the cash-strapped IRT. After closure of the Sixth Avenue EI on December 4, 1938 the

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**A History of the A Train**

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MUDCs came to dominate both this and the Ninth Avenue Local lines, with some gate cars then remaining only on express trains in the morning rush and both ser-

vices in the weekday PM and Saturday noon rush hours. After the Ninth Avenue EI was closed in June of 1940, its MUDCs went on to serve the Third Avenue EI for many more years (some as late as 1955), while the gate cars were either transferred for further use or were simply retired.



**Southbound trains approaching 99<sup>th</sup> Street, 1937.**  
Bernard Linder collection



**99<sup>th</sup> Street looking north, June, 1940.**  
Bernard Linder collection



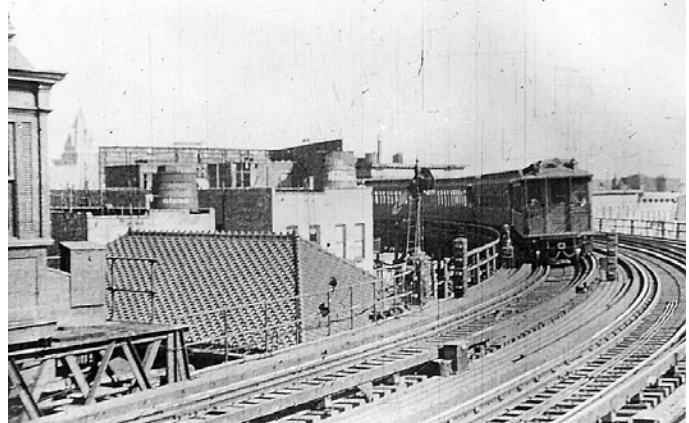
**104<sup>th</sup> Street looking north, June, 1940.**  
Bernard Linder collection



**110<sup>th</sup> Street looking west.**  
Bernard Linder collection



**110<sup>th</sup> Street looking north, June, 1940.**  
Bernard Linder collection

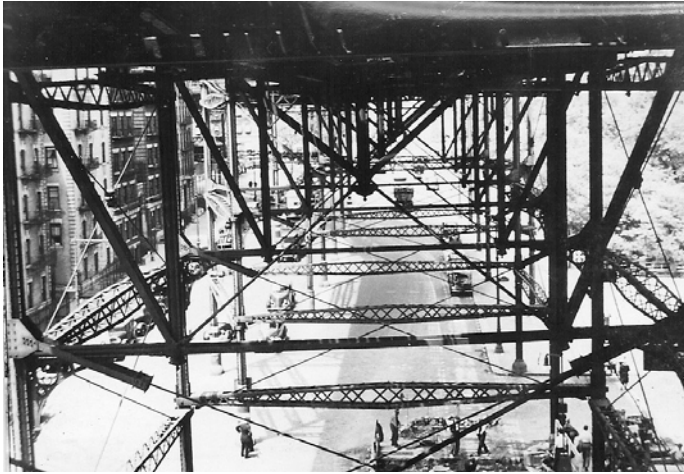


**Ninth Avenue EI at 110<sup>th</sup> Street.**  
Bernard Linder collection

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**A History of the A Train**

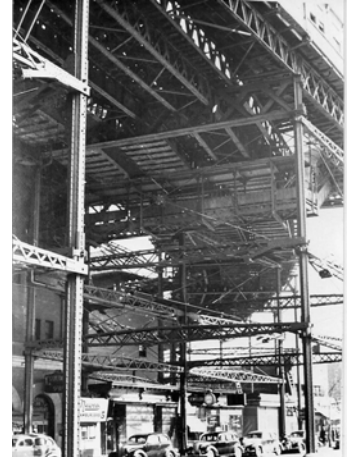
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**W. 110<sup>th</sup> Street near Eighth Avenue, looking west.**  
Bernard Linder collection



**W. 110<sup>th</sup> Street and Eighth Avenue, looking west, November 23, 1933.**  
Bernard Linder collection



**W. 110<sup>th</sup> Street and Eighth Avenue, looking northeast.**  
Bernard Linder collection



**W. 110<sup>th</sup> Street looking north, June, 1940.**  
Bernard Linder collection



**W. 110<sup>th</sup> Street and Columbus Avenue, looking east, 1940.**  
Bernard Linder collection

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**NEW YORK DIVISION BULLETIN - JULY, 2011**

**IRT Operated Frequent, Dependable Service 75 Years Ago**

*(Continued from page 1)*

**SATURDAY**

242 <sup>nd</sup> Street	New Lots Avenue, Flatbush Avenue	Local	Midnight
242 <sup>nd</sup> Street, 215 <sup>th</sup> Street	New Lots Avenue	Express	AM rush, morning, afternoon
242 <sup>nd</sup> Street	Flatbush Avenue	Express	3 trains—AM rush
242 <sup>nd</sup> Street	Cut at Brooklyn Museum (see above)	Express	Evening

**SUNDAY**

242 <sup>nd</sup> Street	New Lots Avenue, Flatbush Avenue	Local	Midnight
242 <sup>nd</sup> Street	Cut at Brooklyn Museum (see above)	Express	Morning
242 <sup>nd</sup> Street	New Lots Avenue, Flatbush Avenue	Express	Afternoon, evening

