

The Bulletin



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The Bulletin

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THE WESTCHESTER REACHED WHITE PLAINS 100 YEARS AGO

On July 5, 1912, the New York, Westchester & Boston Railway Company, nicknamed the Westchester, started operating trains to Mamaroneck Avenue, White Plains. It was the first extension since service began on May 29, 1912 between E. 180th Street, Bronx and North Avenue, New Rochelle. On August 3, 1912, trains started running south along New Haven's right-of-way to Harlem River (133rd Street) on tracks that were under a perpetual lease from the New Haven Railroad. When service was extended north to Westchester Avenue, White Plains a week later, August 10, 1912, there was a celebration starting with a parade at 1:30 PM from Central Park Avenue to Westchester Avenue. After the train with officials arrived at 3 PM, there were the usual speeches on the platform, another parade through White Plains, and a band concert in the evening.

CORPORATE HISTORY

The corporate history reveals that the railroad was planned long before it was constructed.

The New York, Westchester & Boston Railway Company was incorporated on March 20, 1872. The original route was from the Harlem River to Port Chester, New York with two branches, one from the main line north of 177th Street to Throg's Neck (the original spelling), the other from Mount Vernon to Elmsford, New York. The New York & Port Chester Railroad Company was incorporated on April 3, 1901.

In 1909, the Legislature approved the consolidation of these companies and the abandonment of the White Plains-Elmsford and Throg's Neck-Clason Point branches, subject

to the approval of the Public Service Commission. Consolidation of the companies and abandonment of the Elmsford branch were approved, but abandonment of the Throg's Neck branch was denied by PSC. On January 19, 1910, the companies were merged into a new company with the same name, New York, Westchester & Boston Railway Company, which was wholly owned by the New York, New Haven & Hartford Railroad.

New York City granted the company a franchise on August 2, 1904, which stated that during the first 25 years, the company must not charge more than 5 cents for a ride within the city limits. The headway had to be not more than 30 minutes, except that during the first 5 years of operation, trains were not required to run between 1 AM and 4 AM.

SCHEDULES

Preliminary service was provided by locals and expresses between North Avenue, New Rochelle and E. 180th Street with expresses operating non-stop from E. 3rd Street, Mount Vernon to Pelham Parkway to E. 180th Street. When service was extended to White Plains, NYW&B expected to run trains on a 15-minute headway on each branch, practically all day long on weekdays and holidays. One-car locals and three-car expresses were planned. Calculated dwell times were 15 seconds for local stops and 25 seconds for express stops.

Following is a summary of the morning and afternoon portions of a schedule without a date probably in effect before service was extended from New Rochelle in the early 1920s. On each branch, locals ran from White Plains to Harlem River (133rd Street)

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NEXT TRIP: GRAND CENTRAL TERMINAL TOUR, SATURDAY, JULY 28

DEVELOPMENT OF THE LONG ISLAND RAIL ROAD IN THE ROCKAWAYS

by **George Chiasson**
(Continued from June, 2012 issue)

THE NEW YORK, WOODHAVEN & ROCKAWAY FORMATION OF THE ROCKAWAY BEACH BRANCH

Mortified with its detachment from the South Side Railroad's more or less uncontested victory in establishing service to the Rockaway Peninsula, and its inability to respond in a meaningful fashion given the unsuccessful fate of its own New York & Rockaway Branch of 1872, the Long Island Rail Road was then slow to reach out to this remote summertime attraction. Eventually, after being reorganized during the Poppenhusen regime in the late 1870s, the company directed its resources to aiding in the creation of a more direct line across some of the most challenging topography in all of Queens County. Theoretically, this outside venture would achieve prosperity by reducing overall travel time from the populous areas of Manhattan and Brooklyn to the beaches and other allures of the oceanfront, as well as generate additional opportunities for real estate development on the peninsula itself and its surrounding sand dunes and beachfronts.

In its first incarnation, what would become the Rockaway Beach Division was founded by local politico James M. Oakley as the New York, Woodhaven & Rockaway Railroad in 1877, with plans to build a narrow gauge line originating at the Greenpoint terminal in Brooklyn. Ostensibly this operation would have been allied with Austin Corbin's New York & Manhattan Beach Railway rather than LIRR, but by the time of its execution the two existing railroads were already embroiled in a drawn-out consolidation process associated with the latter's bankruptcy. As a result there was little progress over an extended period on the heady little entity's effort to find a well-located terminal at its New York end, which endangered the project's early momentum until a deal was finally cut with the Long Island Rail Road to use its three facilities in Brooklyn and Queens. The seemingly stillborn and by then listless Rockaway franchise was thus re-energized and a wholly new standard gauge route emerged as a branch off the ex-South Side main line at Glendale Junction (near the present intersection of Union Turnpike and Woodhaven Boulevard), which would reach the peninsula by going directly across Jamaica Bay. Construction was initially delayed by financial difficulties, but once it got underway in March, 1879 proceeded rapidly, with the line able to start running on August 26, 1880, barely in time for

the last weeks of that summer. As part of its original agreement with LIRR, NYW&R was to provide train service from all three LIRR terminal points at the New York end: Hunters Point in Long Island City, where passengers used the former Flushing & North Side terminal building, as relinquished by the Brooklyn, Flatbush & Coney Island Railway after a brief stay; Bushwick in Brooklyn, where shuttles to and from Fresh Pond connected with all trips; and the recently opened Flatbush Avenue terminal via the former Brooklyn & Jamaica (née Atlantic Division) main line. The Long Island Rail Road continued to run its own ex-Southern service from Long Island City to Rockaway Beach by way of Valley Stream (along with that originated at Flatbush Avenue after August, 1877), but as part of its operating agreement with the New York, Woodhaven & Rockaway pledged to suspend its operation at such time that the two companies would directly conflict. This indeed occurred when the newer operator (as the New York & Rockaway Beach) was joined to the original, ex-Southern alignment in May, 1888, at which time its service across Jamaica Bay was extended to Far Rockaway as an alternative branch and the pre-existing LIRR operation from Valley Stream was cut back to Mott Avenue in Far Rockaway, where the two lines met.

Aside from Hunters Point, where passengers were exchanged with ferry boats from midtown Manhattan, the only stations on the former Southern main line available to NYW&R trains in August of 1880 were Fresh Pond (called Bushwick Junction after 1882) and Glendale. Meanwhile, there were no way stations at all on the branch to Bushwick at that time. Once past the newly-created junction at Glendale, the New York, Woodhaven & Rockaway's line carved an almost completely straight survey through a shallow cut to Jamaica Avenue, emerged onto a low trestle as far as its crossing over the existing Atlantic Division main line at Woodhaven Junction, and then descended to grade level. From Ozone Park, which was then in its earliest stages of development, the new railroad mostly consisted of a 5-mile (and to the casual rider seemingly endless) series of trestles in the waters of Jamaica Bay. This was composed of a sequence of more than 1,700 sections, called "bents," which rested on raw wood pilings that positioned the track about 9 feet above the mean high water level. Given its construction and exposure relative to the potential ravages of nature, the long

(Continued on page 3)

