

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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TWO ANNIVERSARIES – NYC TRANSIT'S 50TH AND BMT'S 70TH

On June 15, 1923, the Brooklyn-Manhattan Transit Corporation (BMT) took over the operation of subway and elevated lines from the Brooklyn Rapid Transit Company (BRT)'s receiver. We will publish the details in a future issue.

Thirty years later, the New York City Transit Authority started operating New York's huge transit system.

The Transit Authority was established as a public benefit corporation under provisions of a New York State law passed in 1953, and took over the operation and administration of the City-owned transit facilities on June 15, 1953, in accordance with the terms of a ten-year lease agreement between the City and the Authority signed on June 1, 1953.

At first the Authority consisted of five unpaid, part-time members -- two appointed by the Governor, two appointed by the Mayor, and the fifth elected by the other four -- all serving concurrent six-year terms. The Chairman was elected by the members. On July 1, 1955, the Authority was changed by a law passed by the 1955 session of the Legislature and signed by the Governor. It was composed of three salaried, full-time members, holding office for overlapping six-year terms -- one member appointed by the Governor, one by the Mayor, and the Chairman by the other two members. All members were eligible for reappointment to full six-year terms.

The new Authority tried to improve service by building subway extensions and placing new cars in service.

On October 30, 1954, the ramp between Church Avenue IND and Ditmas Avenue, Culver Line, was placed in service and

through service was operated between the Bronx and Coney Island.

IND trains operating through the 53rd Street Tunnel were overcrowded as a result of a building boom in Forest Hills. To relieve congestion, a two-track tunnel was built linking Queens Plaza with the underutilized BMT 60th Street Tunnel. When it was placed in service on December 1, 1955, twelve trains per hour were operated in the rush hour.

On April 29, 1956, the ramp between the Fulton Street IND and the BMT Liberty Avenue "L" was placed in service and through service was operated from Lefferts Boulevard to the Eighth Avenue Subway. Fulton Street "L" service was discontinued.

Two months later, June 28, 1956, IND trains started operating to the Rockaways.

The new schedules that went into effect on November 26, 1967 incorporated the most extensive changes in many years. IND trains operating through the new Chrystie Street Subway and Sixth Avenue express tracks were through-routed with BMT trains. The bottleneck at DeKalb Avenue was eliminated and rush hour service was increased from 73 to 90 trains per hour.

The 57th Street-Sixth Avenue station was opened on July 1, 1968.

BMT Jamaica **J** service was cut back to Queens Boulevard on September 13, 1977 and to 121st Street on April 13, 1985. When the Archer Avenue Subway opened on December 10, 1988, **E** and **J** trains were re-routed to Jamaica Center.

The 63rd Street Tunnel was built to relieve congestion on the Queens Boulevard IND.

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BRIGHTON LINE HEADWAYS by Bernard Linder

BRIGHTON LOCAL

WEEKDAYS

DATE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVENING	DATE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVE-NING
October 17, 1949	20	6	8	6	8, 10	January 2, 1973*	20	4	10	4	12
November 29, 1951	20	6	10	6	10	August 30, 1976*	20	5	10	5	12
June 26, 1952	20	6	10	6	10, 12	April 28, 1986	20	6	10	6	12
December 10, 1953	30	6	12	6	10, 12	May 16, 1988	20	6	10	7	10, 12
May 2, 1957	20	6	12	6	10, 12	May 1, 1995	20	6	7½	7	10, 12
January 3, 1961	20	6	12	6	12, 15	November 13, 1995	20	6	10	7	10, 12
November 27, 1967*	20	4	10	4	12	July 23, 2001	20	6½	10	6½	10

*Includes QB

QB SERVICE

DATE	AM RUSH	PM RUSH
November 27, 1967	12	12, 8
August 19, 1968	12, 8	12, 8
January 2, 1973	12	12
August 30, 1976	10	10
December 20, 1982	10, 12	10, 12

Last train April 25, 1986

BRIGHTON LOCAL

SATURDAY

DATE	MORNING	AFTER-NOON	EVENING	DATE	MORNING	AFTER-NOON	EVENING
September 17, 1949	8	8	8	April 21, 1973	10	10, 8	12
July 1, 1951	10 (A)	10	10	December 1, 1984	10	10	12
December 1, 1951	10	10	10	May 3, 1986	10	10	12
June 27, 1953	10	10	10, 12	May 21, 1988	10	10	12
December 12, 1953	12	12	12	December 17, 1988	10	10, 8	10, 12
October 26, 1957	12	12	12, 15	October 31, 1992	6¾	6, 5	10
February 22, 1963	10	10	12	June 4, 1994	7½, 8	10, 8	10, 12
September 21, 1963	8	8	12	May 6, 1995	10	10, 8	10, 12
December 2, 1967	8	8	8, 10	July 28, 2001	8	8	8, 10
November 1, 1971	10	10	12				

(A) 8-minute headway— morning rush

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Brighton Line Headways

(Continued from page 2)

BRIGHTON LOCAL

SUNDAY

DATE	MORNING	AFTER-NOON	EVENING	DATE	MORNING	AFTER-NOON	EVENING
October, 1949*	10	8	10	October 25, 1992	10, 8	8, 6½	8, 10, 15
December 2, 1951*	10	10	10	May 29, 1994	12	10	12, 15
September 14, 1952*	10	10	10, 12	July 22, 2001	10, 8	8	10, 12
December 12, 1953*	12	12	12	SUMMER SUNDAYS			
November 26, 1967	12, 10	10	10	1949	10, 8	6, 8	8, 10
October 31, 1971	12	12	12	May 25, 1952	10, 8, 6	6, 8	8, 10
November 11, 1973	15	12	12	May 31, 1953 May 30, 1954 May 29, 1955 July 1, 1956	10, 8	8	8, 12
May 15, 1988	12, 10	10	10, 12	1957	10	12, 10	12
December 11, 1988	15, 12	12	12	1959 May 30, 1963 May 30, 1964	12	12, 10	12
October 29, 1989	15, 12	10	12				

*Except summer

BRIGHTON EXPRESS

WEEKDAYS

DATE	AM RUSH	MIDDAY	PM RUSH	EARLY EVENING	DATE	AM RUSH	MIDDAY	PM RUSH	EARLY EVENING
June 23, 1949 (A)	5, 6	8	6	8	November 26, 1984	4, 5	10	5	12
November 29, 1951 (A)	5, 6	10	6	10	April 28, 1986	6	10	6	12
December 10, 1953 (A)	5, 6	12	6	10	May 26, 1987	6	10	6	10
January 3, 1961 (A)	6	12	6	10	May 16, 1988	6	10	7½	10
November 27, 1967	4	10	4	12	May 1, 1995	6	—	7½	10
August 30, 1976	5	10	5	12	November 13, 1995	6	10	7½	10
September 18, 1978	4	10	4	12	July 23, 2001	6½	10	6½	10

(A) Excludes Nassau Street specials

BRIGHTON EXPRESS

SATURDAY

DATE	MORNING	AFTER-NOON	EVENING	DATE	MORNING	AFTER-NOON	EVENING
April 20, 1950 (A)	8	8	8	June 28, 1952	12, 10	10	10
December 1, 1951 (A)	10	10	10	December 12, 1953	12	12	12

(A) Excludes Nassau Street specials
Discontinued April 2, 1962

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Brighton Line Headways

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NASSAU STREET SPECIALS

WEEKDAYS		
DATE	AM RUSH	PM RUSH
June 23, 1949	12	—
June 29, 1950	12	17
December 1, 1955	12	12