**SEVENTH AVENUE-BRONX PARK EXPRESS (No Service Midnights)**

<b>NORTH TERMINAL</b>	<b>SOUTH TERMINAL</b>	<b>LOCAL OR EXPRESS</b>	<b>TIME OPERATED</b>
<b>WEEKDAYS</b>			
180 <sup>th</sup> Street-Bronx Park	Flatbush Avenue	Express	Rush hour, midday
180 <sup>th</sup> Street-Bronx Park	New Lots Avenue	Express	Northbound before rush, southbound after rush and late evening
180 <sup>th</sup> Street-Bronx Park	South Ferry	Express	Evening
180 <sup>th</sup> Street-Bronx Park	Atlantic Avenue	Express	3 trains—late evening
<b>SATURDAY</b>			
180 <sup>th</sup> Street-Bronx Park	Flatbush Avenue	Express	AM rush, morning, afternoon
180 <sup>th</sup> Street-Bronx Park	New Lots Avenue	Express	Northbound before AM rush, southbound after AM rush and evening
180 <sup>th</sup> Street-Bronx Park	South Ferry	Express	Evening
180 <sup>th</sup> Street-Bronx Park	Atlantic Avenue	Express	3 trains—late evening
<b>SUNDAY</b>			
180 <sup>th</sup> Street-Bronx Park	South Ferry	Express	All trains

**BROADWAY-SEVENTH AVENUE LOCAL (No Service Midnights)**

<b>NORTH TERMINAL</b>	<b>SOUTH TERMINAL</b>	<b>LOCAL OR EXPRESS</b>	<b>TIME OPERATED</b>
<b>WEEKDAYS</b>			
Dyckman Street	South Ferry	Local	Rush hours
137 <sup>th</sup> Street	South Ferry	Local	Other times
<b>SATURDAY AND SUNDAY</b>			
137 <sup>th</sup> Street	South Ferry	Local	All trains

**SEVENTH AVENUE LOCAL**

<b>NORTH TERMINAL</b>	<b>SOUTH TERMINAL</b>	<b>LOCAL OR EXPRESS</b>	<b>TIME OPERATED</b>
<b>WEEKDAYS, SATURDAY, AND SUNDAY</b>			
145 <sup>th</sup> Street	96 <sup>th</sup> Street	Local	Midnights
145 <sup>th</sup> Street	South Ferry	Local	Other times

**QUEENSBOROUGH**

<b>NORTH TERMINAL</b>	<b>SOUTH TERMINAL</b>	<b>LOCAL OR EXPRESS</b>	<b>TIME OPERATED</b>
<b>WEEKDAYS, SATURDAY, AND SUNDAY</b>			
Main Street	Times Square	Local	All times
Astoria	Times Square	Local	All times

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# Commuter and Transit Notes

No. 272  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

In early June, six months after the latest fare increase, there was a lot of publicity about the new ticket refund policy that assesses a \$10 processing fee per transaction. Although the news stories focused on LIRR, Metro-North riders are also affected. It is possible that the fee could exceed the cost of the ticket. Another change reduced the validity period of one-way tickets, which went from six months to 14 days, and 10-Trip tickets, which went from one year to six months (November, 2010 *Bulletin*).

Since the takeover of the privately owned bus companies that operated transit routes on June 3, 1973, MTA has operated the local bus service in Nassau County. Originally formed as the Metropolitan Suburban Bus Authority (MSBA), it is now known as MTA Long Island Bus. Last year, faced with the need to increase its payments to MTA, Nassau County Executive Ed Mangano began pushing for a private operator. On June 10, he announced that Veolia Transportation would be the operator starting January 1, 2012. The agreement calls for Veolia to maintain current fares and service levels through 2012. This is subject to approval by the Nassau County Legislature and the Nassau County Interim Finance Authority. The MTA Board had approved a resolution at its April 27 meeting to work with Nassau County to transition to a new operator (May *Bulletin*).

## MTA METRO-NORTH RAILROAD (EAST)

When the Amtrak train derailed in the East River Tunnel on May 8 (June *Bulletin*), Metro-North's Wreck Crew spent 22 hours on scene even though it was Mother's Day and it was without its famous crane. Metro-North reported that it didn't use the crane because the track damage was so extensive, the incident had to be approached differently. Working with LIRR and Amtrak crews, they employed a Hoesch Re-railing System that uses hydraulic jacks and shifting plates. They also used oak wrecking blocks and re-railers to get the train back on track. This was not the first time the Metro-North crew assisted another transit agency with a derailment problem. Most recently they responded last October 25 when an NJ Transit train derailed as it was departing from New York Penn Station (December, 2010 *Bulletin*).

*The Hartford Courant* reported that Metro-North intends to sue the driver of a car that collided with a Waterbury Branch train on May 29. The collision occurred at about 3 PM at the crossing, which is classified as private, and does not have flashing lights or gates. None of the 100 passengers reported being injured, and the train returned to Milford where they boarded a different train. According to the newspaper, the family re-

ported that they did not hear a train horn, but a Metro-North spokesman said that the railroad's preliminary investigation shows that the horn was sounded.

Downed trees and other damage from storms that passed through the area caused signal and power problems on the New Canaan Branch on June 9. Bus service operated starting around 7 PM. The following morning there was limited train service with 15-30-minute delays, and buses supplemented the trains. Normal service resumed with Train #1730 (1:57 PM Stamford).

Although not available at publication time, new timetables were issued effective June 27 through October 15, with the following changes:

**HUDSON LINE:** To provide additional seating capacity, three non-revenue (two weekday off-peak and one weekend) inbound trains were converted to revenue trains. This will be accomplished by splitting the trains into Upper Hudson and Lower Hudson sections. The existing trains operate via express from Croton-Harmon to Grand Central Terminal and the former non-revenue trains will make limited Lower Hudson stops

**HARLEM LINE:** Minor adjustments were made to most outbound and certain inbound trains between Grand Central Terminal and Southeast to accommodate a bridge timber replacement project at Croton Falls

**NEW HAVEN LINE:** Continuing work on the Danbury Branch's new signal system requires bus replacement weekdays from 8:45 AM-4 PM and on weekends, except for Independence Day Weekend, through mid-August

In addition, all lines also had minor schedule adjustments made to a handful of trains to better reflect actual running times and improve operational reliability.