Development of the Long Island Rail Road in the Rockaways

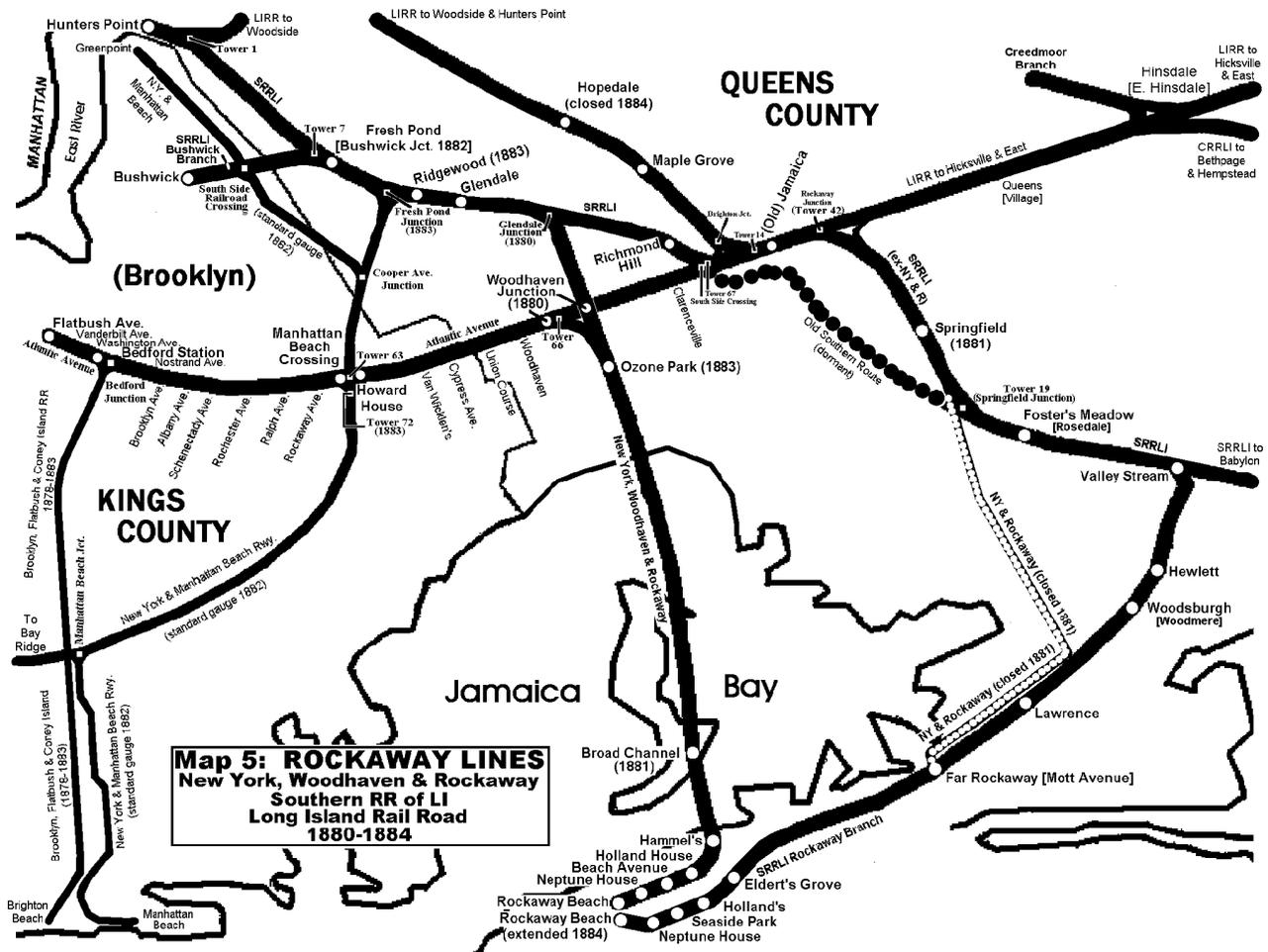
(Continued from page 2)

Jamaica Bay trestle had a restricted speed of about 30 mph through the end of its days (which may or may not have been observed). The line finally reached the Rockaway Peninsula about ¾-mile inland of the ex-Southern station at Elderts Grove on an alignment that is now paralleled by Beach 84th Street, but at that time it lay in an otherwise anonymous area of beachfront identified on early maps as "Oceanus." From that location the new line turned slowly to the west and remained at grade level for the rest of its passage to Rockaway Beach, where a small engine house and train shed punctuated the terminal.

A street grid had barely begun to emerge in the area at that time, but two major ocean resort hotels were being developed in the immediate area of the new rail-head. One was the Atlas House, which was already open just two blocks away at the end of 5th Avenue

(now Beach 116th Street), and the other was the huge Rockaway Beach Hotel, which was then still under construction. As a sign of high ridership expectation, this lengthy, costly undertaking was originally built as a double-track main line all the way from Glendale Junction to Rockaway Beach, with trains initially making no stops at all across the expanse of Jamaica Bay. From their beginning NYW&R trains called at "Woodhaven," where they passed above the Long Island Rail Road's Atlantic Division main line on an overpass, and also at "Hammel's" (now Beach 84th Street) before reaching the peninsula proper. These were followed by Holland House (now Beach 92nd Street), Beach Avenue (now Beach 101st Street), and Neptune House (now Beach 107th Street) before finally reaching the Rockaway Beach terminal at what is now Beach 116th Street. Of these, the Holland House and Neptune House locations exactly mimicked those on the former Southern alignment, but were one block removed.

To accomplish service from Flatbush Avenue to Rockaway Beach, a connecting track was added from the Brooklyn & Jamaica main line to the New York,



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The Westchester Reached White Plains 100 Years Ago

(Continued from page 1)



Looking east from Harlem River.
Bernard Linder collection



Allerton Avenue.
Bernard Linder collection



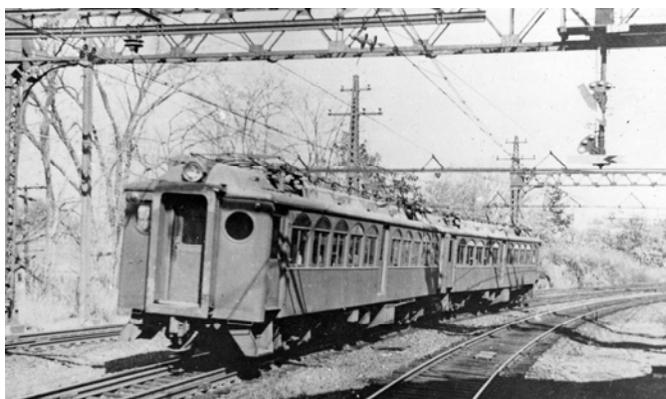
Baychester Avenue, January 1, 1937.
Bernard Linder collection



Dyre Avenue.
Bernard Linder collection



Mount Vernon Junction.
Bernard Linder collection



Southbound train at E. 3rd Street, Mount Vernon.
Bernard Linder collection

and expresses from North Avenue, New Rochelle to Harlem River on a 20-minute headway weekdays and Saturdays and a 30-minute headway on Sunday. Expresses operated non-stop from E. 3rd Street to E. 180th Street to Hunts Point to Harlem River. All locals and

expresses met at the transfer point, E. 3rd Street. In the morning rush, several locals and local-expresses were put in service at Columbus Avenue, Mount Vernon. Running time was as follows:

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Development of the Long Island Rail Road in the Rockaways

(Continued from page 3)



Atlantic Branch elevated structure, 1955.
Bernard Linder collection



Nostrand Avenue.
Bernard Linder collection



Chestnut Street Connection (BRT incline), 1913.
Bernard Linder collection



Brooklyn Manor.
Bernard Linder collection



Babylon station (Montauk Branch), 1955.
Bernard Linder collection



Cars 1100-1 at Country Life Press.
Bernard Linder collection

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Development of the Long Island Rail Road in the Rockaways

(Continued from page 5)

Woodhaven & Rockaway just south of its trestle over that main line. In addition, double track on the line from Brooklyn was extended from Van Wicklen's station (Linwood Street) to Woodhaven Junction concurrent with the original construction of the Rockaway Beach Branch, a project that was completed on August 29, 1880. At this early date, Rockaway Beach trains to and from the Flatbush Avenue terminus paused for patrons only at the Howard House, a hotel-type station located at Alabama Avenue east of the Manhattan Beach Railroad Crossing in East New York. They next stopped at Woodhaven Junction, where the platform was initially situated on the Atlantic Branch west of the turnout, from there potentially to be consolidated with companion trains serving Hunters Point, a process in which the perilous "flying switch" maneuver was often employed. Also by agreement, Rockaway Beach trains were powered by LIRR locomotives on the Atlantic Division as far as Woodhaven Junction, where they were cut away so the train could be picked up by NYW&R, and vice versa. A great many local stations did otherwise exist on the Atlantic main line's stretch across Brooklyn and Queens at the time, but most were being served strictly by LIRR's dedicated "rapid transit" trains that scooted back and forth between the Flatbush terminal and Van Wicklen's, with some trips extended as far as Woodhaven.

