

The Bulletin



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THIRD AVENUE WAS ABLE TO REDUCE EXPENSES 75 YEARS AGO

Third Avenue's car building program, described in previous issues, was started because the company was unable to afford new cars, especially PCCs.

The company just barely made a profit, and it occasionally ran a deficit. However, it was able to remain solvent during the Depression by economizing. From 1929 to 1932, trolley and bus revenue decreased by \$2 million, but operating expenses were reduced by \$2.75 million. During this period, the remaining twenty busiest trolley lines were converted to one-man by rebuilding the front door and installing a treadle in the rear door. Manhattan service was reduced drastically. 42nd Street cars 401-450 were transferred to the Bronx, replacing single-truck convertibles that were lengthened and rebuilt.

In 1934, the company was able to reduce expenses again by performing most of the inspections at the Kingsbridge car house. In the morning rush, several inspection cars from the West Farms car house operated in revenue service on the Bronx and Van Cortlandt Park Line and were laid up in the Kingsbridge car house after the AM rush. Because there were only West Farms destinations on these roll signs, they remained blank. Large signs reading 262ND ST. AND B'WAY or 225TH ST. AND B'WAY were hung on the front dash until these readings were added to the roll signs. Huffliners and 100s assigned to the Broadway Line occasionally appeared on the Broadway-Amsterdam Avenue-125th Street Line. They must have been inspection cars operating to and from the Kingsbridge car house.

The company tried to avoid replacing the large route roll signs in the older cars. When

the double-digit convertibles were transferred from Manhattan to Yonkers in the 1920s, they retained the Manhattan signs and displayed Broadway when operating on lines 1, 2, and 3. The line name and number were shown on large signs hung on the front dash. In 1934, new signs listing all Westchester County lines appeared in several convertibles. But three years later, the glass covering the sign was painted and it was no longer visible.

In the 1920s, most Bronx cars had signs listing all Bronx and Westchester County destinations. When they were replaced in 1932, the new signs listed destinations for only one car house.

In 1936, large metal signs with the familiar large letter and route name were hung on the front dash of all cars. These signs were 21 inches high and 18 inches wide. The large letter "T" was 15^{3/8}" wide x 13^{3/8}" high and the name of the line was 1^{3/4}" high. Within the next two years, the glass window covering the front route sign was painted. In the early 1940s, the glass window covering the side route sign was also painted. At about the same time, the large letter and route name were painted on cars assigned to a specific line. If the car was operated on another line, the correct sign was hung on the dash.

Employees were paid only for the time they actually worked. Most Motormen worked continuously 8^{1/2} to 10 hours without time off for meals. Swing runs were even more tiresome. Elapsed time was as much as 13^{1/2} hours with 3 to 4 hours unpaid swing. Broadway-145th Street Motormen had no layover time because they turned on crossovers at 145th Street and Lenox Avenue and at 181st Street

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NEXT TRIP: WALKWAY OVER THE HUDSON, SATURDAY, JUNE 23

DEVELOPMENT OF THE LONG ISLAND RAIL ROAD IN THE ROCKAWAYS

by George Chiasson

(Continued from May, 2012 issue)

(Before I begin, here is some additional information for the installment in the May issue: Thanks to the late Vincent Seyfried, I was able to find out that the opening date for the New York & Rockaway Railroad was July 14, 1872.)

Over time, the head-on competition between the South Side and Long Island Rail Road took an economic toll on the former, and by 1874 the company was re-organized as the Southern Railroad of Long Island. Its financial stresses may have been attributable to some excess capital investment in the face of constrained revenues, including a project to double-track portions of its mainline toward Patchogue and the continued need to operate slow, expensive steam dummies in the streets to reach its terminal in Williamsburg (which included some freight drayage as well). During LIRR's Poppenhusen reign, the still-fresh Southern was finally merged under the control of its long-time rival by early 1876 and overall operations were consolidated somewhat. Among many things, this resulted in the following profound changes:

- Abandonment of the in-street terminal trackage between Bushwick and Williamsburg on February 29, 1876
- The redirection of "Southern" through passenger trains into the Long Island Rail Road terminal at Hunters Point via Bushwick Junction and the 1870-built connection to the former New York & Flushing starting on May 25, 1876. Concurrent with this alteration, the older South Side line to the Bushwick terminal was relegated to single-track branch status, with a new connecting platform located at the Fresh Pond station. Extended passing sidings were then laid along the newly-configured ex-Southern alignment all the way from Hunters Point to Pearsall's and it was immediately adopted as LIRR's passenger "Main Line" between Jamaica and the East River terminal. The former New York & Jamaica main line was thus (temporarily) reduced to a secondary role that accommodated freight operations
- Operational consolidation of LIRR (née New York & Rockaway) and Southern RR of LI, in effect June 1, 1876, wherein all passenger trains serving the former South Side Railroad (e.g. the "Montauk Division") started using the original LIRR Jamaica depot, diverged to the 1872-opened New York & Rockaway (LIRR) alignment from Rockaway Junction to Springfield Junction, and continued on the original South Side right-of-way from there to Valley Stream. From that point they went east to Babylon

or south to the Rockaway Peninsula.

As a result of measure #3, through operations from the Hunters Point terminal via the former Southern were diverted onto the former Brooklyn & Jamaica (LIRR Atlantic Division) line at "Berlin Switch," the site of Dunton Tower in 2012. Thus, its trains began passing through the Long Island Rail Road's (Old) Jamaica Station, and the ex-South Side stop at Berlin (opened as Van Wyck Avenue in 1869) was closed. Sometime by the summer of 1878, perhaps that June, the former "Berlin" depot was moved to a location beside the ex-Southern main line off Curtis (124th) Street and a new station, named "Morris Grove," was created. This stop was re-christened Morris Park about 1882 to reflect the popularity of an adjacent public parkland and picnic place, and then it was closed in 1886 to be replaced in kind by a rapid transit station bearing the same identity along the Brooklyn & Jamaica (Atlantic Division) at Lefferts Avenue (119th Street). When LIRR actually opened its Morris Park engine and car servicing facility at the older site in 1889, located off Atlantic Avenue at Spruce (121st) Street, a simple employee flag stop was re-installed on the Montauk Division side of this expanse near Stewart (89th) Avenue called "Shops." On the rest of the original South Side main line, née "Montauk Division" across western Queens County, a complete second track was opened between Hunters Point and Glendale Junction as part of the original New York, Woodhaven & Rockaway arrangement on August 22, 1880, and then extended to Richmond Hill on August 25. Stations were also added and subtracted through the years at Penny Bridge (Laurel Hill & Review Avenues, by the old Meeker Avenue Bridge, (re)opened 1902); Laurel Hill (Clifton (46th) Street, opened 1891, closed 1900) and Ridgewood (off Otto Road, opened June 2, 1883).

The 1876 consolidation of the Southern and New York & Rockaway lines had also created a mismatched track configuration, wherein the limited number of trains that were still routed via the "Old" Southern main line could not thereafter stop at both the ex-Southern's Beaver Street and Old Jamaica stations, with the two locations being linked by a pedestrian passageway. In early 1877, the Beaver Street depot was physically moved a short distance to join LIRR's station at what is now 153rd Street, but the platforms for each remained where they were, about two blocks apart. On or about July 21 of that year, what service had been left on the "Old South-

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Development of the Long Island Rail Road in the Rockaways

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ern” line between Beaver Street and Springfield Junction was dropped altogether. Its two local stations at Locust Avenue and Springfield then saw little, if any traffic for almost 30 years until the Jamaica Race Track opened in 1903 and the trackage was eventually electrified in 1905-6. Freight operations were maintained, however, and one track removed beyond the Springfield station with a hand-operated connection built to the surviving (outward) portion of the Southern main line at the junction itself.

In 1880 the former LIRR, ex-New York & Rockaway Branch portion of the reconfigured “Southern” was also double-tracked from Rockaway Junction to Springfield Junction, and in time it became part of the Montauk Division main line. A pair of stations with like names to those on the Southern route were eventually established, but evolved slowly and were located too far away to truly replace them. The new “Springfield” station (located at Springfield Avenue, later Springfield Boulevard) came to life in 1881, where a depot was first erected in 1889. It was raised onto an elevation decades later and went on to serve patrons until 1979 under the better-known name of “Springfield Gardens.” Another stop was laid at “Locust Avenue” (now Linden Boulevard) on July 1, 1898, but was known as St. Albans after about 1927 and its successor remains in use on MTA Long Island Rail Road in 2012. As part of the same consolidation in 1876, the Ocean Point station on the Southern’s 1869-opened branch to Far Rockaway was closed, though it would eventually be restored as “Cedarhurst” in June of 1887. The attractions at both Atlantic Park and the South Side Pavilion were also discontinued in 1876 (along with their corresponding station stops) as the Southern surrendered the “festive” personality of its Rockaway service to Long Island Rail Road ownership. More financial instability following the 1876 merger eventually made even LIRR vulnerable and it was ultimately cast into receivership. As a result its hold on the Southern was restructured under the name Brooklyn & Montauk Railroad in late 1879, and even more system consolidations occurred, but often for positive reasons. One example of this was the expansion of summer service to the Rockaways from points all around Long Island in the summers of 1878 and 1879, which included the following special trains:

- Whitestone to Rockaway Beach via Winfield Junction (old) Jamaica, and Valley Stream
- Glen Cove to Rockaway Beach via Mineola, Rockaway Junction, and Valley Stream
- Port Jefferson to Rockaway Beach via Mineola, Rockaway Junction, and Valley Stream
- Patchogue to Rockaway Beach via Babylon and

Valley Stream

The Bushwick terminal also remained in operation after the 1876 merger, but largely as a marginalized branch line that as time passed enjoyed an ever-diminishing stature. For the summer seasons between May, 1886 and September of 1894, Bushwick was used by trains of LIRR’s Manhattan Beach Division as a replacement for that line’s original waterfront terminus at Greenpoint in Brooklyn. The Manhattan Beach operation was largely a leisure-oriented service that was a long-time progeny of banker Austin Corbin, who originally backed the undertaking. Its namesake trackage was relocated to a joint embankment with BRT’s Brighton Line by 1909, abandoned about 1933, and removed around 1941. In 2012 it is survived in part by the Bay Ridge Branch. The terminal at Greenpoint was originally established on May 16, 1878 as part of the original New York & Manhattan Beach Railway, a narrow gauge system that would be assumed by competitor Long Island Rail Road (of which Corbin was concurrently ascended to president) 2½ years later. Being generously served by several ferries across the East River from both midtown and lower Manhattan, Greenpoint thus proved by nature to be both costly and contradictive to LIRR’s own long-established facilities on the East River at Hunter’s Point, and was thus eliminated at the earliest opportunity. As component to LIRR’s enforced consolidations, the entire system was converted to standard gauge beginning in September, 1882 and physical connections were built from the existing New York & Manhattan Beach alignment, which also served as an extension of the New York & Bay Ridge, to both the Atlantic Division at East New York, and to the Montauk Division (ex-South Side) main line at “Fresh Pond” Junction. A healthy proportion of the line’s summer-only passenger service from both Bay Ridge and Manhattan Beach was then routed into Flatbush Avenue via the East New York tie-in starting on May 30, 1883 and to the Hunters Point LIRR Terminal via Fresh Pond on June 2, with use of the Greenpoint terminal finally being discontinued as the 1885 season concluded on that September 28.