NASSAU STREET SPECIALS

SATURDAY
AM RUSH
12

Last train November 22, 1967

Last train June 21, 1952

FRANKLIN AVENUE SHUTTLE

WEEKDAYS

DATE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVENING	DATE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVE-NING
October, 1949*	20	4	8	6	8	May 2, 1957	20	5	12	6	10, 12
April 27, 1950*	20	4½	8	6	8	March 20, 1958	20	6	12	7	12
November 29, 1951*	20	4½	10	6	8, 10	January 3, 1961	20	6	12	6	12
June 25, 1953*	20	5	10	6	10, 12	May 26, 1987	20	9	10	9	12, 18
December 10, 1953*	30	5	12	6	10, 12	October 1, 1990	20	10	10	10	12, 15, 20

*Except summer

BRIGHTON-FRANKLIN

WEEKDAYS—SUMMER

DATE	MID-NIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING	DATE	MID-NIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
June 23, 1949 June 29, 1950	20	4	8	6, 7	8	June 25, 1953	20	5	8, 10	8	10
June 28, 1951	20	5	8	7½	8, 10	July 1, 1954 June 30, 1955	30	5	8, 12	10	12
June 26, 1952	20	5	10	8	8, 10						

FRANKLIN AVENUE SHUTTLE

SATURDAY

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
April 29, 1950*	8	8	8	May 30, 1987	10	10	12, 18
December 1, 1951*	10	10	10	October 6, 1990	10	10	12, 15, 20
December 12, 1953*	12	12	12	*Except summer			

BRIGHTON-FRANKLIN

SATURDAY—SUMMER

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
1949 July 8, 1950	8	8	8	June 27, 1953	10	10	10, 12
June 30, 1951	8	8	8, 10	May 29, 1954 May 28, 1955 May 26, 1956	12	12	12
May 24, 1952	10	10	10	<i>(Continued on page 5)</i>			

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Brighton Line Headways

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FRANKLIN AVENUE SHUTTLE

SATURDAY—SUMMER

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
1949 July 8, 1950	8	8	8	June 27, 1953	10	10	10, 12
June 30, 1951	8	8	8, 10	May 29, 1954 May 28, 1955 May 26, 1956	12	12	12
May 24, 1952	10	10	10				

FRANKLIN AVENUE SHUTTLE

SUNDAY

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
September 17, 1950*	10	8	8, 10	May 15, 1988	15, 12	12	12
December 2, 1951*	10	10	10	September 30, 1990	15, 12	12	12, 15, 20
December 13, 1953*	12	12	12				

*Except summer

BRIGHTON-FRANKLIN

SUNDAY—SPRING

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
April 9, 1950	10, 8	8	8, 10	May 30, 1954 May 29, 1955	12, 8	8	10, 12
May 13, 1951	10, 8	6, 8	6, 8, 10	May 27, 1956	12, 10	10	12
April 11, 1954	12	12	12				

BRIGHTON-FRANKLIN

SUNDAY—SUMMER

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
June, 1949	10, 8	6, 8	8, 10	July 1, 1956	12, 10	8	10, 12
June 25, 1950 July 1, 1951	10, 8	6, 8	5, 6, 8, 10	1957 1958	12	12	12
June 29, 1952 June 28, 1953	10, 8	6, 8	5, 6, 8, 12	1959, 1960	12	10	12
July 4, 1954 July 3, 1955	12, 8	6, 8	6, 10, 12				

FRANKLIN-CHAMBERS

SUNNY SUNDAYS—JULY TO LABOR DAY

DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
July, 1949	6	8	5, 8, 10	July 1, 1951	10	8	10
June 25, 1950	10	8	10	June 29, 1952	10	10	10, 12

HUDSON-BERGEN'S NORTHERN EXTENSION — A PICTORIAL PROGRESS REPORT by John E. Pappas

On April 16, I accompanied Tom Nemeth and Bill Chaplik of the *Railpace* staff on a brief tour of some of the facilities that are under construction on Segment IOS-3 of Hudson-Bergen Light Rail; that portion of the line north of the wye at DeKalb Junction to Port Imperial Ferry station. In addition, we had a peek in the Weehawken Tunnel with a promise of a complete tour at a later date. Operation on this new segment is scheduled

to begin in the spring of 2004. The route through the tunnel to a loop at Tonnelle Avenue will follow a year or so later.

Some of the highlights of this extension are illustrated below, which will also demonstrate to those ERA members who came on the annual bus tour how much progress has been made in the intervening five months.



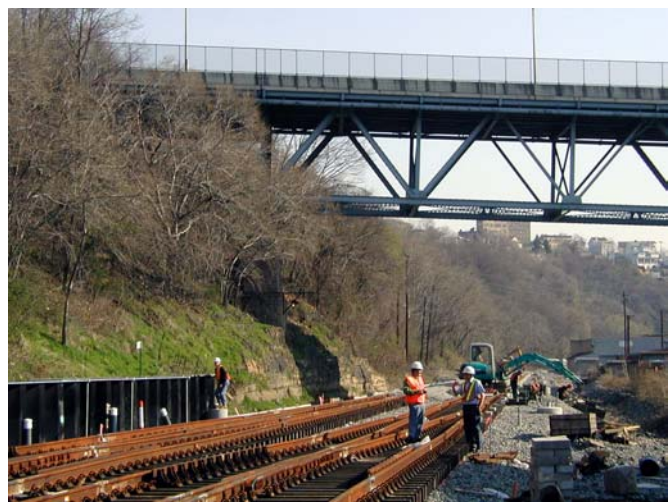
The structure that will actually join 9th Street in Hoboken with Congress Street in Jersey City on the bluff above is taking shape. Because of the need to allow access for construction equipment, the track area has not yet received attention. The northbound platform for the station can be seen behind the crane.



The south end of "Three Roads". This is the 1,700 foot third passing track located just north of 9th-Congress Station. It is designed for high speed passing (45 mph) of the locals by the express trains, as evidenced by the length of the switchpoint in the Number 20 turnout.



Here is the same location as the picture at right above, looking south, showing the proximity of the interlocking to the 9th-Congress station.



The north end of Three Roads is named Horwich Interlocking (pronounced "Harich" in true British style), located almost under 14th Street Viaduct in northern Hoboken.

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Hudson-Bergen's Northern Extension

(Continued from page 6)



This flyover is immediately north of the Lincoln Harbor station and eliminates a level crossing of Baldwin Avenue. The Lincoln Tunnel access "Helix" can be seen in the background. The rock cliff in the foreground requires considerable stabilization work. Holes are being drilled at each of the marked spots and 20-inch-long bolts are being inserted.



Much remains to be done in rehabilitating the New York Central's former Weehawken Tunnel for light rail use. Since this facility is located north of the Port Imperial Ferry interim terminal, it is not as far along as the rest of the construction and will not see service until a year after the extension to the Ferry. Even then, the deep station in the tunnel at Bergenline Avenue will take even more time to finish, with trains initially bypassing it.



Undoubtedly a number of enterprising photographers will find a way to combine this interesting tunnel portal, the magnificent Manhattan skyline, and banking light rail cars when this extension opens in 2005. The large pipe at the left is blowing air into the tunnel.



Nearer in time (November of this year) is the opening of the extension south to this station located just north of 21st Street in Bayonne. The station will actually be named 22nd Street, but it fits nicely between the two streets and the north end of Conrail's Chemical Coast multi-track yard, which will ultimately limit the right-of-way for the light rail extension beyond to a single track, as can be seen in the left rear distance. The steel framework in the back will house the requisite ADA elevator.

(Photographs by the author.)

Jeff Erlitz is on vacation.