One immediate problem experienced by the neophyte NYW&R was a lack of dedicated off-season storage space for its fleet of nine 4-4-0 "American" type locomotives and 62 coaches, most of which were only in use during the summer. For its first two years, as service to the beaches concluded in mid-September, the unneeded equipment was stowed wherever spare track space could be found at the terminals in Long Island City, Brooklyn, and Rockaway Beach (starting in 1889 also at Morris Park). A small portion of the company's rolling stock was used to carry on a limited schedule through the winter, which if nothing else assured continual maintenance of the long trestles and associated trackage that stood so vulnerable to the natural rages of its marine climate. This calculated hardship is what usually did such operations the most financial harm, and in particular the Rockaway Beach line's initial construction left it subject to not only storm damage but also occasional fires and the ravages of shipworms, which could unknowingly hollow out the trestle's untreated wooden pilings. As it gained in experience and financing ability, the railroad finally constructed an equipment storage shed at the Rockaway Beach terminal in 1882, which partly solved the difficulties of its seasonal scheduling cycles, along with its first full depot building. By 1886, a new engine terminal used jointly by the New York,

Woodhaven & Rockaway and Long Island Rail Road had been added near Woodhaven Junction as well, soon to be replaced by an even newer one at Morris Park. Another remarkable advance during this time was NYW&R's employment of electric illumination lights at its station serving the Neptune House, a first on the Rockaway Peninsula, as it would be another 20 years before all LIRR depots in that sector were so arranged by June, 1902. In the spring of 1883 the railroad began using replacement piles treated with creosote, which did not eliminate but greatly slowed the rate of deterioration owing to various natural causes. Like the aesthetic electrification of its stations, it would take two full decades before the timbers of the Jamaica Bay trestle were entirely rebuilt and reinforced a second time, being completed by 1904.

As cited above, a single-track connection was opened from the New York, Woodhaven & Rockaway line, as it emerged from its Jamaica Bay crossing, to the original South Side route across the Rockaway Peninsula, which it joined at "New York & Rockaway Beach Junction" (Beach 76th Street) and through amalgamation created what we recognize in 2012 as IND's "Far Rockaway Branch." Starting on May 26, 1888 all trains from the New York terminals that crossed the Jamaica Bay trestle diverged at Hammel's Junction to serve both Rockaway Beach and Far Rockaway. Though year-round operation continued to remain in effect throughout, service was markedly increased during the summer months, and by the 1888 season a number of intervening station stops had been added to the line. In August of that year, for example, the itinerary for the Rockaway Beach Branch would have included Ozone Park, Aqueduct, Goose Creek, The Raunt, Broad Channel, Beach Channel, Hammel's, Holland, Seaside (originally Neptune House, relocated to the Metropolitan Hotel at Beach 104th Street in April, 1888), and Rockaway Beach. Station stops beyond Hammel's on the branch to Far Rockaway were located only at Arverne and Mott Avenue, from which connecting LIRR service was available back toward Long Island City and Flatbush Avenue by way of Valley Stream and Jamaica.

It is unclear what degree of direct service, if any, was provided between the secondary terminal at Bushwick and the Rockaways during this era, but it may have mostly consisted of seasonal "Beach" specials between about 1892 and 1910 as a summertime relief for the overburdened Long Island City terminus. For their first several years, Rockaway Beach trains ended their trips at the far inner (East River) end of the LIRR terminal at Hunters Point, utilizing the diminutive former Flushing & North Side depot of 1869 for ticketing and passenger accommodation. These functions were finally brought into the main facility (by then called "Long Island City") in May, 1891 after it was appreciably enlarged, and Rockaway Beach trains thus fused into the broader,

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The Westchester Reached White Plains 100 Years Ago

(Continued from page 4)

	LOCAL	EXPRESS	WHITE PLAINS BRANCH	(LOCAL)
Harlem River	0	0	Columbus Avenue	29
Port Morris	4	—	East Lincoln Avenue	31
Casanova	6	—	Chester Heights	33
Hunts Point	8	5	Wykagyl	36
Westchester Avenue	10	—	Quaker Ridge	40
E. 180 th Street	13	9	Heathcote	42
Morris Park	16	—	Ridgeway	45
Pelham Parkway	17	—	Gedney Way	46
Gun Hill Road	19	—	Mamaroneck Avenue	48
Baychester Avenue	21	—	Westchester Avenue	50
Dyre Avenue	23	—	NEW ROCHELLE BRANCH	(EXPRESS)
Kingsbridge Road	24	—	5 th Avenue, North Pelham	
E. 6 th Street	26	—	Pelhamwood	23
E. 3 rd Street	28	18	Webster Avenue	24
			North Avenue	26

Because the railroad did not operate through service to Manhattan, the timetables furnished the following travel information:

CONNECTIONS

“At 180th Street: With Lexington Avenue Subway. Change at East 177th Street Subway station to West Side Seventh Avenue Express.

“At Hunt’s Point: With Lexington Avenue Subway and 163rd Street crosstown trolley.

“At Harlem River: With Second or Third Avenue ‘L’ Lines.”

(To be continued)

Development of the Long Island Rail Road in the Rockaways

(Continued from page 4)

expanded terminal as well. At any rate LIRR unfailingly carried on its enterprise of servicing the fast-growing transportation needs of Rockaway citizens and commerce by steam train, with varying service levels from Long Island City, as late as 1929. During the same time period, the sand dunes surrounding its attractions blossomed into rows of streets with summer bungalows and

permanent homes at an astounding rate. As previously noted, some trains on both sides of the Far Rockaway Branch were amalgamated starting around 1892 to form a bi-directional “circular” line from Jamaica through Valley Stream and Hammel’s to Woodhaven Junction that served both major New York terminals. Certainly by 1900, the peninsula had been transformed into one of the more pronounced urbanscapes in the nation’s largest city, and steam-powered LIRR “Beach Trains” to Rockaway Park remained a staple of summer city life even after regularly scheduled service was electrified.



Commuter and Transit Notes

No. 284
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On May 21, MTA announced that the East Side Access project could cost as much as \$8.24 billion, or \$920 million more than the last estimate. *Newsday* reported that in 2009, the cost was put at \$7.32 billion with an opening date of 2016. In last month's *Bulletin*, a table was published showing how the project's opening date has slipped over the years to (August) 2019. Michael Horodniceanu, president of MTA Capital Construction, said, "the costs are related to unexpected delays that were largely caused by competing rail infrastructure projects that are taking place at the same Long Island City rail yard where the East Side Access construction work is happening."

Nine days later, MTA reported that crews working on this project brought a 642-ton tunnel-boring machine (TBM) to a halt underneath Sunnyside Yard in Queens seven weeks ahead of schedule, completing the third of four tunnels the MTA is building in Queens. The machine will be temporarily buried underground until the tunnel can be connected to the LIRR Main Line tracks above it. Other tunnels are still under construction.