## MTA METRO-NORTH RAILROAD (WEST)

Schedules are set to change sometime next month.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

While my son Marc was in Maryland, he photographed M-8s 9132-3 in Bayview Yard on June 3. They were being prepped by Kawasaki prior to their shipment north.

As of early June, 20 M-8s had been conditionally accepted, and the third train entered service on June 14.

Member David A. Cohen sent an article from The New Haven Register reporting about a website that New Haven Line commuters can visit to learn which trains have bar cars. Although the timetable has a martini glass to denote that the train is so equipped, there are occasions when this can change, especially when there are service disruptions. Those who are interested may sign up at clevercommute.com. This information is also available at wheresthebarcar.com. Metro-North's bartenders

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**Commuter and Transit Notes**

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supply the train numbers in the name of customer service. Subscribers then get their information from Clever Commute, which delivers the information via text message and Twitter (@cc\_mnr\_bar\_nh) to smartphones.

**MTA LONG ISLAND RAIL ROAD**

In the aftermath of the May 8 Amtrak derailment, there were calls for LIRR to assume responsibility for maintenance of the East River Tunnels and bill Amtrak. **Newsday** quoted Governor Cuomo, who said, "Failure by Amtrak to maintain its East River Tunnels and other vital railroad facilities has led to distressing and unacceptable delays." He also sent a letter to Amtrak and became the latest of a number of elected officials who have criticized Amtrak over how it handles inspections and repairs. In fact, a news report dated May 19 quoted MTA Chairman Jay Walder as having made this offer to Amtrak President Joseph Boardman.

When the May 16-September 11 timetables were issued, the one for the balance of the Belmont Park Spring/Summer Meet was issued in the usual folder (Form S3) format. A note on the cover advises that a special timetable would be issued for the Belmont Stakes on June 11, and it was the same as last year, with only a handful of minor time changes.

On May 17, due to a train/truck collision east of Deer Park, service was suspended between Ronkonkoma and Farmingdale for most of the AM commute and continuing through early afternoon. Longislandpress.com reported that the train (#2013), which departed from Ronkonkoma at 6:24 AM, struck a bakery truck that was driven around the crossing gates, which were down, killing the driver. One of the 300 passengers aboard reported being injured. This resulted in the cancellation of 8 westbound trains originating at Ronkonkoma and one from Central Islip. Trains that began their runs at Farmingdale and Bethpage were unaffected.

Beginning with Train #2037, the scheduled 9:11 AM from Ronkonkoma, trains were turned at Farmingdale. Eastbound Train #2014 (10:14 New York Penn) through Train #2052 (1:14 PM New York Penn) were turned at Farmingdale. Bus service was provided at Hicksville for service for stations east of Farmingdale. Regular westbound service resumed with Train #2055, 2:11 PM from Ronkonkoma.

Weekend service to Greenport returned for the first time since last Fall, with two round trips each weekend starting May 28 and ending October 9.

*The Cannonball* (with Hamptons Reserve Service) also returned May 27 and runs every Friday through September 8. After its 4:06 PM departure from Hunterpoint Avenue and a stop at Jamaica, the train runs express to Westhampton and then stops at Hampton Bays, Southampton, Bridgehampton, East Hampton,

Amagansett, and Montauk, making the entire trip in about 2 hours 45 minutes. Hampton Bays and Amagansett are new additions this year. The \$37 fare includes a one-way off-peak rail ticket for \$18.25 with a Hamptons Reserve seat charge of \$18.75 if purchased prior to boarding, otherwise the cost is \$43. For the additional fee, beverages and snacks are served at your seat. There is also extra Summer service at regular fares.

The Port Washington Branch was shut down between Port Washington and Great Neck over the weekends of June 25-26 and July 9 in order to do routine track maintenance (resurfacing, welding, and insulated joint replacement) plus track drainage work in this single-track section of the branch. Buses and vans will be used to transport the 2,500 riders who use the branch on a typical weekend. Passengers were told to add about 25 extra minutes to their trip times because of the earlier departure times from Port Washington, Plandome, and Manhasset. In its press release, LIRR advised that while some of the work is in the vicinity of a proposed Colonial Road pocket track extension project, it is not part of the bridge replacement and pocket track extension, which is currently the subject of an environmental review process. The Colonial Road project would install brand new drainage systems in the area.

**NJ TRANSIT**

Timetables were distributed on May 23 for the midday and weekend bus replacement service on the Pascack Valley Line that was in effect from June 4-26 (June **Bulletin**). Weekdays, several trips run express from Pearl River to Secaucus, with other buses covering Montvale to New Bridge Landing, then Secaucus, with a third route from New Bridge Landing to Secaucus. On weekends, with the exception of the replacements for the Metro-North expresses that run from Pearl River to Secaucus, there are two services: all local stops from Spring Valley to New Bridge Landing then Secaucus, and New Bridge Landing to Secaucus. There were also some trips that made all stops except Teterboro and Woodcliff Lake. During the rail suspension, grade crossings will be upgraded in Montvale, Park Ridge, and Oradell. There will also be some general track maintenance, such as cleaning the right-of-way, brush and tree cutting, track surfacing, and drainage improvements. I rode the bus service twice and it ran well.

A few days after Atlantic City Express Service (ACES) resumed (May 13), I checked the Customer Service Office at New York Penn Station for the timetable, and what was available were black and white copies of what appears to be a PDF showing five trains in each direction. When I asked if a "real" version was available, I was told no, due to economic reasons. There were versions: one was the schedule and the other, while it also showed the departure/arrival times, also gave some specifics about the service. Only 25% of the 200 seats

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**Commuter and Transit Notes***(Continued from page 8)*

on each train are available for sale; the remainder are reserved for casino comps and packages. Coach fares range from \$29-\$69 one-way and First Class fares are an additional \$20 for the roomier, plusher seats and access to the private lounge with music, movies and a flat-screen TV.