BAY AREA RAPID TRANSIT DISTRICT TO SAN FRANCISCO INTERNATIONAL AIRPORT AND TO MILLBRAE

by James Mattina

On June 21, 2003, BART will officially open its high-profile 8.7-mile, \$1.5 billion extension to San Francisco Airport and to Millbrae. Revenue service is scheduled for the following day. This will bring BART to 103 route miles and 43 stations. (Previously it was 95 miles and 39 stations.) This extension of an existing line will give customers a one-seat ride to the new international terminal and take 29 minutes from the most distant point in San Francisco. SFO's *Airtrain*, the new peplemover within the airport, already takes customers between terminals and parking lots. A highlight of this project is the new intermodal transfer station at Millbrae. Previously, Millbrae was a station on CalTrain. The station has been completely



Tracks into San Francisco International Airport — tracks to the left go south to Millbrae and tracks to the right go north to San Francisco
Thomas McAnaney photograph

rebuilt with additional platforms for BART and bus bays outside for the ten feeder routes. This should definitely increase ridership on both systems. BART estimates that 70,000 new customers will use this line, of whom one-third will use the Millbrae station. If past practice is any guide, BART will realize this much earlier than the 2010 projection, as it has with previous extensions. BART carries 311,000 riders a day. In the works are a 5.4-mile BART extension beyond Fremont to Warm Springs and another 16-mile-plus extension to San Jose. Funding for both projects has been identified, with the Warm Springs extension groundbreaking set for early next year and revenue service planned for 2008.

R-143 UPDATE By George Chiasson

Through April 1, 2003 R-143s 8289-8296 had entered **L** service. The last eight cars of the order, 8305-8312, were in service as of April 8 to achieve a fleet total of 200 cars. However, CBTC test unit 8117-8120 and Siemens prototype train 8205-8212 remained on the sidelines through April 16, awaiting a series of modifications before acceptance testing of these 12 holdouts could commence. All remaining R-143s (8101-8108, 8121-8132, 8141-8148, 8157 8164, 8173-8296) were retrofitted with modified software to enable use on **M** OPTO service, and there are no longer specific cars assigned to this weekend duty. R-40M/42s should remain on **L** until such time as schedules are re-drawn on the basis of CBTC activation. Before then, there is a possibility some R-143s may also be temporarily used on weekday **M** service.

There had been no R-40M transfers for some time prior to April 16, 2003, but they have continued to run regularly on **Q** and, of course, **N**. One R-40M train was also on **W** on April 14 (a Monday), and they continue to join a handful of R-40s on **W** over weekends. Also commencing April 27 was OPTO on the overnight

Lefferts Boulevard shuttle. Naturally, this utilizes 4-car sets of R-44s, which are signed "**S**," but a mix of full length R-38 and R-44 consists had been used right up to the service revision.

There is slight correction/clarification necessary to last month's reported observations (the error being editorial, not reportorial). One R-40M train ran on **Q** each day on March 14 (Friday), March 16 (Sunday), and March 17 (Monday). Since that time, R-40Ms have continued to show up regularly on **Q** (which runs weekdays only) but not on **Q**. R-40Ms have appeared on weekend **Q** trains, which are being routed through the Montague Street Tunnel since the schedule change of April 27 to facilitate the Manhattan Bridge rehabilitation project. This pushes **Q**'s equipment requirements slightly higher, and 60-foot cars are used to fill schedules. Regarding the mixed train of R-40/40Ms on March 5, it was a standard train of "Slants" on **Q**, with the R-40M pair in the middle. Another turned up on **Q** April 15, then it was running yet again the following day on **N**.

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Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

The new timetables that went into effect on April 27 will remain in use through October 25. As in the case of the Long Island's, there is no Fare Information included, and passengers are advised to refer to the separate fare brochure.

NewsRadio-880 reported that Metro-North Conductors would no longer need to carry change, as all ticket fares had been rounded to the nearest dollar. (This same policy is in effect on the Long Island Rail Road.) A check of the "Tickets and Fares" booklet proved that to be correct. Using the Hudson Line as an example, from Zone 1 (Grand Central Terminal/125th Street-Harlem) to Zone 5 (Tarrytown-Croton-Harmon), the one-way on-board fare begins at \$8 and rises (by \$1 per zone) to \$12, because the included on-board service charges fluctuate from \$2.75 to \$3.50, depending on what the fare would be. I decided to compare today's fares with those of forty years ago. From my timetable collection I selected a New York Central Hudson Line timetable from April 28, 1963. At that time, there were a few more stations, but limiting the comparison to what exists today, here is what I found:

ZONE	STATIONS	1963	2003
1	Grand Central Terminal/125 th Street	\$.43	\$8
2	Morris Heights/Riverdale	\$.69 - \$.87	\$9
3	Ludlow/Greystone	\$.91 - \$1.05	\$10
4	Hastings/Irvington	\$1.08 - \$1.14	\$11
5	Tarrytown/Croton-Harmon	\$1.19 - \$1.56	\$12

FL-9s are still being called upon to fill in as required. Member Josh Weis reported that on May 6, FL-9 2014 was operating on the Waterbury shuttle.

For the *Bike New York – The Five Boro Bike Tour*®, Metro-North issued its usual timetable, showing the two or three earliest trains that operate on Sunday mornings. On the New Haven Line, there was one extra, a "Bike Train," which departed from Milford (due to an overnight construction project at New Haven) at 4:42 AM and only made stops at Bridgeport, Fairfield, Westport, and Grand Central Terminal. The event was held on May 4 and attracted about 30,000 participants.

Member Andrew Grahl was seeking information on the build dates for the four FP-10s that were acquired from the MBTA eleven years ago this month. As I did not have the answer, I forwarded his email request to member George Chiasson, who provided this information,

courtesy of David Santos of *Extra 2200 South*.

410: Built as GM&O F-3A 807B, serial 3943, 5/1947. ICG Number 1608 allocated but never applied. Released from Paducah 6/11/77 as MBTA FP-10 1109

411: Built as GM&O F-3A 810A, serial 3948, 6/1947. ICG Number 1612 allocated but never applied. Released from Paducah 9/22/78 as MBTA FP-10 1113

412: Built as GM&O F-3A 884A, serial 4997, 6/1947. ICG Number 1619 allocated but never applied. Released from Paducah 8/18/77 as MBTA FP-10 1151

413: Built as Alton RR F-3A A14, under order E6951A15, serial 3600, 12/1946. To GM&O 880A, 1947. ICG Number 1616 allocated but not applied. Released from Paducah 4/29/78 as MBTA FP-10 1152

MTA Metro-North Railroad (West)

In the May *Bulletin*, I wrote about the new west-of-Hudson fares but omitted the fact that commuters who receive their tickets through the *Mail & Ride* program (like East of Hudson riders) also save an additional 2%. But unlike east-of-Hudson, the on-board service charge is a flat \$3.

Connecticut Department of Transportation

Member Bob Underwood sent copies of the April 28, 2003 Shore Line East timetable with an accompanying letter. He noted that SLE service has been reduced from New London, and all trains now carry 1600-series numbers. Previously SLE numbers were 2,100 higher than the connecting Metro-North train. Under the new scheme, as an example, SLE 1621 connects with Metro-North 1521. For New Haven-bound New London passengers during the AM peak, the only option is to ride an Amtrak train. And those who ride the 6:35 AM get to ride an *Acela Express*, must have a monthly ticket. (Not too shabby!) The 7:52 AM is *Regional Train #95*. Evenings there is a 7:50 PM departure and one at 9 PM, Fridays and pre-holidays only. Outbound, Amtrak offers two trains from New Haven to New London at 5:30 PM (Train #176) and 7:30 PM (Train #94), while SLE dispatches Train #1670 (Fridays and pre-holidays only) at 7:48 PM. All Amtrak trains operate express between New Haven and New London. Amtrak has the contract to operate SLE. Through service to Stamford remains unchanged. TVMs are "sprouting up" all over, and even State Street has one. At least for now, SLE fares have been constant since February 1, 1998. Although the cover carries the correct date, on the inside the date is April 28, 2002.