MTA METRO-NORTH RAILROAD (EAST)

As of June, Metro-North had five days where 100% of its trains arrived on time, and this has resulted in an OTP of 98.6%.

With the new schedules which are going into effect on July 2, which were not available at publication time, the following changes will be in effect:

- HUDSON LINE: Due to substantial completion of work at Tarrytown, several weekday off-peak trains have returned to their pre-construction departure times. The previous schedule adjustments to most Upper Hudson weekend trains between Cortlandt and Poughkeepsie continues, due to switch work at Croton-Harmon
- HARLEM LINE: No changes
- NEW HAVEN LINE: From July 2 to 22, most Waterbury Branch trains will begin/terminate at Stratford rather than Bridgeport for the ongoing catenary work between Southport and Bridgeport. Following this work, the entire branch will have bus replacement until August 31 to enable CDOT to perform critical bridge maintenance on four bridges. Other maintenance work will also be undertaken to take advantage of this outage. Bridge plates will be used at Stratford on the inbound platform as Track 3 is out of service

For the fourth consecutive year, Metro-North and its partners, Amtrak and NJ Transit, will offer service from New Haven to Secaucus Junction and the Meadow-

lands. The service will be as in recent years, one round trip from/to New Haven, very likely using single-level cars. No timetables have been published at this time.

MTA METRO-NORTH RAILROAD (WEST)

Mileposts (May-June) reported that in the previous three months crews have been completing the final "touch up" work of the right-of-way damage caused by Tropical Storm Irene last August. However, as part of regular maintenance there will be some track surfacing. Metro-North would like to think of the rebuilt Port Jervis Line as being not just "good as" but "better than" new.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The last M-8 update is still from May 8, and shows 108 cars with 100 in service and 8 undergoing inspection by Kawasaki. Member Bill Zucker wrote: "I haven't seen much new to speak of in the way of M-8s, although I see plenty of consists. On weekends, they seem to constitute about half of the trains." Bill has accounted for these cars: 9100-59, 9162-85, 9188-9201, and 9204-7.

MTA LONG ISLAND RAIL ROAD

Main Line passengers will benefit with the approval of \$211.5 million in improvements that will upgrade the 1961-built Hicksville station (\$55.1 million), which replaced the original street level one from 1837. \$37.7 million will also be used to install of over three thousand feet of new track, power, and signals. This effort will connect Track 1 at Hicksville to an existing track siding situated about one-half mile west of the station platform. The connection will enable the addition of three trains to the AM and PM peak between Hicksville and Manhattan upon completion of the East Side Access project. It will also improve LIRR's ability to reroute trains in the event of maintenance, construction, or service disruptions. Divide Tower, which is located east of the station, will get a modern signal system. This tower controls train movements to Port Jefferson and Ronkonkoma. The 1941-built Ellison Avenue Bridge in Westbury will be demolished and replaced with a new structure capable of having three tracks, at a cost of \$39.2 million. Much of the work being performed will support the third track project when and if it is built in the future.

For the 2012 Belmont Stakes, which took place on June 9, a special timetable was issued. With the exception of a different logo on the cover, and being published on glossy paper, the operation differs only by a few re-timed trains. There were 18 in each direction. On the Tuesday before the race, there were news reports that that 80 of Belmont's maintenance workers authorized a strike over a contract dispute with the New York

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

Racing Association concerning wages and contributions to health care. However, the following day, a tentative settlement was announced. Adding to the excitement was the possibility of a Triple Crown Winner. "I'll Have Another," a 3-year-old colt that won both the Kentucky Derby and Preakness Stakes this year, would be the first horse to win the Triple Crown in 34 years. For racing aficionados, the news was anti-climatic – the horse was scratched on Friday due to tendonitis.

Member Richie Schulman informed me that a revised edition of the Mets-Willets Point timetable for May 14-September 3 had been issued, and I was able to pick up copies at New York Penn Station.

The Quiet Car Pilot Program was expanded on June 18 to include all peak single-level electric trains to/from New York Penn Station and Atlantic Terminal during the rush hours. On designated trains, it is the westernmost car. However, there was a caveat listed on the notice which reads: "If there is a service disruption or if a train is operating with a reduced number of cars, we will be unable to designate a Quiet Car."

In order to expedite some East Side Access work involving a critical switch, Switch 813, three evening peak hour trains from New York Penn Station will be canceled this month for a four-week period. At publication time, the effective date was not available, however below are the trains that are canceled:

- Train #148 – 4:52 PM to Babylon – passengers to the 5:03 PM, making all stops to Babylon
- Train #870 – 5:20 PM to Long Beach – passengers to Train 872, 5:23 PM extended to Long Beach
- Train #1062 – 5:40 PM to Seaford – passengers to the 5:47 PM, extended to Babylon

LIRR President Helena Williams announced that when the 19,000-seat Barclay's Center opens in September, service to/from Atlantic Terminal would be added as needed. As part of the June, 2010 service cuts, service was eliminated between midnight and 5 AM. As of now, that service would not return.

NJ TRANSIT

NJ-ARP emailed a special announcement to its members, which included a report from *Railway Age* that on May 30, the first revenue train to be powered by an ALP-45DP had operated. The details are that Train #1006 departed from Lake Hopatcong at 7:33 AM with 4506 as the motive power and operated as a diesel until it reached Montclair State University. At that point, the pantograph was raised and the train continued under electric power to Hoboken. The use of a dual-powered engine came as a surprise because we were told during the ERA visit to the Meadowlands Maintenance Center on April 14 (May *Bulletin*) that the first units would enter

service next January.

Member Jack May forwarded a report that ALP-45DPs have been assigned to Trains #808, 855, 1006, and 1009. Trains #1006 and 1009 operate via Montclair-Boonton Line while trains #808 and 855 will run via the Morris & Essex Line. In the days that followed, member Phil Craig reported that there were mechanical problems with one of these engines on a train that he had boarded at Hoboken and that an equipment swap was required.

As was reported in the June *Bulletin*, over the weekend of May 18-20 there were three major events in the Garden State for which public transit was essential. They were a Devils-Rangers hockey playoff game, Bamboozle Music Festival, and Electric Daisy Festival. NJ Transit reported that ridership was the second highest in its 33-year history. The 216,761 passenger trips on Saturday and Sunday trailed only the 218,478 passenger trips the weekend before Christmas last year. Saturday and Sunday's ridership was nearly 38% higher than the 157,255 trips taken the same weekend last year. Of the agency's 10 highest rail ridership weekends, this was the only spring weekend to make the list. The nine other high ridership weekends have occurred during either the weekends leading up to Christmas, New Year's, Thanksgiving, or Fourth of July. All but one of the top 10 weekends have occurred within the past three years. Thanks to member Al Holtz for sending this report from *The Star-Ledger*.

The four former Amtrak P-40 locomotives that were acquired in 2007 for the now-defunct ACES service were put up for sale during June. A few days later (on June 9) and over the next few days, member Bob Vogel sent digital images of P-40 4803 powering Atlantic City Line Train #4677. On the latter date, Bob found that Train #4627 contained Comet V cab car 6053, which is unusual as Atlantic City Line trains are typically composed of Comet IIs and IVs.

Bob also sent photos taken on May 20 of the Pennsauken Transit Center showing the nearly completed platforms for the Atlantic City Line. This station is scheduled to open in early 2013.

Rail service operated between Hoboken, Secaucus Junction, and MetLife Stadium on May 27 for a soccer match between Mexico and Wales, and on June 3 for the "Hot 97 Jam Concert."