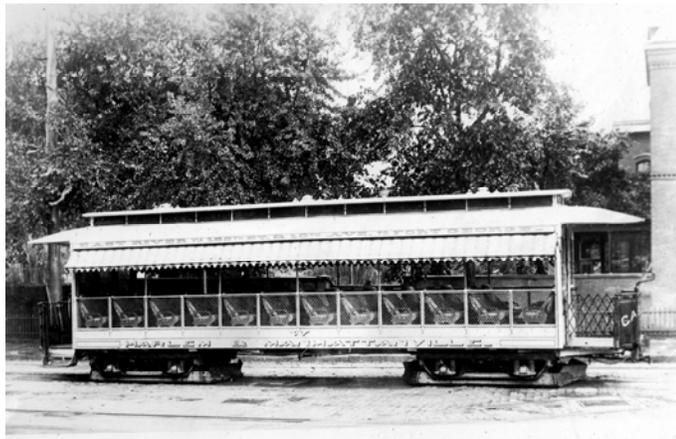
To enable trains from Bay Ridge and Manhattan Beach to access Bushwick instead, yet a third connection had to be installed at the “South Side Railroad Crossing” (approximately at Varick Avenue, between Meserole & Randolph Streets in Bushwick). This remained in place after Manhattan Beach Division passenger service to Bushwick was discontinued in 1894, with the balance of the original line to Greenpoint then assuming a separate identity as LIRR’s Evergreen Branch from the South Side Railroad Crossing to “Cooper Avenue Junction,” where it met the 1883-opened extension coming down from Fresh Pond Junction on the ex-South Side main line. Of further note, immediately following the original Dual Contracts of 1913, the Evergreen Branch was an alignment that was

(Continued on page 5)

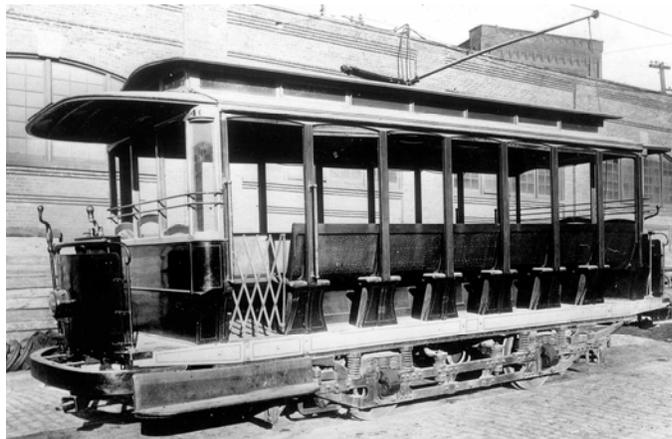
**Third Avenue Was Able to Reduce Expenses
75 Years Ago**

(Continued from page 1)

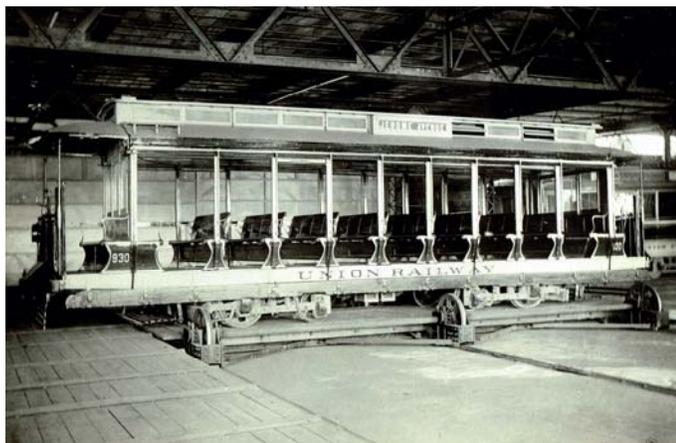
THIRD AVENUE RAILWAY OPEN CARS



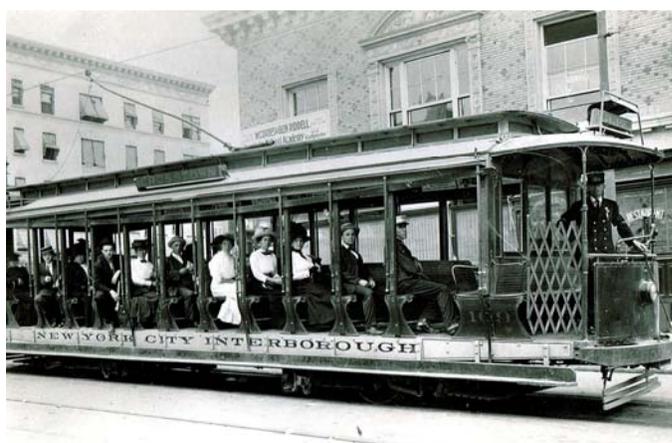
Fort George Cable Car sample car, Amsterdam Avenue & 129th Street.
Bernard Linder collection



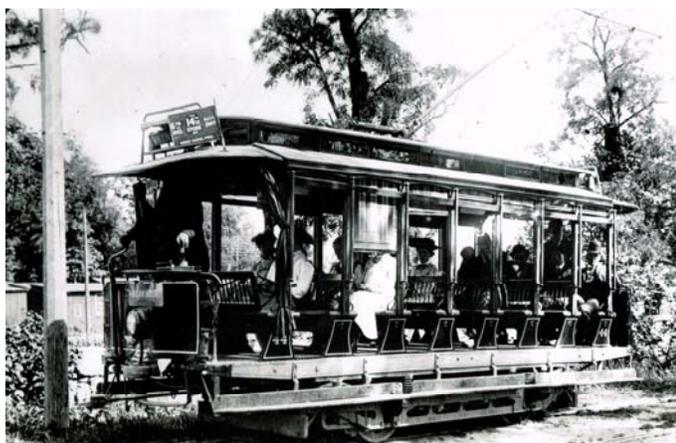
Single truck open car.
Bernard Linder collection



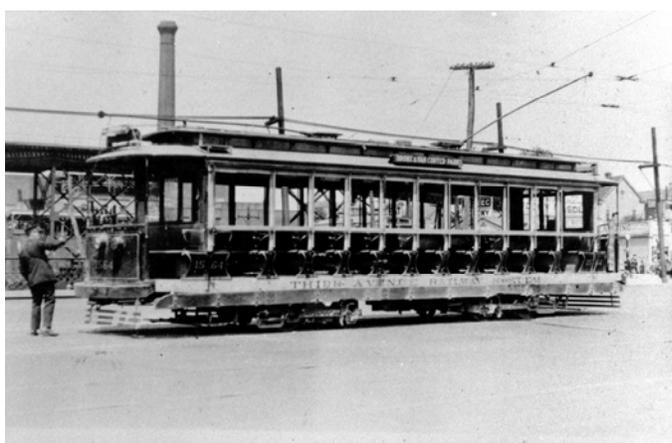
Open car on transfer table in car house.
Bernard Linder collection



Broadway and 181st Street.
Bernard Linder collection



Car 44 on the Harlem Bridge, Morrisania, and Fordham Line.
Bernard Linder collection



Third Avenue Railway open car at West Farms Square.
Bernard Linder collection

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Development of the Long Island Rail Road in the Rockaways

(Continued from page 3)



Great Neck station, September 7, 1967.
Bernard Linder photographs



Looking east from Great Neck station, September 7, 1967.
Bernard Linder photograph



Franklin Avenue crossing, east of Garden City station, August 5, 1967.
Bernard Linder photograph



Hilton Avenue crossing, looking east, east of Garden City station, August 5, 1967.
Bernard Linder photograph



Hilton Avenue crossing, looking west toward Garden City station, August 5, 1967.
Bernard Linder photograph

(Continued on page 6)

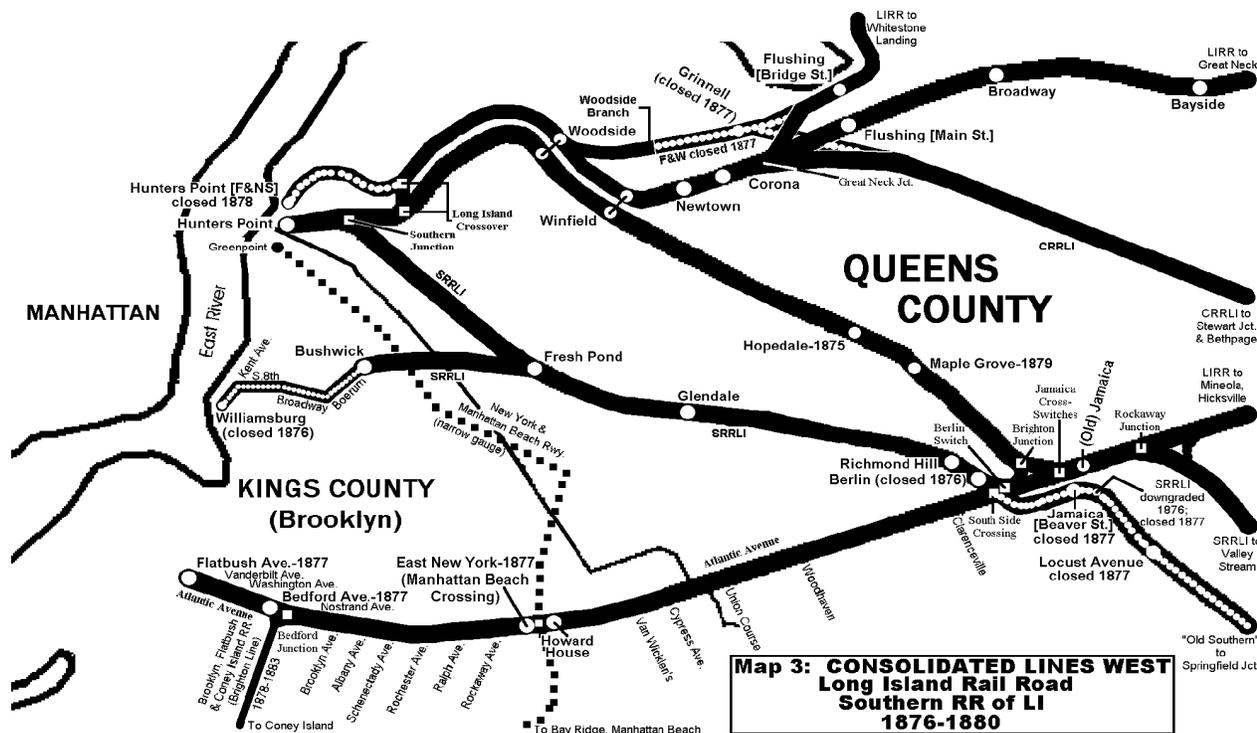
Development of the Long Island Rail Road in the Rockaways

(Continued from page 5)

often proposed for the elevated portion of BRT's 14th Street-Eastern route (now the **L** line of MTA New York City Transit) beyond its initial terminal at Montrose Avenue. Ultimately this plan was doomed by the line's subservient standing in the larger scheme of Dual Contracts improvements and the onset of World War I, which delayed implementation long enough for political intercession on behalf of the full subway extension as constructed in the 1920s. Freight operation on the Evergreen Branch itself had declined appreciably as early as 1938, and was dropped completely around 1966 (after New York State had assumed control of the still-insolvent LIRR), though local service lingered at its extreme ends (as spurs off the Bushwick and Bay Ridge Branches) until approximately 1984. The line then disappeared piece by piece across the next several decades, with some snippets and scraps of its track and/or right-of-way *still* intact through alleys and backyards in southern Queens as of 2012.