I received a copy of the proposal for Connecticut's Metro-North fare increase, which details (in six pages) the methodology for how fares are charged. Following are some of these proposed changes. At present, New

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Commuter and Transit Notes*(Continued from page 9)*

Haven Line peak hour riders are charged \$4.43 plus \$0.15 per mile to reach either 125th Street-Harlem or Grand Central Terminal. All one-way fares are rounded to the nearest quarter, and the mileage used is the distance between Grand Central Terminal and the centroid of each zone. These zone centroids are calculated by averaging the distances between all stations in that zone and Grand Central Terminal. Monthly commutation fares are derived from the one-way fares based on 42 trips per month, and discounted between 48% and 50.5%. Weekly fares are set at 31% of monthly fares. Intermediate fares for trips not originating nor terminating at 125th Street-Harlem or Grand Central Terminal used by intrastate Connecticut riders are based on \$2.194 for the first ten miles (sort of like a taxicab) plus \$0.132/mile beyond the ten miles.

Under the fare increase proposal the peak-hour fares would go up to \$5.17 plus \$0.17 per mile. Also, the discounts would be gradually reduced 0.5% (for stations east of Fairfield) to a standard of 48%. One-way tickets would go up by 17%, which directly affects the monthly ticket. Cognizant of what are termed "Through Fare Violations," where the purchase of two tickets would result in a lower fare than the purchase of one ticket, some fares at intermediate stations will see larger increases, although there would not be an across-the-board increase for most intrastate fares. This is being done to attract automobile riders away from I-95.

MTA Long Island Rail Road

With the opening of Belmont Park's Spring Meet, the special timetable was issued for the period May 7 through July 20.

General Order No. 301 went into effect as of 12:01 AM May 19. Details next issue.

NJ Transit

Last year, NJ Transit initiated its "Back to Basics" initiative, and many of the recommendations that were made by more than 15,000 customers and 100 frontline employees will be implemented. Communications will be improved by installing additional signs and monitors, updating automated telephone information, and issuing radios to "key rail staff" such as mechanics, transportation supervisors, and customer service representatives. NJ Transit's website will be improved to make it easier to navigate. Parking is being expanded, and although more than 2,000 spaces were added in the past year, more than 10,000 new ones should be available within the next two years at Union Station, Montclair State University, Route 17 – Ramsey, and at various HBLRT and SNJLRT stations.

New ticketing machines that dispense tickets in 4 seconds are replacing older ones that require 13 seconds, and they will print all portions of the ticket instead of printing one portion, issuing change, and then printing

the additional ticket. Ten-trip tickets will be valid for one year instead of the current two months. This summer, monthly tickets will be sold on NJ Transit's website.

At New York Penn Station, there is a new standard boarding time for trains of 10 minutes between 4 and 8 PM weekdays, and 15 minutes on weekends. In the past I had written about my experiences at Hoboken, where my train was almost always on the same track. Contrast this to New York Penn Station, where commuters congregate around the monitors and must be ready to jump at a second's notice, when the track for their train pops up on the screen. I've been told that this is not the case on the Long Island Rail Road, where trains are normally assigned to specific tracks.

When NJ Transit awarded its first-ever contract for 100 bi-level cars to Bombardier last December, it included six options, A-F, of which E and F were for Metro-North. Specifically, the NJ Transit options were A and B (50 cars each), C (31), D (45), and for Metro-North E (20) and F (30). These options, if exercised, could see new cars delivered through the year 2010.

Over the next few years, all of NJ Transit's rail lines will be equipped with a PTS (positive train stop) system, and a contract has been awarded to Union Switch & Signal to equip all of NJ Transit's locomotives and cab cars with the necessary controls. At the present time, there are nine locomotives and ten cab cars that are owned by Metro-North but dedicated to west-of-Hudson service. If they do not have PTS installed by 2005, they will not be able to operate. To prevent this from occurring, NJ Transit's contract with US&S has been amended and Metro-North will pay nearly \$900,000 to have this equipment installed in these units.

The April 27 edition of the Raritan Valley Line timetable has a banner across the front which reads, "Introducing Union Station."

NJ Transit's snow blower is equipped with a jet engine from a retired B-52 bomber. Members may recall that during July, 1966, the New York Central equipped RDC-2 M-497 with two jet engines that allowed the car to attain a top speed of 183.85 mph. After the testing, the engines and cowling were removed, and the car was returned to regular service. You can bet that this snow blower will not be operated anywhere near that speed.

The Morristown station, which was built by the Delaware, Lackawanna & Western Railroad in 1914, will be modernized and made accessible. Under the terms of a \$3.86 million contract, two mini-high-level platforms will be built with canopies, and there will be new lighting and elevators. Repairs will also be made to the pedestrian tunnel and restrooms. The eastbound low-level platform will be extended, as well.

Every Sunday *The New York Times* Real Estate section carries a feature called "If You're Thinking of Living In," and on April 28, that location was Secaucus. Prominent in the article was a photo of the new Secaucus rail

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station, which was taken from track level. The name Secaucus owes its origins to the Lenape Indians, who referred it as Siskakes, which stood for "black snakes" that inhabited the area, which, was mainly swampland. Always included is a sidebar, the *Gazetteer*, which gives information about population (15,931), area (5.8 square miles), telephone area and zip codes, and the distance from Manhattan (4.5 miles), plus how one would commute to New York City. At the present time it takes a 25-minute ride on a NJ Transit bus, or a 12-minute ride on NJ Transit to Hoboken and then PATH. By the end of this year, when the station fully opens, it will be the unifier of all of NJ Transit's northern rail lines.

Work was scheduled to begin by now at Mulberry Street, the first step in extending the Newark City Subway to Broad Street. A new 850-foot tunnel will originate at Newark Penn Station beneath Raymond Boulevard and operate under Mulberry Street, surfacing at Center Street. Once at street level, there will be 11 grade crossings and these four stations — Center Street (NJ Performing Arts Center), Atlantic Street, Washington Park, and Broad Street — for a total of one mile. E.E. Cruz won the \$22,633,000 contract, which is scheduled for completion in June, 2005. The forecast is for 13,200 daily riders. This new section will be connected to the Newark City Subway via a currently abandoned tunnel.

In early May, NJ Transit announced that when SNJLRT opens (some time) this year, the price of a one-way ticket will be \$1.10, while using a bus between Trenton and Camden would cost \$3.20. A monthly pass will be sold for \$41 and \$18 for a monthly transfer to one-zone bus ride. These lower than normal (HBLRT started off at \$1.50) fares are being implemented in order to lure riders. There have been numerous reports that the ridership projections were inflated.

Port Authority Trans-Hudson Corporation

When Exchange Place reopens on June 29, 21 months after the 9/11 terrorist attacks, NY Waterway will expand ferry services from the nearby Colgate-Exchange Place terminal on its routes to the World Financial Center and to Pier 11, Wall Street. More good news — construction of the temporary World Trade Center station is ahead of schedule, and it will open in November, one month earlier than originally planned.

On April 25, New York Governor George Pataki approved a redevelopment plan for Ground Zero, which would result in a revamped transportation network and a new skyline by 2006. According to an article that appeared in *The Journal News*, work would begin on the following schedule:

- 2004 — By spring, study on airport rail links. Fast ferry service to La Guardia by year's end
- 2005 — Fast ferry service to JFK by year's end
- 2006 — Transportation Hub and World Trade Center sta-

tion to open

2009 — Permanent PATH terminus completed

2010 — PATH extension to Newark Liberty Airport completed

It is that last item that caught my interest. When PATH Assistant Superintendent Kevin Ljeda gave a presentation at our May, 2001 meeting, from what he told us it seemed that this particular project was dead (July, 2001 *Bulletin*). Interestingly, *The New York Times* article on this subject did not mention any rail extension to Newark Airport.