New timetables were issued for the Atlantic City Line (June 24) and North Jersey Coast Line (June 23). Atlantic City Line riders have had their weeknight rail service restored. This began with the April 1 edition. On the North Jersey Coast Line, the additional weekend service is operated during the summer. There are also notes about the service to Monmouth Park, although the station is not shown in the timetable.

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Commuter and Transit Notes

(Continued from page 9)

Jack May sent a link to NJ Transit’s capital program, which lists all projects. The first of the 100 multi-level car option is scheduled for delivery this month, and the final car, next July.

A new ticketing option became available on June 1 for monthly HBLR riders who also use NY Waterway ferries. They can now purchase a joint monthly pass for the light rail and ferry trip and save more than \$50 on the ferry fare from Weehawken to 39th Street-Midtown Manhattan, Pier 11-Wall Street, or the World Financial Center. NY Waterway provides complimentary shuttle bus service from 39th Street to various locations throughout Midtown Manhattan. On June 10, 10-trip light rail and ferry tickets became available at HBLR TVMs and also at NY Waterway’s Weehawken terminal.

The first new timetable since service was extended to 8th Street on January 31, 2011 was issued effective June 2. After comparing the two editions, I did not find any changes.

Newark Light Rail got a new timetable effective June 23, which replaces the recently issued April 7 edition. A quick scan found no apparent time changes.

PORT AUTHORITY TRANS-HUDSON CORPORATION

The evening commute on June 14 would probably be one that PATH riders on the WTC route would like to forget. Due to a visit to the World Trade Center site by President Obama and his wife, Governors Cuomo and Christie, and Mayor Bloomberg, PATH suspended service to World Trade Center. Exchange Place was also closed and riders directed to use the Grove Street station. Originally announced to be between the hours of 3 and 6 PM, service was not restored until 7:07 PM. Passengers were advised to use the 33rd Street service or NJ Transit Rail or Bus, which were honoring PATH tickets.

On his radio show the following morning, host John Gambling questioned Mayor Bloomberg about the shut-down, saying that the Secret Service wanted the service stopped. The Mayor responded, “Well, you don’t have to say yes. This is our city.” WCBS 880 reported that Port Authority spokesperson Steve Coleman said that when dealing with the safety of the President and the First Lady, the agency follows the recommendations of the Secret Service and its own police department, adding that’s “not negotiable” and “just common sense.” NYCT subways operated normally during this period.

With delivery now completed of the PA-5s, all PA-1 to PA-3 and PA-4 cars have been removed from service. The PA-1 to PA-3s and 28 PA-4s went to a scrapper. 95 PA-4s were built by Kawasaki at a cost of \$96.7 million and delivered between 1986-7. Below is a roster of the 67 cars that were retained:

CAR NUMBER	PURPOSE	CAR NUMBER	PURPOSE
800W	Work Car	850W	Ethylene Glycol
801W	Ethylene Glycol	851	WTC Work
802	Reserved	852W	Tool Car
805	Reserved	854W	Work Car
806	Reserved	855W	Tool Car
807	Reserved	857W	Ethylene Glycol
808	Reserved	858W	Work Car
809	Reserved	859	WTC Work
809	WTC Work	860W	Ethylene Glycol
810	Reserved	861W	Tool Car
811	Reserved	862W	Work Car
812W	Tool Car	864	WTC Work
814W	Ethylene Glycol	866	WTC Work
816	Reserved	867	WTC Work
817	WTC Work	868W	Work Car
818W	Tool Car	869W	Ethylene Glycol
824W	Tool Car	870W	Work Car
825	Reserved	872	WTC Work
827	Reserved	873W	Work Car
829	Reserved	874	WTC Work
830	Reserved	875	WTC Work
831W	Work	876	WTC Work
832W	Tool Car	877W	Ethylene Glycol
833W	Ethylene Glycol	878	WTC Work
838	Reserved	882	WTC Work
839	Reserved	883	WTC Work
840W	Work Car	885	WTC Work
841W	Work Car	886	Reserved
842W	Ethylene Glycol	887	WTC Work
843	CED Response	888	WTC Work
844	CED Response	889W	Tool Car
847W	Work Car	891	WTC Work
848	WTC Work	892W	Ethylene Glycol
849	WTC Work	894	WTC Work

MUSEUMS

Member Frank Pfuhrer provided an update to a report, published in last month’s *Bulletin*. On May 17, he drove to Short Beach Station to observe the roadbed replacement from Short Beach to Short Beach Trestle. “Work was underway. In the far distance I could see some yellow equipment, which turned out to be one pay loader and one rail-tamping machine. When I walked out to where they were working I could see that they were about two to three hundred feet short of the old garbage spur. I watched as the pay loader would proceed to Short Beach (backing up all the way) and pick up a load of trap rock and move up to where the tamper was working. The tamper would move about 25 feet toward

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the Short Trestle. The pay loader would then move in and spread the load over the ties, covering about twenty feet. The pay loader would then back up to Short Beach and the tamper would move back to the place where it left off and start tamping. This procedure was repeated several hundred times." In a subsequent email, Frank reported that the work had been completed and service was restored all the way to Short Beach on June 9.

The Rock Hill Trolley Museum will hold its first ever "PCC Car Day" on Saturday, July 21, featuring former NJ Transit 6 and SEPTA 2743. Other cars will also be available for rides. The event begins at 11 AM, and additional information can be found at www.rockhilltrolley.org.

Member Matt Nawn sent this press release. "The Rockhill Trolley Museum has been associated with the East Broad Top Railroad and the Kovalchick family since 1960. It was in October of that year that Johnstown Traction Company #311 was moved to Rockhill Furnace and became the first trolley in what is now known as the Rockhill Trolley Museum. During 2012, the trolley museum will continue to operate on its normal schedule of weekends only, starting Memorial Day weekend through the end of October. The winter holiday events will take place in late November and early December. Additional special events will be held throughout the year. Please check our website at www.rockhilltrolley.org for a complete listing of all of our 2012 events.

"While associated with the EBT Railroad for over fifty years, the trolley museum is a separate non-profit corporation operated by Railways To Yesterday, Inc. The Rockhill Trolley Museum is deeply grateful for the many years of support from the East Broad Top Railroad and the Kovalchick family. We are looking forward to many more years of mutual help and cooperation. The trolley museum is staffed entirely by volunteers that are responsible for all aspects of the museum. We are deeply disappointed to hear that the EBT will not operate during 2012. The Rockhill Trolley Museum looks forward to the operation of East Broad Top Railroad in the future."

MISCELLANEOUS

The New York Times (May 31) reported that a group of reporters was taken on a tour of the facility in Glenville, New York where four Turboliner sets are rusting away. In the late 1990s, the State of New York spent \$70 million to refurbish seven of the trainsets for a proposed high-speed service within the state. Various problems doomed the project, and Amtrak wound up moving three of the sets to Delaware on September 21, 2004 (November, 2004 **Bulletin**). New York State would like to sell these trainsets.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

All underground portions (19 miles of tunnels) of the "T" will be capable of cell phone reception by the end of the year, but not everyone will be able to take advantage of this service. The reason is that so far, only AT&T and T-Mobile have plans to install the necessary equipment. Verizon offers service at four downtown stations and the tunnels between them, but has not announced plans to expand its coverage.

The Orange Line will be getting a new, fill-in station, its 20th, after an agreement was approved on May 25, between MBTA and developer Federal Realty Investment Trust. Assembly Square, in Somerville, will be built between Sullivan Square in Charlestown and Wellington in Medford. That work has already begun and requires periodic bus shuttles between Community College and Oak Grove. These diversions are planned for weekends and nights. It is expected that Assembly Square should open in 2014.