**The Star-Ledger** reported that through the end of May, Governor Christie's battle with the federal government over repayment of \$271 million in ARC funds is costing \$225,000 in interest each month. Bills from Patton Boggs, the Washington, D.C. law firm that represents NJ Transit, are averaging \$300,000 per month. An update – as of June 7, the costs have topped \$1 million.

Schedule information for NJ Transit's 61 light rail stations is now available via text message as of June 6. Newark Light Rail, Hudson-Bergen Light Rail, and RiverLine customers may text their five-digit light rail station ID to 69287, and My Light Rail will respond via text message with the times for the next scheduled trips that serve that light rail station. Last October, this service was launched for the bus system.

There is more texting news, because on the same day, another initiative was launched – "Text Tips" or "Text Against Terror." Passengers can report suspicious activity, packages or vehicles around NJ Transit facilities or onboard the system by sending a text message to NJTPD (65873). Messages go directly to the NJ Transit Police Department. This complements the existing security hotline, 1-888-TIPS-NJT.

Morris & Essex riders were delayed on their commute to work on June 14, due to a woman who was struck and killed by Train #6600, the 4:16 AM from Dover to New York Penn Station. The incident began at around 5 AM in Millburn. The first alert was sent at 6:21 AM, and reported 60-minute delays. Cross-honoring of NJ Transit rail tickets on PATH at Hoboken was instituted immediately. Passengers were also advised that they could transfer at Newark Broad Street for service to Penn Station. By 9 AM, the delay had been reduced to 15-30 minutes.

Later that morning, due to a broken water pipe, which caused one of the tunnels to be removed from service, trains were single-tracked until around 12:30 PM.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

**The New York Times** hired Larry Sunshine, President of Plasma Air International, which tries to smooth over unpleasant smells from apartment buildings, schools, and airports. Mr. Sunshine, who has helped to remove smells coming from toilets on train cars in Sydney, Australia, accepted an invitation to try to identify the odors peculiar to PATH trains. At every Manhattan stop he identified smells like "mildewy steam" and "lack of ventilation." While the train was traveling between under the Hudson River he said that the odor was definitely or-

ganic. He noted that they did not seem to be hazardous, but acknowledged that their origins were more puzzling than those found on the New York City subway.

**AMTRAK**

On May 26, Rep. John Mica (R-Florida), Chair of the House Transportation and Infrastructure Committee, announced that he would propose legislation that would transfer the title of the Northeast Corridor from Amtrak to a "separate entity." That entity would then accept competing bids from real estate developers, infrastructure managers, and passenger train operators. Rep. Mica believes that ending Amtrak's monopoly would deliver better service at a lower cost. The President of one firm that has plans for privatization, Corsair Capital, believed that if the government would give his companies a \$25 billion infrastructure loan, it would be paid back. Rep. Jerrold Nadler (D-New York) expressed reservations about private operators "cherry-picking" the routes and service they could make profitable.

In late May, Steve Lofthouse and a friend rode Train #95 to Newport News, Virginia and returned the next day on Train #94. He sent a very interesting trip report that included the reason why the return trip ran late. They were stuck behind a CSX freight with a hot box on a single track, and since that train was restricted to 5 mph, so was Train #94. Arrival in Washington, D.C. was 2:42 late. Additional time was lost during the engine change and by commissary personnel restocking the café cars. Steve wrote: "Our Conductor later informed me that electric locomotives are scarce and we had to wait our turn to get one coming in off another train." Amtrak also renumbered Train #94 to #178, and had sent out another set of equipment to represent #94. Train #178 was scheduled to depart from Washington, D.C. at 4:02 PM, so when this train left at 5:28, it was not -3:26 on #94's time but -1:26 on #178's time.

According to member Bob Vogel, the extreme heat that affected much of the nation in early June took its toll on Amtrak's electrics. As a result, MARC HHP-8s 4910 and 4914 were leased.

Several days later, I received a report via postings on railroad.net that Amtrak is leasing three ALP-44s from NJ Transit for yard duty between Sunnyside and New York Penn Station. The three units appear to have had significant work done on their trucks and other maintenance before they were sent over to Amtrak during the week of June 6. This effectively releases a couple of HHP-8s and AEM-7s to do some real train pulling instead.

May marked nineteen consecutive months of ridership growth and, with 2.6 million passengers, was the best May ever. Advance reservations for the July and August show that this trend will continue.

For a three-month period, which began over the weekend of June 11, Amtrak is replacing 38,000 ties over a congested 4.2-mile section of trackage between Forest

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**Commuter and Transit Notes**

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Hills and Back Bay (Forest and Cove Interlockings). This is a continuation of the project to replace defective concrete ties manufactured by Rocla that were designed to outlast conventional wood ties. One of the three tracks will be removed from service each month to facilitate this work. Also affected are MBTA riders because trains from Providence, Stoughton, Needham, Franklin, and Fairmount operate over these tracks. In addition, all peak hour trains skip the Ruggles station and some trains have been combined. Member Todd Glickman reported that on the first weekday, despite advance publicity, there were some commuters who were unaware that Ruggles would be skipped. "We oscillated between full and limited speed between Sharon and Route 128, and between limited and medium speed between Route 128 and Back Bay — I think we were behind Franklin Line Train #704. We arrived at Back Bay approximately six minutes late, and at South Station about seven minutes late."