Amtrak

For the first time in over a year (since January 28, 2002 to be precise), the entire Spring/Summer 2003 Northeast Corridor timetable has been published in booklet (Form T-3) form. The only reference to *Acela* is to the *Acela Express*; all other trains are *Clockers*, *Keystones* or *Regionals*. There were changes, too numerous to list, but a train name from yesteryear has made a return with the renaming of the *Twilight Shoreliner* to the *Federal*. The train keeps its numbers, #66/67, and sleepers, but the schedules have changed — 10 PM, rather than 9:10 PM from Boston and 9:25 PM from Washington, D.C. Both the Northeast Corridor and National (Form T-2) Timetables went into effect on April 28.

There have been almost constant reports about the financial condition of the nation's airlines due to the recession and lesser numbers of passengers, terrorism, the price of jet fuel, the war in Iraq, etc., but there is also another mode of travel that has also been hit hard — Amtrak. Ridership was down for the first half of FY2003. When compared to the same period last year, ridership fell from 11.46 million to 11.37 million. Additionally, Amtrak had serious problems with its *Acela* and HHP locomotives, which caused the equipment to be pulled from service, albeit temporarily. The railroad is also in a constant battle with the Congress and the Administration over necessary funding, and President Bush seems to favor allowing private companies to bid to operate the trains.

Other Transit Systems**Boston, Massachusetts**

"T" commuter rail (Green) schedules were issued effective April 28. According to member Todd Glickman, who sent copies, there were no major service changes; just a few trains had a few minutes changed here and there. Of note for timetable collectors: the two Old Colony lines are now together on one timetable. This will help Quincy, Braintree, and JFK/UMass riders who previously had to search through two timetables.

Just a reminder that June 30 will be the last day that Amtrak will be responsible for operating MBTA commuter trains. The following day, a new company, Massachusetts Bay Commuter Rail Company will take over. Amtrak had held the contract since 1987, and the last time around, the company that was to receive the con-

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tract ran afoul of the unions, the public, and the politicians when it announced that all employees would have to reapply for their jobs. MBCR is made up of Connex North America, Bombardier, and Alternate Concepts, Incorporated.

Philadelphia, Pennsylvania

Member David Safford sent a few articles from *metro* concerning SEPTA. The Broad Street Subway Line is in the midst of a multi-year renovation where in-house forces are rehabilitating many of the stations. The work being done includes painting, new platform tiles, improved lighting, and renovations to station entrances and the cashier's booths. Completed so far are Lombard-South, Ellsworth-Federal, Tasker-Morris, and Snyder. Partial work has been done at Wyoming, Erie, and Hunting Park, and work is underway at Allegheny. In the future, Fern Rock, Logan, Wyoming, Hunting Park, Erie, Fairmount, Race-Vine and Oregon, will get attention.

In West Philadelphia, on Market Street construction continues. 11,000 feet of the current steel structure will be replaced by a guideway supported by single concrete column pedestals. Due to the size of this project, it has been broken down into five "construction packages." These packages are the Station Equipment and Buildings, Foundations (column pedestals), Cobbs Creek (replaces the 63rd Street and Millbourne stations and everything in between), Guideway (elevated track), and the 46th Street, 52nd Street, 56th Street, and 60th Street stations. Contractors have begun the preliminary work of relocating water and sewer mains and utilities. This new structure is being constructed under the old "L" truss bridge structure, resulting in a shutdown of Market Street, ten blocks at a time. As of early May, the 6000 blocks had just been restored to traffic and the 5000s were now shut down. He has no idea how SEPTA plans to deal with the eventual shift onto the new supports, but believes that the line would be closed completely for an extended period of time.

Accessibility improvements are underway at 69th Street Terminal. Some of the work being performed includes making the existing path to and from the various bus and trolley platforms less circuitous, as well as making the ramps compliant – at the present time the slope is too steep.

Each evening, from April 21 though May 12, rail service on the R-5 Line between Paoli and Thorndale was replaced by buses in order for Amtrak to do track work.

Just as I was completing this column, David Safford sent a package containing new SEPTA timetables that went into effect on May 5 for the final phase of work. Although that was the date of the timetables, SEPTA notified the public that work would in fact begin on the following Monday, May 12. He categorized the complete

cessation of rail service and replacement by bus service on the R-6/Cynwyd Line as "draconian," as there are so few R-6 trains anyway. The purpose is to limit the number of trains passing between 30th Street and Suburban Stations because of the necessity to remove one track from service at a time. Weekends, rail service remains suspended between the 30th Street, Suburban, and Market East Stations, with bus service being substituted. R-2/Wilmington, R-5/Thorndale, R-7/Trenton, and R-8/Chestnut Hill West trains depart from the lower level of 30th Street Station. The R-3/Elwyn Line only operates as far as University City. Buses are used to reach Center City, and the R-1/Airport is totally bus. Rail lines not mentioned operate from Suburban Station.

On the subject of Suburban Station, renovations are rapidly moving along. David's initial reaction was that the main thrust of work was to put all that floor space now idly serving no purpose other than to allow the free movement of passengers, to more profitable uses, i.e. the construction of more retail shops. (He suspects that if the foot traffic is sufficiently restricted, some of it may be squeezed helplessly into one or another of these stores.) Platform stairs are also being modified by enclosing the bottom, probably to enclose them for air-conditioning.

Baltimore, Maryland

April 28 was the effective date for MARC's new timetables. The Penn/Camden Lines are in booklet form, while the Brunswick Line is still produced on a fold-up card style. Thanks to member Steve Erlitz for sending copies.

Washington, D.C. area

WMATA is seeking to raise fares for the first time in eight years, this July. On April 24, its Board approved a new fare structure (see below) for the FY 2004 budget, and apparently this plan only has to be sent to the local jurisdictions for approval. (WMATA held a series of public hearings during the winter.) Once this has taken place, the Board will approve the new fares in June, and they will go into effect on July 1, 2003. For Metrorail riders, the peak period "boarding charge" would rise by ten cents to \$1.20, the maximum peak period fare of \$3.25 would go to \$3.60, and off-peak fares of \$1.10, \$1.60 and \$2.20 would go up by ten cents. Similar increases would affect bus riders.

On July 1, Metrorail weekend late-night service would operate one additional hour, until 3 AM. This is funded separately by the District of Columbia under an 18-month demonstration project. Saturday and Sunday mornings, the system would open one hour earlier at 7 PM.

The short mid-April heat wave caused CSX to put heat restrictions into effect between 1 and 9 PM. All trains operated at 20 mph less than the permissible speed for each particular section of track. Total delays on the Fredericksburg Line were expected to be be-

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

tween 10 and 20 minutes. Manassas Line trains were not subjected to these delays, as Norfolk Southern had not imposed heat restrictions. Heat restrictions normally occur in the summer when there are extreme temperatures. However, anytime the temperature difference between day and night is more than 30 degrees and the daytime high is expected to go over 80 degrees, heat restrictions can go into effect.

New VRE timetables went into effect on April 28 with only minor changes.

Tampa, Florida

Will Florida ever get the high-speed system that voters approved back in 2000? On April 22, Florida's House of Representatives voted not to allow a second vote by the electorate on this subject. But the very next day, under pressure from Governor Jeb Bush and the Republican leadership, they reversed themselves. In order to place another amendment before the voters, three-fifths of the majority in each chamber must approve the bill. In the Senate, there must be 72 votes (on April 23 there were 69) and in the Senate, 24 of the 40 members must vote in the affirmative. Thanks to member Dennis Zaccardi for the report from **The St. Petersburg Times**.

South Florida

In spite of some initial controversy, on April 30 Florida's House of Representatives voted 117-0 to enact the necessary legislation that would form the South Florida Regional Transportation Authority. Florida's Senate approved the bill one day earlier. As the article from **The South Florida Sun-Sentinel** reported, it was up to Governor Bush to decide yes or no. Thanks to member Joe Gagne for sending the report.