A new iPhone app allows riders to report suspicious activity directly to police. Sometime this month a version for Android phones will become available. MBTA Police Chief Paul MacMillan said: "We are relying on our customers to be our eyes and ears out there. This is just the latest tool we want to give our customers to let us know what's going on out there." He added "the 'T' also is eliminating restrictions on taking pictures in the transit system that were put in place after the Sept. 11, 2001, terror attacks."

In recognition of the 136 soldiers, Marines, sailors, and airmen from Massachusetts "who made the ultimate sacrifice while serving in Operation Enduring Freedom and Operation Iraqi Freedom," MBTA coach 1528 has been "wrapped" and carries their names plus 136 gold stars. This project was undertaken by the Massachusetts Bay Commuter Rail Company (MBCR), the contract operator. The plans call for this car to eventually operate over every commuter rail line. There are other wrapped cars in service such as those for AT&T Wireless and Tropicana Orange Juice, to name just two.

On May 25, MBTA sent out requests for proposals for national and international firms that would be interested in being the contract operator for MBTA's 14 commuter rail lines. MBCR took over the contract from Amtrak in 2003. It has had several contract renewals – the current one expires on July 1, 2013. This process will cost the "T" \$3 million.

With delivery of the 75 Hyundai/Rotem commuter rail cars nearly two years behind schedule, the "T" summoned the head of the company to Boston to explain the reasons. After the meeting, which took place on June 7, Chief executive Min-ho Lee, speaking through a translator, vowed to redouble efforts at the company's headquarters in Korea, where the coaches have been designed and the shells are being built, and at the Phil-

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Philadelphia plant slated to perform final assembly. "We have come to the United States to tell you that we are prepared to bear additional costs in order to use all of the resources at our disposal to ensure that we are able to deliver high-quality vehicles to you as quickly as possible," Lee said.

In the month since service was extended to Wickford Junction, ridership has grown to an average of 150 riders per day. Stephen Devine, chief of Intermodal Planning at the Rhode Island Department of Transportation, said: "We only had about 150 to 200 people per day for a couple of years when we first opened Providence," said Devine. "Today, we now have over 2,000 riders per day and many more trains."

The New Hampshire Department of Transportation has taken the first steps to hire a consultant to determine the feasibility of bringing commuter rail to Plaistow, New Hampshire. Extending the current Haverhill service about five miles to a to-be-built station would accomplish this. In addition, a layover facility that could accommodate six trainsets would be built, and the State of New Hampshire would fund the purchase of three bi-level coaches. The study could take up to three years.

During a 90-day pilot program, which began on June 6, riding to/from Logan Airport on a Silver Line bus to Downtown Boston is free. Massport is financing the pilot, at a cost of \$100,000 per month. This agency currently keeps about three-quarters of airport Silver Line fares under an agreement in which it paid for the buses, while the "T" paid to construct the tunnels. This is being done in order to promote use of public transportation and to speed up the service. Observations have found that passengers spend an inordinate amount of time trying to pay their fares. A side benefit for riders is that they will have free transfers to subway lines at South Station.

When fares went up on July 1, those who purchase tickets on board trains now pay an additional \$3 per ticket. MBTA reported that each month, train crews collect over \$1.5 million in cash fares, and this takes time away from their primary responsibilities – checking passes and opening/closing doors.

Thanks to member Todd Glickman for sending these reports from *The Boston Herald*, *The Boston Globe*, *The NorthKingston Patch*, *Metro*, and *The Lawrence Eagle Tribune*.

PHILADELPHIA, PENNSYLVANIA

There was a report in last month's *Bulletin* that it was likely that the Silverliner IIs and IIIs would be gone by the end of June. It was member Russ Jackson who originally sent the article from *The Weekly Press*. Russ added: "if memory is correct, the Silverliners were not 100 mph cars — basically 80-85 mph cars. The first 100

mph cars were the Arrow Is and the M-1s. The Arrows were foolishly built with no dynamic brakes and had many wheel problems, so had speed limits imposed. But that goes into a long story." Russ also did some "research." He wrote: "To quote from Budd's news release about these (RDC) cars: 'The new motors are geared for 4530 rpm at 85 mph. Maximum permissible rpm is 5070, corresponding to 95 mph, although speed limiting controls take over at 89 mph. Over-speed protection automatically cuts power at 85 mph and sets minimum service brakes at 89 mph.' I'm not going digging for it but I think the Silverliner IVs are set up the same way. Thus all the Arrows were 100 mph cars and all the Philly cars are 85 mph cars. The Silver Vs aren't intended to run with the older cars, so might be 100 mph cars. Would have to look that up to be sure."

Member Bob Wright sent this report at the end of May: "I went on the Farewell to the Silverliner trip and found it nicely organized and timely — all went as scheduled and no surprises, delays, etc. The itinerary was a little basic (up and down Chestnut Hill West, up and down Fox Chase, up and down the 'home line' (Norristown, at least as far as the Transportation Center), and up and down Cynwyd). The lunch stop at Fox Chase featured a short ceremony with at least one SEPTA official in attendance that cited the coming retirement of these venerable and loyal cars. A sad part of the trip was passing Wayne Shop on the return from Fox Chase, where the track adjacent to the old shop building has a growing 'dead line' of Silverliner IIs and IIIs awaiting disposal. I rode on car 266 for the entire trip (many crowded aboard 235, hoping to score the more comfortable 2-2 seating it has). I hadn't seen too much of the Silverliner IIs or IIIs after that day (they had been turning up regularly on Norristown for a while) and was beginning to wonder if the last 11 on the property had been taken out of service, but my inbound trip on Train #2301 (*The Schuylkill Flyer*) had a string of them, with 235 bracketed by 9010 and 9001 on the front and 256 and 216 on the rear. I rode 216 and it was in great shape, both physically and ride quality (many of the others are starting to show their ages and little appears to be happening as far as routine maintenance, etc.). There are more and more Vs on the line and it is difficult to find any of the 11 IIs/IIIs in service.

"I noticed during the last week of May, the first of the 'new' style of destination sign for the Silverliner IVs — the background color is black instead of the slate gray that was placed in use in July, 2010 when the 'R' designations were phased out. The black background makes the sign much easier to read, especially at a distance. I've seen a handful of the new signs since my first sighting, so I suppose they're being phased in slowly."

Bob Vogel sent digital images of the final four Silverliner IIs (9010-235-9001-9009) in service on the R5/

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Paoli/Thorndale Line on June 18.

Member Lee Winson reported that (trolley) Route 34 has bus substitution from 61st & Baltimore Avenue to 40th Street Portal between June 17, 2012 and September 1 due to track work. Passengers traveling from Center City may also take a Route 11, 13, or 36 trolley to the 40th Street Portal and transfer to a Route 34 shuttle bus for continuing service.

Member Dave Safford sent this news and his comments from *The Philadelphia Inquirer*. "The Pennsylvania House majority Whip, Stan Saylor, has threatened to stop all further funding for SEPTA if it continues with plans to buy diesel-hybrid buses. It seems that state officials have a strong interest in promoting the use of compressed natural gas (CNG), which is one product derived from the state's large, growing, and untaxed shale gas fields. SEPTA, which already operates 472 hybrids, has a contract for 160 more, and would like to convert their entire 1400-bus fleet. Although hybrids cost more than CNG buses, CNG buses cost 64% (90 cents/mile) more to operate, and would require the immediate installation of two fueling stations for an estimated \$40 million. One may reasonably speculate as to the reasons for the urgency to promote CNG, since the state receives no income from the shale at the insistence of the Governor (no taxes!), although localities receive modest fees. One could, of course, conclude that politics is at the root, but certainly no one would wish to impugn the motives of our elected officials."