To facilitate the corresponding uptick in use of the Bushwick Branch after 1886, a second track was eventually restored from approximately 1892 to 1910, which proved to be most useful for the line's brisk freight operations. Its old station at Maspeth was also revived in

February, 1895 (at that time off Metropolitan near Flushing Avenue), but evidently without much better success than previous due to the lightly developed industrial nature of the area and it was forsaken yet again in October, 1903. A pilot "battery car" was placed on a year-round shuttle between Bushwick and Bushwick Junction (Fresh Pond) beginning on April 1, 1911, being succeeded by a two-car set after June of 1913. The first unit was delivered by Federal Storage Battery and carried the description "Beach-Edison" car, while the second was built by the Railway Storage Battery Company (which may have been another name for the same concern), but whatever the case they looked like miniaturized trolleys or express motors, supported on a widely-spaced pair of single axles. As configured by 1914, car 1 was a Combine and 3 a "coach," with each having plugs that recharged the batteries for every trip at either end of the line as the couplet provided all Bushwick Branch service until it was discontinued on May 13, 1924. As for the Bay Ridge Branch, it was relocated to a tunnel underneath the Atlantic Division main line through East New York in late 1915 (with a different track connection from the new cut to LIRR's elevated track above until about 1936 that used a steep ramp on a solid fill). It was removed soon thereafter to make way for the Atlantic Avenue tunnel extension, which finally opened in 1942. The line was subsequently extended to meet the New York, New Haven & Hartford in the Bronx via the New York Connecting Railroad in 1918 and later



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Development of the Long Island Rail Road in the Rockaways

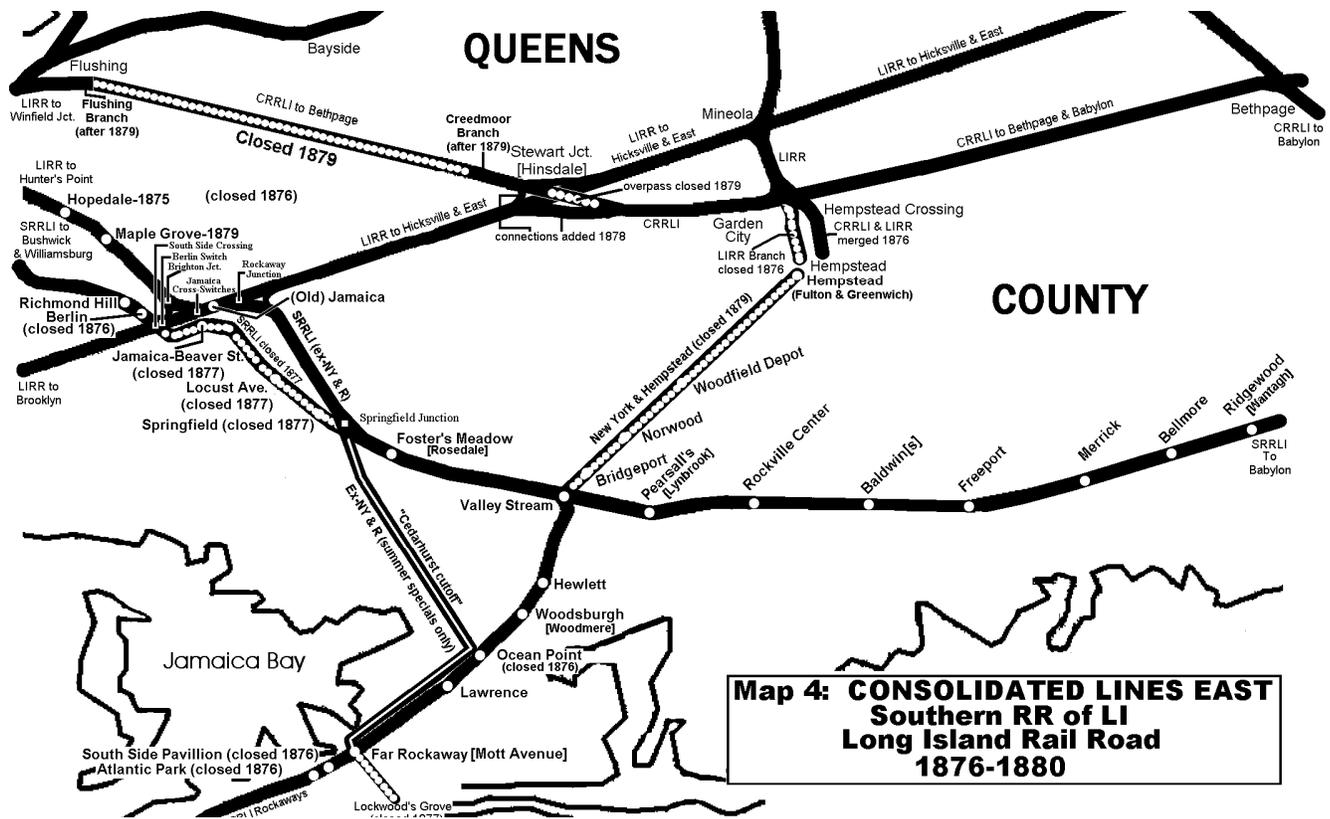
(Continued from page 6)

received a.c.-powered overhead catenary starting in 1927. All passenger service on the Manhattan Beach (née Bay Ridge) Division was discontinued on same date as the Bushwick branch (May 13, 1924) as part of LIRR's first widespread service cuts in about 50 years, but electrified freight operation across the Hell Gate Bridge, on behalf of the New Haven Railroad (and in tandem with local freight service as handled by LIRR) remained in place as late as 1969. The New Haven's interest was then carried forward under the banners of Penn Central and Conrail, and since 1999 has been controlled by CSX Transportation. Meanwhile, local freight service on the Bay Ridge Branch (and connecting lines) that was formerly provided directly by LIRR fell into the hands of contractor New York & Atlantic Railway, an affiliate of the Anacostia and Pacific Company, in May, 1997.

After endless rounds of financial entanglement, what was left of the South Side, née Southern, née Brooklyn & Montauk Railroad, was finally and formally integrated into LIRR on October 5, 1889 and it faded into history. After it did, LIRR continued to utilize its former main line to reach a variety of destinations on a full-time basis for decades to come. Included in this was at least some

degree of steam-powered through service to the Rockaways, which lasted into the 1920s on three routes, especially in the summer: two from Long Island City to Rockaway Park and Far Rockaway via Glendale Junction and the "Rockaway Beach Division" across Jamaica Bay; another from Long Island City to Far Rockaway via Valley Stream. All through this time, through trains on the latter continued to follow the consolidated routing created in June, 1876: the former Southern (Montauk Division) main line to its junction with the Atlantic Division at Tower 67 (later "MP" and then "Dunton"); the Atlantic Division (Brooklyn & Jamaica) alignment to Jamaica Station, where it called at both "Old" until 1913 and then the newer, present day location afterward; LIRR's ex-New York & Rockaway Branch of 1872 (which also became part of the Montauk Division) from Rockaway Junction to Springfield Junction; the "Old Southern Road" as far as Valley Stream; and finally the Far Rockaway Branch to its grade-level terminal at Mott Avenue. By the late 1890s there were five or so "circular" trains on a typical day that continued across Jamaica Bay from Far Rockaway to Woodhaven Junction, then went back to Flatbush Avenue or continued to Long Island City via Glendale Junction. Service levels were increased to seven such trips each way by 1901 and eleven by 1904, just before the first electrification took hold.

A more direct route across Jamaica Bay to Rockaway Beach (née Rockaway Park) was opened by the New



**Map 4: CONSOLIDATED LINES EAST
Southern RR of LI
Long Island Rail Road
1876-1880**

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Development of the Long Island Rail Road in the Rockaways

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York, Woodhaven & Rockaway Railroad in 1880. In response LIRR extended the former Southern alignment to the same geographic limit at 5th Avenue (Beach 116th Street) in 1884, and then merged the terminals at Rockaway Beach with its erstwhile (though jointly-controlled) competitor by the summer of 1886. New York, Woodhaven & Rockaway was renamed as the New York & Rockaway Beach affiliate of LIRR under a corporate reorganization in 1887, and an easterly turn was grafted onto its original alignment where the line came ashore off the Beach Channel (now Beach 84th Street). On May 26, 1888 New York & Rockaway Beach was physically joined to the former Southern line at "New York & Rockaway Beach Junction," and a wholly new service commenced as an alternative to its Rockaway Beach line from Long Island City and Flatbush Avenue to the existing, ex-Southern terminal at Mott Avenue in Far Rockaway. NY&RB Junction was situated at an obscure beach location called "Life Saving Station 34" (now Beach 76th Street, originally Kneer Avenue) and formed the first union at "Hammel's," long a point of renown named for Louis Hammel, who was then leasing the big Eldert House upon whose property the connection lay.

As promised in the original agreement through which it accepted trains of the New York, Woodhaven & Rockaway at its terminals in Brooklyn and Queens, LIRR relinquished operation of the original South Side line west of New York & Rockaway Beach Junction, as developed between 1872 and 1884, concurrent with the May, 1888 start of New York & Rockaway Beach operations to Far Rockaway. It was thereafter retained briefly for a horse-drawn intramural shuttle service from Mott Avenue to

Rockaway Beach, and then entirely abandoned in favor of the NY&RB alignment westward of New York & Rockaway Beach Junction on July 4, 1888. Gone by the end of that year were the track and all the former South Side Railroad stops from Elderts Grove westward. Along with them went the remains of the massive Neptune House, most of which had earlier been destroyed by fire on July 3, 1884. A portion of the disused South Side survey that was abandoned west of Beach 76th Street in 1888 (and whose path was later trod in part by Ocean Electric streetcars) survives in 2012 as Rockaway Beach Boulevard from Beach 102nd to Beach 108th Streets.

Starting on the above date in May, 1888 and ultimately continuing until May, 1950, LIRR trains were routed to both Rockaway Beach and Far Rockaway via the marshy line across Jamaica Bay. After about 1892 some of the regular through service that operated "around the horn" between Long Island City and Far Rockaway via Valley Stream was interlined with trains to Brooklyn and Queens via the New York & Rockaway Beach (and vice versa) to form a "circular route." By August of 1888 a new station was established just beyond the easterly New York & Rockaway Beach connection called Arverne (located at the present Beach 66th Street, previously known as Gaston Avenue). When a dispute later arose between the railroad and Remington Vernam (a/k/a "R. Vernam"), the owner of its nearby development, the railroad abruptly established yet another station called "Arverne" on June 27, 1892 at "Straight-On Avenue" (later Beach 60th Street) and for a time passed up the original. After court intervention directed the railroad to resume its use of the previous stop at Gaston Avenue as of August 26, that location subsequently evolved into "Olde" Arverne. This was followed by another additional stop at Edgemere (Beach 36th Street), which was installed on June 21, 1895 largely for the convenience of guests at the Edgemere Hotel.