Chicago, Illinois

Two stations on the Wabash Avenue portion of the Loop that date from 1897 will be replaced by one new station in the near future. With a \$1 million grant, the CTA has begun preliminary design and engineering work to demolish the Randolph/Wabash and Madison/Wabash stations, and construct Washington/Wabash. The new station will be accessible and equipped with up-to-date digital and audio communications as well as new lighting, windbreaks with overhead heating, etc.

A section of track known as the Paulina Connector, which is now used only for non-revenue equipment moves between the Green Line on Lake Street and the Cermak (Douglas) branch of the Blue Line, will be rebuilt and have a second track added to it. Constructed in 1895, this trackage was part of the Logan Square "L" that branched north from the main line at Congress Street while Garfield Park (Forest Park) trains continued west and Douglas Park (Cermak) trains turned south. With the opening of the Dearborn Street Subway in 1951, service on this connector track was discontinued

until 1954, when the Garfield Park "L" was demolished in preparation for the construction of the Congress (Eisenhower) Expressway. From 1954 until 1958, when service began in the median of the expressway, Douglas Park trains used the connector to reach the Lake Street "L" for trips to the Loop. CTA officials expect this trackage to be in service in 2005.

With sponsorship from the Chicago Architecture Foundation, the Chicago Office of Tourism, and the CTA, free Loop Tour Trains are operating on Saturdays from May 3 through September 27. Trains depart southbound from the Randolph/Wabash inner loop station at 11:35 AM, 12:15, 12:55 and 1:35 PM. Docents from the CAF provide a narration over each train's PA system, pointing out buildings of architectural interest. The service has become increasingly popular as last year 11,402 customers rode the train, an increase of 15% over 2001 and 36% over 2000. While the tours are free, those taking advantage of the service must pick up tickets at the Chicago Office of Tourism, which is located on the first floor of the Chicago Cultural Center, beginning at 10 AM.

Chesterton, Indiana

Fare increases are also coming to South Shore Line riders, after the Northern Indiana Commuter Transit District held public hearings during May to consider a 10% across-the-board increase this July. NICTD would also like to change the ages at which youth fares apply. At present they are 2-13, but would become 2-11. That same reduction in age would apply to the off-peak family fare. Active military personnel in uniform and presenting proper ID would ride free, as do uniformed fire and police personnel. The South Shore's last fare increase took place in 1996.

St. Louis, Missouri

On April 9, a groundbreaking ceremony was held at the site of the future Forsyth station on Forest Parkway, to kick off construction for the Metrolink Cross County Extension. When complete, the 8-mile extension will link these six communities with St. Louis: University City, Clayton, Richmond Heights, Brentwood, Maplewood, and Schrewsbury. At the present time, it is anticipated that the line could be in service sometime in 2005.

Houston, Texas

Car 101, the first of 18 95-foot-long cars being built by Siemens, was unveiled to the public at a ceremony on May 2. The 7½-mile-long Main Street Line is now set to open on January 1, 2004. Thanks to member Karl Groh for sending the article from **The Houston Chronicle**.

San Francisco, California

Member Harold Geissenheimer, in his **Transnet News Letter**, reported that service to SFO Airport using the Bombardier (Adtranz)-built people mover started carrying passengers on February 24, 2003, with a formal opening on March 2, 2003. BART-SFO service is set to

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Commuter and Transit Notes

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begin later this month, with a public ceremony on June 21 and revenue service the following day. (Please see Jimmy Mattina's article in this issue.)

Following the conclusion of public hearings (April **Bulletin**), Caltrain's new fare initiatives will go into effect on September 22, and there will be six fare zones of equal distance. Additionally, round-trip tickets and weekend passes will be eliminated – replaced by a Day Pass. Some of the other changes: 10-trip tickets must be validated prior to boarding trains and will be valid for four hours, new Senior/Disabled/Youth 10-trip tickets will be introduced. Another new feature is adding a zone upgrade which will allow passengers to upgrade any ticket to ride beyond their normal destination without having to pay the full base fare again.

Los Angeles, California

A few notes on rolling stock from **Western Transit**. To alleviate a car shortage caused by damaged cars, Metrolink is leasing cab car 4011 and trailers 3832, 3835, and 3842 from Caltrain (San Francisco). Nippon/Sharyo built these bi-levels in 1985-86. Two wrecked cars, 113 and 634 (Placentia accident), have been retired. In addition, four ex-Amtrak F-40s have been purchased and will be refurbished. Three of the units are 256, 300, and 396.

Ontario, Canada

Overlooked was VIA Rail Canada's 25th anniversary, which took place on April 1.

Apparently the Scarborough RT Line is a victim of its own success. Opened on March 22, 1985, the line operates between the Kennedy station of the Bloor-Danforth Subway Line and Scarborough Town Centre, using Bombardier-built cars that are no longer in production. Although there is an operator assigned to each

trainset, it operates on the same type of system as the Vancouver SkyTrain. In order to increase capacity from two to four-car trains, new cars would have to be extensively modified at great cost, and could require a two-year shutdown. Before the RT was built, many favored an extension of the Bloor-Danforth Line, but the desire of the Province of Ontario, owner of the Urban Transit Development Corporation, to build this type of transit line won out.

Umm Qasr, Iraq

With the end of hostilities in Iraq, train service was resumed within a week of April 19 between Umm Qasr and Basr. On that date, opening ceremonies were held. It is expected that the railroad will facilitate deliveries of the much-needed supplies to the population from the Persian Gulf port city of Basra. The article sent by Dennis Zaccardi from **The St. Petersburg Times** did not provide details about the rolling stock, but did mention that the cars were air-conditioned, while the previous equipment lacked windows, doors, and cushions. During the rule of Saddam Hussein people were not allowed on the trains – they were mostly used to transport luxury cars and vans for Baath Party members, according to one local politician.

From the History Files

100 Years Ago: In June, 1903, construction of today's Grand Central Terminal began.

70 Years Ago: On June 25, 1933, the West Jersey & Seashore and the Atlantic City Railroad merged to become the Pennsylvania, Reading & Seashore Lines.

Correction – Longtime member Robert Powers (ERA #663) emailed that I made reference to the wrong type of steam engine in last month's From The History Files, as 999 was a Buchanan Eight-Wheeler, a 4-4-0, not an Atlantic.

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

Two Anniversaries

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Trains started operating to a temporary terminal at 21st Street-Queensbridge on October 29, 1989. Through service to the IND finally began on December 16, 2001.

- Service was discontinued on the following structures:
- May 12, 1955 Third Avenue "L" south of 149th Street
 - April 27, 1956 Fulton Street "L"
 - August 31, 1958 155th Street Shuttle
 - October 4, 1969 Myrtle Avenue "L" between Broadway and Jay Street
 - April 29, 1973 Third Avenue "L" from 149th Street north
 - May 10, 1975 Culver Line between Ninth Avenue and Ditmas Avenue
 - September 13, 1977 Jamaica Line east of Queens

- April 13, 1985 Boulevard
Jamaica Line between 121st Street and Queens Boulevard

Most of the subway and elevated cars that were running in 1953 were built long before Unification (1940) and were due for replacement. New cars were placed in service regularly. Most of the old IRT cars were out of service by 1964, but a few lingered on the Third Avenue "L" until 1969. The old BMT cars were also taken out of service in 1969, and the newer R-1 to R-9 IND cars continued running until 1977. New cars built in the 1980s replaced the first generation SMEEs. At the present time, new IRT cars are replacing cars built in the 1950s and 1960s. Within the next few years, new cars will replace the oldest BMT and IND cars. When these cars are thoroughly worn out, we can expect to see new cars. But will the Second Avenue Subway or other extensions be built? Time will tell.