PITTSBURGH, PENNSYLVANIA

When service started up on June 25, light rail riders found that there are 13 fewer station stops, which were selected due to either low ridership or closeness to an adjacent stop. PAT said that the longest distance anyone will have to travel to reach an open stop would be about 650 yards, a 5- to 10-minute walk for most people. These Red Line stops were eliminated: Traymore, Hampshire, Boustead, and Neeld in Beechview; and Kelton in Dormont. Three stops that serve both Red and Blue line trains — Martin Villa and Smith Road in Castle Shannon and Santa Barbara in Bethel Park — are gone. Also eliminated were Blue Line-Library stops at Mine 3, Lindemer, Center, Latimer, and Sandy Creek in Bethel Park. One person who commented on this email wrote that he was familiar with these stops and even in the pre-LRT era they were lightly used. On his recent visit he was surprised that many were still in service. The standard streetcar stops were about 6/7 per mile with LRT stops dropping to 4 or less per mile. The stops eliminated were believed to be all low-level stops. Thanks to Jack May for this news.

BALTIMORE, MARYLAND

My son Marc reported that Baltimore celebrated the

200th anniversary of the War of 1812 with "Star-Spangled Sailabration" June 13-19. On Saturday, June 16, there were various events, including an air show and maritime exhibitions. There was limited access to downtown and attendees were encouraged to take mass transit. MTA MD ran unusually long 3-car trains with shorter headways to accommodate the crowds.

WASHINGTON, D.C. AREA

On May 30, WMATA installed its 178th "Guarded 8" switch on its main line. Recommended by the National Transportation Safety Board following a series of derailments, this type of switch is designed to allow trains to cross tracks in a way that decreases the risk of a derailment. Local jurisdictions and the federal government funded this \$57 million project. Thanks to member David Erlitz for this report.

How many members know that some of Washington's trolleys ran in tunnels? Member Howard Mann sent this link, <http://www.governing.com/news/local/New-Life-For-DCs-Underground-Tunnels.html>, which takes you to a web site with photos about the Washington D.C. streetcar tunnels. Howard wrote: "I've never seen photos of the underground stations before. They seem to be in very good condition, including track and conduit."

MARC gave its riders until May 25 to comment on its proposed schedules for the Brunswick Line (June *Bulletin*).

Between June 18 and July 12, Virginia Railway Express (VRE) accepted comments from the public on a proposal to ban all smoking at outdoor VRE stations. Smoking is already prohibited on board trains and at indoor VRE station facilities. The staff will report its findings to the Operations Board next month with a summary of comments and recommendations.

CHARLOTTE, NORTH CAROLINA

A 50-year agreement for lease, construction, and operating arrangements was made between the Charlotte Area Transit System, Norfolk Southern, and the North Carolina Railroad Company (NCR) to build a 2.7-mile extension of the existing Blue Line from E. 12th Street to a half-mile east of Eastway Drive. The LYNX Blue Line Extension (BLE) is a 9.4-mile extension of the existing line that will serve the Northeast Corridor from Center City to UNC Charlotte. Light rail service will operate in nearly three miles of NCR's corridor when it opens in 2017. The lease is renewable for another 50 years.

SOUTH FLORIDA

Miami-Dade Transit announced that rail service to Miami International Airport (MIA) would begin on July 28. With this increase in service, there are now two lines. Service between Dadeland South and Palmetto is the Green Line, while the Orange Line will operate from Dadeland to MIA. Upon arrival at the MIA station, a five-minute ride on the MIA Mover will bring you to the terminal. Metrorail fares and hours remain the same: \$2 per trip and 5 AM to midnight, seven days a week.

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CHICAGO, ILLINOIS

According to a report in *The Chicago Tribune*, the NATO summit, which took place on May 20-21 (June **Bulletin**) cost Metra an extra \$800,000 in lost revenue from passengers who stayed away and about \$600,000 in additional operating expenses. Metra CEO Alex Clifford said, "there is no way to make it up." That amount includes \$100,000 for operations, \$200,000 in additional costs for Metra police, and \$300,000 for hiring outside security firms. Some Board members were surprised that the costs were not higher. Metra expects that it would be reimbursed about \$200,000 by the federal government. NICTD anticipated that it lost about \$100,000. Thanks to member Jim Beeler for these two reports.

The Chicago Tribune reported that beginning next Spring, a 10-mile section of the Dan Ryan (Red) Line would be closed for rebuilding for five months. Affected are the nine stations between Cermak-Chinatown and 95th Street. The line was built in 1969 and requires extensive work to restore it to a state of good repair. Slow speed orders have reduced the speeds from 55 to 15 mph in many areas, causing up to 20 minutes of additional travel time. Closing the line will save \$75 million in construction costs and reduced construction time from four years, with work only being performed on weekends. To ease the impact of this shutdown, riders are being provided with:

- Free shuttle buses from Red Line stations south of 63rd Street connecting to the Garfield station (Green Line)
- Free entry at Garfield for bus shuttle passengers
- Red Line trains operate via Green Line tracks from Roosevelt to Ashland/63rd
- Expanded bus service on numerous nearby bus routes
- 50-cent discount on rides along many South Side bus routes

The Morgan station, located between Clinton and Ashland (almost 1½ miles apart), opened without any fanfare on May 18. It replaces a station that was closed on April 4, 1948, and is served by Green and Pink Line trains. In fact, when I was in Chicago in April (June **Bulletin**), the Pink Line train that I was aboard slowed down considerably as it passed the construction site. Recent gentrification of the area caused the Chicago Transit Authority to consider re-opening the station. Thanks to member Pete Donner for this report.

Bob Hansen sent a report that work on the northern section of the Red Line began at the Granville station on June 1. This work, which was reported in the April **Bulletin**, was expected to last six weeks.

Some students from DePaul University were found to

have had nearly 200 CTA signs in their dorm rooms, according to University officials, who did a sweep of their rooms. The stolen signs included maps and advertisements. Only 45 of the recovered signs will be reused by CTA, as the rest are outdated or damaged. The school did not discuss if any disciplinary action will be taken against the students caught with stolen items. Thanks to member Ira Haironson for this news.

ST. LOUIS, MISSOURI

Fares went up on July 1. After weighing several options, the \$2 fare will not change, nor will reduced base fares for eligible seniors, children, and customers with disabilities. However, the cost of the 2-hour pass/transfer was increased from \$2.75 to \$3; and the reduced 2-hour fare option, available to children, seniors, and passengers with disabilities, went from \$1.35 to \$1.50. Weekly passes now cost \$25, compared to the previous \$23.50; monthly passes went up from \$68 to \$72 (\$34 to \$36 for reduced fare); and the college semester pass went from \$145 to \$150.

DENTON, TEXAS

The Federal Transit Administration awarded the Denton County Transportation Authority a waiver on June 5 that will permit operation of its new Stadler DMUs alongside the RDCs. They will **not** operate in mixed consists. It is expected that the DMUs would enter service on the 21-mile "A-Train" next month. When sufficient cars are in service, it is expected that the RDCs, which are leased from Trinity Railway Express, will be returned. Thanks to Jack May for this report from *The Fort Worth Star-Telegram*.

Riders did not have to wait for "next month," as on June 16, the first of 11 new Stadler GTW 2/6 articulated rail vehicles entered service. Thanks to Bill Vigrass for sending this news from *Progressive Railroading*.

DENVER, COLORADO

RTD announced that its West Line LRT would open ahead of time on April 26, 2013. The 12.1-mile line with 12 stations will serve Denver, Lakewood, Golden, and Jefferson Counties.

ALBUQUERQUE, NEW MEXICO

RailRunner often operates additional service for special events. One such event was a free FUN (band) concert at Santa Fe Railyard Park on June 6. Unfortunately for those who planned to attend, the concert was canceled due to illness of one of the band members. On Saturday, June 16, a special schedule with additional service was operated for the Centennial Summer Fest.