**METROPOLITAN AREA**

Section 2 (W. 20<sup>th</sup> to W. 30<sup>th</sup> Street) of the High Line Park in Manhattan opened on June 8. Section 1 (Gansevoort Street to W. 20<sup>th</sup> Street) opened exactly two years earlier. Sometime in the future, it is hoped that the line will go all the way to W. 34<sup>th</sup> Street. This section is owned by CSX.

**MUSEUMS**

PCC 6 operated for the first time since its 2001 retirement by NJ Transit at the Rockhill Trolley Museum on May 21. The author of the email that provided this news noted that a front "back-up" trolley pole and catcher have been installed on the car.

There is more PCC news via a report forwarded by member and Seashore Trolley Museum Instructor Todd Glickman. "History was made this afternoon (May 24) at Seashore as for the first time in 50 years 600 volts d.c. flowed into the motors of our D.C. Transit PCC 1304 (in streetcar mode — not rapid transit test mode) and it moved under its own power. Thanks to an incredible amount of electronics research undertaken by Gerry O'Regan, all of the undocumented wiring changes made by GE when the car was a testbed in Erie were reversed and the circuits put back into operation. Danny Cohen responded to dozens of requests for parts. Our friends at several other museums, especially National Capital Trolley Museum in Maryland, provided valuable input and help. The result was the first time we applied power to the motors the car operated nearly flawlessly. On its two maiden journeys to Talbot Park the car rode wonderfully and accelerated and braked just as it should." For those unfamiliar with the history of this car, General Electric purchased it in 1961 from D.C. Transit for automation experiments. No details were omitted

because the car even has tiny letters behind the front door that reads: D.C. Transit was a subsidiary of Trans Caribbean Airways, also owned by O. Roy Chalk, proprietor of D.C. Transit. 1304 had its first passenger run on June 11, with delegates from the APTA Convention.

**OTHER TRANSIT SYSTEMS****BOSTON, MASSACHUSETTS**

I was shocked when Todd Glickman sent an article from *The Boston Globe* that reported that the eliminated and altered rules regarding penalties for late trains and awarded the Massachusetts Bay Commuter Rail (MBCR) bonuses for on-time performance. *The Globe's* three-month investigation found that a series of contract changes were never discussed at MBTA Board meetings. Since 2003, with these changes, instead of the well-connected MBCR paying MBTA \$32.6 million, they were given millions when the system's overall service was lousy. One 2004 change lowered the fine for being at least five minutes late at rush hour from \$500 per train to \$100; another capped the total penalty for late or canceled trains at \$28,125 per month.

But wait, it gets better. In 2007, MBTA added contract language that effectively offset the penalties, and the "T" began paying MBCR about \$2 million a year in bonuses for trains that did arrive on time, even as customers were complaining that an increasing number of trains were arriving late or not at all. Earlier this year the state auditor warned MBTA that the contract changes were "sending the wrong message," but it was already too late. In the winter just passed, MBCR paid \$451,000 for two months when 23.5% of the trains ran late, the first time since early 2008. On May 17, *The Globe* reported that state transportation officials were scrutinizing changes to the contract and also the way the commuter rail is operated, which could mean operating the system in-house.

MBTA is considering eliminating one of the perks that commuters have enjoyed for years — refunds if trains or buses arrive more than 30 minutes late. This has come about in an effort to help close an anticipated \$127 million deficit in the next fiscal year. Of more than 208,000 refund requests from 2008 to 2010, more than 90% came from commuter rail customers. Todd suggests that the refunds be kept, but MBTA should charge MBCR for the entire cost, plus processing fees.

Two lines down, one to go. What this means is that having already converted the Blue and Orange Lines to Single Person Train Operation (SPTO), the MBTA held four hearings between May 31 and June 29 to discuss expanding this to the Red Line. The Blue Line was converted in 1996 and the Orange Line, last June.

After the June *Bulletin* was completed, two Watertown sub-committees (State, Federal, and Regional Government, and Public Works) gave a resounding "no" to the idea of replacing the trackless trolleys with diesel

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**Commuter and Transit Notes***(Continued from page 10)*

buses on Routes 71 and 73. According to **The Water-town Patch**, numerous residents came out to speak in support of the electric vehicles.

Elected officials, including Governor Deval Patrick, gathered in Worcester on June 7, to break ground on a \$100 million project to expand CSX's Worcester facility. This work is necessary in order to expand rail service to Worcester. In 2009, the Commonwealth of Massachusetts purchased the property rights from CSX, to accommodate increased freight and passenger service while also taking control of dispatching and maintenance of the line. MBTA has already added five Framingham-Boston trains to Worcester.

Another groundbreaking ceremony was held the following day for the new Talbot station on the Fairmount Line. The project is expected to cost \$15.9 million and is scheduled for completion in 2013. Construction began in 2005 on Phase I of the Fairmount Commuter Rail Rehabilitation Project, which is now complete. This work included the rehabilitation of the Upham's Corner and Morton stations, bridge reconstruction, and other improvements. Phase II is the construction of four new stations with three of the four already underway: Four Corners/Geneva, Talbot Avenue, and Newmarket. The fourth, Blue Hill Avenue, is to be located in Mattapan, and is in the design stage. Thanks to Todd for these reports.

*LINDENWOLD, NEW JERSEY*

As of June 13, PATCO riders who use the Freedom Card were given the ability to manage their accounts on the Internet. In September, they will be able to pay their fares using a credit card. PATCO was the first transit agency to use an automated fare payment system.

*PHILADELPHIA, PENNSYLVANIA*

Member Dave Safford sent the following three reports from **The Philadelphia Inquirer**. On May 20, "SEPTA's 2011/2 operating budget as presented by the responsible committee provides for neither fare increases nor service cuts. Pegged at \$1.23 billion, it is up 3.9% from FY 2010/1. Illustrating why transit systems can't win, much of the increase comes from a projected patronage rise of 4.5%. As fares cover only 35% of operating costs, more passengers equals more subsidies. Also, wages and fringe benefit costs are expected to increase about 4%, and diesel fuel over 7%. The budget was formally approved.