REDBIRD UPDATE

By George Chiasson

The equipment scene on the IRT has changed most notably and dramatically on 4 since our last Update. Redbirds on the Mainlines are but a memory, and numerous trains of 4-assigned Bombardier R-142s are now in daily operation. And just in time for this month's write-up the IRT equipment changeover has finally started to affect its last route, 3/Seventh Avenue-Lenox Express. Additional R-62As have begun moving to Corona, and the last arena of retirements, for the Flushing-based fleet of World's Fairs, is in its first stages. With the improving weather comes concern about air comfort and cleanliness, which may play a key role in how quickly (or slowly) this final vanguard of traditional New York Subway rolling stock is phased out of operation.

R-142s (Phase III Continues; Here Come The 1100s)

Through May 9, 2003, Primary R-142s 6891-6895 along with Option II R-142s 1156-1190 were delivered. On April 14, the first train of 1100-series cars, also being its fifth set of R-142s, was placed in service on 4. This consisted of 1106-1110 and 1121-1125. On the same day, R 33s assigned to 4 were removed from regular service and put on stand-by. Through May 9, 2003 R-142s 1101-1105, 1111-1120, 1126-1140, and 7166-7175 were also placed in service on 4, for a total of nine trains (90 cars). As described below, these were sufficient to retire all remaining mainline R-33s, and get a start on supplanting the Kawasaki R-62s. As of May 9, 2003 R-142s 6876-6885 were undergoing the "burn-in" phase of testing toward 5 service, and when ready cars 6891-6895 will also be assigned to E. 180th Street.

R-62/R-62A Notes (3-Way Shifts Commence; Focus Shifts to 3)

In the early phase of the R-142/142A acquisition, 3 was to have been the third and final assignment for the Bombardier-built portion. By mid-2002, however, these plans were changed and 3 will receive what has historically been the system's most reliable equipment, the 315 Kawasaki-built R-62s. This is significant in that the R-62s have been used on 4 for their entire service lives. As they were revenue tested back in 1983-84 they did see use on 2 and 7 as well as 4, but other than that have been the hallmark of 4, and teamed with the Redbirds to form the backbone of Lexington Avenue operations for nearly two decades.

This shift has been made possible by the extension of 3 trains from 9 to 10 cars, which had been planned as part of the changeover process but was unfortunately accelerated by the World Trade Center attack of September 11, 2001. With access to South Ferry cut off, NYCT was forced to extend 1 to Brooklyn for one year and operate 2 as a local. This left a truncated 3 ser-

vice as the sole express train on the Seventh Avenue side, and created a slight surplus of equipment with which to extend 3 trains to 10 cars in length. The main operational consideration of this action was an inability to use certain storage tracks at Lenox Yard that cannot berth full-length consists, which was mitigated by transferring this function to the underground storage facility at 137th Street on the Broadway (1/9) Line. As has traditionally been the case, platforms at the 145th Street-Lenox Avenue station can only serve five cars and just one section of each 10-car consist is opened. The R-62s were also the first IRT fleet to be unitized in permanently-linked 5-car sets, with all 320 then active completed in September, 1992. As such, these have subtle differences in train configuration from the R-62As later unitized for 1/9 and 6. Of course, the most obvious and critical disparity between the two is the employment of General Electric SCM control in the R 62s and Westinghouse E-Cam control in the R-62As.

To commence Inspection and Maintenance training for Division of Car Equipment personnel, R-62 set 1506-1510 was brought right out of 4 service to Livonia Shop in mid-February. Within two months, this task was largely complete and that 5-car set transferred to 207th Street Shop for floor replacement and other life extension work on April 25. On April 29, 15 other R-62s were based at Livonia (1361-1365, 1401-1405, 1426-1430), and their inspection regime relocated from Jerome Shop as of May 1. Five other R-62s followed on May 6 (1441-1445), and the first train finally entered 3 service on May 9. It departed 148th Street/Harlem at 8:23 AM with a consist of 1600/1599/1598/1597/1596, freshly relocated from 4, in concert with 1361/1362/1363/1364/1365. The reason for their delay in entering passenger service is unknown, but crew qualification was not a major consideration, given the minor differences between the R-62s and R-62As, which have now been on 3 for more than 16 years.

As the first several sets of R-62s were marshaling at Livonia, 3-assigned single-unit R-62As 2071-2080 were earmarked for immediate transfer to 7 and arrived at Corona early on the morning of May 4. In scattered trains, they were pressed into service for the following Monday's rush hour, and thus the stage is set for the withdrawals of World's Fair Redbirds to resume. Aside from ongoing deterioration and advancing cosmetic difficulty, another key element in the rapid pace of this action is the approach of summer weather. This fosters a desire to get as many R-36s out of service as possible to avoid the potential cost of upkeep on their aging air-conditioning systems. It remains open to

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Redbird Update*(Continued from page 15)*

speculation if there will be enough Redbirds required in coming months to carry out the usual cutback to 10-car trains, or if there will be any other justification for doing so.

Redbird Notes (End of the Mainline R-33s; Flushing Farewell, Renewed)

It is poignant that on the same day the first train of 1100-series R-142s was placed in 4 service, the last regularly assigned train of Redbirds was removed from the same line. Operated during the evening rush hour of April 14, 2003, it consisted of S-9232/9233-9302/9303-9108/9109-9244/9245-9248/9249-N and was laid up via Bedford Park middle just after 6 PM. Though this was presumed to be the end of the story, all three Redbird trains remained on stand-by status at Jerome for the next week as more R-142s were prepared for service. Sure enough, one train popped up in the evening rush hour on Thursday, April 17, probably for one round trip. It passed northbound from Borough Hall to 86th Street between 5:45 and 6:15 PM, and was made up of S-9233/9232-9300/9301-9108/9109-9246/9247-9255/9254-N. There were no Redbirds the following day, but oddly the same train was back for two more turns on Saturday, April 19 (being photographed for posterity along the way). The end came at last on Easter Sunday, April 20, 2003 when another trainset (S-9302/9303-8842/8843-9295/9294-9090/9091-9241/9240-N) pulled out of Woodlawn on the 5:46 PM trip to Utica Avenue. After relaying, it returned to The Bronx for the final time at 7:11 PM, arrived at Woodlawn at 8:12 PM, and relayed to Mosholu Yard via the Bedford Park Boulevard middle. All 42 of the R-33s at Jerome sat idle until the evening of April 23, when they were forwarded to 207th Street Shop via Concourse Yard and the IND. Most, if not all, were being prepared for reefing by May 9. So it is that the mainline R-33s followed the R-26s, R-28s and R-29s into New York City subway history. After 47½ years of faithful service, post-

War SMEE cars have completely departed the IRT mainlines, and it is not a little ironic their final stronghold will be 7, where such equipment began operation back in 1948.

“GOH-II” World’s Fair R-33s 9324 and 9342 were back in 7 service on April 21, while 9325, 9335, and 9345 went through conversion at 207th Street Shop. All three were back at Corona by the end of April, but had not yet returned to operation as of May 9. One point of additional clarification related to the upgrades these cars are receiving, the control group is being changed to WH E-Cam, a variation technically similar to that on R-62As and R-68/68As. Be that as it may, Redbirds are only able to trainline with R-62/62As for shop movement purposes, not for passenger service. The arrival of R-62As 2071-2080 on May 3 resulted in the immediate retirement of four more Westinghouse World’s Fair R-36s and mainline R-36s 9536/9537. This leaves at total of 20 Westinghouse-equipped Redbirds on 7, and just two mainline R-36s (9542/9543). It is quite possible the next influx of R-62As will result in the extinction of this sub-class, leaving the single units and an ever-dwindling number of General Electric World’s Fairs to finish out their operating lives over the Summer.