(To be continued)

NEW YORK CITY SUBWAY CAR UPDATE by George Chiasson

Subdivision "A" Events

Long-range SMS of the Corona-based R-62A fleet continues at 207th Street Shops, with one additional 5-car link (1891-5) transferred from ① to ⑦ in further support of its changeable nature on January 25, 2012. The SMS effort also has grown to include single-unit R-62As in addition to the linked five-car sets. The 10 single units formerly assigned to ⑤ Grand Central Shuttle pool and ① (1917-26) remain active on ⑦ in separate 5-car sets, while entire 11-car trains of single-unit R-62As have also remained an occasional feature of this route.

Also continuing is conversion of the R-62 fleet to E-

cam control, an effort which will result in replacement of the cars' original (1984) General Electric SCM control group with a system provided by Bombardier. Work on this project has been relocated twice since being undertaken, from its starting locations at Pitkin and 207th Street in the fall of 2010 to Coney Island Overhaul Shop during 2011.

CBTC-equipped R-142As 7211-20 remain at Corona Yard, pending the addition of previously-delivered "C" car 7921 and a commencement of testing in the near future. Various night and weekend General Orders have been affecting service on the Flushing Line throughout the first months of 2012 as the installation of CBTC be-

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New York City Subway Car Update*(Continued from page 8)*

gins to gain momentum.

On January 21, 2012 one 5-car set of Pelham-assigned R-142As (7591-5) appeared at Corona and was used over the following two weeks along the length of 7 to conduct "electrical" tests (believed to be related to the previous presence of ambient current). It was returned to active duty on 6 on or about February 6.

As for the R-188 procurement itself, as of April 15, 2012 there was little of news to impart aside from the expected delivery of the 22 new pilot cars, in the form of two 6-car and two 5-car units, beginning in October.

R-142s 6511-5 and 6791-5, which had been shifted to 4 in November, 2010, were returned to their "home" lines (2 and 5, respectively) as of March 5, 2012.

Subdivision "B" Events

The use of R-68s (as opposed to R-68As) was resumed on 6 January 20, 2012, but they were removed again as of March 19 and a month later the line again remained an exclusive domain of R-68As.

By early March, it was noted that the use of Jamaica R-160s on R and Coney Island R-68/68As on N had been reduced to "occasional," generally meaning less than daily, if at all.

On March 29, 2012 the first two trains of Phase I R-32s in several months appeared on A, but they were again not present as of April 15. This was probably a harbinger of future events as it is widely anticipated there will be a third annual round of "summer fleet swapping" to provide air-conditioning reliability on both A and C in 2012. Expected are the use of R-32s on A and R-46s on C as previous, perhaps supplemented by a train of Morrison-Knudsen-overhauled R-42s or two from East New York.

R-32 Life Extension SMS

In January, 2012, cars 3376/7, 3436/7, 3650/3767, and 3714/5 (8) joined those already going through Coney Island Overhaul Shop. The first six cars to "graduate" from SMS on January 19 were 3400/1, 3404/5, and 3414/5, with 3404/5 being the first to re-enter revenue service on Valentine's Day (February 14). Like all other completed Phase I R-32s, it was blended anonymously into a standard 8-car train on C, but did indeed exhibit the clear, new panes of glass and a general body scrubbing of the stainless steel exterior which mark their passage through the Life Extension effort. By February 24, 2012 it was joined in passenger service by completed cars 3400/1, 3414/5, and 3430/1 (all scattered among separate consists).

Phase I R-32s entering the Life Extension program in February, 2012 included 3452/3, 3476/7, 3610/1, 3614/5, 3804/5, 3856/7, 3878/9, 3886/7, 3888/9, and 3900/1. Through the month of March, 2012, cars 3445/3468, 3520/3891, 3548/3593, 3621/3644, 3726/7,

3732/3, 3772/3, 3806/7, and 3928/9 were added as well, followed by 3780/1 and 3820/1 in early April. As of April 15, 2012 a total of 64 Phase I R-32's had been placed in the Life Extension SMS Program.

Cars completed during February included 3376/7, 3383/3890, 3394/5, 3430/1, 3436/7, 3452/3, 3650/3767, 3698/9, 3714/5, 3810/1, and 3888/9. These were followed by 3476/7, 3520/3891, 3610/1, 3614/5, 3621/3644, 3804/5, 3856/7, 3878/9, and 3900/1 in March, then 3445/3468 and 3928/9 by early April. As of April 15, 2012 a total of 50 Phase I R-32s had been completed in the Life Extension SMS Program.

Other final preparations have sometimes delayed the restoration of otherwise completed cars to passenger service for up to several weeks after their return to the 207th Street Inspection Shop, but during March, 2012 cars 3383/3890, 3394/5, 3614/5, 3650/3767, 3698/9, 3714/5, 3804/5, 3810/1, and 3888/9 returned to C, followed by 3376/7, 3436/7, and 3476/7 during the first few days of April. As of April 15, 2012 a total of 32 Phase I R-32s had been returned to passenger service after passing through the Life Extension SMS Program.

One complication that confronts the Phase I R-32 Life Extension SMS is a needed structural reinforcement of the inner ceiling, which was greatly reconfigured during the cars' reconstruction at Morrison-Knudsen in the late 1980s. Whereas the R-32s were initially built with axi-flow ceiling fans, they had a supplementary steel frame inserted in the ceiling at each end to support the installation of large condenser units required for their employment of air-conditioning systems originally supplied by Stone Safety. In turn these frames were lightly coated with an asbestos-based spray compound to guard against potential overheating. During the cars' many years of service after rebuilding, the significant weight of the condenser units came into play and at least some of the Phase Is began to exhibit weakness in these supplementary frame members, which on a few cars have sagged and if uncorrected may present an impediment to smooth operation of the middle door pockets. Along with this action go a small bit of abatement for the existing asbestos compound in the framework and the installation of entirely new condenser units. As a late-hour discovery, these ceiling frame repairs (as opposed to the asbestos abatement) were begun with cars placed in the Life Extension program during March, which means that approximately the first 28 Phase Is through Coney Island will be returned to receive them after the balance of the fleet has been completed by mid-2013. It is worthy of mention that by comparison this problem did not exist to any noticeable degree on the former "Phase II" R-32s, which used different condenser units in support of a system supplied by Thermo King.

Retired Equipment and Non-Revenue Events

All 10 of the former "SMS" GE R-33 Redbirds that were converted to work motors "as was" (as opposed to

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Commuter and Transit Notes

No. 283
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On April 23, Governor Andrew Cuomo nominated former Governor David Paterson to the MTA Board. Pending approval by the New York Senate, a formality, he will fill the seat vacated by Nancy Shevell-McCartney. The Governor praised Mr. Paterson as a person "who dedicated his life to working for the people of this state." It bears noting that under Governor Paterson's watch, MTA experienced its most severe service reductions (June, 2010), along with two fare increases.

Additional delays to one of MTA's so-called "Mega Projects," East Side Access, was announced during a meeting of the Long Island Association on May 8. Originally scheduled for completion in 2013, the date was changed several times, and now stands at 2019. Later MTA issued a statement saying "the new estimate isn't official and may hinge on construction around active tracks in Sunnyside, Queens, where Amtrak, LIRR, and NJ Transit operate trains." Member Larry Kiss sent an article from *Newsday* (May 9) that published the table below, which shows how the opening date has slipped over the years. According to the 2002 MTA Annual Report, construction began in early 2002.

IN...	MTA SAID
1997	2010
2004	2011
2006	2013
2007	2014
2008	2015
2009	2016
2011	2018
2012	As late as 2019

MTA METRO-NORTH RAILROAD (EAST)

The May edition of *Mileposts* reported that tie replacement work is underway on the Harlem Line between Pleasantville and Southeast through July. On the New Haven Line, one track is out of service between Harrison and Larchmont for bridge repairs at Mamaroneck Avenue and Fenimore Road.

For Metro-North, the week beginning May 6 was one that it would probably like to forget. It began with signal problems that forced a suspension of all service in and out of Grand Central Terminal for two hours, 9 to 11 AM. Prior to the suspension, there were 30-90-minute delays. The following alternative service was offered:

HUDSON LINE: Transfer at Marble Hill for ①

HARLEM LINE: Transfer at Woodlawn for ④

NEW HAVEN LINE: Transfer at Woodlawn for ④ or at New Rochelle for Amtrak

On Tuesday, May 8, starting at 6:30 PM, there were 10-15-minute delays in and out of Grand Central Terminal due to a fire in the Park Avenue Tunnel near 53rd

Street. By 8:30 PM, trains were reported as operating on or close to schedule.

The following morning, starting at 7:08 AM, due to a squirrel shorting out a transformer in a substation in Greenwich, trains operating between Stamford and Mount Vernon East were subject to 45-minute delays. Service was reported operating normally after 10 AM. A second power failure occurred that evening starting at 6 PM, which lasted until 8 PM. Trains did operate with delays.

To cap off the week, on May 11, between 5:30 and 7:15 PM, there were 5-10-minute delays on all trains into and out of Grand Central Terminal due to a disabled train.

At the Cortlandt station, along with the other improvements that were reported in the April *Bulletin*, the station gained 730 parking spaces, bringing the total to 1,615. There are designated spots for hybrids and scooters. *Mileposts* (March, 2012) posed the question, "Why was Cortlandt selected?" The answer is that Cortlandt was the only one in the area that had available land for the expansion. At the other stations to the north (Peekskill) and south (Croton-Harmon), the parking lots are locally owned and/or operated, and at capacity.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The M-8 update from May 8 shows 108 cars with 100 in service and 8 undergoing inspection by Kawasaki. Member Bill Zucker observed all cars numbered 9100 through 9207, with the exception of 9160-1, 9186-7, and 9198-9203.

Shore Line East issued a new multi-color timetable on glossy paper as of April 23, replacing the March 19 edition. Above the date is a notation is the wording, "Spring Construction Schedule." Selected regularly scheduled eastbound trains plus the Friday Train and one westbound train have been replaced by buses.

A note on the cover advises that from July 6-9, due to OpSail 2012, a special Shore Line East timetable will be issued.

MTA LONG ISLAND RAIL ROAD

On the MTA website there was a press release regarding time revisions to three overnight trains for May 5 and 6. There were also signs in New York Penn Station, but no copies of timetables could be found. Member Richie Shulman reported that he too was unable to locate copies of timetables for this project at Penn Station, but did find them about two weeks earlier at Woodside and that three timetable cards were issued. In subsequent visits, he never saw them again.