"SEPTA's April ridership was up 2% overall compared with the same month in 2010, but Regional Rail ridership zoomed +7%. PATCO was up 4%. The loser: the NJ Turnpike was down 1.6%, but curiously this drop was almost all in discretionary (cash) sales. E-ZPass use remained steady, indicating little shift to rail among Turnpike commuters.

"On June 2, SEPTA unveiled a new system intended

to allow cell phone users to know when their next bus or trolley should show up. However, (1) it won't work for Sprint or T-Mobile (that's 25% of the Philadelphia area market), (2) it only applies to bus or trolley routes, (3) it won't actually predict when a ride will show up, although it will give the time a bus or trolley was at its last checkpoint, and (4) the user must ask for information by giving the stop number (this number, of course, is only available online until new signs can be erected throughout the system.) Schedule information will be sent by text. Also, it appears that you can't ask for a particular bus/trolley route. The system supplies the next four cars scheduled to arrive. For a stop with six or so routes, finding the route of interest to you is something of a crapshoot. I am guessing that the system was designed by the team that works up the income tax forms."

Additional Silverliner Vs have been released to service. Bob Vogel sent digital images that were taken on May 19 showing 705, 706, 809, and 810. On May 26, 811-812 were being tested.

Member Lee Winson sent a report from **The Philadelphia Inquirer** that there are still more delays in building the Silverliner Vs. The current plan calls for Hyundai-Rotem to deliver up to 63 by the end of 2011, with the remaining 57 by the end of next June. Lee wrote: "There are two 6-car trains in service, 4 cars are under test, and 3 cars are being used for training and maintenance. Could this mean the Budd cars may linger to hit their 50<sup>th</sup> anniversary in service? I see them running on weekends; two sets were out this past weekend (May 21-22) on the West Trenton line." Beginning May 31, there were three Silverliner V sets in service.

Lee also reported that for the Philadelphia International Championship, which took place on June 5, SEPTA nearly doubled service on the Manayunk/Norristown Line. Train stations along the cycling route include East Falls, Wissahickon, and Manayunk.

New Regional Rail timetables were issued effective June 12. Phase I of a catenary replacement project began on June 13 and is expected to last for four months. Midday service was reduced and operates every two hours instead of hourly. Adjustments were also made to some trains on the Media/Elwyn, Paoli/Thorndale, and West Trenton Lines.

City Rail Transit timetables (Market-Frankford, Broad Street, Norristown High-Speed, and Trolley Routes 10, 11, 13, 15, 34, 36, 101, and 102) were replaced on June 19. Lee reported about a two-phase project to replace track and repave the right-of-way along Chester and Kingsessing Avenues between 40<sup>th</sup> Street Portal and Yeadon Loop, affecting Route 13. In Phase I (June 19-September 3) trolleys operate in the subway to 40<sup>th</sup> Street Portal, with bus service to Yeadon Loop. In Phase II (September 4-October 29), trolleys will run between 13<sup>th</sup> Street and Mt. Moriah Loop, with buses covering the remainder of the line.

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**Commuter and Transit Notes***(Continued from page 11)*

From **Cinders**: Silverliner Update: On May 23, 813-4 were picked up from CSX and moved to Woodbourne Yard, then to Wayne Electric Car Shop. Budd 213 returned to service during May and 219 has also been seen in service. No further Budd or St. Louis cars have been scrapped since 214 was cut up in February. Budds 205, 251, and 257 along with St. Louis Silverliner IIIs 222, 224, 232, 233, 234, and 237 are shown as retired at various facilities. 33 of the 152 Regional Rail stations have received or are in the process of receiving high-level platforms.

Another "Farewell to the Budd and St. Louis Silverliners" excursion is tentatively scheduled for Sunday, September 25. The itinerary has not been determined but will be published when known.

**WASHINGTON, D.C. AREA**

Over Memorial Day Weekend (10 PM May 27-closing May 30), WMATA took advantage of the opportunity to catch up on some much-needed maintenance. This required the closing of the Orange/Blue Lines between Federal Center and Minnesota Avenue/Benning Road, including these intermediate stations: Capitol South, Eastern Market, Potomac Ave and Stadium-Armory. The Orange Line was split and operated in two sections: Vienna-Fairfax/G.M.U. and Federal Center S.W. and New Carrollton and Minnesota Avenue. The Blue Line operated between the Franconia-Springfield and Federal Center S.W. and a shuttle train ran between Largo Town Center and Benning Road. According to the agency's Press Release, the following was to be accomplished: four track switches replaced at Eastern Market, 4,700 fasteners replaced, repairs made to the aerial structure outside the Stadium-Armory Metrorail station, over 5 miles of communications cable laid to upgrade cell phone access throughout the Metrorail system, and repairs to 21 escalators and 8 elevators at the Eastern Market, Capitol South, Potomac Avenue, and Stadium Armory Metrorail stations to help rebuild the area back into a state of good repair. Some shuttle bus service was provided.

**ATLANTA, GEORGIA**

Siemens announced on May 19 that it had been awarded a \$17.2 million contract by MARTA on behalf of the City of Atlanta and the Atlanta Downtown Business District to construct four model S70 streetcars. Delivery is take place between September, 2012 and early 2013. These cars will be used in a loop, bridging the gap between east and west downtown that was formed by the development of the I-75/85 connector. On April 10, 1949, the last streetcar routes, 19A/Almond Park and 19B/River Lines, were replaced by trackless trolleys, which in turn were replaced by buses on September 27, 1963.