Redbird Retirements and Restorations

Taken out of service through May 9, 2003 were:

R-33: 8842/8843, 8930/8931, 9090/9091, 9108/9109, 9160/9161, 9232/9233, 9234/9235, 9240/9241, 9244/9245, 9246/9247, 9248/9249, 9254/9255, 9260/9261, 9266/9267, 9278/9279, 9294/9295, 9300/9301, 9302/9303 off 4

R-33S: 9335, 9345 off 7

R-36: 9362/9363, 9468/9469, 9536/9537 off 7

Restored to service through May 9, 2003 were:

R-33S: 9324, 9328, 9331, 9342 on 7

Redbird Reefing

There has yet been no sign of renewed reefing activity, but several shelled Redbirds have been sighted at 207th Street bearing inspection seals from the South Carolina Department of Health and Environmental Control.

R-143 Update*(Continued from page 8)*

More recently, Bill Zucker observes that there has been

a greater proportion of R-40Ms on 6 (in relation to N) since the April 28 schedule change, but there are still quite a few in evidence on both.

JFK AIRTRAIN UPDATE

by Raymond R. Berger

The December, 2002 issue of the *Bulletin* included an article that described a tour of the JFK *AirTrain* sponsored by the New York Chapter of the National Railway Historical Society. This tour was conducted on Saturday, July 13, 2002 and preceded a tour of the same facilities by the New York Division of the Electric Railroaders' Association. As most readers of the *Bulletin* know, a tragic accident occurred on September 27, 2002 in which an employee of Bombardier Transportation Systems was killed. The *Bulletin* erroneously reported the decedent as an employee of *AirTrain* rather than the contractor, Bombardier Transportation Systems.

Since the incident, the Port Authority of New York & New Jersey, the parent owner of the JFK *AirTrain*, stopped all testing pending the outcome of investigations by the Port Authority and the National Transportation Safety Board. However, construction of then-incomplete structures, rights-of-way, and stations continued. An eleven-page report was finally issued by the Port Authority on April 15, 2003 and details of this investigation were made public. A report by the National Transportation Safety Board is not yet complete, but if it eventually confirms the Port Authority's findings, further litigation will most likely occur.

On September 27, 2002 Bombardier Transportation Systems was testing the power supply system and was in the process of finding out the amount of power two *AirTrain* trains will draw simultaneously. The test called for the use of two four-car trains, but braking was intermittent in four-car consists, so three-car trains were used instead. Two-ton concrete blocks in two of the three cars were used to simulate the weight of the fourth car's load. The site of the tests was between the Lefferts Boulevard and Federal Circle stations.

On the initial trip, at 12:07 PM, the two trains running on parallel tracks accelerated and drew enough power to trip open a circuit breaker, as intended. Once the two trains lost power, both trains coasted to a stop, but a train with Car 121 in the lead stopped 1,636 feet beyond the other. An electrical cabinet was the marker indicating the intended stopping point, but was impossible to be seen by the train operator, according to the

Port Authority's report. The train operator reported this location via a hand-held radio, but the testing supervisor did not realize the train had operated the distance it had.

On a second run, at 12:24 PM, the circuit breaker did not trip and there was no loss of power; the train operator again passed the marker. A third run was ordered to test conditions at "full speed." It is estimated that the train was operating at 55 miles per hour around a curve with a 25-mile-per-hour speed restriction. At 12:26 PM, the train, rounding the curve, derailed to the right over a service road, went into emergency braking mode, and ran into the concrete noise-abatement wall. It stopped after striking a concrete-encased cable splice box. Eight unsecured concrete blocks shifted suddenly to the right, crushing the train operator while he was at the manual controls in the front of Car 121. He died in the hospital of his injuries 2½ hours later.

The Port Authority report concludes that Bombardier did not train the operator to run a train at speeds in excess of 15 miles per hour. A device that limits train speed to 15 miles an hour while in manual mode will be installed on all cars in a way that it cannot be disabled. Further, the report faults the testing supervisor for not knowing that the train had exceeded the predetermined stopping location. Finally, it states that the use of concrete blocks did not cause the accident, as the blocks were used in previous tests without adverse effect. The report recommends that Bombardier record all communication electronically and that it receive formal approval from all parties before implementing any tests.

Employee training will also be improved and the Port Authority initiated an *AirTrain* Oversight Board to monitor conformance with safety procedures. An insurance carrier will pay \$4 million to have Bombardier manufacture a new Car 121 as a replacement for the original car and to repair the two other damaged cars.

The National Transportation Safety Board has received a copy of the Port Authority's report and is not opposing the resumption of *AirTrain* testing. Current plans are for the entire *AirTrain* system to open between the Howard Beach and Jamaica stations through Kennedy Airport in November, 2003.

ADDITIONAL IRT CARS ORDERED

NYC Transit has placed an order for 80 subway cars with Kawasaki. The cars, to be designated either R-

142A or R-142S, will be delivered by September, 2004 and will be used for future service increases.

Around New York's Transit System

New IRT Schedules

When the new IRT schedules went into effect on April 27, 2003, weekend schedules were revised on all lines except 7 and the 42nd Street Shuttle. Saturday morning rush hour service on 1 was increased from an 8- to a 6-minute headway and 4 service was increased from a 10- to an 8-minute headway during the entire Saturday morning. Service was adjusted on other lines as shown

on the following table:

The new weekday schedules are nearly the same as the previous schedules. The 5:45, 6:07, 6:26, and 6:40 AM 3 trains that were put in service at E. 180th Street start from 148th Street. The 12:00 and 12:12 AM 3 trains arriving at 96th Street northbound discharge passengers there. We do not know where they are laid up.

HEADWAYS

EFFECTIVE APRIL 27, 2003

LINE	SATURDAY			SUNDAY		
	MORNING	AFTERNOON	EVENING	MORNING	AFTERNOON	EVENING
1	6	6	6, 8	10, 6	6	8, 10
2	12	12	12	12	12	12
3	12	12	12	12 (A)	12	12
4	8	8	12	12, 8	8	12, 15
5	12	12	12	12	12	12, 15
6	8	8	8, 10	10, 8	8	12, 15
7	5	6, 4	8, 12	8, 6	6	12, 15

EFFECTIVE SEPTEMBER 15, 2002

LINE	SATURDAY			SUNDAY		
	MORNING	AFTERNOON	EVENING	MORNING	AFTERNOON	EVENING
1	8, 6	5½, 5	6, 8	10, 6	6	8, 10
2	10	10	12	12	10	12
3	10	10	12	12 (A)	10	12
4	10	6¾	12	12, 8	8	12, 15
5	10	10	12	12	12	12
6	7, 6	5	8, 10	10, 7½	6, 6½	12, 15
7	5	6, 4	8, 12	8, 6	6	12, 15

(A) 15 minutes—early morning 135th Street-148th Street shuttles

FARE INCREASES OVERTURNED BY COURT RULING

After the MTA Board voted in March to increase subway, bus, commuter rail, and paratransit fares, the New York Public Interest Research Group (parent organization of the Straphangers' Campaign) and others, including elected officials, petitioned the State Supreme Court to stop the fare increase, citing State and City Comptrollers' reports that the MTA lied about its financial condition. The Court refused to grant an injunction stopping the fare increases, which took effect in early May, but agreed to hear the case. On May 14, Judge Louis B.

York issued a ruling ordering that, within two weeks, the fares be rolled back to what they were prior to the May, 2003 increases on New York City Transit's buses and trains, Staten Island Railway, the Long Island Rail Road, Metro-North, and Long Island Bus. He also ordered that the 62 subway "token booths" whose closing had been authorized by the MTA Board remain open. The ruling specifically allowed for a new round of public hearings.

The MTA appealed the rollback on May 15, putting it on hold. At press time, there was no resolution.