The May 14 timetables will remain in effect through

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

September 3, including the one for Citi Field. The Belmont Park Summer Meet timetable is in effect from May 16-July 15, and has a note on its cover advising that a special timetable will be issued for Belmont Stakes Day, which will be on June 9. The Port Washington Branch features the return to half-hourly midday service (May **Bulletin**) with trains departing from Port Washington at 10 and 40 minutes past the hour, and from New York Penn Station at 19 and 49 minutes past the hour. Weekend and holiday service to Greenport returns from May 26-October 7. This timetable also allows for this work:

PORT JEFFERSON: Huntington switch work and tie replacement prep work will require one track to be taken out of service between Syosset and Huntington in the midday. Huntington and Port Jefferson branch trains are adjusted between 1 and 20 minutes to accommodate this work

RONKONKOMA: Wooden ties will be replaced in three phases:

- Phase I (May 14-June 22): Farmingdale and Ronkonkoma, causing six eastbound and six westbound trains to originate and terminate at Brentwood. Westbound passengers at Ronkonkoma and Central Islip will have bus service up to 19 minutes earlier to connect with train service at Brentwood for the remainder of their trip
- Phase II (June 25-July 20): Requires the use of single track between Deer Park and Brentwood during the midday. As a result, six westbound Ronkonkoma trains are adjusted to operate 30 minutes later
- Phase III (July 23 and August 10): Buses will replace midday train service between Hicksville and Ronkonkoma. All Ronkonkoma Branch midday trains will terminate and originate at Farmingdale

FAR ROCKAWAY: Grade crossing renewal work at Franklin Avenue in Hewlett plus track drainage and rail replacement in Far Rockaway Yard requires one track to be taken out of service during the midday between Valley Stream and Far Rockaway. As a result, midday Far Rockaway, Long Beach, Hempstead, and Oyster Bay Branch trains are adjusted between 3 and 30 minutes

HEMPSTEAD AND LONG BEACH: Late-night and weekend trains are adjusted to allow for East Side Access work in Harold Interlocking

ATLANTIC TERMINAL: Late night service is affected by one track being taken out of service between East New York and Jamaica to allow LIRR engineering forces to replace cable in the tunnel. Six trains that operate to Atlantic Terminal between 8 PM and midnight on weeknights are adjusted between 3 and 12 minutes.

A pilot program was launched on May 14 to end drinking of alcohol on Friday and Saturday trains departing New York Penn Station between midnight and 5 AM.

The reason for this ban is a number of assaults on crews by intoxicated passengers. The plan has the full support of the unions.

Train Time™, a web app, previously only available to Port Washington Branch riders (launched December, 2011), was expanded to the West Hempstead Branch as of April 16.

For the Tall Ships Challenge in Greenport, which took place over the weekend of May 26-27, extra train service between Ronkonkoma and Greenport was operated. In addition to the scheduled trips, LIRR added one round trip between Ronkonkoma and Greenport, two eastbound shuttles between Riverhead and Greenport, and one westbound shuttle between Greenport and Riverhead. Special timetable, Form GY Special · TPSS-9 – “Greenport Tall Ships,” was issued.

Apparently there are two Babylon Branch stations, Merrick and Bellmore, for which parking permits are not required. Due to complaints by a number of local residents of a lack of parking during weekday mornings after 7 AM, that may soon change. After two years of requesting officials in the Town of Hempstead and LIRR have agreed to “explore the possibility” of a pilot parking permit program. Claudia Borecky, President of the North and Central Merrick Civic Association and Chairwoman of the LIRR Parking Lot Committee that grew out of that civic group, reported that a survey found that 15% of commuters using the lots at the aforementioned stations were from outside of the town.

Another “Scoot” service has been proposed. This information was presented at the March 26 MTA Board Capital Program Oversight Committee meeting. As part of the Jamaica Station Capacity Improvements Study, the station would see a number of changes in order to accommodate the East Side Access project. This work would be accomplished under several phases. Under Phase I, the Brooklyn crossover routes would be eliminated, freeing up capacity for train service to Manhattan. Service to Atlantic Terminal would be operated only from Jamaica, meaning that all passengers destined to Brooklyn would have to change trains. Jamaica was originally designed in the early 1900s as a transfer to the primary destination — Flatbush Avenue — with Penn Station as secondary. Design work would continue through 2015, with construction taking place between 2015 and 2017. A new platform to be designated Platform “F” would be constructed south of the existing Track 10. This would require a reconfiguration of tracks in Johnson Yard. Capacity would increase by 40% from 34 trains per hour (TPH) to 48 TPH during the AM westbound peak, with one-seat rides to Grand Central Terminal. Universal crossovers to be installed at key locations would provide improved access to platforms.

Design work for Phase II is scheduled for 2014-6, with construction on Stage I from 2016-24. There is no timetable set for Stage II. Under Phase II the following

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Commuter and Transit Notes

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would be done:

- Install 30 mph switches
- Extend platform lengths to accommodate 12-car trains
- Reduce the number of switches by over 15% to reduce maintenance costs
- Bring Jamaica to a state of good repair
- Increase capacity to accommodate future growth

The results of the investigation into the lightning strike that took out the brand new signal system at Jamaica, suspending service and delaying thousands of homebound commuters last September 29, are in, and it has been determined that both LIRR and the firm, Ansaldo STS, that designed the system share responsibility for the failure (November, 2011 *Bulletin*). The office of MTA Inspector General Barry L. Kluger cited LIRR's use of the wrong parts in a piece of the computer system and not noticing that the connector piece was incorrect as being responsible for the system failure.

It was announced on May 16 that the 2013 Major League Baseball All-Star Game is to take place at Citi Field, so you can look for special timetables to be issued for LIRR. The last time that this event was held in a stadium that the New York Mets called home was 1964, the year that Shea Stadium opened.

NJ TRANSIT

The April 20 edition of *Newsletter Report*, which is published by the New Jersey Association of Railroad Passengers (NJ-ARP), reported despite all news to the contrary, NJ Transit will be ordering new EMUs using the existing contract for multi-level cars. Here is how it will work: The belief is that 15-20 seats can be removed from the to-be-ordered car, which would be equipped with 2,400-3,000 hp electric motors, to haul two multi-level trailers (already in service). This would result in a triplet with an effective 1,000 hp per car. NJ-ARP envisions three 3-car EMUs in service on the Morris & Essex Line, providing speedier service.

Customer satisfaction with NJ Transit Rail improved during the first quarter of 2012 from 4.1 to 5.3, while Light Rail improved from 6.7 to 6.9. Areas which the transit agency has identified as needing improvement include Announcements/Information during Service Disruptions, Handling Service Disruptions, Fares, and Mechanical Reliability. Those categories did see some improvement in customer ratings.

A confluence of three major events took place over the weekend of May 18-20. The *Bamboozle Music Festival* took place in Asbury Park. NJ Transit increased service on the North Jersey Coast Line by operating its Summer Schedule one weekend earlier than usual. On the same weekend, the *Electric Daisy Festival* was scheduled for MetLife Stadium in the Meadowlands. On Fri-

day, May 18, bus service was provided between Secaucus Junction and MetLife Stadium from 1 PM to midnight. On Saturday and Sunday, May 19 and 20, bus service operated from 10 AM-2 PM, when rail service began. That service ran until the end of the event, but the last train was not scheduled to depart before 12:40 AM. Finally, there was the Devils-Rangers hockey playoff game in Newark on May 19.

A *RiverLine* update was posted on May 2, reporting that the remaining work involved installation of the concrete wall facing. This will provide additional stability to the embankment and provide an aesthetic finish to the retaining wall system. At the same time, a new drainage system is being installed. In order to expedite a return to normal service, the contractor and NJ Transit have been working two shifts a day, six days a week. Regular service will return once the siding has been reinstalled.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

The Port Authority and the Moynihan Station Development Corporation's Board have awarded a \$147.7 million construction contract to Skanska USA Civil Northeast to convert the historic Farley Post Office Building into Moynihan Station. Named in honor of the late New York Senator, Daniel Patrick Moynihan, the project is designed to relieve congestion at New York Penn Station. In the first phase, the width of the West End Concourse will be doubled to serve 8 additional tracks. There will also be safety improvements, new elevators, escalators, and a command center for the New York City Fire Department. The total cost (for now) of Phase I is \$267 million. Funding will be provided through an \$83 million Transportation Investment Generating Economic Recovery program grant, \$29.5 million from the Metropolitan Transportation Authority, \$10 million from PANYNJ, and the remainder from other federal grants and appropriations. Construction is expected to take four years. Thanks to member David Erlitz for this report.

AMTRAK

The Spring-Summer, 2012 National Timetable (Form T-1) was issued effective May 7. The cover features a nighttime shot of an *Acela* in Washington, D.C. Union Station.

Amtrak released its Fleet Strategy Plan, version 3.1, on March 29. With the average age of its equipment being just over 28 years, new equipment is already on order. Siemens is building 70 model ACS-64 electric locomotives, with the prototype due next year. CAF USA is constructing 130 long-distance coaches, which are scheduled for delivery between September, 2013 and 2014. Thanks to the 2009 ARRA (stimulus) a number of stored Amfleet I cars have been returned to service. 15 P-40 diesel locomotives and 20 Superliners have been refurbished and also returned to service.

The table below shows the status of Amtrak's rolling stock.

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EQUIPMENT TYPE	ACTIVE UNITS DECEMBER 1, 2011	YEAR STARTED SERVICE
Amfleet I	473	1974-7
Cab Cars / NPCU	39	1969
Horizon	95	1988-90
Surfliner	49	2000-2
California Cars	78	1995-6
North Carolina Cars	12	1950s
Amfleet II	145	1980-1
Heritage	99	1948-56
Viewliner /LDSL	51	1995-6
Superliner (I & II)	428	1979-96
Auto Carrier	80	2005
Other (2 wheel cars, 2 track inspection cars, 1 training car)	4	Unknown
TOTAL	1,553	

Using demand modeling, Amtrak estimates that it will need to acquire 825 single-level cars and 508 bi-levels (Surfliner or Superliner) between 2016 and 2022. The plan increases the annual "build rate" from 65 cars per year for single level cars and 35 per year for bi-levels to 100 cars per year for each category over a seven- and five-year time frame, respectively. Amtrak is also considering multi-level cars similar to NJ Transit and other commuter carriers. According to Amtrak officials, "the procurement schedule calls for awarding a contract to a domestic manufacturer in early October. The cars will be delivered starting in 2015."

Bids were opened on April 20 for proposals to manufacture 130 high-speed cars, of which 88 will be destined for Illinois and neighboring Midwest states and 42 for California. Initially, the existing fleet of locomotives will power these cars at 110 mph, but in the future, high-performance locomotives will be acquired for 125 mph speeds.

MUSEUMS

On March 19, there was a swap of equipment involving three historic trolley cars and components: Rockhill, Shoreline (Branford), and National Capital. The Rockhill Trolley Museum de-accessioned and transferred ownership of former D.C. Transit snow sweeper 09 (built in 1899) to National Capital. This is one of only two former Washington, D.C. snow sweepers still in existence and remains in essentially the same condition as when it left Washington, D.C., having been kept in protected storage for most of its 50 years in Rockhill Furnace. The exterior was cosmetically restored by museum volunteers for its 100th birthday in 1999 and has operated approximately once per year by the museum for special events since that time. Its transfer to National Capital marks 50 years since the end of streetcar operation in Washington, D.C. Car 09 replaces sister car 07, which was lost after the museum suffered a tragic fire on Sep-

tember 28, 2003. Car 09 last swept snow at Rockhill in 2000.

In exchange for car 09, National Capital acquired former Iowa Terminal Railroad snow sweeper 3 (built in 1911) as well as a pair of Brill trucks suitable for use under former Valley Railways car 12 (built in 1895). This car was constructed in 1911 by the McGuire-Cummings Company, the same firm that constructed DC Transit 09, and is representative of the style of snow sweeper used by electric railways from coast to coast that operated in colder climates. The car was cosmetically restored and made operable again by Branford via a contract with National Capital, which had acquired 3 to offset the loss of D.C. Transit 07 after the 2003 fire. Cars similar to 3 operated in several central Pennsylvania cities, including Altoona, Harrisburg, and Johnstown.