PHOENIX, ARIZONA

Valley Metro held a groundbreaking ceremony on May 31 to mark the start of construction of a 3.1-mile extension with four stations, to downtown Mesa to Mesa. A 2016 opening is expected. The existing 19.6-mile line began revenue service on December 29, 2008.

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SACRAMENTO, CALIFORNIA

The 1.1-mile section Green Line into the River District did not open on June 11, as reported in the June **Bulletin**, but on June 15. This section is the first part of what will be an eventual 12.8-mile line to Sacramento International Airport. Due to funding uncertainties, an opening day is presently unknown. Thanks to member Bill Vigrass for this news.

SAN FRANCISCO, CALIFORNIA

On May 17, BART awarded an \$896 million contract to Bombardier to build 410 new rail cars at an average cost of about \$2.2 million per car. The cars have been dubbed the "Fleet of the Future," and could be in service within eight years. KTVU News reported that these cars would be the first phase of a \$2.5 billion project to replace all of BART's existing 669 cars, which the agency claims are the oldest in the nation (1968-71), with 775 new cars. (Editor Note: Apparently news that the 1964-5, Budd-built R-32s that are operating daily for NYCT had not reached them. Also consider another Budd product, the PATCO-I cars (1968). North of the border, Montreal is still operating its original MR-63 fleet from 1966-7.) The image below appeared on BART's website.



BART implemented the last in a series of inflation-based fare increases when fares increase by 1.4% on July 1. Because BART fares are rounded to the nearest nickel, some fares will remain the same after the increase, including the minimum BART fare of \$1.75, and the average fare will go up by five cents. Fares last increased in July, 2009.

LOS ANGELES, CALIFORNIA

Part II of first phase of the Expo Line opened on June 20. This approximately 1.1-mile section with two stations extends the line, which opened on April 28 from

7th/Metro Center to La Cienega/Jefferson, to Culver City. The next phase of 6.6 miles, using a former Pacific Electric right-of-way that will extend the line to Santa Monica, will probably open in 2016.

Transit officials have known for quite some time that many riders are flouting the "honor" payment system that has been in use since the first rail lines opened in 1990. It is estimated that \$4 million is lost annually on the Red and Purple Lines. This month, the first fare controls will be installed at the Red Line's Normandie station. Once perfected, other stations will be added.

TORONTO, ONTARIO, CANADA

Member Bill Ingolia sent a link to subchat.com, which reported on June 3 that GO Transit's new order for cab cars will feature a streamlined front. Sixty new bi-levels have been ordered from Bombardier for delivery starting in the spring of 2015.

SHANGHAI, CHINA

While Todd Glickman was in Shanghai, China on business during early May, he had an opportunity to ride (again) the subway, maglev, and high-speed rail to and from Wuxi. He wrote: "All seemed familiar from my past trips. But I did read an interesting article in *The Shanghai Daily* that the City of Shanghai is testing driverless technology on the relatively new Line 10 — which, since its opening in 2010, has had Operators in each train. The line was designed to be driverless, but that was not initially implemented due to safety concerns: there had been a two-train collision early in the line's operation that was blamed on a dispatching error. On September 27, 2011, the two Line 10 trains collided, injuring 284 people. It has been reported that Train Operators violated operating rules after a signal system failure. One passenger told *The Shanghai Daily*, "The trains crashed when drivers were on, then who would board an unmanned train?"

Driverless operation is expected to begin on the line before the end of 2012. While a number of metros worldwide use driverless technology, this would be the first implementation in China. Shanghai's subway currently boasts over 270 miles of track — the longest network in the world — and is planned to double by 2020 with 22 lines. It served over two billion riders in 2011."

FROM THE HISTORY FILES

100 years ago: On July 5, 1912, the New York Westchester and Boston Railway began service on its White Plains Branch as far as Mamaroneck Avenue, and on August 10 to its Westchester Avenue terminal.

20 years ago: On July 20, 1992, Virginia Railway Express (VRE) began operating service on its line to Fredericksburg. One month earlier, on June 22, VRE began service to Manassas.

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

Around New York's Transit System

North Shore Alternatives Analysis Study

North Shore commuters traveling to Manhattan probably take the longest trips in New York City because they have to transfer several times, including the local bus network. If they are traveling elsewhere on Staten Island, they must ride on buses, most of whose schedules are adjusted to timed transfer to the Staten Island Ferry, and transfer at St. George.

This study area concentrates on the North Shore of Staten Island between South Avenue and St. George, bounded by the Kill Van Kull to the north and Victory Boulevard to the south, with a corridor extension along South Avenue between Richmond Terrace and Transport Drive.

North-south circulation in this area is limited. At the eastern end of the corridor are the ferry operating to lower Manhattan, Staten Island Railway's St. George-Tottenville line, and most local bus routes. A new rush hour-only bus route operates from Hylan Boulevard via Richmond Avenue, Morningstar Road, and the Bayonne Bridge to the 34th Street Hudson-Bergen Light Rail station. S-89 buses operate on a 15-minute headway in the direction of heavy traffic and every 30 minutes in the opposite direction.

Improved transit service is needed to solve the following problems:

- Congested roadways, which cannot be widened, result in longer trips and unreliable bus service
- There is insufficient transit capacity to support future growth on the North Shore
- Transit travel times are not competitive with auto travel times.

To find a solution, the Staten Island Borough President funded the North Shore Alternatives Analysis Study sponsored by MTA New York City Transit. This study examined an alternative, the North Shore rail line. This line was opened to passenger and freight service in 1890, operating between Cranford, New Jersey and the St. George Ferry Terminal. It was operated jointly by the Staten Island Rapid Transit Company and the Baltimore & Ohio Railroad. Passenger service was

discontinued in 1953 and freight service operated until 1989. Freight service resumed in 2005 at Howland Hook on the west end of this right-of-way. In 2004, the Port Authority of New York & New Jersey studied this problem and concluded that light rail was the most cost-effective, but Bus Rapid Transit deserved further examination. At the present time, NYC Transit probably prefers Bus Rapid Transit, but does not have the money to build it.

Increased L Service

On June 10, 2012, L service was increased to serve the growing population of Williamsburg, Bushwick, and Canarsie. Riding on L has more than doubled since 1998, but service has been increased by only about 50%.

Average weekday passengers, 68,104 in 1998, rose to about 90,000 in 2002 and 2003, then rose slowly for three years. It was followed by a rapid increase, reaching 149,991 in 2011.

MTA's website lists the following headways operated under the new schedule in effect June 10, 2012:

WEEKDAYS		SATURDAY		SUNDAY	
Midnight	20	Morning	6	Morning	10,8,6
AM Rush	3	Afternoon	5	Afternoon	6
Midday	6	Evening	6,10	Evening	6,8,10
PM Rush	4				
Evening	5,8,10				

The June 10 car assignment informs us that AM peak requirements were increased by two trains. These two trains, which were previously gap trains, are now required for scheduled service.

A newspaper article reveals that there are 16 additional round trips on weekdays, 11 on Saturdays, and 7 on Sundays.

There are several Myrtle Avenue short-turns in the AM rush, but none in the PM rush.

CORRECTION

Member Jeff Hakner wrote the following:

"Regarding the article, ***What Are the Longest-Serving New York City Rail Cars*** in the May, 2012 ***Bulletin***:

"The record must surely belong to Manhattan Elevated 41, later Money Collection Car G, which ran on the

Third Avenue Elevated from 1878 to 1955, 77 years of service.

"The record for strictly passenger-carrying equipment may belong to BRT/BMT elevated 1-200 series trailer cars. Some of these cars, built in 1887, were retired from passenger service in 1950, a run of 63 years."