**NORFOLK, VIRGINIA**

On June 8, Hampton Roads Transit announced that it had informed all of its contractors that work had to be completed by August 1. However, August 1 will not be the opening date. That date was to be announced in a few weeks.

**TAMPA, FLORIDA**

With money running out of its 2006 endowment, TECO's Board voted to make cuts to enable the streetcar to keep operating. Under consideration are extending headways from 15 to 20 minutes and reducing the hours of Monday-Thursday service, currently 11 AM-10 PM. The Whiting Street extension that opened in December appears to be shifting traffic from the former terminus at Dick Greco Plaza, rather than increasing ridership. Other funding comes from special assessments on nearby properties (\$450,000 – 20%), City funding (\$300,000 – 13%), HART grants (\$150,000 – 7%), Tampa Port Authority (\$137,520 – 6%), and advertising (\$100,000 – 4%). April ridership (37,783) was down 5.5% when compared to last April; however, revenue was up by 1.6% to \$55,235.

HART proposes to balance its budgets for 2012 and 2013 by raising the tax rate (from 0.4682 to 0.5 per \$1000) paid by property owners for transit, also to reduce service this Fall and increase fares by 15-50 cents in November, 2013. Thanks to member Dennis Zaccardi for these reports.

**NEW ORLEANS, LOUISIANA**

**Railway Age** reported that a groundbreaking ceremony was held on June 8 for the 1.5-mile extension of the Canal Street Line, which will operate through the central business district along Loyola Avenue to the Union Passenger Terminal. The \$45 million project is funded by TIGER (Transportation Investment Generating Economic Recovery) and is expected to be in service next June.

**CHESTERTON, INDIANA**

While reading the March 25, 2011 Board Meeting minutes, I came across this interesting comment: "Michigan City is interested in resurrecting a train referred to as the 'Hotshot' that ran express from Michigan City in 1963. Mr. Hanas (a staff member) continued to discuss why the South Shore was able to operate an 80-minute run to Chicago by comparing the Hotshot of 1963 vs. the present Train #106. In 1963 the Hotshot (1) skipped high-density stations like East Chicago, Hammond, Hegewisch; (2) did not have speed restrictions now in effect on MED (Metra Electric District) and civil and operational restrictions on South Shore; (3) enjoyed double track through Kensington; (4) complicating any analysis is the lack of on-time performance documentation from that era."

**CHICAGO, ILLINOIS**

Following the successful three-month Rock Island

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

Line pilot, the Quiet Car program was extended to the entire Metra system on June 6, with one change — the location of the cars. During the test, the first and last cars were so designated. However, Metra learned that those cars can be noisy due to their proximity to the train's bells and horns, and so they are now the second car from the locomotive and the second car from the other end of the train on trains with six or more cars. If there are five cars or fewer on the train, only the second car from the engine will be a Quiet Car. Decals on the exterior and signage on the interior identify these cars. On Metra Electric, only the third car from the south end of the train is a Quiet Car. There are no Quiet Cars on two-car trains. This policy applies to all inbound trains arriving downtown before 9 AM and all outbound trains leaving downtown between 3:30 and 6:30 PM.

*ST. PAUL, MINNESOTA*

I received a photo showing construction of the new light rail line being built along University Avenue. What made this photo interesting is that in order for the work to proceed, the old rails had to be removed. Trolley service ended in the Twin Cities in 1954.

*DALLAS, TEXAS*

The 21-mile Denton County "A-train" began operating on June 20, not on June 11 as was previously reported. Pre-opening ceremonies were held on June 18. Details were published in the June and November, 2010 **Bulletins**.

*AUSTIN, TEXAS*

Effective with the new schedules that are going into effect on August 21, MetroRail Connector Routes 460, 461, and 462 are being eliminated due to low ridership. For the same reason, the midday trips on Route 464 are also being eliminated.

*SALT LAKE CITY, UTAH*

On May 18, test trains began running on the 10.6-mile Mid-Jordan Line. The 5.1-mile West Valley Line would also see test trains within a few weeks. Both are scheduled to open for revenue service on August 7. 56 of 77 Siemens LRVs have been delivered.

*ALBUQUERQUE, NEW MEXICO*

New Mexico Rail Runner, in response to a \$1.2 million budget reduction, is proposing to replace weekday Trains #500 and 501 with buses, combine the last two evening trains departing from Santa Fe, and modify the stopping pattern of other trains. On Saturdays, there would be earlier southbound service from Belen to Santa Fe, with the first train having a 9:51 AM arrival time. In the evening, during the summer, the last departure from Santa Fe would be at 9:30 PM, which is three hours later than the March 22, 2010 timetables. The last northbound train would depart from Albuquerque at 10:11 PM. Feedback on these proposed changes was accepted via Rail Runner's web site through June 17.

As of June 14, more than 600 comments were submitted. On June 17, it was decided that the weekend service would continue through mid-to-late August.

*SAN FRANCISCO, CALIFORNIA*

SFMTA is considering a pilot project to supplement N/Judah streetcars with express buses. This line carries nearly 40,000 riders each day, representing 30% of Muni's rail ridership. If approved, the "Nx/Judah Express" would operate during AM and PM commuting hours to provide riders in the outer areas the choice of an express bus with limited stops into and out of downtown San Francisco. Member Paul Gawkowski, who sent this news item from **Progressive Railroading**, wonders if the express bus service will attract the J Line riders. He writes: "I guess it depends on how fast the express bus service is and how crowded the J line cars are."

Bicycle riding is popular in the Bay Area. As of June 1, every Caltrain has two bike cars. The project to accomplish this cost \$300,000 and was completed six months ahead of schedule. Since 2008, Caltrain has increased on-board bike capacity by more than 50%; 70% of all trains are now able to accommodate up to 80 bikes. In 2009, Caltrain reconfigured its bike cars to increase overall capacity by 27%. The project was implemented after careful consideration of a number of options for increasing bike capacity.