Along with car 3, Rockhill acquired a pair of former Brill 27F trucks suitable for use under former Valley Railways car 12 as it operated in its last years of operation. Valley Railways 12 is one of only a few cars in existence built by the Jackson and Sharp Company and is the sole remaining car known to exist from the Valley Railways. The body of this car was saved by Rockhill in 1985 after 52 years of use as a structure. Acquisition of suitable trucks for this car accomplishes a long-sought goal for the museum and moves this car closer to restoration as an operating exhibit. Thanks to member Matt Nawn for this news.

From member Frank Pfuher: The Shore Line (Branford) Trolley Museum announced that after many months of negotiation, FEMA has awarded the museum a grant to repair the track at the end of the line near Short Beach, which has been out of service since being damaged during Hurricane Irene. The grant will pay for a professional track contractor to spread and tamp over 200 tons of ballast, and level and line the 2000 feet of track. The grant requires a 25% match from the museum, which includes the value of ballast that has been donated by Tilcon, plus volunteer's time.

INDUSTRY

During several trips in May, as the Hudson Line train I was riding passed the Kawasaki plant in Yonkers, I saw M-8s 9114-5, PA-5s 5326-7, and one MBTA bi-level.

NATIONAL TRAIN DAY

A National Train Day Event was held in Grand Central Terminal between 11 AM and 4 PM on May 12. My son Marc and I attended along with thousands of others, including many ERA members. The highlight had to be the appearance of *Acela* set #11 (N-2036-3414-3530-3316-3531-3532-3210-2017-S). Its passing through Harlem-125th Street the previous evening being towed by Metro-North BL20GH #114 was documented in videos that were posted on YouTube. After the event was over, Marc and I joined other railfans at Harlem-125th Street to take photos as it was heading north, this time being towed by 111. Other members got their photos at

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CP 112 (Woodlawn).

Getting back to earlier in the day, I arrived in Grand Central Terminal on a Hudson Line train at 9:25 AM (9:22 AM) and immediately went over to Tracks 34-37 where the display trains could be found. The *Acela* was on Track 37 and shared the platform with the Amtrak display train on Track 36: 822 (P-40)-10020-10093-10094-10095-85999 (40th Anniversary Store). On Track 35, the following privately owned cars were on display: NY Central *Hickory Creek* and Lounge Car 43, Louisville & Nashville *Ohio River*, Santa Fe *Epicurus* and Wabash (later Norfolk Southern) *Cannon Ball*. Track 34 had a sampling of current Amtrak equipment: (N-9800 (Metroliner First Class Conference Car)-48161 (Business Car)-25124 (Coach)-28001 (Diner Lite)-62024 (Viewliner Sleeper)-8400 (Diner)-10001-S).

Metro-North displayed BL-14-CG locomotives 401 and 402 along with M-8s 9168-9. I later saw those units had been added to an eastbound train that stopped at Harlem-125th Street.

Member Bob Vogel made a double-header, starting off his day at Philadelphia-30th Street Station before traveling to Grand Central Terminal. From 30th Street Station, he sent digital images of these private cars: Lancaster & Chester (South Carolina) *J. Pinckney Henderson* and *Golden Tower*, and SAL *Hollywood Beach* and *Dover Harbor*. Amtrak provided 10002 (*Corridor Clipper*) and Catenary Maintenance Vehicle A16503. SEPTA provided a Silverliner V pair, 845-6, which were displayed upstairs on Track 4. NJ Transit contributed ALP 46A 4641 along with one multi-level car.

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

On April 21, MBTA and Masabi USA Limited, the mobile ticketing pioneer, have partnered to bring this service to commuters, very likely this fall, to those who have iPhones, Blackberrys, or Android mobile phones. An estimated two-thirds of riders carry such phones. Payment will be made by credit or debit cards. Here is how it will work: Riders will activate their pass when the Conductor approaches, and it will generate a one-time image lasting long enough to be checked on the trip but not reused on another ride. As with traditional tickets and passes, Conductors will note that a person has already paid by use of a seat-check. Once tickets have been purchased, they will be able to use and display these tickets (with bar codes) on the phones' screens. With less than half of the "T"'s 140 stations equipped with TVMs, passengers are forced to purchase tickets on board trains. Member Todd Glickman, who keeps up on the latest hi-tech gadgets, wonders how he will be able to take advantage of this, as his pass is distributed by his employer on a subsidized and pre-tax basis.

In addition to the new timetable that was issued for the Providence/Stoughton Line with the extension of service to Wickford Junction, the Framingham/Worcester, Greenbush, and Old Colony Lines also got new timetables effective April 23.

In late 2010, state transportation officials announced that a \$32.5 million federal stimulus grant would be used to expand South Station, but as of early May, nothing has taken place, and the expansion may not occur for a while. According to *The Boston Globe*, the delays are taking place over agreements involving acquisition of property, awarding of engineering contracts, and permitting.

In mid-January, the "T" began a pilot to only open the rear doors of E cars only during rush hours at outdoor stops to prevent fare evasion. In February, this was extended to C and in mid-April, to D. The busiest line, B, was converted in mid-May. Under the new Green Line policy, riders are expected to board at the front at surface stops without fare gates during all times except weekday morning rush hour, from 6:30 to 9:30 AM, and afternoon rush hour, 3:30 to 7 PM. The MBTA reported that police have written more tickets for fare evasion – up 50% when compared to a year ago.

Google and MBTA teamed up to create an app for Android phones under which indoor maps of subway stations are available in Google Maps for Android. There are more than 50 apps for the "T."

Boston's first responders will be getting a real-life training facility by the spring of 2013. According to a report in *Metro*, an unused train tunnel and station will be turned into a training facility to teach emergency responders how to better handle crises underground. Two Blue Line cars and one trolley will be placed there so trainees can conduct the simulated emergency scenarios as if they were happening at actual stations. At the present time, these types of drills are conducted at the Bowdoin station on Sundays, which causes a disruption to regular service. It took Todd some digging to learn that the tunnel is the old Broadway Trolley Tunnel. From *railroad.net*, we learn the tunnel was used by the Dorchester Avenue and Bay View Lines. When the extension to Andrew opened, the Elevated realized that almost nobody got on or off between Andrew and Broadway, and based on past experience, through riders would change to the rapid at Andrew. Thus, it was decided to abandon the trackage from Andrew to the portal. The Bay View cars, the only remaining line in the tunnel, would have more routing options on the surface, so it was rerouted to Downtown over the Broadway Bridge, and the tunnel was abandoned. It was a classic example of how riding patterns change after better connections are provided. For the short time it was open, Upper Broadway was heavily used. Thanks to Todd Glickman for sending copies of the timetables and for these news reports.

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Commuter and Transit Notes

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PHILADELPHIA, PENNSYLVANIA

With construction over for now, on April 29, trolleys returned to Route 15/Girard running between 63rd Street/Girard and Front/Girard. A new stop and turnaround at Northern Liberties Loop (Frankford & Delaware Avenues) by the Sugar House Casino has been added. Buses complete the route to Westmoreland Loop (Port Richmond) due to I-95 construction. Thanks to member Lee Winson, who sent the link to the online version of the timetable.

Lee also sent reports that SEPTA added early morning Regional Rail trains on the Elwyn, Marcus Hook, Lansdale, Norristown, West Trenton, and Paoli Lines on Sunday, May 13 in support of participants and spectators in the "Race for the Cure" run. In addition, 14 suburban ticket offices were opened to assist passengers. For the annual Philadelphia International Cycling event, which takes place on June 3, SEPTA nearly doubled the service to provide 30-minute headways between 7:25 AM and 7:30 PM on the Manayunk/Norristown Line and opened ticket offices between 7 AM and 3 PM at several stations that are normally closed on Sundays. A special timetable was issued.

Member David Safford sent this item and comments from *The Philadelphia Inquirer*: "Philadelphia is right in step with the nation. SEPTA ridership since 2004 is up 10.8%, compared to 8.3% nationally, while vehicle count on the PA Turnpike is up 1.6% compared to 1.3% nationally. (OK, not quite in step — Pennsylvanians seem to be a bit more mobile.) Also keeping up with the Joneses in Washington, PA's Governor recently reiterated that transit wasn't getting a nickel more if it involved raising taxes (or user fees that might be construed as a tax). (Possibly he plans to sell walking to work as a low cost and healthful alternative to wasting money on transit.)"

A report titled "Runaway SEPTA Train" was sent by member Jack May. Two cars of a six-car train uncoupled near Frankford and took off on their own with no passengers, but with two crew members aboard. Nothing stopped it until an upward incline stopped it by gravity. Luckily, no other trains were ahead of it. Just beyond where it came to a stop was a sharp curve that must be negotiated slowly. SEPTA's elevated cars are not equipped with handbrakes. That came as a surprise to me, having been around NYCT subway cars all of my life. From my earliest recollections in the 1950s, the Lo-Vs had one with a wheel, which looked like a steering wheel, making one feel like he or she was steering the train.

From *Cinders*: The Silverliner IIs and IIIs are rapidly disappearing. As of April 27, there were just 14 active ones: Budds 216, 219, 255, 256, 266, 9001, 9006, 9007, 9009, 9010, 9012, and 9013, plus St. Louis 230

and 235. There is no change in the previously reported six flood-damaged cars from Hurricane Irene, as they are still out of service. 89 Silverliner Vs are on the property: 701, 703-730 and 801-860.

By all accounts, the Philadelphia Chapter of the National Railway Historical Society operated a very successful "Farewell to Faithful Silverliners" excursion on May 6. The three-car consist was made up of Silverliner II 9001, Silverliner III 235, and Silverliner III 266. Thanks to members Bob Vogel and Ron Yee, who sent digital images. Ron concluded his email: "With a bit of sadness, I realize that this may have been one of the last of the 'end of an era' type of fan trips for quite some time as there are now very few commuter rail, heavy rail transit, or light rail operations utilizing such unique and vintage cars. Most transit properties have become quite homogenous in their car fleets in the past decade or two with many cities' car classes trying to become lookalikes. Not good, but it is a sign of the times."

The Weekly Press (May 2) reported that it was likely that by the end of the month the Silverliner IIs and IIIs would be history. SEPTA is selling the cars to the Dublin Scrap Company, a New Jersey firm, which will sell you one of the cars for \$65,000. The article, forwarded by member Al Holtz, gave a complete history of the cars, and a request that some of the cars be preserved. 269, with its PENNSYLVANIA letterboard, was suggested as a likely candidate. SEPTA was taken to task because "no one in authority saw fit to donate this car to a preservation group, in stark contrast to the Pioneer IIIs (Silverliner Is), two of which are in the collection of the Railroad Museum of Pennsylvania in Strasburg."

WASHINGTON, D.C. AREA

The saga of new Brunswick Line timetables continues. On April 25, the second draft of the proposed schedules was posted on the Internet. There was no date given when they would go into effect.

A Blue Line train bound for Franconia-Springfield derailed at Rosslyn on April 24, affecting thousands of Blue and Orange Line riders. There were no injuries in this incident, which occurred after 7 PM. Initial speculation focused on an improperly repaired switch. Two Metro employees were placed on paid administrative leave pending the final results of the investigation.

Expanded rush hour service, dubbed "Rush +" will come to Metro on June 18. WMATA, in a video on its website, reported that this means more trains and travel options for commuters. Some Blue Line trains were transformed into Yellow Line trains, which now all operate to Greenbelt during peak hours rather than Mount Vernon Square. On the Orange Line, there will be 6 additional trains in each peak hour (3 in each direction) that will operate from Vienna to Largo Town Center. Those trains are shown as dashed orange. For Yellow Line riders, there will be the same additional service, however, those trains will operate to Franconia/

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

Springfield and will be shown as a dashed yellow line. If there is one place losing service, it is Arlington Cemetery. Metro maps have been updated. Thanks to Steve Erlitz for these three reports.

Member Dennis Zaccardi sent an article from *The Washington Post* reporting that the future of the second part of the 23-mile-long Silver Line, already 10 years in planning, is in question. This is due to a stalemate over pro-union labor deals, costs, and an Inspector General's report. Phase I, Tysons Corner to Wiehle Avenue (11.6-miles), is expected to be completed in August, 2013. Phase II, 11.5 miles, would extend to Dulles International Airport, but the Airports Authority has been unable to solicit bids.

NORFOLK, VIRGINIA

Another milestone was reached on April 24, when *The Tide* carried its one millionth passenger. This occurred earlier than was initially projected, due to an average of 2,900 daily boardings. Service began on the 7.4-mile line August 19, 2011. Meanwhile, voters in neighboring Virginia Beach will get the opportunity to decide whether to approve the extension of *The Tide* on November 6. On May 17, the Virginia Beach Police and Fire Departments announced that they would campaign against the light rail proposal because they feel that resources would be taken from their departments, and the teachers were also expected to sign on. William Bailey, president of the firefighters' group, said, "There's no guarantee light rail wouldn't chip away at public safety funding. The city's Fire Department is already understaffed."

DETROIT, MICHIGAN

On April 30, Chrysler CEO Sergio Marchionne pledged to support the Woodward Avenue light rail project, committing \$3 million over five years for Chrysler to sponsor one of the stations on the 3.3-mile route from downtown Detroit to New Center. This line is being privately funded by an organization called the M-1 Rail Group, and is a shortened version of the original plan, which called for the line to end at 8 Mile Road. The private investors and philanthropic groups have committed to funding 80% of the estimated \$5.1 million annual cost of operating the system through the year 2025. No dates were provided for the start of construction or the beginning of service.

CHICAGO, ILLINOIS

During mid-April, my wife and I attended a wedding outside of Chicago, but we arrived two days early to visit some museums, Frank Lloyd Wright houses, and other sights, and, of course, for me to do some transit riding. Number one on my list was to ride the Pink Line, which opened (June 25, 2006) after my last visit. Upon arrival at O'Hare International Airport, we proceeded to the Blue Line station to purchase two one-day passes

(\$5.95), since our traveling around Chicago would only require such. We were told that the TVMs at this station only sell three-day passes at \$14, so we settled on them. Nonetheless, we got our money's worth. Besides the ride on the Pink Line, I also rode around the Loop and took photos. No one questioned what I was doing. In closing, the voice that is used to announce the arrival of the next train is the same as one hears in NYCT's IND stations.

Derailments are fortunately rare, however one did occur on April 29, and affected a train of Budd-built 2200s that was chartered by the Illinois Railway Museum as a fund raiser to eventually purchase two of these cars. There were no reported injuries to the 40 railfans aboard, all of whom had to be evacuated either to the roadbed, or, in the case of two individuals who had difficulty walking, removed via Fire Department cherry-picker.

A new station opened on the Yellow Line on April 30. Oakton-Skokie is located near Oakton Street and Skokie Boulevard, and is built on the site of a station served by the Chicago Rapid Transit Company from the mid-1920s until 1947, when service was discontinued. There were a number of intermediate stations, which were used by "L" trains. Until it was abandoned in 1963, the track in Skokie was part of the Chicago, North Shore & Milwaukee's Valley Line. Chicago Transit Authority (CTA) trains operated over it between the Chicago city limits and Skokie. After 1964, CTA operated this line as the "Skokie Swift." One minute of running time has been added to the previous eight. CTA now has 144 stations.

After being repaired, the first of the 5000-series cars returned to service on May 6. All of the cars that had been operating were pulled from service on December 19, 2011 (February *Bulletin*) due to faulty steel castings in the wheel housings. Production of new cars also resumed. Thanks to member Jim Beeler for this report from *The Chicago Tribune*.

For those who have visited Chicago and viewed the downtown skyline, one of the more prominent features has been the Santa Fe sign that topped the one-time headquarters of this railroad. *The Chicago Tribune* reported that the new owners of the building have requested permission from the Chicago Landmarks Commission to replace the sign with the name of one of its new tenants, Motorola Solutions, Incorporated. In its application, the building's owners proposed that "the 'Motorola' copy shall be consistent with the existing 'Santa Fe' copy in terms of color and illumination levels at night." The Santa Fe left this 224 South Michigan Avenue location, which was once known as the Railway Exchange Building, for a new headquarters in Schaumburg, Illinois. Thanks to member Ira Haironson for this report.

Due to security issues connected with the NATO Sum-

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mit, which was held at McCormick Place in Chicago on Sunday and Monday, May 20 and 21, the U.S. Secret Service had been leaning towards suspending transit service around the area. About 50 heads of state and thousands of dignitaries were expected to attend this event, which was designated by the Secret Service as a National Special Security Event, which put it into the same category as a Presidential inauguration or the Super Bowl. South Shore, Metra, Amtrak, and Canadian National operate trains that run under McCormick Place. The South Shore Line carries about 7,000 passengers each weekday and an average of 3,000 on weekends. The Metra Electric Line carries an average of 36,300 riders each weekday on 172 trains and on weekends, ridership is 13,600 a day. Amtrak has six trains a day on the route.

Actual preparations began in late April, when *The Chicago Tribune* reported that CTA started running tabletop planning exercises to keep transit officials on top of any last-minute adjustments to bus and train service, routes, and schedules that could come up. In Chicago and the suburbs, gates at highway entrance ramps were being checked to make sure they were in working order to close and reopen access to the roads — a procedure originally designed for use in an all-out emergency like a bioterrorism attack. O'Hare International Airport stood ready to shut down a runway and use it as a VIP ("Very Important Planes") parking lot.

On May 15, Metra announced that passengers would be subject to searches and screenings before boarding or en route, and no food or liquids would be allowed on any trains. Those who did not comply with the safety measures or who tried to avoid screening would be removed from trains or face "further police action." Riders would be permitted to carry only one bag, which could not be more than 15 inches by 15 inches by 4 inches deep. This excluded backpacks or large briefcases or purses, and no parcels, luggage, or bicycles. On May 19-20, all trains operated but did not stop at 47th Street (Kenwood), 27th Street, McCormick Place, 18th Street, and 11th Street/Museum Campus. On May 21, inbound trains operated but several more stations were closed. Metra would operate trains on 10 of its 11 lines, Metra Electric's Blue Island Branch being the exception. Inbound mainline trains scheduled to arrive at Millennium Station between 12:57 PM and 6:46 PM did not operate. Outbound trains were allowed to operate normal service all day, except at closed stations and on Metra Electric's Blue Island Branch. A total of 25 stations were closed.

The Northern Indiana Commuter Transportation District (NICTD) also announced restrictions for its South Shore Line trains. On May 19-20 all trains would operate, but the McCormick Place and Museum Cam-

pus/11th Street stations were closed. On May 21, the Museum Campus/11th Street station was closed and westbound trains arriving at Millennium Station between 11 AM and 7 PM were cancelled. Westbound service resumed with Train #220 arriving at Millennium Station at 7:55 PM. All passengers traveling during the summit could expect security checks at stations and en route. All westbound trains had to make a full stop with individual screening at the Hegewisch station. Police with canine units were at all security checkpoints. Passengers were not allowed to carry any food or liquids on trains, including coffee. Different types of carry-on baggage were also restricted or banned. Of course, after the email circulated, there were numerous comments, including this from one of our members, who wrote: "I thought the purpose of NATO was to protect individual liberties and freedom. This sounds like something straight out of the Soviet Union."

MINNEAPOLIS, MINNESOTA

The Minnesota Legislature rejected funding for Minneapolis' third light rail line — the Southwest Corridor Line. This came about after the Republican-controlled House and Senate refused to allocate \$25 million for the project in the state bonding bill, which Governor Mark Dayton, a Democrat, had requested. The project has support from business interests, Chambers of Commerce, and communities along the route that would be served. Susan Haigh, chairman of the Twin Cities Metropolitan Council, which manages and operates light rail and commuter rail services in the Twin Cities, said, "The urgent need for this line requires that we begin exploring other temporary funding alternatives to keep the project on track until the 2013 Legislature has the opportunity to fund the state's share of the project. In the coming weeks, I'll be talking with our local funding partners and the Dayton Administration about how to keep Southwest Light Rail progressing and how to ensure the project remains competitive for federal dollars." In 2004, the Hiawatha Line opened and in 2014, the Central Corridor Line linking St. Paul with Minneapolis is scheduled to open.

Construction of the Central Corridor Line has reached the 50% completion milestone. Since heavy construction began in late summer 2010, following is some of the work that has been done: 3.5 miles of 10 miles of double track have been installed; 15 of 18 stations are being built; the operating and maintenance facility is 35% complete; the Interstate 35W flyover in Minneapolis where the Central Corridor line will join the existing Hiawatha Light Rail Line is complete; and the first shell of 31 LRVs has been completed and scheduled for delivery this fall. Thanks to Al Holtz and Jack May for sending this report.

AUSTIN, TEXAS

Jack May visited Austin during April and sent this report. "Capital Metro added new weekend service on

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March 23. On Fridays, MetroRail evening trains now run hourly through midnight between Downtown and Leander. Specifically, six round trips were added, while fourteen to and from Lakeline (one stop in) were added on Saturday afternoon and evening. On Saturdays MetroRail trains operate every 34 minutes from 4 PM to midnight between Downtown and Lakeline. Ridership is up to 1,800 per day. The weekend service is being funded for two years by the city of Austin.

“Lone Star Rail District, originally dubbed the Austin-San Antonio Intermunicipal Commuter Rail District, was formally constituted in 2003 when the cities of Austin and San Antonio and the counties of Travis and Bexar voted to join each other in planning a new rail service (known as LSTAR) to serve the corridor between the two cities’ metropolitan areas. Since that time, membership in the rail district has expanded to include most of the political jurisdictions in the district’s service area, the transit authorities in the two keystone cities, Capital Metro in Austin and VIA in San Antonio, and the two rural transit authorities, CARTS and ART. It also includes the region’s two major metropolitan planning organizations (MPOs), CAMPO in the Austin area and SA-BC MPO in the San Antonio area. Since its inception, the sole purpose of the agency has been the planning, construction and operation of passenger rail service in the corridor between Austin and San Antonio.

“The planned 117-mile line includes the current Union Pacific Railroad Austin Subdivision, plus two greenfield extensions — on the north an alignment based on a former MKT right of way, and on the south a route from the west side of downtown San Antonio to south San Antonio. A total of 16 stations are planned, from Georgetown, located north of Austin, to a station at City South, adjacent to the Texas A&M University campus in south San Antonio. Current plans include the use of FRA-compliant rolling stock, most likely diesel locomotive-hauled bi-level coaches with cab control cars for push-pull operation. Maximum operating speed at initial deployment is planned to be 90 mph, made possible by the installation of positive train control and the maintenance of track and roadbed at FRA Class 5 standards. At full build-out, current plans include double track in the entire corridor (with the exception of a short segment in the vicinity of the Colorado River) to bolster reliability, and fully centralized traffic control (CTC) dispatching, which will be under the direction of the rail district. Additional infrastructure to support continuing local freight service is also being designed into the project, so that customers in the corridor need not worry about losing their access to the national freight rail network.