*LOS ANGELES, CALIFORNIA*

Since March 14, selected rush hour Gold Line trips have operated with three-car trains rather than the usual two-car trains. Three-car trains span the entire boarding platform length, while two-car trains board between the front of the platform and the second set of yellow pylons (between car barriers).

Beginning July 1, Metrolink riders can purchase an unlimited weekend pass for \$10, which will be valid systemwide between Friday (7 PM) and Sunday (midnight) and also include connections to bus and rail across the region, except Amtrak, at no additional charge. Holders of monthly passes have had this feature added at no cost. Other changes made by the Board were:

- New 10% student discount added to one-way and roundtrip tickets. Students will continue to receive discounts on 7-Day and the monthly pass
- New 7-Day Pass, valid for seven consecutive days from purchase between a set origination and destination

The 10-Trip Tickets were discontinued due to a significant amount of lost revenue caused by riders' failure to validate, which resulted in fare evasion. A Metrolink spokesman said, "the 7-Day Pass will reduce the usage of validators, which will make taking a Metrolink even more convenient for passengers by eliminating a step before boarding the train and saves the agency in maintenance costs. Going forward, we expect to collect a significant amount of revenue that would have been lost

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## Around New York's Transit System

### Court Square Transfer Opens

On June 3, NYCT held a ribbon-cutting ceremony marking the opening of a transfer facility connecting the recently renamed Court Square 7 station with the (also recently renamed) Court Square-23<sup>rd</sup> Street E M and Court Square G stations. Previously, this transfer could be made using a *MetroCard*. Now, approximately 20,000 passengers a day can take advantage of an enclosed facility that features two escalators, three elevators for ADA access, a transfer stairway between the G and 7 mezzanines, and a stairway connecting the 7 station's mezzanine with the corner of Jackson Avenue and 23<sup>rd</sup> Street. The facility cost \$47.6 million to design and construct, of which Citigroup paid \$33.5 million in conjunction with its construction of a building

just north of the station complex.

The 7 platform will soon get improvements, including replacement of the platforms and windscreens and installation of ADA boarding areas, tactile warning strips, and signage.

### NYCT Exploring Installing Digital Signs on Older Cars

NYC Transit has issued a Request for Information, inviting firms to suggest ways of integrating audiovisual announcement systems (similar to those on the R-160 fleet) into the R-62, R-62A, R-68, and R-68A cars. This might lead to a test of such equipment on one train. The system would replace the cars' existing communications system, except for the buzzers (unless new buzzers can be built into the new equipment).

### Commuter and Transit Notes

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due to misuse of the 10-Trip Ticket.”

*MONTREAL, QUEBEC, CANADA*

A piece of history is gone, according to an email that I recently received. Former Canadian National box cab electric locomotive CN 6712, which was intended for display in the town of Mount Royal, has been scrapped. It was donated to the town in 1995 and had been stored under a tarp for 16 years without ever being displayed as intended. Acquired by DP Métal of Saint-Urbain Premier, Quebec on May 30, the locomotive was cut in two and removed from the town's municipal yard to their scrap yard in the Chateauguay Valley. GE built this locomotive in 1912 for the Canadian Northern Railway as 602. CN acquired it, along with the rest of Canadian Northern's assets, in the early 1920s, and it became 9102. Then, in 1949, it was renumbered 102, and in 1969 acquired its final number, 6712, and was part of a fleet of electric commuter locomotives running out of Montreal.

All were removed from service in June, 1995 when the final series of upgrades to the Montreal-Deux Montagnes Line began. Four other electric locomotives were preserved. 6710 is displayed on the front lawn of the new Deux Montagnes station. The motor that hauled both the first passenger train into Central Station (then the Tunnel Terminal) in 1918, and the last one to depart in 1995, 6711, is at Exporail, the Canadian Railway Museum in St. Constant, Quebec. 6714 recently underwent a cosmetic restoration at the Connecticut Trolley Museum, while 6715 is stored at the Canadian Science & Technology Museum in Ottawa.

*JERUSALEM, ISRAEL*

The latest news, via NTD Television and forwarded by

member Phil Craig, reports that the 14.5-mile light rail line with 23 stations will begin revenue operations in August. Citypass Group, the operator, is selling prepaid smartcards at the rate of 1,500 per day. So far, about 20,000 have been sold.

Member Dave Klepper reported, “the traffic control signals for the light rail line are a small white horizontal line for stop, and vertical for go, so as not to be confused with traffic signals for vehicular traffic. There also appear to be something like block signals on span wires to the side or above trolley wire. Also being installed are automatic crossing gates, and much of Herzl Blvd now reminds one of South Chicago, where Metra Electric's South Chicago branch runs in the middle in a center reservation. No crossing gates on Jaffa Road, however, so imagine the operation will be pretty slow there. Still no word on when we can board, and special busses for Yom HaZicharon and Yom HaAtzma'ut were strictly an Egged and tourist buses operation. They did use the light rail platform at Mt. Herzl for boarding buses for the return after the ceremonies, which I attended with others from the Yeshiva.”

### FROM THE HISTORY FILES

*70 Years Ago:* On July 1 and Jul 26, 1941, trolley service ended in Honolulu, Hawaii and Hartford, Connecticut. As has been reported recently in this column, plans are underway to construct a 20-mile light rail system in Honolulu.

*25 Years Ago:* On July 3-6, 1986 Liberty Weekend was celebrated in New York to mark the centennial and restoration of the Statue of Liberty. Additional rail services were operated on all suburban rail and subway lines. Special timetables and brochures were also issued.

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