“A two-tiered service plan is in the works, including a mix of local and express service throughout the service

day, seven days per week. Half-hour headways are planned during the morning and afternoon weekday peak periods, with hourly service during the mid-day and evening weekday off-peak periods. The latest train performance calculations, based on a preliminary understanding of the configuration and characteristics of the new line, show that LSTAR express trains operating between the Austin and San Antonio downtown stations and making just two mid-line stops en route will have a travel time of 1 hour 15 minutes, which beats the automobile travel times between the same end points. In addition, special event service is planned to serve the diverse sporting, cultural, and entertainment events and venues featured in many cities along the route, including the annual South by Southwest conference, Austin City Limits music festival, and University of Texas football games in Austin; Wursthfest in New Braunfels; and NBA Spurs games and the River Walk in San Antonio. Service could begin in the five-eight year range. More information is available online at www.lonestarrrail.com.”

HOUSTON, TEXAS

Construction of three new light rail lines is nearly half-finished and on track to open in 2014, according to a report sent by Ira Haironson. The East End Line will extend from downtown Houston to the Magnolia Transit Center; the North Line will extend the existing Red Line 5.3 miles through Houston’s north side; and the six-mile Southeast Line will run from downtown Houston to near Palm Center. Construction is also under way on the East End line’s first three rail stations: EaDO/Stadium, Lockwood/Easton, and Coffee Plant/Second Ward.

DENVER, COLORADO

A groundbreaking ceremony was held on May 11 for the first extension along I-225, which will connect the Nine Mile station at Parker Road and Iliff Avenue. The 10.5-mile line, which is part of the FasTracks program, is scheduled to open in the summer of 2014.

SALT LAKE CITY, UTAH

Construction began in April to build the 2-mile Sugar House Street Car Line. From its origin at Central Station, six new stations will be built: State Street, 300 East, 500 East, 900 East, and 1040 East (McClelland). A few blocks away, there is a Sprague Library. The Utah Transit Authority (UTA) is anticipating an opening in late 2013.

UTA announced that commuter rail service between Salt Lake City and Provo would open on December 10. Built on an existing Union Pacific rail corridor, the 45-mile line has six stations, with the possibility of adding two more in future years. Although schedules have not been posted, UTA reports that the trip time between Provo and Salt Lake City will take less than an hour. Trains are making test runs to familiarize crews and break in the equipment.

ALBUQUERQUE, NEW MEXICO

Effective May 21, RailRunner riders have been bene-

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

fitting from new express trains, with a potential savings of 20-25 minutes. Northbound Train #102 departs from Belen at 5:45 AM making all stops to Los Ranchos, then Sandoval/U.S. 550, S.F. County/N.M. 599, South Capitol, and Santa Fe Depot (7:45 AM). The return trip departs from Santa Fe Depot at 5:05 PM, with the same stopping pattern as Train #101, but is terminated at Downtown Albuquerque (6:20 PM). The following Train, #517, departs Downtown Albuquerque at 6:57 PM and makes all stops to Belen (7:37 PM). Additional weekday trains have been added to the Quiet Car Program, and a new weekend schedule went into effect on May 26.

Also on May 21, prices for one-way trips and day passes increased by \$1-\$2, while monthly passes went up by \$4-\$11. This is the first increase for New Mexico RailRunner Express. A mobile ticketing program pilot was launched on May 21.

SEATTLE, WASHINGTON

Construction of the First Hill Street Line began on April 26. With a projected cost of \$134 million, each of the 2.2 miles would cost about \$60 million, making it more expensive than the 1.3-mile South Lake Union Streetcar, which opened on December 12, 2007, at a cost of \$45 million per mile. This line, which will connect Capitol Hill, First Hill, and Downtown Seattle, is expected to open by the spring of 2014. Thanks to member Bill Vigrass for this report from **Progressive Railroading**.

King County Metro has issued a request for proposals (RFP) for 40-foot and 60-foot articulated trolley buses. The base order would be for 86 of the 40 foot version and 55 articulateds. Options are included for King County Metro and other transit agencies to purchase additional units over a five-year contract.

SACRAMENTO, CALIFORNIA

Member Pete Donner reported that as of early May, the opening date for the 1.1-mile Green Line was June 11.

SAN FRANCISCO, CALIFORNIA

At the end of February, Caltrain reported that ridership had reached a new all-time high of 42,354, which is an increase of 4,575 riders per weekday, or 12.1% higher than last year. This is the second consecutive year that ridership has gone up. Ridership rose on all three types of Caltrain service (express, limited, and local), indicating that riders rely on a mix of train types. San Francisco, with 9,670, had the highest number of boardings, followed by Palo Alto (4,661), Mountain View (3,670), San Jose Diridon (3,187), and Millbrae (2,880).

Caltrain's Board, on May 3, approved an agreement between the California High-Speed Rail Authority and more than a half dozen Bay Area public agencies to fully fund the electrification of the rail line. In the upcoming weeks the other agencies were expected to sign on. This work could be completed by 2019.

On April 23, BART's Board of Directors recommended that a \$2.5 billion contract be awarded to Bombardier for 775 new rail cars. The cars will be built in New York and are expected to be in service by 2016 or 2017. Thanks to Ira Haironson for this news.

LOS ANGELES, CALIFORNIA

Members Andrew Grahl and Raymond Mercado were on board the first Expo Line car (#229) when service began on April 28. Andrew reported that the first train left 7th & Metro, on time at 4:54 AM. Jim Beeler kindly sent copies of the "Inaugural Timetable" dated April 30.

Edging out bids by Siemens and CAF, the Los Angeles County Metropolitan Transportation Authority (LACMTA) awarded an \$890 million contract to Kinkisharyo for up to 235 LRVs. The bid was contentious, as was reported by **Railway Age**, due to the number of "new" jobs that each of the firms said would be created. LACMTA noted that Kinkisharyo's bid would generate 348 jobs in the U.S, while Siemens' bid would generate 391 U.S. jobs. A counter-analysis by the Los Angeles Alliance for a New Economy, which backed Siemens, said Siemens was penalized because it already employs a large workforce in Sacramento and did not get credit for creating new jobs. According to the group, the Siemens contract would have created or sustained 923 more jobs than Kinkisharyo's. But Siemens' bid, at \$940 million, was \$50 million more than the winning bid.

SAN DIEGO, CALIFORNIA

MTS has exercised the option it had with Siemens for seven low-floor LRVs for a cost of \$26.9 million. This is in addition to the 57 cars already on order. These cars will replace the original group of U-2s, eleven of which have already been sold to Mendoza, Argentina. Negotiations are underway for the sale of the remaining cars. Thanks to Bill Vigrass for sending this report from **Progressive Railroading**.

TORONTO, ONTARIO, CANADA

On May 10, The Board of Directors of Metrolinx voted unanimously to proceed with the implementation of the Toronto Transit Plan as originally approved by Metrolinx on May 19, 2010, consisting of the following projects:

- Eglinton Crosstown LRT from the Jane Street/Black Creek area to Kennedy Station with an in-service date of 2020
- Scarborough RT/Sheppard LRT maintenance and storage facility, with a construction start of 2013 and substantial completion in 2016
- Scarborough RT replacement and extension to Sheppard Avenue, with a construction start of 2014 and an in-service date of 2019
- Sheppard East LRT from Don Mills Station to east of Morningside Avenue, with a construction start of 2014 and an in-service date of 2018
- Finch West LRT from the Toronto-York-Spadina Subway Extension to Humber College, with a construction start date of 2015 and an in-service date

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Around New York's Transit System

R-32s Are Being Rehabilitated

The 222 R-32s operating on **C** and the 50 R-42s in occasional service on **J/Z** are the oldest cars on the transit system. Because of their age and low mean distance between failures, spare factors are very high.

To keep the R-32s in service until the R-179s are delivered (about 2017), increase their reliability, and reduce their spare requirements, they will go through an SMS (Scheduled Maintenance System) program. Work includes air brakes, auxiliary electric, car body, couplers, car body hoses, door systems, propulsion, and trucks.

When this work is completed in the middle of 2013, there will be enough R-32s for **C** and **J/Z**, after which

the R-42s will be scrapped.

In March, 2012, the MTA Board approved the purchase of 300 R-179s.

NYU Will Lease Former Transit Headquarters

New York University expects to lease the Transportation Building at 370 Jay Street in downtown Brooklyn from New York City. After transferring its headquarters to this building in 1951, the Board of Transportation and its successor NYC Transit remained there for about 50 years. At the present time, this building is nearly vacant. Most remaining employees must vacate after the lease takes effect following a due diligence period by NYU, but the employees stationed in the basement may remain indefinitely.

New York City Subway Car Update

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becoming Rider Cars) were shuffled once again from storage at 207th Street to 239th Street Yard in the Bronx during early March of 2012. These include 8812/3,

8834/5, 8888/9, 8996/7, and 9000/1. Also removed from active duty during the first quarter of 2012 (probably March) was R-33S work motor 9313, which joins the above Redbirds and a number of other units to await an eventual campaign of disposition.

Third Avenue Was Able to Reduce Expenses 75 Years Ago

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and Broadway, where they were not supposed to delay 149th Street or Kingsbridge cars. Motormen on other lines had similar problems.

Motormen operating Yankee Stadium baseball specials were also underpaid. An old-timer told us that the men were paid for operating the cars from the Kingsbridge car house to a yard at 161st Street and Jerome

Avenue, but were not paid for waiting at the yard until the game was over. In the 1930s, these baseball specials were occasionally out-of-service cars whose light bulbs were removed.

The old pro-rail management was ousted in May, 1945. It was followed by a power struggle and several changes in management, who promised that buses would bring big profits. The bus conversion program was completed ahead of schedule, and the company became bankrupt on June 21, 1948.

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of 2019

GO Transit is adding service to the Barrie Line every Saturday, Sunday and holiday between June 23 and September 3. Two trips will depart from the terminus – Allandale Waterfront, while four will begin their runs in East Gwillimbury. The reverse service will be the same. Effective June 25, there is additional peak hour service on the Milton Line. The seasonal train service to Niagara Falls starting is scheduled to operate between June 23 and September 3. However Victoria Day Weekend, May 18-21, the train service operated between Union Station and Burlington, where a transfer had to be made to a bus for Niagara Falls.

FROM THE HISTORY FILES

95 years ago: In June, 1907, 11 KV electric operations

began on the Erie Railroad's 34-mile Rochester-Mount Morris Division. The electric service ended on November 29, 1934, although passenger service between Avon and Mount Morris continued until January 21, 1940, when the line was abandoned. Service between Rochester and Avon lasted until September 30, 1941. The latter segment was conveyed to Conrail and later to the Livonia, Avon & Lakeville Railroad, according to the Western New York Railroad Archive.

65 years ago: In June, 1947, there was a transition in transit fleets as trolley service ended in Memphis (June 14) Marion, Illinois (June 25), and Ft. Wayne (June 27). Baltimore began converting its trolley lines to bus on June 22. Trolley buses were introduced in Calgary (June 1) and Toronto (June 19), as Rockford, Illinois ended its trolley buses on June 6, 1947.

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